

CALIFORNIA COASTAL COMMISSION

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Th 25a

Addendum

November 13, 2012

To: Commissioners and Interested Persons

From: California Coastal Commission
San Diego Staff See the original staff report.

Subject: Addendum to **Item 25a**, Coastal Commission Port Master Plan
Amendment **#6-PSD-MAJ-43-12 (San Diego Marriott)**, for the
Commission Meeting of November 15, 2012

Staff recommends the following changes be made to the above-referenced staff report:

On Page 1, under the title SUMMARY OF STAFF RECOMMENDATION, the following revisions and additions shall be made starting with the fourth paragraph:

However, as proposed, a portion of the newly expanded Marriott Hall building would be located in the existing, narrow (121 feet wide) airspace corridor providing a sky view that currently exists between the Hyatt hotel parking structure and the Marriott. Although there are no existing water views between the two buildings, the space does represent a "window to the bay" as one of the few breaks in the continuous wall of buildings located on public tidelands bayward of Harbor Drive (the first public roadway) all the way from the Hyatt complex to the San Diego Convention Center, a distance of approximately 2/3 of a mile. ~~The~~ As originally proposed, the expansion would have narrowed the distance between the Marriott and the Hyatt complex by about 1/3, to as little as 78 feet in width.

Since the staff report was released, Commission staff, Port staff, and Marriott representatives have continued to discuss the Coastal Act issues associated with the project, and potential alternatives to reduce or eliminate impacts to public views, public access, and public recreation. As a result, the amendment has been revised several times to reduce the size of the proposed Marriott Hall. As of Tuesday, November 13, 2012, the Port has indicated that the revised amendment will reduce the size of the building such that it will not expand any further northwest than the existing Marriott Hall, thereby maintaining the approximately 121 foot wide viewspace between the Marriott Hall and the neighboring Hyatt Hotel. Other plan revisions include new language committing to implementation of a public shuttle service prior to opening of the proposed hotel expansion, and providing for additional permanent public amenities such as benches and picnic tables, adjacent to the

Embarcadero walkway. The Port has also allocated 5 parking spaces for general public use in the parking lot that is proposed to remain next to the Embarcadero walkway.

These are clearly significant improvements; however, the timing of the most recent revisions does not allowed staff sufficient time to review the changes to the site plan and the necessary corresponding changes to the text and make a revised recommendation in writing. The most recent project changes and any potential revisions to the staff recommendation will be addressed verbally at the public hearing for the project. The Port's revised submittal is attached as an addendum to the staff report. A portion of the revised plan is attached to this addendum as Exhibit #22

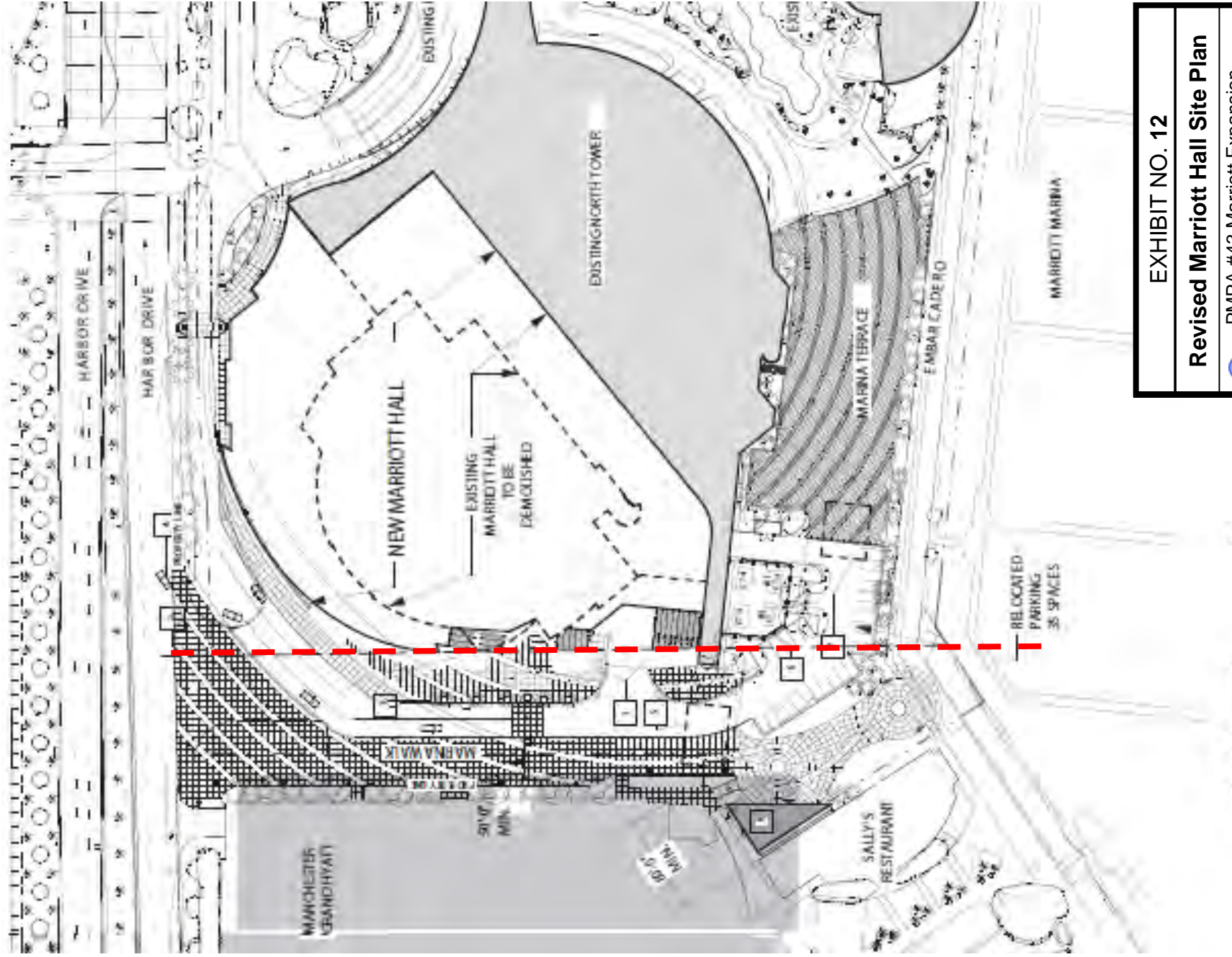



EXHIBIT NO. 12

Revised Marriott Hall Site Plan

 PMPA #43 Marriott Expansion
California Coastal Commission

Th 252

**San Diego Unified Port District
Port Master Plan Amendment**

**San Diego Marriott Marquis & Marina
Facilities Improvement Project**

**Existing/Proposed Plan
Text and Graphics**

**August 12, 2011
(Revised November 2012)**

**Note: Text to be deleted shown stricken and text to be added shown underlined.
Text in italics is for clarification only and is not part of the Plan Amendment.**

**Revised Submittal from the
Port District**

CENTRE CITY EMBARCADERO: PLANNING DISTRICT 3

Introduction

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

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

Precise Plan Concept

The basic concept of the redevelopment of the Embarcadero is to create a unified waterfront, both visually and physically, which

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

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

Land and Water Use Allocations

The Precise Plan allocates a balanced distribution of commercial, industrial, public recreation and public facility uses in this 434-acre planning area. More detailed allocations are indicated in the Land and Water Use **Table 10**,

and use areas are graphically portrayed on the **Precise Plan Map**.

Centre City Embarcadero Planning Subareas

The Planning District has been divided into six subareas as shown in **Figure 12**.

The North Embarcadero Alliance Visionary Plan area includes all of Subareas 31, 32, 33, and part of Subarea 34. The Visionary Plan proposes to revitalize San Diego's downtown waterfront through a concept for public improvements and by guiding development to optimize property values, public access opportunities and priority waterfront and water-dependent uses. The Plan recommends a substantial linear esplanade park on the urban waterfront with public art, street furniture, public spaces, expansive Bay views and public parking. The Plan proposes two major parks and plazas at the County Building and the foot of Broadway, and includes recreational piers and associated public facilities, harbor excursion landings and water-related commercial uses on Port tidelands. General commercial, residential, and commuter traffic would utilize an enhanced Pacific Highway grand boulevard, while North Harbor Drive would serve waterfront public access, water-dependent, and Embarcadero commercial recreational uses. An extension of the downtown San Diego small-block street grid across the railroad right-of-way, off Port lands, to the Bay would enhance public views and pedestrian access opportunities from upland areas (See *Visionary Plan Figure 3.1 for illustrative plan of the area*). Aboveground parking structures which are visible at the perimeter of a development should be limited to a maximum of six levels of parking or 60 feet above grade. (See *Visionary Plan - p.79*) North Harbor Drive, Broadway, Ash Street, and Grape Street are envisioned as active pedestrian linkages to the Bay from upland areas. Building frontage adjacent to these streets shall be developed with uses that promote pedestrian activity and public oriented uses. On other streets, ground-level facades shall maximize the sense of contact between indoor and outdoor activities. (See *Visionary Plan - pp.67, 68.*)

Laurel Street Corridor

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

Crescent Zone

The most important element influencing design in the Crescent Zone is the curvilinear form of the waterfront. Dramatic panoramic views can be realized at either vehicular or pedestrian speeds. The Port Master Plan capitalizes on this attribute to establish a grand pedestrian-oriented esplanade (no less than 100-feet wide) and major entryway into the Centre City district from Grape Street to Broadway. The promenade connects with the North Harbor Drive bicycle path to provide a continuous pedestrian/bicycle path from Navy Estuary to Fifth Avenue, a distance of four miles. Pacific Highway streetscape improvements would continue through this subarea. An esplanade at least 25-feet wide, bayward of Harbor Drive, will be added from Laurel Street to Grape Street. 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. Along the water's edge the concrete pathway will continue its present use as both pedestrian promenade and service area for commercial fishing boats tied up along the Crescent Zone bulkhead. Four public viewing/vista points would be spaced along the Crescent shoreline.

The waterfront between Grape Street and Ash Street will be used for Ship Anchorage, Boat Navigation Corridor, and Specialized Berthing. The three existing piers no longer function or are needed as commercial fishing berthing or fuel pier; therefore they will be replaced with a 30,000 square-foot curvilinear pier at Grape Street, with a 12,000-square-foot public boat dock designated as Park Plaza. The waterside termination of this pier is designated as Commercial Recreation to allow possible development of a commercial facility. Wave attenuation structures would protect the boat docks. A 5,000-square-foot parcel with a maximum 10,000-square-foot floor area designated as Commercial Recreation will provide for a major restaurant or other commercial recreation use on the esplanade at the foot of the Grape Street Pier. Development density with a Floor Area Ratio (FAR) of 3.0 and a building height limit of 12 feet is prescribed for this area, with the exceptions of the proposed commercial recreation parcel where a 13-foot high second story would be allowed. Building setbacks along the inland side of North Harbor Drive for upper stories shall be 25-foot minimum at 50 feet along the inland side of North Harbor Drive and 15-foot on east-west streets. (See *Visionary Plan Figures 4.4, 4.5 and 4.8*) Commercial Fishing Berthing has been allocated to the Crescent water interface (18.6 acres) as the highest priority use; however, this water is also used for transient berthing and occasional general berthing for small boats. The boat channel area just offshore is also used for temporary anchorage for small boats; therefore, the designation is changed to Specialized Berthing, which includes these uses within this precise plan area only.

Anchorage A-3, Laurel Street Roadstead Anchorage, is sheltered from the open sea but is located in both the most visible and the widest part of northern San Diego Bay. Approximately 20.6 acres of water area is allocated to

accommodate about 50 vessels on swing point mooring buoys. Onshore, a public rest room, three dinghy floats and connecting shore ramps provide for the landing needs of the anchorage user. As a federally designated anchorage, the boundaries are shown on coastal charts and identified on site by boundary markers. Administration of the anchorage is exercised by the Port District, pursuant to local ordinance. Thirty to forty percent of the moorings are to be set aside for short-term use by cruising or transient vessels. Section III, Water Based Transportation system, contains information on the baywide small craft anchoring system.

Civic Zone

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

Significant redevelopment is recommended for the Civic Zone. 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. North Harbor Drive will be reduced by narrowing to three lanes. Parking areas along the street will be interspersed with landscaping, vertical elements used to frame and enhance views, and lawn areas. (See *Visionary Plan Fig. 5.3*)

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

Passive green spaces (parks) are proposed between the plazas on the esplanade, providing recreational opportunities and places for people to relax, play, and enjoy Bay views. The promenade is a continuous 25-foot-wide paved area adjacent to the water's edge. The wharf side remains clear of objects or furnishings that

would block Bay views. A delicate string of lights, a planting area with tall palms, and a 10-foot-wide bike path border the landward side of the promenade (See Figure 5.3 of the Visionary Plan).

The most important element in this zone is the conversion of the old Lane Field site and Navy Engineering building into a new complex of buildings and open spaces. Primary consideration is a 600-to-800-room hotel. The intent of the plan is to retain flexibility for considering a wide array of development options. The concept includes possible multiple utilization of activities that could provide for commercial recreation; international trade, travel and cultural complexes; commercial and office space for maritime business; support facilities related to the Port; and subject to negotiation with the U.S. Navy, the provision of equal or better building space for the relocation of the Naval Facilities Engineering Command. The FAR for Lane Field parcel is 7.0 and 6.5, while building height limits range from 400 feet to 200 feet sloping toward the Bay. Special setback requirements along the Broadway side of this parcel range from 55 feet to 65 feet, widening toward the Bay (See Figure 4.7 of the Visionary Plan, which also illustrates the special radius setback on North Harbor Drive/ Broadway SW corner). Stepbacks for upper stories are 25-foot minimum at 50-foot building height except for the B Street side of the parcel and on other east-west streets where they are 15 feet. There are no setback requirements along Pacific Highway. (See Visionary Plan Figures 4.5, 4.6, 4.7 and 4.8.)

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

B Street Pier is scheduled for substantial redevelopment of the apron wharf and the structures on the pier. The south shed will be removed or redesigned to create space for parking and a promenade. The western end of the pier will be converted for specialized commercial uses such as a shopping bazaar, and foods and services reflecting the maritime character of the Embarcadero and which will be compatible with cruise ship berthing. The Cruise Ship Terminal will be expanded and both sides of the pier will accommodate ship berthing. Cruise ships may tie up at both the B Street and Broadway Piers. The shopping bazaar could be expanded into the terminal building and the existing Maritime Museum could be provided with land-based support area, storage and work area, and possibly a living museum of nautical craftsmen; however, loading, off-loading, and storage capabilities for general cargo will be retained as needed. Alternatively, the Maritime Museum may be relocated to another location along the Embarcadero, such as the curvilinear pier at Grape Street. A FAR of 2.0 applies to the B Street and Broadway piers. The building height limit for the B Street Pier is 50 feet; however, an expanded cruise ship terminal, now under study, may require (for functional reasons) building(s) in excess of 50 feet in height. Pursuant to the Port's cruise ship terminal study, alternative height restrictions and other guidelines affecting B Street Pier may be appropriate and acceptable, and they should be considered by the Alliance. (See Visionary Plan Figs. 4.4, 4.5 and pp. 63, 64.)

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

Tuna Harbor

This subarea consists of the Tuna Harbor, the harbor formed by its pier, the proposed new

bayfront public park, the new Pier Walk building with commercial recreation and commercial fishing uses, parking, and adjacent areas.

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

The aircraft carrier Midway is docked on the south side of the Navy Pier. The Terminal Berthing designation would be changed to Commercial Recreation and Park/Plaza for the proposed 0.8-acre public viewing area with a designated vista point on the bow deck of the ship. The Commercial Fishing Berthing designations in this water area would be replaced with Specialized Berthing to accommodate multiple uses. Landscaping and streetscape improvements on North Harbor Drive would continue through this area.

Parking for visitors to the Midway and its museum will be provided, on an interim basis, at the Navy Pier, pursuant to the museum's lease with the United States Navy. When and if the Navy determines that its use of the Navy Pier is no longer necessary, the Port will accept the proposal by the San Diego Aircraft Carrier Museum to convert the Navy Pier into a "public park" use, thereby allowing the pier to be converted into a memorial park complementing the Midway and its museum, while affording additional public open space and bay vistas. Vehicle parking for museum visitors will then be shifted to nearby offsite locations. However, since the Navy Pier's future is uncertain and will be determined by decisions of the federal government, the conversion of the pier to a 5.7-acre memorial park is a specific planning goal of the Port, and environmental analysis for the park conversion will be conducted prior to the Navy relinquishing ownership and/or control of the Navy Pier such that construction of the park can occur as soon as feasible thereafter. The park conversion will be subject to all appropriate laws at the time the Navy Pier Park is proposed.

Mitigation for the loss of 4.1 acres of open water habitat resulting from the placement of the

aircraft carrier Midway and its mooring platform structures has been provided by an expansion of an existing degraded marsh, known as Lovett Marsh, east of south San Diego Bay, in the City of National City, resulting in the creation of approximately 5.8 acres of new coastal salt marsh.

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

A substantial portion of Tuna Harbor is devoted to commercial fishing use. It is anticipated that offices for the tuna and fresh fish fleet will locate here, as well as ancillary uses such as small seafood processors, fish markets, marine instrument and equipment sales, fishing and ocean technology displays, and automobile parking. The northern side of the mole has been renovated by stabilizing the existing concrete slab wall with rock revetment. The south face of the mole has been renovated with rock revetment for shore protection. Floating docks will provide 50- and 60-foot berths for commercial fishing boats. Low level lighting is provided for the berths. Landside support services, auto parking, and truck access are included. Approximately 100 commercial fishing berths are provided alongside the floating docks.

To shelter Tuna Harbor from the south, a concrete breakwater pier approximately 400 feet long has been built from the land lying between the former Harbor Seafood Mart area and Seaport Village. The pier provides additional berthing for tuna seiners and large market fishing boats, allows public access to the water, and accommodates water taxi service. The entrance to this joint use pier will be enhanced to provide a strong pedestrian linkage from waterfront viewing areas to the reconfigured commercial fishing and retail area (formerly occupied by the Harbor Seafood Mart building). This pier walk will connect to the new bayfront public park to the north, as well as the entrance to Seaport Village and the south side of the redeveloped Old Police Headquarters (OPH) building.

The Harbor Seafood Mart building is planned to be demolished and the site redeveloped with a new Pier Walk building of comparable size and use allocation, which will consist of an improved fish processing facility with sufficient parking and loading/unloading spaces to support the operation, as well as ancillary retail and restaurant uses related to and supportive of the commercial fish processing uses in the building. The development will be designed so that the commercial fishing use will be able to continue to utilize and maintain the existing fish unloading dock, with direct, unrestricted access to joint use of the pier/dockside facilities. The new facility will be large enough to support both the current capacity requirements of the fishing industry, and allow for the expansion of services for seafood processing. The Precise Plan underlying the portion of the new Pier Walk building nearest the unloading dock will have a land use designation of Commercial Fishing to provide for the retention of valued commercial fishing activities. The facility will be integrated with the surrounding public walkways and plazas with opportunities for public viewing and access opportunities.

In conjunction with the reconfiguration of the fishing facility, the Precise Plan will also be designated as Park/Plaza to allow for the construction of a new three-acre bayfront public park on the north end of the site. The open space provided by the new bayfront park will enhance pedestrian and visual access to the Bay, as well as create a pleasant rest area and viewing place along the Embarcadero promenade for event gatherings and public activities. Adjoining parking areas will also be reconfigured and enhanced with landscaping and pedestrian linkages to the surrounding uses. The parking areas are intended to serve the public park, commercial fishing and recreation uses, reactivated Old Police Headquarters building, as well as Seaport Village.

Marina Zone

The Marina Zone, located along Harbor Drive from Market Street to Fifth Avenue, is planned to be intensively developed as a major public and commercial recreational complex. Major projects, including the 22-acre Embarcadero

Marina Park; the restaurant and specialty retail center of Seaport Village; a regional convention center, convention center expansion, convention center hotel public parking facility, and convention hotels and marina, have started the transformation of this waterfront area into an attractive commercial and recreational resource. Marina Zone projects will provide the southerly anchor for the Embarcadero development and the six-mile long promenade that extends north to Spanish Landing Park along the waterfront. Pedestrian linkages from the upland areas will provide access to this lively activity center for residents and visitors alike.

The plan concept is to rehabilitate and reactivate the historically designated, and presently vacant, Old Police Headquarters building with restaurant, specialty retail, indoor/outdoor public market, and entertainment uses. On the district Precise Plan, this area will be designated as Commercial Recreation. The north side of the site along Harbor Drive will be designated as Park/Plaza and will be redeveloped into an urban park and plaza area of approximately one acre in size with enhanced landscaping and pedestrian features. The new urban park will create visual and physical linkages from the OPH to the new bayfront park across Pacific Highway, as well as link to enhanced pedestrian connections to and along the Embarcadero through Seaport Village and along Kettner Boulevard. A small portion of the site on the north side the OPH will retain the Commercial Recreation land use designation in order to allow for associated outdoor commercial, or activating, uses. The parking areas surrounding the OPH and Seaport Village will be reconfigured to accommodate vehicles more efficiently, as well as allow for valet parking and loading areas.

Across from the hotel development, the west side of Kettner Boulevard from Harbor Drive to Seaport Village will be developed with landscaping and pedestrian features to provide improved connectivity between tideland uses, as well as increase activating uses.

Between the existing Marriott and Hyatt Hotels, an accessway known as "Marina Walk" is proposed consistent with the South Embarcadero Public Access Program, as amended ~~February~~

2006. Marina Walk will improve public pedestrian connectivity between Harbor Drive and the Embarcadero shoreline promenade and enhance public views towards the Bay through removal of existing landscaping and surface parking, leveling of the existing grade, relocation of the large cooling towers, and construction of a joint, cohesive public accessway spanning both the Marriott and Hyatt leaseholds. Approximately one half of the Marina Walk length will be a total of 50 feet wide and will contain a 40-foot-wide public pedestrian access corridor, and a 10-foot-wide landscape buffer to help screen the adjacent Hyatt parking structure. The 40-foot-wide public access corridor will include a 33.5-foot-wide dedicated pedestrian walkway, a 2-foot width for intermittent benches and lighting, and a 4.5-foot-wide landscape buffer with low-level, drought-resistant shrubs and groundcover that shall not exceed 3 feet in height. Adjacent to the existing approximately 10-foot-wide mechanical equipment enclosure on the Hyatt leasehold, the public access corridor will narrow to approximately 32 feet wide to allow for construction of a low-scale retaining wall and vine plantings to screen the enclosure. Marina Walk will contain amenities such as decorative paving, signage, public art features, low-level lighting, bicycle racks, benches, trash receptacles, a wheelchair accessible ramp, and restrooms open to the public during daylight hours. Marina Walk will widen to 80 feet as it approaches the Embarcadero promenade, and will widen to 145 feet at the Harbor Drive gateway to Marina Walk. Adjacent to this gateway, removal of the existing parking booths/gates and substantial narrowing of the entry drive (from 78 feet to 40 feet in width) will create a more inviting entrance and will encourage a more pedestrian-oriented environment. The Harbor Drive gateway area will be kept clear of physical barriers or visual obstructions that would discourage public use of Marina Walk.

Bayward of the Marriott and Hyatt hotels, a continuous pedestrian promenade links the two Embarcadero Marina Park peninsulas and assures public access along the shoreline. Pedestrian linkage to the uplands is provided around and over the expanded Convention Center. An existing accessway between the Marriott Hotel and the Convention Center has been improved to provide

functional, safe, and environmentally educational passage to the waterfront, as provided in the Public Access Program. The Convention Center expansion included another public accessway with a minimum width of 20 feet over the Convention Center connecting Harbor Drive and the Embarcadero Promenade. An elevated walkway on the Convention Center's observation deck level parallels Convention Way. At the intersection of Eighth Avenue and Harbor Drive, the promenade connects with the adjacent Gaslamp Quarter pedestrian and trolley facilities. The public accessway extends from the south end of the Convention Center expansion and along both sides of Eighth Avenue. The District, in conjunction with the City of San Diego, has implemented a public access program of signage, pavement markings, amenities and public information to inform and invite the public to and along the Embarcadero, as is more specifically shown in the District's "Public Access Program" (November, 1995) and the "South Embarcadero Public Access Program" (~~April, 1998~~ and as amended ~~February~~ 2006), which are incorporated into the plan by reference.

It is recognized that providing all required parking on-site can result in a significant amount of waterfront land being dedicated to parking lots and structures, thereby limiting the ability to provide visitor-serving uses such as parks and commercial development. New commercial development in the Marina Zone shall participate in the implementation of the Parking Management and Monitoring Plan (PMMP), as amended ~~February~~ 2006. Such participation is intended to achieve maximum feasible reduction in automotive traffic, facilitate the extension and utilization of mass transit to serve the Marina Zone, provide and support means of non-automobile circulation to employees and guests, make more efficient use of existing parking lots and structures, and help avoid significant effects associated with a lack of parking for waterfront projects. Additionally, the PMMP requires new commercial development to provide maximum feasible on-site or proximate parking facilities on Port and nearby City lands, and participate in the tiered, legally available, off-site parking program to address peak individual and cumulative demand. Required participation in the plan shall be monitored and reported annually to the Port and California Coastal Commission for the

economic life of the development. Throughout the South Embarcadero (G Street mole to the Convention Center Hotel Complex), commercial development is also required to participate in and contribute a fair share to the Port District's implementation of a permanent bayside shuttle system that would serve and connect tideland uses along the waterfront, such as the Convention Center Hotel Public Parking Facility, hotels, Seaport Village, and other waterfront destinations. Although outside the South Embarcadero, the bayside shuttle should also provide service to the Midway. In addition, this bayside shuttle system should include linkages to public roadside shuttle systems serving downtown San Diego, the airport, and MTS transportation hubs. ImplementationPort District implementation of the bayside shuttle system is a goal that is intended to serve visitors as part of an integrated waterfront access and parking program that the Port District shall pursue in conjunction with the City of San Diego, CCDC and MTS. The Port District will fund the bayside shuttle system at its cost and may seek cost recovery and financial participation consistent with its policies and practices and applicable laws. Cost recovery and financial participation may include: collection of fares, grants, advertising, voluntary tenant participation, mandatory tenant participation at the time of issuance of coastal development permits for Port District tenant projects within the South Embarcadero, and other sources as may be identified by the Port District. If rider fares are collected, fares will be kept at a low cost as compared to comparable transportation services within the region. The District will prepare a bayside shuttle system program and operational plan prior to the shuttle system commencing operations. The bayside shuttle system will be operational in accordance with the conditions of approval for the North Embarcadero Visionary Plan (NEVP) Phase 1 project.

Situated within the eastern portion of the Marina Zone is an 11-acre site, fronting onto Harbor Drive and Fifth Avenue, which has been developed into a regional Convention Center. Floor area is allocated for display and exhibit area, meeting rooms, and support space, such as lobbies, storage, food service, and parking.

The regional Convention Center is supported by major hotel complexes; a convention hotel that contains twin 25-story towers accommodating 1,400 hotel rooms and a 450-slip marina; and a hotel of 875 rooms. A 750-room second hotel tower has been constructed with a minimum 100-foot set back from Harbor Drive, and a maximum height of 62 feet for the lobby galleria/ballroom structure connecting the second tower to the first tower. The hotel expansion includes meeting space, 34,000 square feet of exhibit space, and 30,000 square feet of ballroom space. Ancillary uses in this area include banquet, meeting, restaurant, hotel guest-oriented retail space, court game areas, and automobile parking.

The Marriott Hotel proposes a renovation/expansion of its Marriott Hall meeting space to include approximately 44,000 square feet of additional ballroom and exhibit space. The aesthetics and visual accessibility of the area will be enhanced through the contemporary, transparent architectural features and siting of the new Marriott Hall building, which will be reoriented such that its public side faces Harbor Drive. The maximum height of the new Marriott Hall shall not exceed 68 feet, including rooftop equipment and parapet wall, and the distance between the new Marriott Hall building and Hyatt parking structure shall be a minimum of 120.5 feet. Removal of underutilized hotel parking will allow for construction of the new meeting space and Marina Walk public access improvements, which will enhance physical and visual access to the Bay, and encourage a more pedestrian-oriented environment.

To further enhance and activate public access in the South Embarcadero, the Marriott proposes a 25,000-square-foot paved, flexible outdoor space at the bayward terminus of Marina Walk, adjacent to the Embarcadero promenade, known as "Marina Terrace." Marina Terrace will be used for hotel events such as mixers, cocktail parties, luncheons, and receptions, and occasionally may be increased to a maximum size of 35,000 square feet. When not in use for outdoor hotel events, Marina Terrace will be accessible for use by the public as an open gathering and activity space (see South Embarcadero Public Access Program, as amended). During the times when

Marina Terrace will be publicly accessible, approximately 85% of the year, the Marriott will provide and/or facilitate the provision of public pedestrian-activating amenities on Marina Terrace such as seasonal events/festivals, temporary visitor-serving retail such as food carts and vendors, and placement of movable modular street furniture for public use on Marina Terrace. This modular furniture will include public benches, chairs, tables, and outside shade structures. At a minimum, the Marriott will ensure that permanent public seating is provided along the bayward perimeter of Marina Terrace. Six-foot-wide paved pathways through the existing landscape buffer will ensure vertical pedestrian linkages between Marina Terrace and the Embarcadero promenade. Public pedestrian use of the Marina Terrace space will be further encouraged with consistent paving and low-level vegetation to help attract visitors along Marina Walk and the Embarcadero promenade. To encourage interaction between the public spaces on Marina Terrace, Marina Walk, and the Embarcadero promenade, the Marriott will promote and inform the public about various activities and pedestrian-serving amenities available at Marina Terrace through use of interchangeable signage and other methods of advertisement. In addition, Marriott will provide fixed picnic-type tables between Marina Terrace and the Embarcadero promenade on a permanent basis. The 35-space parking lot between Marina Walk and Marina Terrace shall be signed and designated for marina use (30 spaces) and public use (5 spaces).

Marriott's proposed improvements trigger its mandatory participation in the Port District's implementation of the permanent bayside shuttle system. The bayside shuttle system will be operational prior to the opening of the Marriott Hall expansion, and Marriott's participation in the shuttle system will be a condition precedent to issuance of a certificate of occupancy for the proposed Marriott Hall expansion.

The extension of the Convention Center into a 13-acre site connected to the south end of the center and occupying the area bounded by Harbor Drive, Eighth Avenue, and Convention Way has been completed. Fifth Avenue, an undedicated

street, was closed as part of the development of the original center. Harbor Drive has been partially depressed to provide an alternate access to an existing underground parking lot system and to enhance the urban design character at the Convention Center. The expansion added approximately one million gross feet of floor area to the Convention Center. The Convention Center operator was required to implement the Parking Management Plan and Monitoring Program (November, 1995, which is incorporated by reference into the master plan) to meet the needs of the Convention Center visitors and support functions, as well as the public seeking access to the Embarcadero Marina Park South.

Convention Way Basin

A transition in the existing land use is planned for the area located to the south of the expanded Convention Center. A parcel on the south side of the park entry road is the proposed location for a 250-room Spinnaker hotel. The 250-room Spinnaker hotel tower only, located on the northwesterly portion of the Fifth Avenue Landing site, shall be designed to occupy a minimal building footprint in order to maximize the amount of public access and open waterfront parkland, and the tower shall not exceed 20-23 stories in height. No portion of the Spinnaker hotel complex shall encroach on the promenade. The public pedestrian bridges linking the Convention Center observation terrace to the public observation terrace of the Spinnaker hotel tower will cross Convention Way and the promenade and link to the plaza and promenade below with a public stairway and elevator to ensure access to persons with disabilities. The pedestrian bridge will be part of the Spinnaker hotel project. The public pedestrian bridges shall be designed by the developer of the Spinnaker hotel to be visually attractive, compatible with the public art, architecture, and pedestrian orientation of the project area. A pedestrian bridge over Convention Way will provide pedestrian access from the observation deck of the Convention Center expansion to a terrace surrounding the hotel as well as access to the shoreline walkway. Universal design for disabled access will be incorporated in all new development.

A ballroom, parking facility, other hotel-related facilities, and water transportation center for harbor excursion boats, water taxis and ferries is planned east of the promenade along Convention Way. The Spinnaker hotel complex shall include a water taxi and ferry service to the Convention Center hotels and to other San Diego Bay locations. The roofline of the hotel facilities, ballroom and parking facilities shall not exceed 25-feet above finished grade (not including appurtenant structures and the main hotel tower), unless construction requirements or geotechnical or other physical characteristics of the site make it infeasible. If a 25-foot roofline is infeasible, the maximum height of the roofline and appurtenant structures shall be the minimum height necessary, but in no case shall it exceed 32-feet in height and shall be subject to further review and approval by the Port District. All rooftop equipment shall be screened from public view and shall be designed to be visually attractive from all public viewing areas.

The entire ground floor and perimeter of the Spinnaker hotel tower and the ballroom and related hotel facilities facing the promenade shall provide ground-level pedestrian-oriented uses compatible with the Commercial Recreation land use designation, such as visitor serving retail shops and restaurants, including outdoor seating, to activate the promenade. Minimal hotel lobby space may be permitted on the ground floor of the Spinnaker hotel tower. A minimum 198 parking spaces to serve the Spinnaker hotel guests and the public will be provided. The spaces shall be allocated as follows: a minimum 88 surface parking spaces shall be provided on-site, and 110 valet spaces shall be provided in the Convention Center parking facility. A minimum 44 spaces of the on-site surface parking will always be available for general public use and will not be reserved for hotel events. Appropriate signage shall mark the on-site lot as available to the public. Views from the promenade toward the Spinnaker Hotel parking lot shall be softened by use of a landscaped buffer. The Spinnaker hotel tower shall have an architectural style depicted in the shape of a spinnaker sail.

Bayside improvements to this area include the continued extension of the pedestrian promenade along the waterfront. Park/Plaza

areas of 4.3 acres and 1.1 acres at the shoreline will open views to the waterfront from Convention Way. New and expanded restroom facilities will be provided in the 5.4-acre combined Park/Plaza area and the Embarcadero Marina Park South. The promenade widths and public plaza areas on the water's edge of the Fifth Avenue Landing site vary in size. The promenade width ranges from 60 feet to 35 feet, of which the first 26 feet adjacent to the water's edge shall remain open and unobstructed for public pedestrian use. A minimum building setback of 35 feet from the water's edge along the entire promenade in Subarea 36 shall be provided. A 120-foot diameter public plaza is located at the center of the Fifth Avenue Landing site. The promenade is extended into the Embarcadero Marina Park South on the south (Chart House) side of the park entry. The new continuous promenade will be extended along the water's edge of the entire Fifth Avenue Landing and former Campbell Shipyard sites, and will connect to Harbor Drive for complete public pedestrian access throughout the public park/plaza areas of the project vicinity and Convention Center. The former shipyard area will be redeveloped with a 1000-to-1200-room Convention Hotel and support facilities including restaurant, retail, meeting space, a 35,000-square-foot ballroom, a 20-to-30-slip marina, and a maximum 2000-car public parking facility. A transport service will be available from the 2,000-car public parking facility to the Bayfront. The maximum 500-foot high Convention Hotel tower and parking structure shall be located outside and south of the Park Boulevard view corridor and the Eighth Avenue view corridor to maintain public views to the Bay from Harbor Drive. The parking structure shall be set back a minimum of 100 feet from Harbor Drive. At least 899 of the 2000 maximum parking spaces in the parking structure shall be provided for Convention Hotel guest use. The remaining parking spaces shall be designated for general public use.

The Convention Hotel shall provide pedestrian access along two major corridors, Eighth Avenue and the extension of the Embarcadero promenade. Landscaped setbacks and/or street-front retail must be provided along these access ways. The Eighth Avenue pedestrian walkway shall be a minimum

of 20-feet wide with 12-foot wide planting strips between the Eighth Avenue right-of-way and the pedestrian walkway and a 12-foot wide planting setback between the walkway and the hotel development. Pedestrian-oriented uses compatible with the Commercial Recreation land use designation, such as visitor serving retail shops and restaurants, which may include outdoor seating shall be provided to activate the promenade. Project components shall meet the 20-foot building height for buildings on the promenade, stepping back to 50-feet in height in the development area to create a pedestrian-scaled public environment. Shoreline promenade and landscape improvements will be included in the 35-foot minimum setback of the hotel from the water's edge. The first 26 feet of promenade adjacent to the water's edge shall remain open and unobstructed for public pedestrian use.

A public access pier with recreational boat facilities will be set back a distance sufficient to preserve the continued use of the Tenth Avenue Marine Terminal Berths 1 and 2 for commercial cargoes. The new marina has been reduced to a "transient oriented" marina of 20-30 large yacht slips. State-of-the-art best management practices will be used in the marina to reduce spills, reduce or prohibit toxic bottom paints, and mandate new pump-out stations.

Specific implementation proposals will be evaluated by the San Diego Water Quality Control Board for compliance with all applicable regulations and will include the best management practices required by the Port District Urban Runoff Action Plan and Stormwater Management Ordinance.

The amount of water coverage in Subarea 36, Convention Way Basin, resulting from redevelopment of the bulkhead and pier structure shall be minimized and necessary to construct the public promenade, water transit center, public access piers and recreational marina. Any increase in water coverage from that which previously existed when the leaseholds were developed with the Campbell shipyard and R.E. Staite marine construction yard shall be subject to further environmental review and mitigation.

The public promenade, waterfront park and plaza and the Embarcadero Marina Park South will be open to general public use at all times. Any temporary special events held in these public park/plaza areas must obtain a special event permit from the San Diego Unified Port District, according to the Port District Special Event Procedures and Guidelines. At no time will the public access to the sidewalk promenade be fenced, screened or blocked off by any structure.

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TABLE 11: Project List

**CENTRE CITY/EMBARCADERO:
PLANNING DISTRICT 3**

	Sub	Dev	App	FiscYear
1. NORTH HARBOR DRIVE, GRAPE TO BROADWAY: Reduce traffic lanes; install landscaping, irrigation; develop bike path	33	P	Y	2005-20
2. PUBLIC ACCESS: Pedestrian access improvements to waterfront and promenade	35	T	N	2007-08
3. LANE FIELD DEVELOPMENT: 600-to-800-room hotel, office building, retail, and parking	33	T	Y	2005-10
4. NORTH EMBARCADERO REDEVELOPMENT: (a) Visionary Plan public improvements, (b) esplanade, (c) street improvements, (d) vista points, (e) Grape Street piers replacement + restaurant, (f) park and plaza areas, (g) Broadway Pier cruise ship terminal (approximately 60,000 sq. ft., maximum 50-foot building height) to cover no more than 50 percent of the pier, public events space, 15,000 sq. ft. public recreation and viewing area, a 25-foot wide public access corridor along the southern side of the pier, and infrastructure improvements, (h) B and C Street linkages between Pacific Highway and North Harbor Drive	31-34	P	Y*	2005-20
5. PASSENGER TERMINAL AT B STREET PIER: Cruise Ship Terminal Modernization	33	P	N	2006-10
6. WATER TRANSIT CENTER: Prepare site, construct buildings, piers, pedestrian access and landscape improvements to and along the San Diego Bay shoreline to accommodate water-based transportation including a ferry landing, water taxi access and public boat access	36	T	N	2007-10
7. CONVENTION CENTER HOTEL COMPLEX AND MARINA: Construct 1000 to 1200-room hotel tower, a lobby, ballroom, meeting rooms, retail shops, restaurants, other ancillary uses, above-grade parking structure, marina, piers, pedestrian access, boat access, park/plaza, and landscape improvements	36	T	Y	2006-08
8. SPINNAKER HOTEL: Construct 250-room hotel with meeting rooms, ballroom, restaurants, retail shops, other ancillary uses, pedestrian access, with bridge to Convention Center, surface parking spaces, and landscape improvements	36	T	Y	2007-10
9. PEDESTRIAN BRIDGE OVER HARBOR DRIVE: Self-anchored suspension bridge over Harbor Drive connecting to public parking garage to Eighth Avenue	35	T	N	2006-08
10. EIGHTH AVENUE PEDESTRIAN CROSSING: At grade pedestrian crossing to be completed with pedestrian bridge over Harbor Drive	35	T	N	2006-10
11. OLD POLICE HEADQUARTERS REHABILITATION: Rehabilitation and adaptive reuse of historically designated Old Police Headquarters building with a mix of specialty retail, entertainment and restaurant uses; reconfiguration of surrounding parking areas; and, pedestrian access, plaza and landscape improvements.	34,35	T	Y	2007-08
12. PIER WALK BUILDING: Remove existing Harbor Seafood Mart building and construct new Pier Walk building to accommodate existing commercial fish processing operations, as well as associated retail, restaurant and other services/support uses.	34	T	Y	2008-09
13. BAYFRONT PARK: Construct new bayfront public park along the southern edge of Harbor Drive, between the waterfront and Pacific Highway, including lawn and landscaped areas, walkways, as well as other park/plaza features	34	P	N	2009-10
14. <u>MARRIOTT HOTEL MEETING SPACE EXPANSION: Renovate/expand structures; improve public amenities, including public views towards the bay and pedestrian access; modify parking configuration; install landscape and hardscape improvements.</u>	35	T	Y	2013-14

P- Port District T- Tenant N- No Y- Yes

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

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SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

SAN DIEGO UNIFIED PORT DISTRICT
ENVIRONMENTAL & LAND USE AND PLANNING MANAGEMENT DEPARTMENT
3165 PACIFIC HIGHWAY
SAN DIEGO, CALIFORNIA 92101-1128
(619) 686-6283

MAY 26, 1998
Amended FEBRUARY 2006
Amended OCTOBER/NOVEMBER 2012

11/13/12

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

- Contents:
1. South Embarcadero Public Access Program, as amended ~~February 2006~~
 2. Planning District 3 – Table A – Access and Recreation Components
 3. South Embarcadero Public Access Map
 4. Marriott Marina Terrace Activation

1. South Embarcadero Public Access Program

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

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

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

The ~~new~~ Old Police Headquarters (OPH) 1.0-acre open space Urban Plaza, ~~new~~ pedestrian linkages around and through the OPH, and activating uses along the west side of Kettner Blvd, along with ~~the~~ existing 0.7-acre open space plaza adjacent to the ~~new~~ Hyatt tower, will connect Harbor Drive, between California Street and Kettner Blvd., with existing Embarcadero Marina Park North. The ~~new~~ open space areas will create visual and physical linkages from the OPH to the ~~new~~ 3.5-acre waterfront park across Pacific Highway, as well as link to enhanced pedestrian connections to and along the Embarcadero through Seaport Village and along Kettner Blvd. These parks will be improved with environmentally sustainable features to enhance family recreation opportunities, and other recreational and access support facilities, such as lighting, paths, fitness course, signs, restrooms, water, telephones, tables, seating, and trash disposal.

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

Eleven public accessways 15 to 60 (minimum) feet wide, and comprising a total of 8,000 lineal feet, will directly connect the Harbor Drive walkway in the Planning Area with the Embarcadero Promenade: (1) on the north side of Tuna Harbor, (2) on the breakwater-pier on the south side of Tuna Harbor; (3) along the foot of Pacific Highway, (4) along the foot of California Street and south through the rehabilitated OPH building; (5) along the west side of Kettner Blvd., (6) along Pier Walk, from Market Street at Harbor to the Tuna Harbor Pier (7) along Market Plaza to the Embarcadero at Seaport Village East (8) along Marina Walk between the existing Marriott and Hyatt hotels; (9) through the canyon path between the Marriott Hotel and the existing Convention Center; (10) in the Skyward elevated access between Harbor Drive and Embarcadero Marina Park South at the junction of the existing and expanded convention center elements; and (11) from Eight Avenue Plaza along Eighth Avenue to Campbell Park and on to the Campbell Pier. These connecting accessways are united with existing upland (City) sidewalks at Pacific Highway, California Street, Kettner Blvd., Market Street, Front Street-Childrens' Park-First Street, Fifth Avenue, and Eighth Avenue. The connecting accessways on Port lands are, or will be, improved with a variety of access support and safety components as shown in Table A (page 4). No existing accessway will be reduced in size or functional capacity. Pedicab service, including designated holding areas, will be provided in conjunction with all public access, public recreational, and commercial recreational facilities, including the Convention Center, consistent with the capacity of existing and proposed accessways, and with pedestrian safety.

As redevelopment within the South Embarcadero occurs, additional opportunities to maximize and enhance public access will be incorporated. The Marriott hotel's reconstruction of its Marriott Hall ballroom and meeting facility will enable construction of Marina Walk, a joint, cohesive public accessway spanning both the Marriott and Hyatt leaseholds (#8 above). Public views and public pedestrian connectivity to the Bay will be significantly improved through relocation of the large cooling towers, removal of tall landscaping and underutilized surface parking, and leveling of the existing grade. Approximately one half of the Marina Walk length will be a total of 50 feet wide and will contain a 40-foot-wide public pedestrian access corridor and a 10-foot-wide landscape buffer to help screen the adjacent Hyatt parking structure. The 40-foot-wide public access corridor will include a 33.5-foot-wide dedicated pedestrian walkway, a 2-foot width for intermittent benches and lighting, and a 4.5-foot-wide landscape buffer with low-level, drought-resistant shrubs and groundcover that shall not exceed 3 feet in height. Adjacent to the existing approximately 10-foot-wide mechanical equipment enclosure on the Hyatt leasehold, the public access corridor will be 32 feet wide to allow for construction of a low-scale retaining wall and vine plantings to screen the enclosure. Marina Walk will contain amenities such as decorative paving, signage, public art features, low-level lighting, bicycle racks, benches, trash receptacles, a wheelchair accessible ramp, and restrooms open to the public during daylight hours. Marina Walk will widen to 80 feet as it approaches the Embarcadero promenade, and will widen to 145 feet at the Harbor Drive gateway to Marina Walk. Adjacent to this gateway, removal of the existing parking booths/gates and substantial narrowing of the entry drive (from 78 feet to 40 feet in width) will create a more inviting entrance and will encourage a more pedestrian-oriented environment. The Harbor Drive gateway area will be kept clear of physical barriers or visual obstructions that would discourage public use of Marina Walk. As part of the Marina Walk construction, the existing solid southeast façade of Sally's restaurant on the Hyatt leasehold will be partially replaced with windows, which will also improve public physical and visual access towards the Bay.

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

Visibility of Marina Walk will be improved through architectural treatment and orientation of the buildings on either side of the public accessway. The aesthetics and visual accessibility of the area will be enhanced through the use of contemporary, transparent architectural features and siting of the new Marriott Hall building, which will be reoriented such that its public side faces Harbor Drive. The maximum height of the new Marriott Hall shall not exceed 68 feet, including rooftop equipment and parapet wall, and the distance between the new Marriott Hall building and Hyatt parking structure shall be a minimum of 120.5 feet.

To further enhance and activate public access in the South Embarcadero, the Marriott proposes Marina Terrace, a 25,000-square-foot paved, flexible outdoor space at the bayward terminus of Marina Walk, adjacent to the Embarcadero promenade, to be accessible for use by the public as an open gathering and activity space when not in use for outdoor hotel events. During the times when Marina Terrace will be publicly accessible, approximately 85% of the year, the Marriott will provide and/or facilitate the provision of public pedestrian-activating amenities on Marina Terrace such as seasonal events/festivals, temporary visitor-serving retail such as food carts and food vendors, and placement of movable modular street furniture for public use on Marina Terrace. This modular furniture will include public benches, chairs, tables, and outside shade structures. At a minimum, the Marriott will ensure that permanent public seating is provided along the bayward perimeter of Marina Terrace. Six-foot-wide paved pedestrian accessways through the existing landscape buffer will ensure vertical pedestrian linkages between Marina Terrace and the Embarcadero promenade. Public pedestrian use of the Marina Terrace space will be further encouraged with consistent paving and low-level vegetation to help attract visitors along Marina Walk and the Embarcadero Promenade. To encourage interaction between the public spaces on Marina Terrace, Marina Walk, and the Embarcadero Promenade, the Marriott will promote and inform the public about various activities and pedestrian-serving amenities available at Marina Terrace through use of interchangeable signage and other methods of advertisement. In addition, Marriott will provide fixed picnic-type tables between Marina Terrace and the Embarcadero promenade on a permanent basis. See "Marriott Marina Terrace Activation" graphic for a potential concept of how Marina Terrace and the Embarcadero promenade can be activated through Marriott's placement of permanent tables and seating and provision/facilitation of movable modular furniture and retail carts on Marina Terrace. The 35-space parking lot between Marina Walk and Marina Terrace shall be signed and designated for marina use (30 spaces) and public use (5 spaces).

Marriott's proposed improvements trigger its mandatory participation in the Port District's implementation of the permanent bayside shuttle system, discussed below. The bayside shuttle system will be operational prior to the opening of the Marriott Hall expansion, and Marriott's participation in the shuttle system will be a condition precedent to issuance of a certificate of occupancy for the proposed Marriott Hall expansion. To mitigate any potential parking shortfall that may result from the Marriott project, the Marriott is required to implement the parking management strategies as discussed in the South Embarcadero Parking Management and Monitoring Program (PMMP), as amended, which is incorporated by reference in the Port Master Plan.

The South Embarcadero Planning Area and immediately adjacent areas are presently served by publicly accessible automobile parking spaces, bicycle parking spaces, and three trolley and three bus stops. These spaces and transit stops will be maintained, although some may be

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relocated. To facilitate additional public recreational waterfront access opportunities, the Plan Amendment also provides for an additional water taxi landing at Tuna Harbor Pier (consistent with continued commercial fishing uses), additional automobile, new bicycle parking spaces and lanes, and three new bus stops along Harbor Drive (implementation of which will be in coordination with San Diego Transit). Throughout the South Embarcadero (G Street mole to the Convention Center Hotel Complex), commercial development is also required to participate in and contribute a fair share to the Port District's implementation of a permanent bayside shuttle system that would serve and connect tideland uses along the waterfront, such as the Convention Center Hotel Public Parking Facility, hotels, Seaport Village, and other waterfront destinations. Although outside the South Embarcadero, the bayside shuttle should also provide service to the San Diego Aircraft Carrier Museum (USS Midway). In addition, this bayside shuttle system should include linkages to public roadside shuttle systems serving downtown San Diego, the airport, and MTS transportation hubs. ~~Implementation~~ Port District implementation of the bayside shuttle system is ~~a goal that is~~ intended to serve visitors as part of an integrated waterfront access and parking program that the Port District shall pursue in conjunction with the City of San Diego, CCDC and MTS. The Port District will fund the bayside shuttle system at its cost and may seek cost recovery and financial participation consistent with its policies and practices and applicable laws. Cost recovery and financial participation may include: collection of fares, grants, advertising, voluntary tenant participation, mandatory tenant participation at the time of issuance of coastal development permits for Port District tenant projects within the South Embarcadero, and other sources as may be identified by the Port District. If rider fares are collected, fares will be kept at a low cost as compared to comparable transportation services within the region. The District will prepare a bayside shuttle system program and operational plan prior to the shuttle system commencing operations. Operation of the bayside shuttle system will occur as described in the Port Master Plan.

The unified public access directional and information signage program, as well as the environmental education signage program, are proposed to be expanded throughout the Planning Area, and to be augmented by works of public art. Substantial environmental education displays of San Diego's on-shore and off-shore coastal geology will be incorporated into the design of public access ways.

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

TABLE A - PLANNING DISTRICT 3, ACCESS AND RECREATION COMPONENTS

<i>NAME</i>	<i>LOCATION</i>	<i>MAP REF. NO.</i>	<i>SIZE/PARKING</i>	<i>USE TYPES</i>	<i>FACILITIES</i>
A. Promenade	Embarcadero	1	4600 LF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
			70000 SF		
Segment 1	Laurel Broadway	2	5200 LF	P,B,Rb, Ed, A:ha	VP,p,l
			72800 SF		
Segment 2	Broadway Com	3	950 LF	P,B,Rb,Ed,A:ha	p,l
			3800 SF		
Segment 3	Tuna Harbor	4	800 LF	P,B,Rb,Ed,A:ha	VP,p,l
			11200 SF		
			200/85 Spaces		
Segment 4	Seaport Village	5	1100 LF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
			15400 SF		
Segment 5	N Emb Mar Park	6	1600 LF	P,B,B/Ap,Rb:ha	VP,p,t,w,l,tl,b,tb,s
			22400 SF		
Segment 6	Kettner Blvd	7	1600 LF	P,B,Rb:ha	p,,w,l,tl,b,tb,s
	(includes 0.7 acre		32000 SF		
	Hyatt Plaza)				
Segment 7	Hyatt Hotel 1/2	8	600 LF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
			48,000 SF		
			100 Spaces		
Segment 8	Marriott	9	600 LF	P,B,Rb,Ed,A:ha	p,t,w,l,tl,b,tb,s
			18000 SF		
Segment 9	S Emb Mar Park	10	4075 LF	P,B,B/Ap,Rb:ha	VP,p,t,w,l,tl,b,tb,s
			44500 SF		
			132 Spaces		
Segment 10	Conv Cntr/Exp	11	3350 LF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
			37500 SF		
Segment 11	5th Ave Landing	12	1200 LF		
			7200 SF		
Segment 12	Campbell	13	700 LF		
			4200 SF		
B. Tuna Harbor	Harbor Drive	14	800 LF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
			45000 SF		
			200/85		
C. Urban Plaza	South of side of Harbor Dr; North side of OPH	15		Plza,P,A:ha	p,t,w,l,tl,b,tb,s
			1 Acre		
D. Waterfront Park	S of Harbor Dr	16	See Seg. 3	Prk,P,Pg,B/Ap,A:ha	P,T,W,L,TL,B,TB,S
			3.5 Acres		
E. Pier Walk	W of Market St	17	1250 LF	P:ha	VP,p,t,w,l,tl,b,tb,s
			50000 SF		
F. Tuna Hrb Pier	W of Pier Walk	18	400LF	P,CF,WT:ha	VP,p,tl,s
			10000 SF		

Legend:

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

B=Bikepath
P=Pedestrian walkway
Rb=Roller Blade Accessible
ha=handicapped accessible
t=toilet facility

B/Ap=Bike/Auto parking
Pg=Playground
SA=Shaded Area Available
l=lighting
tb=table/benches

CF=Commercial Fishing
PLZA=Plaza
SF=Sport Fishing
p=path s=sign
tl=telephone

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

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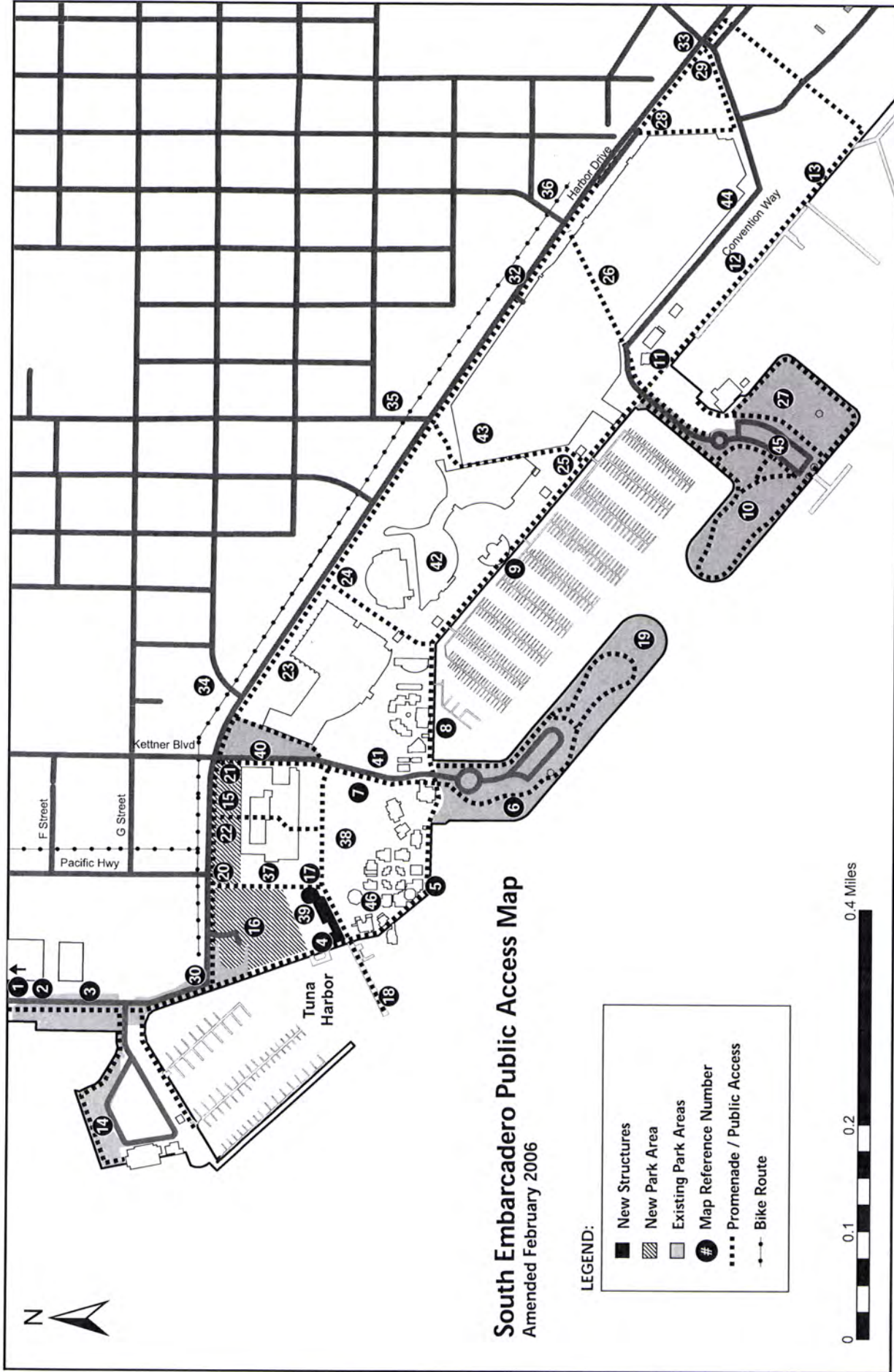
SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

TABLE A - PLANNING DISTRICT 3, ACCESS AND RECREATION COMPONENTS

NAME	LOCATION	MAP REF. NO.	SIZE/PARKING	USE TYPES	FACILITIES
G. N Emb Mar Pk	S of Central Pk	19	See Seg. 5 10.7 Acres 87 Spaces	Prk, P,Pg,B/Ap,A:ha	VP,p,t,w,l,tl,b,tb,s
H. Pacific Hwy.	S of Harbor Dr.	20	650 LF 65000 SF	P,B:ha	p,s,
I. Kettner Blvd.	S. of Harbor Dr.	21	900 x 2 LF 54000 SF 35 Spaces	P,B:ha	p,s
J. California	S. of Harbor Dr.	22	650 LF 32500 SF	P,B,A:ha	p,s
K. Harbor Dr.	Plaza Pk to 8 th Ave.	23	4000 LF 40000 SF 18 Spaces	P,B:ha	p,s
L. Marina Walk	S. of Harbor Dr.	24	600 LF 36000 SF	Plz,P,B:ha	p,s
M. Access Cyn.	S. of Harbor Dr.	25	750 LF 7500 LF	P,A,Ed:ha	p,s,Ed
N. Skywalk	At CC/CCE	26	800 LF 16000 SF	P,Ed,A:ha	VP,p,s,l,b,tb
O. S Emb Mar Pk	S of Conv Cntr.	27	See Seg. 9 12 Acres	Prk,P,Pg,B/Ap,A:ha SF	VP,p,t,w,l,tl,b,tb,s
P. 8 th Ave Plaza	Harbor at 8 th	28	See Seg. 10 30000 SF	Plz,P,B/Ap,A:ha	p,s,t,w,l,tl,b,tb
Q. 8 th Ave Walk	W. of Harbor at 8 th	29	600 LF 2600 SF	P,B,Ed:ha	p,s,l
R. Transit Stops	BusStp @ Waterfront Pk	30	Bus turnout	P,B,Ed:ha	p,s
	BusStp @ Conv.	32	Bus turnout	P,B,Ed:ha	p,s
	BusStp @ 8 th Ave.	33	Bus turnout	P,B,Ed:ha	p,s
	Trolley S @ Mkt.	34	NS/East Line	P,B,Ed:ha	p,s
	Trolley S @ 1 st	35	NS/East Line	P,B,Ed:ha	p,s
	Trolley S @ 5 th	36	NS/East Line	P,B,Ed:ha	p,s
S. Public Parking	Pacific Hwy.	37	40Spaces	B/Ap:ha	p,s
	SPV Main Lot	38	453 Spaces (493 w/ valet)	B/Ap:ha	p,s
	Waterfront Park/Pier Walk Bldg	39	172Spaces	B/Ap:ha	p,s
	Hyatt 2	40	100 Spaces	B/Ap:ha	p,s
	SPV East	41	124 Spaces (204 w/ valet)	B/Ap:ha	p,s
	Marriott	42	5 Spaces	B/Ap:ha	p,s
	Conv.Cntr.	43		B/Ap:ha	p,s
	8 th Ave./Conv. Way	44	21/24 Spaces	B/Ap:ha	p,s
T. S Emb MarFP	S Emb Mar Pk	45	132 Spaces	P,SF,B:ha	VP,p,w,l,b,tb,s
U. Village Wlks	SPV (1978)	46		P,Plz,A,Ed:ha	l,p,Rb,SA,s,sp,t,tb,tl w

Legend: A=(public) Art B=Bikepath B/Ap=Bike/Auto parking CF=Commercial Fishing
 Ed=Environ. Education P=Pedestrian walkway Pg=Playground PLZA=Plaza
 PRK=Park Rb=Roller Blade Accessible SA=Shaded Area Available SF=Sport Fishing
 VP=View Point ha=handicapped accessible l=lighting p=path s=sign
 sp=parking spaces t=toilet facility tb=table/benches tl=telephone
 w=water available

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



South Embarcadero Public Access Map
 Amended February 2006

LEGEND:

- New Structures
- ▨ New Park Area
- ▩ Existing Park Areas
- Map Reference Number
- Promenade / Public Access
- - - Bike Route

64

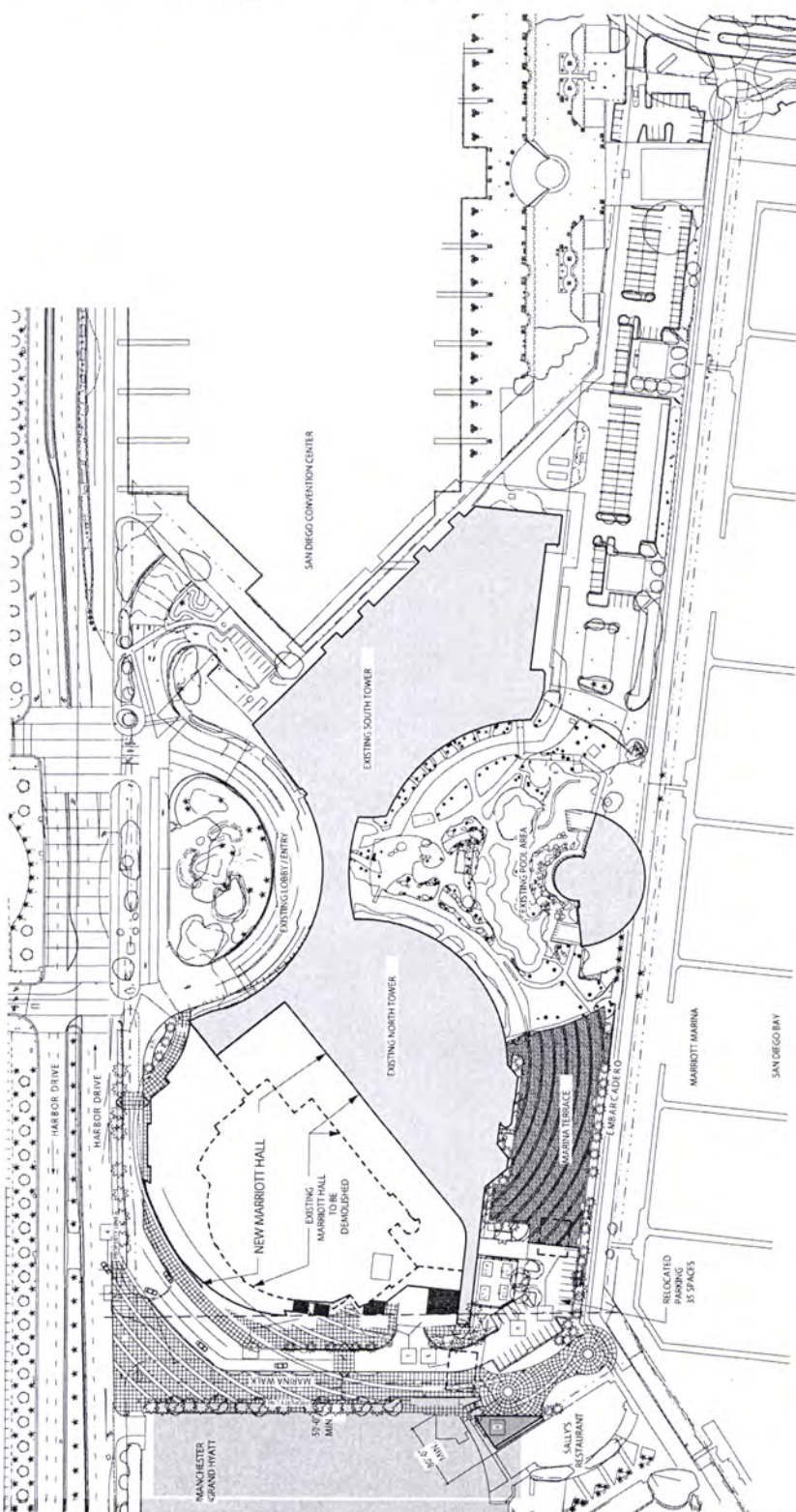
For Illustrative Purposes Only

Marriott Marina Terrace Activation



Movable modular furniture, including chairs and umbrellas, will be placed within the Marina Terrace area on a variable basis (amount and location dependant on day of week and weather conditions). A minimum of two (2) fixed picnic-type tables and four (4) fixed benches will be provided along the bayward perimeter of the terrace on a permanent basis. A pad will be established adjacent to the Embarcadero Promenade for placement of a temporary cart.

65

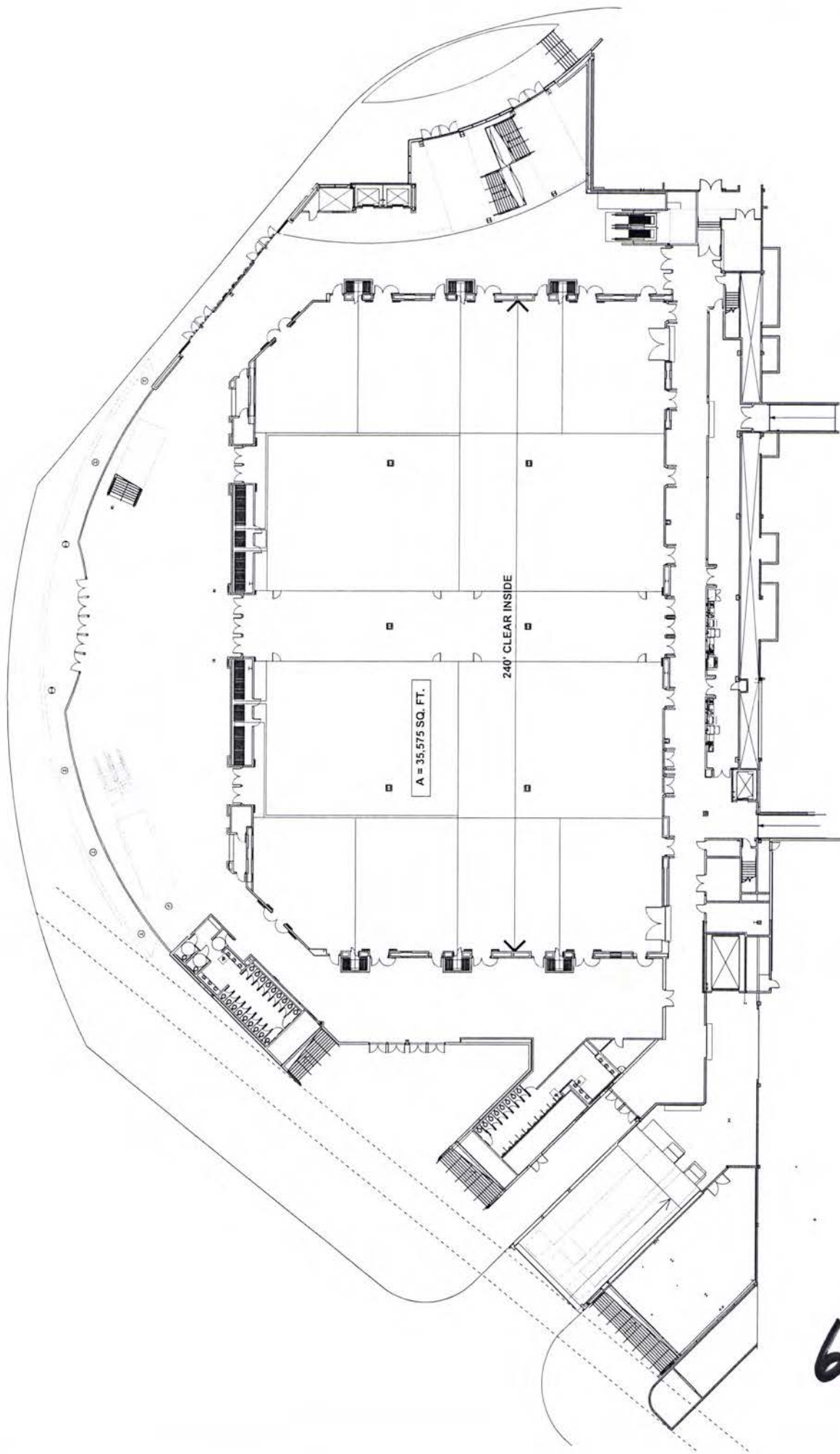


SITE PLAN

SITE PLAN KEYNOTES

- | | |
|---|--|
| 1 | PROPOSED EXTERIOR EXIT STAIR |
| 2 | NOT USED |
| 3 | EXISTING ENTRY DRIVE |
| 4 | PROPOSED ENTRY DRIVE |
| 5 | EXISTING COOLING TOWERS TO BE
RELOCATED |
| 6 | NEW COOLING TOWER ENCLOSURE |
| 7 | EXISTING MARINA RESTROOM TO BE
DEMOLISHED |
| 8 | PROPOSED MARINA RESTROOM |

27



67



Architect: [Firm Name]
 Date: [Date]
 Scale: 1" = 50'-0"
 Drawing No.: [Number]
 Job No.: [Number]
 Sheet No.: [Number]



333 WEST HARBOR DRIVE, SAN DIEGO, CA 92101
 NEW MARIOTT HALL
 CONSULTANT STAMP

DATE: [Date]
 SCALE: 1" = 50'-0"
 DRAWING NO.: [Number]
 JOB NO.: [Number]
 SHEET NO.: [Number]

SITE PLAN
 DATE: [Date]
 SCALE: 1" = 50'-0"
 DRAWING NO.: [Number]
 JOB NO.: [Number]
 SHEET NO.: [Number]

A0.1A



SITE PLAN
 Scale: 1" = 50'-0"

SITE PLAN KEYNOTES

- 1 PROPOSED EXTERIOR EXIT STAIR
- 2 PROPOSED EXTERIOR ENTRY DRIVE
- 3 EXISTING ENTRY DRIVE
- 4 PROPOSED ENTRY DRIVE
- 5 EXISTING COOLING TOWERS TO BE RELOCATED
- 6 NEW COOLING TOWER ENCLOSURE
- 7 EXISTING MARINA RESTROOM TO BE DEMOLISHED
- 8 PROPOSED MARINA RESTROOM

68



SPEAR & ASSOCIATES, INC.

CIVIL ENGINEERING & LAND SURVEYING

475 PRODUCTION STREET
SAN MARCOS, CA 92078
(760) 736-2040 • FAX (760) 736-4866

NOVEMBER 9, 2012

ATTN: GREG NY
MARK ALLAN & ASSOCIATES LLC
PH: 619.8664435 FX: 619.709.0424
gny@markallanllc.com

RE: SURVEYED DIMENSION BETWEEN HYATT HOTEL PARKING GARAGE AND
A STAIRCASE WALL AND BUILDING COLUMN AT THE NORTHWESTERLY
CORNER OF SAN DIEGO MARRIOTT HOTEL & MARINA
333 WEST HARBOR DRIVE, SAN DIEGO, CA. 92101

THIS IS TO CERTIFY THAT ON NOVEMBER 8, 2012, STANDARD FIELD SURVEY METHODS
WERE USED TO ESTABLISH THE DIMENSION BETWEEN SAID STAIR WALL AND BUILDING
COLUMN AT THE NORHTWESTERLY BUILDING CORNER OF MARRIOTT HOTEL AND THE
SOUTHERLY FACE OF SAID HYATT HOTEL PARKING GARAGE IS 116' ½" AND 120' 6',
RESPECTIVELY, AS SHOWN ON THE ATTACHED EXHIBIT.

RESPECTFULLY SUBMITTED,

RAY SPEAR
PLS 6404



69



SPEAR & ASSOCIATES, INC.

CIVIL ENGINEERING AND LAND SURVEYING

475 PRODUCTION STREET
SAN MARCOS, CA 92078
(760) 736-2040 • FAX (760) 736-4866

MARRIOTT HOTEL & MARINA
333 W. HARBOR DR. SAN DIEGO

JOB NO. REFER 12-253

CLIENT/JOB NAME MARK ALLEN GREEN NY-ASSOCIATES

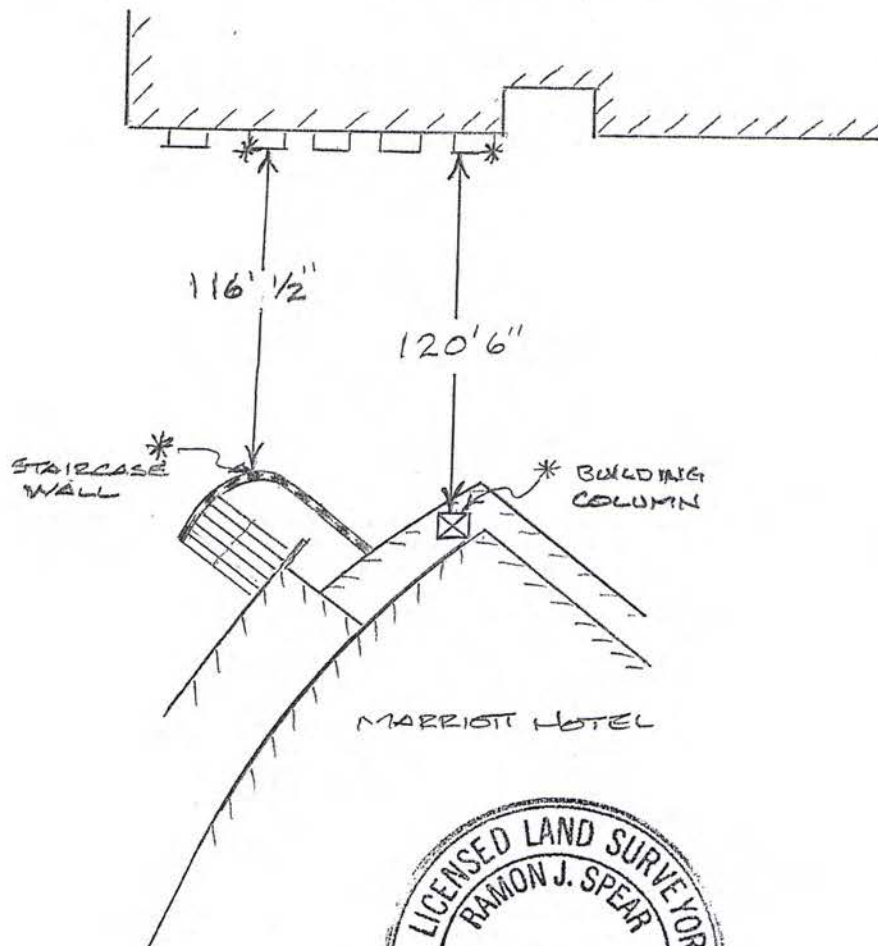
DATE NOV 9, 2012

CREW CHIEF BLAKE WALTER

EQUIP. LEICA TERA-1103 ROBOTIC INST.

FIELD MEASURE DIMENSION BETWEEN HYATT PARKING GARAGE (SOUTH FACE) AND NORTHERLY EDGE OF STAIR WALL AND BUILDING COLUMN AT N.W. CORNER OF MARRIOTT HOTEL & MARINA

HYATT PARKING GARAGE



NOT TO SCALE

* LOCATED FEATURES PER
STANDARD SURVEY METHODS



11/9/2012

70

Th25a

FORM FOR DISCLOSURE
OF EX PARTE
COMMUNICATION

NOV 08 2012

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

RECEIVED
NOV 08 2012

Date and time of communication: Tuesday Nov 6th 12:30 PM

Location of communication: Ventura

Person(s) initiating communication: Sara Wan

Person(s) receiving communication: Brian Brennan

Name or description of project: Th.25.a. Application No. PSD-MAJ-43-11
(San Diego Marriott).

Description of content of communication:

Support the staff recommendation to deny the PMPA.

The Project Threatens Water Quality and Coastal Species and is Inconsistent with Coastal Act Policies Protecting the Coastal Environment.

. The Project Infringes on a View Corridor Established by Prior Mitigation and Adversely Impacts Public Views. The Project will encroach on a designated view corridor, the Hyatt/Marriott Marina Walk, between Marriott Hall and the Hyatt parking garage. Widening the Marina Walk and removing visual barriers to create a wider-angle view of the Bay was a required condition in the CDP for the adjacent Hyatt hotel, to mitigate the significant view impacts of building hotel towers on the Hyatt parcel. The Project will degrade the view corridor by reducing the distance between the hotels from 121 feet to 78 feet, and increasing the height of Marriott Hall by 10 feet.

The Project Constricts Pedestrian Access to the Bay. The Hyatt/Marriott Marina Walk is a designated 50 to 60-foot wide "major pedestrian walkway" providing public access to the Bay. The Project will narrow the width of the walkway to only

Ex Parte Communications


32 feet for much of its length and place mechanical equipment along its border.

Widening Marina Walk was a required condition in the Hyatt CDP and an important part of providing public access to the bay.

4. The Project Reduces Public Parking Options. The Coastal Act and the PMP prioritize maximum waterfront access for all people, and require new developments to provide adequate parking. The Project will eliminate 403 existing parking spaces. The Project's analysis of traffic and parking impacts substantially understates the guest capacity of Marriott Hall, and fails to account for impacts from concurrent events on the Marina Terrace.

5. The Project Includes No Meaningful Public Amenities.

11/8/12
Date


Signature of Commissioner

If the communication was provided at the same time to staff as it was provided to a Commissioner, the communication is not ex parte and this form does not need to be filled out.

If communication occurred seven (7) or more days in advance of the Commission hearing on the item that was the subject of the communication, complete this form and transmit it to the Executive Director **within** seven (7) days of the communication. If it is reasonable to believe that the completed form will not arrive by U.S. mail at the Commission's main office prior to the commencement of the meeting, other means of delivery should be used, such as facsimile, overnight mail, or personal delivery by the Commissioner to the Executive Director at the meeting prior to the time that the hearing on the matter commences.

If communication occurred within seven (7) days of the hearing, **complete** this form, provide the information orally on the record of the proceeding and provide the Executive Director with a copy of any written material that was part of the communication.

Th25a

FORM FOR DISCLOSURE OF EX PARTE COMMUNICATIONS

Name or description of project, LPC, etc.: Port Master Plan (San Diego Marriott) Th 25a

Date and time of receipt of communication: November 9, 2012

Location of communication: Santa Barbara

Type of communication (letter, facsimile, etc.): Telecon

Person(s) initiating communication: Sara Wan for Unite Here 30, Thomas Enslow attorney for Unite Here. They are supporting staff recommendation for denial. Because this a PMPA, no changes or conditions are allowed, and CCC should deny and give directions to Port to make changes, or Port can make changes to project description to hearing.

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NOV 09 2012
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

They know I visited the site. Exhibit 1 is a pattern of development, starting by Hyatt there is a wall of development that blocks off the public from views of the bay. The only corridor remaining is the 121 feet between Hyatt and Marriott Hall. Will be reduced to 78 feet. (they are making changes now to increase to 101 feet). This is inconsistent with 30251, and inconsistent with current Port Master Plan which mirrors Coastal Act. planning has always envisioned improved views, including 1996 south embarcadero framework, and 1999 south embarcadero urban design guidelines (specifically identified Hyatt Marriott Marina Walk that should be protected. Plus permit conditions on Hyatt. Now the two hotels are under the same ownership, so one of the reasons for deferred mitigations was that they were separate owners.

This is the final opportunity to provide the public a small view to the Bay, instead it reduces. Not asking for increase, but agreeing with staff it should be maintained. The mitigations for this were all previously required under the Hyatt permit, and deferred, even the cooling towers were supposed to be removed. They were mostly looking for original measures to be implemented. This project does not even meet the original.

They recommend on view corridor: maintain 121 width between Marriott Hall and Hyatt and remove view obstructions. Marina Walk to have a minimum width of 50 feet. [they will have to reduce the size of ballrooms. They don't care the size, so long as it maintains the 121 feet width.

Enslow: New Marriott Hall is going to be taller, and extend farther out, will quadruple numbers of people to attend events, and increase parking demand and impact access. There are going to be significant new impacts to be mitigated with this project.

Wan: Marriott says that it is not feasible because of industry standards for hall. That is not our standard, which is the Coastal Act, but even if it were, this does meet the industry 85-95 square feet of meeting space per room. Marriott wants 104 square feet per room. If they reduced to 2 ballrooms of 30,000 square feet each to keep within the footprint to maintain the walk, that still meets industry standards.

73

Their response is that they only use the usable space in their calculations, but if they remove the nonusable space it would remove the view impacts.

Another important element is that the development doesn't comply **with current conditions on Hyatt**. Mitigations were imposed to offset impact of high rise tower. Some of those conditions were not implemented. The vote of the Commission might have been different (Wan stated she was on the Commission at the time

1. Marina Walk was supposed to be widened to 145 at Harbor Drive entrance, and 80 feet at Embarcadero Promenade, and maintaining 50 along the entire center. Also prohibited the walk to be associated with the roadway, wanted it to be set off and not just a sidewalk next to a roadway.

2. They have narrowed from 50 feet to 32 feet.

Recommendation on Sally's: a Clear view will probably require removal of corner

This was another Hyatt condition: quote from Hyatt CDP- remove or remodel walls of Sally's restaurant to give the public **a clear view**. Their proposal does not do it, they propose to put in windows where there is a solid wall. This was not part of the approval, it was an example, and Wan does not remember it being attached to the staff report. removing the walls of the restaurant will provide a huge difference in the view. This is one area where they don't agree with staff.

Enslow: why this is important- marina walk juts to left because Sally's restaurant juts into it. Belongs to Hyatt. This is not in compliance with the conditions to mitigate the tower.

Marina Terrace: they removing a parking lot and this is public trust land- Coastal Act requires maximum visitor opportunity and lower cost recreation. The Marina Terrace will be 'available', but only 'when not in use for hotel events'. They will market for as many private events as possible. So little or no opportunity to use the terrace. Also, in Exh 13 looks like there is a wall which makes the terrace appear private. Marriott has not agreed to provide pedestrian access or anything inviting the public onto the terrace. They want language inserted that the terrace be available to the public for a specific number of events per year.

Rec: provide for lower cost visitor access to terrace specifics.

Enslow: re- terrace. New high cost event area for Marriott will create additional parking, traffic and access impacts. Right now the Marriott does not have any public parking.

Wan: **Parking-** it defies reality that to increase size of hall from 2500 people to 8000 people, plus the 25,000 square foot on marina terrace, they claim all this requires only 86 spaces of parking. They are not asking for additional 3-4 thousand parking spaces, they want an analysis to do a parking management plan. Port has not adequately assessed the parking needs.

Rec: Shuttle: prior to commencement of construction That leads to the issue of the shuttle, they need public transportation. The issue of the shuttle has been pending

between the Commission and the Port. The Commission had found a shuttle on Lane Field development, still need it: they need a specific start date for the shuttle. CCC should look at the specifics of what the shuttle would be: the route, the stops, how frequently would it run.

Enslow: in addition it should be required whenever there are large events, or it does not serve its purpose. The consequences of not having a plan would be that they cannot begin construction on Mariott until they do.

Contamination: clarify testing prior to excavation, and engineering controls would be in place at all times. (not just when contamination is found) the mitigations on the plan states that they would put in place to reduce the risks in the unlikely event of excavated soil. language is unclear that they will test prior to excavation. Apparently the Port stated in context of pending litigation that they intend to test first.

There is some other language unclear. There was a diesel spill here, and known high arsenic area. Language needs to be change to commit to do what they say: need to specify that the Haz- 4 applies to both diesel and arsenic. Hyd-1 needs to apply to contaminated groundwater and to stormwater runoff . Right now it ignores stormwater runoff.

Final request: if staff changes recommendation, would like an additional opportunity to speak

Date November 9, 2012

Signature of Commissioner: Jana Zimmer

DISCLOSURE OF EX PARTE COMMUNICATIONS

Name or description of project:

Application No. PSD-MAJ-43-11 (San Diego Marriott) Public hearing and action on request by the Port District to amend its certified Port Master Plan to revise the text and project list within the Centre City Embarcadero Planning District 3 for the San Diego Marriott leasehold situated between the Convention Center and Hyatt Regency to accommodate the demolition and reconstruction of Marriott Hall; expand and improve Marina Walk between Harbor Drive and the embarcadero and replace an existing marina parking lot and restrooms with an outdoor event area to be identified as Marina Terrace, at San Diego, San Diego County.

Date and time of receipt of communication:

November 7, 2012 at 1:00pm

Location of communication:

Phone

Type of communication:

Teleconference

**Person(s) in attendance at time of communication:**

Donna Jones, Susan McCabe, Wileen Manaois, Penny Maus, Anne Blemker

Person(s) receiving communication:

Wendy Mitchell

Detailed substantive description of the content of communication:**(Attach a copy of the complete text of any written material received.)**

I received a briefing from the Marriott representatives and Port Staff in which they provided a detailed briefing booklet (previously provided to staff) and described the proposed Port Master Plan Amendment (PMPA). The PMPA would allow for the expansion of the hotel's meeting space, including renovation and enlargement of the existing Marriott Hall; improved public amenities, including the creation of a new 25,000 square foot outdoor gathering area (known as Marina Terrace) and the creation of a 50-foot wide public walkway leading from the frontage street to the waterfront (known as Marina Walk). As described by the project representatives, the proposed Marriott improvement project would greatly improve public views and pedestrian access to the bay. They described staff's concerns regarding expansion of Marriott Hall into the existing corridor between the Hyatt and the Marriott and described their efforts to reduce the footprint to the existing line of development. At the time of our discussion, the applicant was continuing to work with staff to respond to concerns raised in the staff report and was hoping to receive a staff recommendation of approval.

Date:

Signature of Commissioner: _____

Th 252

FORM FOR DISCLOSURE OF EX PARTE COMMUNICATIONS

Name or description of project, LPC, etc.: Port of San Diego (Marriott) Th 25a

Date and time of receipt of communication: November 12, 2012 10:15 a.m.-11:00 a.m.

Location of communication: Santa Barbara

Type of communication (letter, facsimile, etc.): telecon

Person(s) initiating communication: Susan McCabe, Wileen Manaois, Port of San Diego, Anne Blemker, Donna Jones representing (Host)

McCabe has updated information. In their briefing materials, they came in with a compromise, three minor issues which they have resolved- marina terrace, public parking reservoir -35 spaces to boaters, 5 spaces to public, shuttle language to assure it is up and operating. The fourth issue was the big one, the width of the marina walkway.

In their materials they had come up with a compromise. The distance between the Hyatt and Marriott Hall. They had proposed 78 feet. Staff wanted it to be no less than existing. They now will go to the 121 feet. They are going to reduce the footprint of the site so that it does not extend further north. It does reduce the size of the meeting space. Now it is down to about 35,000 square feet for the ballroom and the exhibit hall space.

What about remodel of Sally's? CDP requires either renovate or remove. They have chosen to do the option of glass. Even though Host owns both hotels so they have no control over what the Hyatt operator does. The glass will enhance the views even further.

McCabe: 1999 Hyatt permit only required 80 feet at that end. She contends the 121 feet was not part of it. This was a staff issue. That was an enhancement over and above what the Hyatt permit would have required.

Jones: the concept plan referenced in the Hyatt CDP showed removal of glass. The Commission did not act on the CDP, that was a Port CDP that was not appealed to the Commission. They actually got a copy from CCC files.

They expect another Addendum. Staff does not have the time to rewrite the findings. They will not change staff report but issue an executive summary, they would come back with revised findings.

Marina Terrace issue resolved:

Exhibit 13 appears to show a barrier, from the aerial view, but it is not a wall, it is landscaping. They will work with staff on landscaping detail.

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Worked with Port staff, provided options graphically of chairs, tables, retail carts, coffee carts. Staff requested permanent seating available to the public. There is a specific commitment that it will be available for the public 85% of the time. Events only 50 days a year, probably evening activities. Those are details that could be worked out in the permit that is appealable to the Commission. But, they acknowledged, if the permit is consistent with the Master Plan, there would be nothing to appeal.

Shuttle: what is the commitment on the shuttle? Prior to construction?

Weileen: the commitment is prior to occupancy of the hotel facility. Participation would be a condition precedent to the certificate of occupancy. It is anticipated to occur in summer of 2013 as part of NEVP phase I.

When will CCC staff get to review the components of the Plan?

McCabe- they instituted a pilot project which was enormously successful.

Weileen: there was a concept plan outlined in the NEVP Phase I.

There was a parking and traffic analysis as part of the EIR, on normal days there is adequate parking. For group events there is adequate parking. They are typically people flying in. The most intensive events are local events, November, December groups have dinners and events. They looked at that as well as historic operations as well as planned bookings. Concluded when there is an event of more than 762 local attendees, could be short. The EIR has a mitigation plan in place. The EIR was challenged by United Here on the parking adequacy. They challenged the mitigation plan for parking. Denied. There is still time to appeal.

Date 11/12/12

Signature of Commissioner Jana Zimmer

T252



COUNCIL PRESIDENT PRO TEM KEVIN L. FAULCONER

SECOND DISTRICT
CITY OF SAN DIEGO

November 9, 2012

Ms. Mary Shallenberger
Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

**RE: Support for San Diego Marriott Marquis & Marina Facilities Improvement Project
PMPA**

Dear Chair Shallenberger and members of the Commission:

I would like to express my support of the San Diego Marriott Marquis & Marina Facilities Improvement Project and approval of the San Diego Unified Port District's Port Master Plan Amendment.

This plan will improve public access to the waterfront and create new views to San Diego Bay, while facilitating environmentally sustainable development at no cost to taxpayers. The project will also create jobs and have a positive regional economic impact for San Diego. The key public benefit of the project is construction of a wide promenade for pedestrians and cyclists that links downtown San Diego to the bay. Additionally, the plan creates a 25,000-square-foot paved outdoor event venue available to the public, reorients the entrance of the ballroom and replaces the solid façade with contemporary, aesthetically pleasing features.

As the Councilmember representing downtown San Diego, I believe it is important to protect and celebrate San Diego's bays to improve the quality of life for residents, tourists and future generations. I respectfully request that the California Coastal Commission approve the Port Master Plan Amendment for the San Diego Marriott Marquis & Marina Facilities Improvement Project.

Sincerely,

Kevin L. Faulconer
Council President Pro Tem
Second District

CC: California Coastal Commissioners
Port of San Diego

Letters of Support 79



November 05, 2012

Ms. Mary Shallenberger, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

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NOV 08 2012

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

RE: Support for San Diego Marriott Marquis & Marina Facilities Improvement Project PMPA

Dear Chair Shallenberger and members of the Commission:

I am writing on behalf of the San Diego Tourism Marketing District to express our support of the San Diego Marriott Marquis & Marina Facilities Improvement Project and approval of the San Diego Unified Port District's Port Master Plan Amendment.


We believe the Marriott project will improve public access and create new views to San Diego Bay, while facilitating environmentally sustainable development at no cost to taxpayers. The project will also create jobs and have a positive regional economic impact for San Diego.

The key public benefit of the project is construction of a wide promenade for pedestrians and cyclists that links downtown San Diego to the Bay. Additionally, the project creates a 25,000-square-foot paved outdoor event venue available to the public, and reorients the entrance of the ballroom and replaces the solid facade with contemporary, aesthetically pleasing features.

In addition to the environmental sustainability and immediate economic benefits afforded by this project, the improved public access to and increased vistas of our beautiful bay will further enhance the visitors' and convention attendees' experience of San Diego. Their enhanced experiences should help promote repeat visits to our destination, increasing convention bookings and leisure stays long into the future.

On behalf of the San Diego Tourism Marketing District, I respectfully request that the California Coastal Commission approve the Port Master Plan Amendment for the San Diego Marriott Marquis & Marina Facilities Improvement Project.

Sincerely,


Mr. Lorin Stewart
Executive Director

CC: Commissioners

80

CC (Continued):

California Coastal Commission
San Diego Coast District Office
Diana Lilly, Coastal Planner
7575 Metropolitan Drive Ste. 103
San Diego, CA 92108
Via email to: dlilly@coastal.ca.gov

San Diego Unified Port District
Wileen Manaois, Senior Redevelopment Planner
3165 Pacific Highway
San Diego, CA 92101
Via email to: wmanaois@portofsandiego.org



November 1, 2012

Ms. Mary Shallenberger, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

**RE: Support for San Diego Marriott Marquis & Marina Facilities Improvement Project
PMPA**

Dear Chair Shallenberger and members of the Commission:

I am writing on behalf of Flagship Cruises & Events to express our support of the San Diego Marriott Marquis & Marina Facilities Improvement Project and approval of the San Diego Unified Port District's Port Master Plan Amendment.

Flagship Cruises & Events operate the Marriott shuttle water taxi service between the Coronado Marriott and the San Diego Marriott Marquis. The shuttle provides water service and access between the two hotels. We also operate private charters on San Diego Bay and work with the Marriott and their marina on a regular basis. As fellow Port Tenant and partner of the Marriott we support their improvement project.

We believe the Marriott project will improve public access and create new views to San Diego Bay, while facilitating environmentally sustainable development at no cost to taxpayers. The project will also create jobs and have a positive regional economic impact for San Diego. The key public benefit of the project is construction of a wide promenade for pedestrians and cyclists that links downtown San Diego to the Bay. Additionally, the project creates a 25,000-square-foot paved outdoor event venue available to the public, and reorients the entrance of the ballroom and replaces the solid façade with contemporary, aesthetically pleasing features.

On behalf of Flagship Cruises & Events, I respectfully request that the California Coastal Commission approve the Port Master Plan Amendment for the San Diego Marriott Marquis & Marina Facilities Improvement Project.

Sincerely,

Brad Engel
Vice President

CC: Commissioners

California Coastal Commission
San Diego Coast District Office
Diana Lilly, Coastal Planner
7575 Metropolitan Drive Ste. 103
San Diego, CA 92108
Via email to: dlilly@coastal.ca.gov

San Diego Unified Port District
Wileen Manaois, Senior Redevelopment Planner
3165 Pacific Highway
San Diego, CA 92101
Via email to: wmanaois@portofsandiego.org

Th 25a

Lilly, Diana@Coastal

From: Crista Swan [cristam@pmainc.com]
Sent: Monday, November 12, 2012 8:19 AM
To: mShallenberger@coastal.ca.gov
Cc: Lilly, Diana@Coastal; wmanaois@portofsandiego.org
Subject: Support for San Diego Marriott Marquis & Marina Facilities Improvement Project PMPA
 November 9, 2012

Ms. Mary Shallenberger, Chair
 California Coastal Commission
 45 Fremont Street, Suite 2000
 San Francisco, CA 94105

REC'D
 NOV 13 2012

CALIFORNIA
 COASTAL COMMISSION
 SAN DIEGO OFFICE

Dear Chair Shallenberger and Members of the Commission:

As a Downtown San Diego Partnership member I am writing to express my support for the San Diego Marriott Marquis & Marina Facilities Improvement Project and approval of the San Diego Unified Port District's Port Master Plan Amendment.

This project will vastly improve public access from Harbor Drive to San Diego Bay. The removal of the cooling towers, expansion of Marina Walk and creation of Marina Terrace are three key elements long discussed by the Downtown community. These features will activate a portion of the waterfront that is currently underutilized by residents and visitors alike due to the lack of public access and visitor-serving amenities.

In addition, this project reinforces one of the waterfront goals identified in the San Diego Downtown Community Plan:

"Support development of 'people places' that draw residents and visitors, and maritime-related activities that emphasize the waterfront's unique setting" The public benefits created from this project are undeniable. These improvements have been discussed for many years and it's exciting to finally see this vision becoming a reality.

I thank you for your consideration and respectfully request the California Coastal Commission approve the Port Master Plan Amendment for the San Diego Marriott Marquis & Marina Facilities Improvement Project.

Sincerely,

Crista Swan

CRISTA SWAN, Business Development/ Assistant Project Manager
 PROJECT MANAGEMENT ADVISORS, INC.
 DEVELOPMENT MANAGEMENT | PROJECT MANAGEMENT | INVESTOR REPRESENTATION
 462 Stevens Avenue, Suite 106 | Solana Beach, CA 92075
 direct 858.704.1973 | cell 760-458-0797 | fax 858.704.0795
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SD

November 9, 2012

Ms. Mary Shallenberger, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Dear Chair Shallenberger and Members of the California Coastal Commission,

On behalf of the San Diego Convention & Visitors Bureau, I am writing in support of the San Diego Marriott Marquis & Marina Facilities Improvement Project and approval of the San Diego Unified Port District's Port Master Plan Amendment.

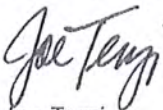
The San Diego Marriott Marquis & Marina is one of our City's finest hotels. Being located adjacent to the San Diego Convention Center, and its proximity to the Gaslamp Quarter, it is clear to see how important this property is to our local economy. This project will help to create important jobs and have a positive economic impact for our region. The key public benefit of the project is construction of a wide promenade for pedestrians and cyclists that links downtown San Diego to the beautiful bay front.

Additionally, this project will create a much needed 25,000 sq. ft. outdoor event venue available to the public. The entrance of the ballroom will be replaced with a more contemporary, aesthetically pleasing look. The Marriott project will not only improve public access and create new views to San Diego Bay, but will also facilitate an environmentally sustainable development *at no cost to taxpayers*.

I request that the California Coastal Commission approve the Port Master Plan Amendment for the San Diego Marriott Marquis & Marina Facilities Improvement Project.

I appreciate your support of this project. Please don't hesitate to contact me if I can be of further assistance.

Best regards,



Joe Terzi
President & CEO

RECEIVED
NOV 13 2012

Office
CALIFORNIA COASTAL COMMISSION
SAN DIEGO

cc: Diana Lilly, Coastal Planner
California Coastal Commission
San Diego Coast District Office
7575 Metropolitan Drive Ste. 103
San Diego, CA 92108

Wileen Manaois, Senior Redevelopment Planner
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

750 B Street, Suite 1500
San Diego / CA 92101

TEL 619.232.3101
FAX 619.696.9371

SANDIEGO.ORG



Th 252



Ms. Mary Shallenberger, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

RECEIVED
NOV 13 2012

November 9, 2012

RE: Support for San Diego Marriott Marquis & Marina Facilities Improvement Project PMPA

Dear Chair Shallenberger and members of the Commission:

We, the co-founders of San Diego's award-winning Yoga One, are writing to express our support of the San Diego Marriott Marquis & Marina Facilities Improvement Project and approval of the San Diego Unified Port District's Port Master Plan Amendment.

We believe the Marriott project will improve public access and create new views to San Diego Bay, while facilitating environmentally sustainable development at no cost to taxpayers. The project will also create jobs and have a positive regional economic impact for San Diego. The key public benefit of the project is construction of a wide promenade for pedestrians and cyclists that links downtown San Diego to the Bay. Additionally, the project creates a 25,000-square-foot paved outdoor event venue available to the public, and reorients the entrance of the ballroom and replaces the solid façade with contemporary, aesthetically pleasing features.

Our mission is to help people enjoy healthier, happier lives. Since opening our doors in May of 2002, Yoga One has been voted "Best Yoga" in San Diego nine years. To serve the diverse needs of San Diego's residents, Yoga One offers instruction in a variety of styles and levels of yoga including: Flow, Vinyasa, Hatha/Yoga Basics, Ashtanga, Yoga for Backs, Gentle/Restorative, Kids' Yoga, Prenatal Yoga, Rooftop classes with harbor views, Sunrise Yoga and an annual yoga teacher training course.

In addition to facilitating the well-being of thousands of private individuals, Yoga One's instructors have also assisted many companies, their staff and guests. On numerous occasions we have led classes at the Marriot Marquis. The positive, pedestrian, and environmentally friendly improvements proposed will help enhance the overall experience for those participating in yoga classes or for those just looking to enjoy enhanced well-being.

We respectfully request that the California Coastal Commission approve the Port Master Plan Amendment for the San Diego Marriott Marquis & Marina Facilities Improvement Project.

Sincerely,

Amy & Michael Caldwell
Co-Founders

86



CC: Commissioner
California Coastal Commission
San Diego Coast District Office
Diana Lilly, Coastal Planner
7575 Metropolitan Drive Ste. 103
San Diego, CA 92108
Via email to: dlilly@coastal.ca.gov

San Diego Unified Port District
Wileen Manaois, Senior Redevelopment Planner
3165 Pacific Highway
San Diego, CA 92101
Via email to: wmanaois@portofsandiego.org

Th 252



HORNBLOWER
CRUISES & EVENTS

2825 FIFTH AVENUE, SAN DIEGO, CA 92103

TEL: 619-686-8700

FAX: 619-686-8733

hornblower.com

November 10, 2012

RECEIVED
NOV 13 2012
SAN

Ms. Mary Shallenberger, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

RE: Support for San Diego Marriott Marquis & Marina Facilities Improvement Project PMPA

Dear Chair Shallenberger,
and members of the Commission:

Hornblower Cruises & Events is in full support of the San Diego Marriott Marquis & Marina Facilities Improvement Project and approval of the San Diego Unified Port District's Port Master Plan Amendment.

We believe that the Marriott project will improve public access and create new views to San Diego Bay, while facilitating environmentally sustainable development at no cost to taxpayers. The project will also create jobs and have a positive regional economic impact for San Diego. The key public benefit of the project is construction of a wide promenade for pedestrians and cyclists that links downtown San Diego to the Bay. Additionally, the project creates a 25,000-square-foot paved outdoor event venue available to the public, and reorients the entrance of the ballroom and replaces the solid façade with contemporary, aesthetically pleasing features.

Marriott has been a long time hospitality leader on San Diego Bay, providing service excellence to the public and accessibility improvements of many forms over the years. The improvements in this project are a big win for our local community, as well as for visitors to our region.

On behalf of Hornblower Cruises & Events, I respectfully request that the California Coastal Commission approve the Port Master Plan Amendment for the San Diego Marriott Marquis & Marina Facilities Improvement Project.

Sincerely,

Jim Unger
VP, Hornblower Cruises & Events
San Diego

CC: Commissioners:
California Coastal Commission
San Diego Coast District Office
Diana Lilly, Coastal Planner
7575 Metropolitan Drive Ste. 103
San Diego, CA 92108
Via email to: dlilly@coastal.ca.gov

San Diego Unified Port District
Wileen Manaois, Senior Redevelopment Planner
3165 Pacific Highway
San Diego, CA 92101
Via email to: wmanaois@portofsandiego.org

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Th252



November 9, 2012

Ms. Mary Shallenberger, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105



RE: Support for San Diego Marriott Marquis & Marina Facilities Improvement Project PMPA

Dear Chair Shallenberger and members of the Commission:

As a local business owner and downtown resident, I would like to express my support of the San Diego Marriott Marquis & Marina Facilities Improvement Project and approval of the San Diego Unified Port District's Port Master Plan Amendment.

I believe the Marriott project will improve public access and create new views to San Diego Bay, while facilitating environmentally sustainable development at no cost to taxpayers. The project will also create jobs and have a positive regional economic impact for San Diego. The key public benefit of the project is construction of a wide promenade for pedestrians and cyclists that links downtown San Diego to the Bay. Additionally, the project creates a 25,000-square-foot paved outdoor event venue available to the public, and reorients the entrance of the ballroom and replaces the solid façade with contemporary, aesthetically pleasing features.

Over the past year, I have led yoga classes on several occasions at the Marriott Marquis. It is always a pleasure to assist companies, staff, and guests. I look forward to continuing to share my passion of spreading the joys of yoga and wellness to the community.

I respectfully request that the California Coastal Commission approve the Port Master Plan Amendment for the San Diego Marriott Marquis & Marina Facilities Improvement Project.

Sincerely,

Jennifer Tipton
Owner-Get Zen With Jen

7556 Fay Ave, Ste 1
La Jolla, CA 92037
www.getzenwithjen.com

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CC: Commissioners

California Coastal Commission
San Diego Coast District Office
Diana Lilly, Coastal Planner
7575 Metropolitan Drive Ste. 103
San Diego, CA 92108
Via email to: dlilly@coastal.ca.gov

San Diego Unified Port District
Wileen Manaois, Senior Redevelopment Planner
3165 Pacific Highway
San Diego, CA 92101
Via email to: wmanaois@portofsandiego.org

Wileen Manaois - Support for San Diego Marriott Marquis & Marina Facilities Improvement Project PMPA

From: Crista Swan <cristam@pmainc.com>
To: "mShallenberger@coastal.ca.gov" <mShallenberger@coastal.ca.gov>
Date: 11/12/2012 8:20 AM
Subject: Support for San Diego Marriott Marquis & Marina Facilities Improvement Project PMPA
CC: "dlilly@coastal.ca.gov" <dlilly@coastal.ca.gov>, "wmanaois@portofsandieg..."

November 9, 2012

Ms. Mary Shallenberger, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

Dear Chair Shallenberger and Members of the Commission:

As a Downtown San Diego Partnership member I am writing to express my support for the San Diego Marriott Marquis & Marina Facilities Improvement Project and approval of the San Diego Unified Port District's Port Master Plan Amendment.

This project will vastly improve public access from Harbor Drive to San Diego Bay. The removal of the cooling towers, expansion of Marina Walk and creation of Marina Terrace are three key elements long discussed by the Downtown community. These features will activate a portion of the waterfront that is currently underutilized by residents and visitors alike due to the lack of public access and visitor-serving amenities.

In addition, this project reinforces one of the waterfront goals identified in the San Diego Downtown Community Plan: "Support development of 'people places' that draw residents and visitors, and maritime-related activities that emphasize the waterfront's unique setting" The public benefits created from this project are undeniable. These improvements have been discussed for many years and it's exciting to finally see this vision becoming a reality.

I thank you for your consideration and respectfully request the California Coastal Commission approve the Port Master Plan Amendment for the San Diego Marriott Marquis & Marina Facilities Improvement Project.

Sincerely,

Crista Swan

CRISTA SWAN, Business Development/ Assistant Project Manager
PROJECT MANAGEMENT ADVISORS, INC.
DEVELOPMENT MANAGEMENT | PROJECT MANAGEMENT | INVESTOR REPRESENTATION
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CALIFORNIA
COASTAL COMMISSION
SAN DIEGO

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Th252

CRAIG R. SMITH

November 12, 2012

Ms. Mary Shallenberger, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105

RECEIVED
NOV 13 2012
CALIFORNIA
COASTAL COMMISSION
SAN DIEGO OFFICE

RE: Support for San Diego Marriott Marquis & Marina Facilities Improvement Project PMPA

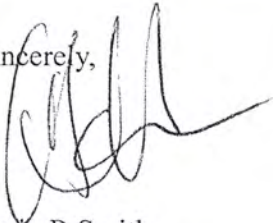
Dear Chair Shallenberger and members of the commission:

As a member of the Marriott Marina for over 25 years, I am in full support of the San Diego Marriott Marquis & Marina Facilities Improvement Project and approval of the San Diego Unified Port District's Port Master Plan Amendment.

It is my opinion that the improvements proposed will not only create jobs but also increase tourism to the area both by locals and by out of town guests.

I respectfully request that the California Coastal Commission approve the Port Master Plan Amendment for the San Diego Marriott Marquis & Marina Facilities Improvement Project.

Sincerely,



Craig R Smith

CC:Commissioners

California Coastal Commission
San Diego Coast Office
Diana Lilly, Coastal Planner
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108

San Diego Unified Port District
Wileen Manaois, Senior Redevelopment Planner
3165 Pacific Highway
San Diego, CA 92101

92

CALIFORNIA COASTAL COMMISSION

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



Th 25a

November 1, 2012

TO: COMMISSIONERS AND INTERESTED PERSONS

**FROM: SHERILYN SARB, DEPUTY DIRECTOR, SAN DIEGO COAST DISTRICT
DEBORAH LEE, DISTRICT MANAGER, SAN DIEGO COAST DISTRICT
DIANA LILLY, COASTAL PROGRAM ANALYST, SD COAST DISTRICT**

**SUBJECT: Staff Recommendation on San Diego Unified Port District Port Master Plan
Amendment No. 6-PSD-MAJ-43-11 (San Diego Marriott). For Commission
consideration and possible action at the Meeting of November 14-15, 2012.**

SUMMARY OF STAFF RECOMMENDATION:

Staff is recommending denial of the Port Master Plan Amendment (PMPA) as submitted, due to significant adverse impacts to views, visual quality and coastal recreation.

The Marriott hotel leasehold is located on the shoreline between the Manchester Grand Hyatt hotel towers and the San Diego Convention Center. The existing hotel consists of two 25-story, guest room towers, a marina, and 58-foot high, 131,500 sq.ft., ballroom/meeting space known as Marriott Hall. The proposed PMPA provides for three major redevelopment projects: demolition and reconstruction of Marriott Hall as a 68-foot high, 195,100 sq.ft building; expansion of and improvements to Marina Walk, an accessway located between Harbor Drive and the bayside embarcadero; and replacement of the existing marina parking lot and restrooms with a 25,000 – 35,000 sq.ft. outdoor event area known as Marina Terrace.

The majority of the development proposed in the PMPA would improve public access, views, and visitor-serving recreational opportunities on the Embarcadero waterfront, by significantly improving Marina Walk, providing new commercial recreational hotel event space, and through the provisions of some new public recreational amenities in the Marina Terrace event area.

However, as proposed, a portion of the newly expanded Marriott Hall building would be located in the existing, narrow (121 feet wide) airspace corridor providing a sky view that currently exists between the Hyatt hotel parking structure and the Marriott. Although there are no existing water views between the two buildings, the space does represent a “window to the bay” as one of the few breaks in the continuous wall of buildings located on public tidelands bayward of Harbor Drive (the first public roadway) all the way from the Hyatt complex to the San Diego Convention Center, a distance of approximately 2/3 of a mile. The proposed expansion would narrow the distance between the Marriott and

the Hyatt complex by about 1/3, to as little as 78 feet in width. Although only a small portion of the proposed 195,100 sq.ft. building would be located in the corridor, the Marriott representatives have indicated that redesign of the building to avoid encroachment into the corridor would not allow sufficient contiguous space within the Hall, thus rendering the expansion infeasible.

However, there is sufficient space on the site to significantly expand the building beyond its existing footprint without encroaching into the existing corridor between the Marriott and the Hyatt, although not to the lessee's preferred size and configuration. As proposed, the design of the expansion represents a significant impact on the visual quality of the public tidelands in an area that is already severely deficient in visual connections between uplands and the shoreline. In addition, although the improvements to Marina Walk will certainly enhance this bayside accessway on the ground, a widened accessway retaining the existing sky view and creating an expanded view corridor between these two leaseholds is really warranted given the absence of any meaningful view corridor or vertical access to San Diego Bay along this stretch of Harbor Drive. Given the nature of existing development, this is the one opportunity to establish a meaningful linkage and scenic window from the inland downtown core and the bayfront.

Therefore, because the Commission can only approve or deny port master plan amendments, staff is recommending the Port Master Plan Amendment be denied as submitted at this time.

The appropriate motions and resolutions can be found on Page 3. The main findings for denial of the begin on Page 5.

Port Master Plan Amendment Procedure. California Code of Regulations, Title 14, Section 13636 calls for port master plan amendments to be certified in the same manner as provided in Section 30714 of the Coastal Act for certification of port master plans. Section 13628 of the Regulations states that, upon the determination of the Executive Director that the master plan amendment and accompanying materials required by Section 13628(a) are sufficient, the master plan amendment shall be deemed submitted to the Commission for purposes of Section 30714 of the Coastal Act.

The subject PMPA was deemed submitted on June 28, 2012. Within 90 days after this submittal date, the Commission, after public hearing, shall certify or reject the amendment, in whole or in part. If the Commission fails to take action on the amendment submittal within the 90-day period, the proposed amendment is deemed certified. However, the Commission received a letter from the Port District waiving the time limit for action. Since that time, working with Commission staff, the Port has revised the proposed amendment to add more specifics to the text of the plan regarding the size of the proposed hotel expansion, and specifics on the future shuttle and recreational use of

the proposed Marina Terrace. The attached amendment reflects the Port's current proposal.

STAFF RECOMMENDATION:

I. PORT MASTER PLAN SUBMITTAL - RESOLUTION

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

RESOLUTION I (Resolution to deny certification of Port of San Diego Master Plan Amendment No. 43)

MOTION I

I move that the Commission certify the San Diego Unified Port District Master Plan Amendment No. 43 as submitted by the port.

Staff Recommendation

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

Resolution I

Deny Certification of Amendment

The Commission hereby denies certification to San Diego Unified Port District Master Plan Amendment No. 43 and finds, for the reasons discussed below, that the amended Port Master Plan does not conform with or carry out the policies of Chapter 3 and Chapter 8 of the Coastal Act. Nor would certification of the amendment meet the requirements of the California Environmental Quality Act, as there are feasible alternatives and mitigation measures that would substantially lessen the significant adverse impacts on the environment that will result from certification of the amendment.

II. FINDINGS AND DECLARATIONS.

The Commission finds and declares as follows:

A. Previous Commission Action. The Commission certified the San Diego Unified Port District Master Plan on October 14, 1980. The Commission has reviewed approximately forty-two amendments since that date.

B. Contents of Port Master Plan Amendments. California Code of Regulations Title 14, Section 13656 calls for port master plan amendments to be certified in the same manner as port master plans. Section 30711 of the Coastal Act states, in part, that a port master plan shall include all the following:

- (1) The proposed uses of land and water areas, where known.
- (2) The proposed design and location of port land areas, water areas, berthing, and navigation ways and systems intended to serve commercial traffic within the area of jurisdiction of the port governing body.
- (3) An estimate of the effect of development on habitat areas and the marine environment, a review of existing water quality, habitat areas, and quantitative and qualitative biological inventories, and proposals to minimize and mitigate any substantial adverse impact.
- (4) Proposed projects listed as appealable in Section 30715 in sufficient detail to be able to determine their consistency with the policies of Chapter 3 (commencing with Section 30200) of this division.
- (5) Provisions for adequate public hearings and public participation in port planning and development decisions.

The Commission finds that the proposed port master plan amendment does not conform to the provisions of Section 30711 of the Coastal Act. The proposed changes in land and water uses do not contain sufficient detail in the port master plan submittal for the Commission to make a determination that the proposed amendment is consistent with the Chapter 3 and Chapter 8 policies of the Coastal Act.

The proposed amendment was the subject of an Environmental Impact Report under the California Environmental Quality Act. The Environmental Impact Report associated with the plan amendment was subject to public review and hearing and was adopted by the Board of Port Commissioners on December 13, 2011 as Resolution #2011-178. A public hearing on the proposed master plan amendment was held and the amendment was adopted by the Board of Port Commissioners on December 13, 2011 as Resolution #2011-179.

C. Standard of Review. Section 30700 states that Chapter 8 shall govern those portions of the San Diego Unified Port District, excluding any wetland, estuary, or existing recreation area indicated in Part IV of the Coastal Plan. The entire water area

under the jurisdiction of the Port of San Diego is covered by Chapter 3 policies because San Diego Bay is mapped as an estuary and wetland in Part IV of the Coastal Plan, and on the maps adopted by the Commission pursuant to Section 30710 of the Act. Sections 30714 and 30716 of the Coastal Act provides that the Commission shall certify a PMPA if the it conforms with and carries out the policies of Chapter 8 of the Coastal Act or, if there is a portion of the proposed PMPA that is appealable to the Commission pursuant to section 30715 of the Coastal Act, then that portion of the PMPA must also be consistent with Chapter 3 policies of the Coastal Act. Pursuant to section 30715(a)(4) of the Coastal Act, a port-approved hotel, motel or shopping facility not principally devoted to the sale of commercial goods utilized for water-oriented purposes is appealable to the Commission. The proposed amendment involves changes to the text and project list of the Centre City Embarcadero Planning District 3. The proposed Marriott improvements are appealable to the Commission and thus, that portion of the proposed PMPA must be consistent with Chapter 8 and Chapter 3 policies of the Coastal Act.

D. Summary of Proposed Plan Amendment and History.

1. Project Setting

The Marriott hotel leasehold is located on the bayward side of Harbor Drive at 333 West Harbor Drive in downtown San Diego, immediately inland of a public pedestrian promenade on the bayfront. The redevelopment project proposed in the plan is located on a 5.4-acre portion on the northwest side of the 17.4-acre Marriott leasehold (see Figure #3). The site and the area surrounding the site is entirely developed with urban uses, including the Hyatt hotel immediately north of the Marriott, the San Diego Convention Center to the south, Harbor Drive and the Martin Luther King Jr. Promenade to the east, and San Diego Bay and the Embarcadero Promenade to the west.

The existing Marriott hotel consists of two 25-story, 293 foot high guest room towers with 1,362 guest rooms, ballroom and meeting rooms, restaurants, retail, a fitness center, employee facilities, and other support facilities for the hotel. The Marriott also has a 446-slip marina in the water area adjacent to the hotel. No changes to the marina are proposed in the subject PMPA. Existing primary vehicular access to the hotel is from Harbor Drive. Vehicles can also access the Marriott hotel through its south parking lot from Convention Center Way.

The existing 131,500 sq.ft., 58-ft. high Marriott Hall is located on the Harbor Drive and north sides of the building. The upper level of this structure houses a 27,000 sq.ft. ballroom on the upper floor and six smaller meeting rooms. On the lower level is a 24,600 sq.ft. parking area that on very rare occasions is used for exhibit displays during hotel conventions. The remaining area consists of pre-function space and internal circulation areas. Mechanical cooling towers and a 115-space parking lot and restroom for marina tenants are located on the bayward side of the site.

2. History

In October 1998, the Commission approved a Port Master Plan Amendment for the South Embarcadero Redevelopment Program I (PMPA #26). This amendment provided for the construction of a new Hyatt hotel tower and associated meeting/ballroom space, the expansion of Seaport Village, and widening Harbor Drive. The amendment included designation of a new public accessway, Marina Walk, between the existing Hyatt tower and the Marriott. The walkway existed (and still exists) on the site, but it consists only of a narrow, 16-foot-wide sidewalk next to the Hyatt parking garage, with several feet of adjacent landscaping. The site is not easily accessible from the Embarcadero Promenade, and views down the walkway are blocked by a portion of Sally's Seafood On The Water restaurant (Sally's), mechanical equipment associated with the Hyatt, and the cooling towers associated with the Marriott. The approved PMPA specifically designated Marina Walk as a public walkway, and added language to the text of the PMP stating "Between the existing Marriott and Hyatt Hotels, an accessway is proposed consistent with the Public Access Program."

On July 27, 1999, the Board of Port Commissioners approved a permit (CDP 99-1) for the construction of the new hotel tower and meeting/ballroom expansion at the Hyatt Regency Hotel located adjacent to the subject Marriott hotel. This permit includes the following conditions:

15. The applicant shall cooperate with the adjacent (Marriott) hotel to widen Marina Walkway consistent with the South Embarcadero Public Access Program at the time that the adjacent hotel improves their site. [and]

26. D. Manchester is required to remove and/or remodel the exterior walls at the southeast corner of Sally's Restaurant to provide a clear view of San Diego Bay from Harbor Drive at the time of any significant redevelopment of the San Diego Marriott Hotel and Marina (Marriott) site. At that time, Manchester and Marriott will be required to jointly improve and maintain (on a pro-rata basis) a 145-foot public accessway at Harbor Drive, 50 feet at its center, and 80 feet at the Embarcadero Promenade located between the existing Hyatt Regency Hotel and Marriott, as required by the EIR Mitigation, Monitoring and Reporting Program (MMRP), dated May 1998, and adopted by the Board (attached as Exhibit "A"). Manchester has provided conceptual drawings showing a continuous glass wall replacing the solid wall presently existing at Sally's at the Marriott property line. This concept, as shown on MCM Architects Sheet T1.10 "Conceptual Plan Sally's Restaurant Future Expansion" dated July 12, 1999, will need to be developed if and when the Marriott undergoes a significant development project.

The proposed amendment provides for a significant development improvement project that triggers the above permit requirements.

3. Amendment Description

The proposed Port Master Plan Amendment (PMPA) for the Marriott improvements involves changes to the text and project list within the Port District's Centre City Embarcadero Planning District 3. No changes to land or water use are proposed. There are three major components to the project: demolition and reconstruction of Marriott Hall; expansion of and improvements to Marina Walk; and replacement of the existing marina parking lot and restrooms with an outdoor event area known as Marina Terrace.

Marriott Hall

The Marriott Hall expansion consists of demolishing the existing 58-foot high, 2-level meeting/ballroom building adjacent to the hotel towers to the north, and constructing a new 68-foot high, 3-level building. Demolition includes removing 247 existing parking spaces. Additionally, five parking spaces in the South Lot (located south of the Marriott, adjacent to the convention center) would be removed to include more ADA compliant parking spaces to replace the ADA spaces that would be lost at Marriott Hall.

The new Marriott Hall would contain three levels. The following Table 2-3 from the EIR shows a comparison of the different uses between the existing and proposed buildings:

Table 2-3 Existing and Proposed Marriott Hall Facilities

Type of Land Use	Existing	Proposed	Difference
Ground Floor			
Ballroom/Exhibit/Meeting Space(s.f.)	0	41,800	41,800
Pre-Function (s.f.)	300	19,600	19,300
Public Restrooms (s.f.)	500	2,000	1,500
Public Circulation (s.f.)	1,100	3,300	2,200
Back Of House (s.f.)	21,600	20,000	-1,600
Exterior Covered (s.f.)	12,900	3,600	-9,300
Parking Area (s.f.)	24,600	0	-24,600
Mezzanine			
Pre-Function (s.f.)	300	0	-300
Public Circulation (s.f.)	800	1,100	300
Back Of House (s.f.)	3,800	6,800	3,000
Exterior Covered (s.f.)	16,600	0	-16,600
Upper Floor			
Ballroom/Meeting Space (s.f.)	27,000	41,700	14,700
Pre-Function (s.f.)	8,400	23,000	14,600
Public Restrooms (s.f.)	1,400	2,800	1,400
Public Circulation (s.f.)	1,000	10,700	9,700
Back Of House (s.f.)	7,800	18,700	10,900
Exterior Covered	3,400	0	-3,400
Total Gross Building Area (s.f.)	131,500	195,100	63,600

Source: San Diego Marriott Marquis & Marina 2011

As noted, the total ballroom/meeting space would increase by 56,500 sq.ft., from the existing 27,000 sq.ft. to 83,500 sq.ft. The total new gross building area for Marriott Hall would increase from 131,500 sq.ft. to 195,100 sq.ft., and the total building footprint of Marriott Hall would increase from 60,900 sq.ft. to 86,700 sq.ft.

The existing building is set back from Harbor Drive approximately 90 feet, and is located 121 feet south of the existing Hyatt hotel parking structure. The proposed building would be located approximately 30 feet from Harbor Drive, and 88 feet from the Hyatt on the first floor, 78 feet on the second floor.

Marina Walk

As noted above, the existing Marina Walk consists of an approximately 430-foot long, 16-foot wide sidewalk and landscaped area on the Hyatt leasehold next to the Hyatt parking structure, adjacent to the existing Marriott parking lot and driveway on the northwest side of the leasehold. The existing pedestrian walkway begins at Harbor Drive, and terminates at the end of the parking structure before reaching the Embarcadero

Promenade, although it is possible to continue through an existing parking lot approximately 200 feet to the Promenade. Near the terminus of the sidewalk, mechanical equipment in an approximately 8-foot high enclosure encroaches several feet into the walkway. Views to the bay between the Hyatt and the Marriott from the walkway or from anywhere along Harbor Drive are blocked by existing landscaping, a corner of Sally's Restaurant, the cooling towers, and the mechanical equipment.

The amendment provides for the removal of the existing landscaping and surface parking, relocation of the cooling towers, and construction of an improved public accessway partially on the Hyatt leasehold and partially on the Marriott leasehold. Construction of the walkway would remove 71 parking spaces serving the hotel guests and visitors.

Approximately two-thirds of Marina Walk would be a total of 50 feet wide, and would consist of a 10-foot wide strip of landscaping consisting of palm trees, evergreen canopy trees, and drought resistant, non-invasive plantings along the north side against the Hyatt garage, and an approximately 40-foot wide walkway, including intermittent benches and lighting, and landscaping on the south side of the walkway consisting of low-level drought resistant shrubs and groundcover. (Exhibit #4). Adjacent to the existing mechanical equipment on the Hyatt leasehold, which is approximately 10-feet wide, the public access corridor would narrow to approximately 32 feet wide to allow for construction of a low scale retaining wall and vine plantings to screen the mechanical equipment enclosure. In this area, the landscape strip on the north would be narrowed by several feet, and no landscaping would be provided on the south side of the walkway (Exhibit #6).

Beyond the Hyatt garage, closer to the Embarcadero, the Marina Walk would widen to approximately 80 feet in width, including the replacement restrooms and landscaping adjacent to Sally's restaurant and the Marriott parking area. The new restrooms would be available to marina users at all times, and would be open to the public during daylight hours (Exhibit #3).

The amendment also includes remodeling of the southeast corner of Sally's restaurant per the above-cited Port permit. The modifications to Sally's would remove the precast concrete panels surrounding the southeast corner of the restaurant and replace them with translucent glass that will wrap around the corner of the building. This is expected to enhance views to the bay as seen from Marina Walk.

Marina Terrace

The Marina Terrace portion of the proposed amendment would convert most of the existing 115-space surface parking lot, located between the hotel's North Tower and the Embarcadero Promenade, to a 25,000 sq.ft. flexible outdoor event area primarily to serve hotel guests (see Exhibit #3). Approximately 35 surface parking spaces west of Marina Terrace would remain for use by marina guests, resulting in a net loss of 80 parking

spaces. The remaining portion of the parking lot would be approximately 10,000 sq.ft. and would occasionally be used as part of Marina Terrace for larger events, increasing the maximum potential size of Marina Terrace to 35,000 sq.ft. and temporarily removing the remaining 35 parking spaces.

Marina Terrace would consist of paved, open, outdoor space that the hotel would use, as needed, for outdoor hotel-sponsored events. Events on Marina Terrace would be mid-size, informal affairs such as mixers or cocktail parties, luncheons, and receptions. Events may include amplified music and public address (PA) systems. The Port has indicated that it is expected that up to 50 hotel events would take place each year at Marina Terrace.

Marina Terrace would have landscaping, lighting for nighttime safety and security, and would not have a permanent roof or shade structure. The existing 1,200 sq.ft. marina restroom building in the parking lot would be rebuilt and enlarged adjacent to Marina Walk, as described above. When not in use for outdoor hotel events, Marina Terrace would be accessible to the public. Enhanced paving through the existing landscaped areas is proposed to create a visual connection from the Embarcadero Promenade to Marina Terrace.

Two mechanical cooling towers that serve the North Tower and existing Marriott Hall are currently located in an 18-foot-high louvered enclosure separate from the existing Marriott buildings, between the Marriott and Hyatt adjacent to the proposed Marina Walk area. The mechanical cooling towers would be removed and relocated between the 35-space parking lot and the North Tower, adjacent to an existing sloping wall and existing loading dock entry door. Two new mechanical cooling towers would also be added in this location to meet the needs of the new Marriott Hall. All four cooling towers would be enclosed by a 23-foot-high louvered wall.

E. Findings for Consistency with Chapter 3/Chapter 8 of the Coastal Act. The proposed PMPA would result in changes to the text of Planning District 3 (Centre City/Embarcadero) of the Port Master Plan. In order for the Commission to certify the PMPA, the Commission must determine that the amendment conforms to the following applicable Chapter 3 and Chapter 8 policies of the Coastal Act listed under each section.

1. Visual Quality, Community Character, and Public Access

The following Coastal Act policies are relevant and applicable:

Section 30210

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public

safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211

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

Section 30212

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:

(1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,

(2) adequate access exists nearby, or,

[...]

Section 30251

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

In addition to the importance of protecting existing views to and along the ocean and scenic coastal areas, the visual protection policies of the Coastal Act require development to be sited and designed to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

As proposed, the development permitted through the PMPA would have a significant effect on public views and the visual character of the area as seen from Harbor Drive and from the existing Embarcadero, both positive and negative. As described above, the project includes a substantial expansion and improvement to Marina Walk, as required by the permit issued by the Port District in 1999. However, the demolition and reconstruction of Marriott Hall raises concerns regarding the compatibility of the bulk and scale of the proposed structure with the surrounding pedestrian orientation and the

current blockage of all public views along Harbor Drive to the Embarcadero extending from the Convention Center all the way to the north of the Hyatt.

Although all Port District land is publicly owned, the pattern of shoreline development in downtown San Diego's Embarcadero area over the years bayward of Harbor Drive (the first public roadway) has created a significant physical and visual barrier between upland areas and the waterfront. The South Embarcadero region is particularly constrained. From the north (second) Hyatt tower south for approximately 2/3 of a mile to the second convention center expansion, there is a solid mass of buildings with no views of the water, and only very limited, narrow public accessways in between or over existing buildings. There is a narrow view corridor between the convention center and the Hilton hotel, and then all views and public access are blocked for several miles by the Tenth Avenue Marine Terminal, shipyards, and the Naval Base (see Exhibit #1).

Public views to the bay from the North Embarcadero region are considerably better, although various structures blocking views along this segment of the shoreline have arisen over the years as well, including the Midway aircraft carrier museum, the new cruise ship terminal on Broadway, and the cruise ship terminal and shore power structures on B Street. The on-going pressure to develop new and expanded structures that incrementally encroach upon the remaining public views to the bay is a challenge the Port and Commission must address on San Diego's bayfront.

Under these circumstances, it is particularly important that all new shoreline development in the North and South Embarcadero regions be sited and designed to restore and enhance the visual quality of the area. Even a relatively small increase in the existing wall of development along the bayfront should be avoided if at all feasible.

As described above, the designation of a new public access corridor between the Marriott and the Hyatt hotels was required in 1999 as a mitigation measure for the impacts to public views and public access from construction of a second Hyatt tower. At that time, the Marriott had been considering construction of a third hotel tower, and it was anticipated that a major reconstruction of the Marriott would occur relatively soon. Thus, construction of the expanded Marina Walkway was tied to the future expansion of the Marriott.

However, as Marriott did not proposed a major expansion until now, the mitigation for the Hyatt has now been deferred for approximately 13 years. The proposed project would construct Marina Walk generally consistent with the approved Port permit conditions; the walkway would be approximately 145 feet at Harbor Drive, 50 feet wide for the majority of the middle section, and 80 feet wide at the Embarcadero public walkway. In addition, revisions will be made to the corner of Sally's restaurant to help open up views down the new walkway towards the water.

As described, the existing equipment enclosure would encroach into a portion of the walkway. This would constrict access and block views. However, the Port District and lessees have indicated it would be difficult and extremely costly to relocate the equipment, and the alternative location for the equipment would be on the Harbor Drive side of the Hyatt parking structure, which would encroach on the public sidewalk and be unsightly. Thus, leaving the equipment in place, but designing an attractive enclosure with access around and next to the equipment appears to be the superior alternative. Overall, the construction of a widened, continuous walkway from Harbor Drive to the Embarcadero promenade will substantially improve public access and create a new view corridor, generally consistent with the Hyatt permit conditions and required mitigation.

However, the proposed expansion of Marriott Hall will cause significant visual resource impacts. Although there are currently no water views between the Hyatt and the Marriott hotel leaseholds, there is an open sky view towards the waterfront between the structures which provides some visual relief from the wall of structures along Harbor Drive (see Exhibit #15). However, the proposed expansion will reduce the distance between the two structures from 121 to 88 feet on the ground floor, and 78 feet on the second floor, significantly narrowing the corridor and sky view between the buildings (see Exhibit #16). This loss of open sky view will occur despite the opening of Marina Walkway.

Section 30251 requires permitted development to be sited and designed to protect views to and along the ocean and scenic coastal areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. Ideally, all new major redevelopment of existing structures in the North and South Embarcadero planning regions, particularly on public tidelands, should enhance and restore views since these areas significantly wall-off public views to and along the ocean, but at a minimum, new projects should not decrease them.

The Port has asserted that the project will improve views and the visual quality of the area, because the project includes the improvements to Marina Walkway. However, as noted, these improvements were required mitigation for the second Hyatt tower, approved by the Port in 1999; they will remedy a loss in visual quality that has already occurred, and are not an offsetting measure of the proposed project. The proposed building expansion is a new impact on public views that has not previously been reviewed. One of the goals of the certified Port Master Plans specifically states the following:

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.

- Provide "windows to the water" at frequent and convenient locations around the entire periphery of the bay with public right-of-way, automobile parking and other appropriate facilities.

- Provide access along the waterfront wherever possible with promenades and paths where appropriate, and elimination of unnecessary barricades which extend into the water.

The space between the Marriott and the Hyatt is one of few windows to the water anywhere along the entire span of the South Embarcadero. Even with construction of Marina Walkway, as proposed, the expanded ballroom would be loom close enough to the walkway (78 feet) that it would visually intrude upon and constrain what should be a major public accessway, open and inviting without being hemmed in by structures.

As shown on Exhibit #14, the vast majority of the proposed building expansion could be accommodated without constructing the building any closer to the Hyatt leasehold than the existing structure. The proposed redevelopment involves completely demolishing the existing structure and reconstructing a new building; a new building could clearly be designed to be taller, or have a slightly different configuration and building footprint, and avoid any encroachment to the north into the public viewshed.

Representatives of the Marriott have submitted documentation concluding that reconstruction of a new ballroom/meeting hall that does not include an expansion towards the Hyatt is infeasible, due to operational requirements for a certain amount of contiguous space. Nevertheless, while the Commission recognizes that the site constraints may not allow a new ballroom of the ideal size and configuration from the lessee's perspective, the site is located on public land, in an area where existing public views to the water and visual quality have been significantly constrained and degraded. There is adequate area to build a new, expanded ballroom that does not adversely impact public views, as required by the visual protection policies of the Coastal Act.

The Coastal Act does not provide for the addition of suggested modifications to a Port Master Plan Amendment, but only allows for approval or denial. As proposed, the proposed PMPA would authorize development that has not been sited and designed to protect views to and along the ocean, and would result in a significant adverse impact to the visual quality of the area. Therefore, the amendment must be denied.

2. Parking/Public Access.

Previously cited Coastal Act Sections 30210, 30211, 30212 are applicable to the project, as well as the following policies:

Section 30213

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

Section 30220

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30221

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30252

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

Section 30253

New development shall do all of the following: [...]

(d) Minimize energy consumption and vehicle miles traveled. [...]

The proposed PMP changes would result in a total loss of 403 parking spaces. As described in the project EIR, the location of the removed parking spaces is as follows:

Table 2-4 Existing and Proposed Parking Supply

Parking Summary	Existing	Proposed	Difference
Marriott Hall	247	0	-247
Marina Terrace	115	35	-80
Marina Walk	71	0	-71
Valet Garage	333	333	0
South Lot	271	266	-5
San Diego Convention Center Parking Spaces Allocated to Marriott ⁽¹⁾	700	700	0
Total	1,737	1,334	-403

⁽¹⁾ These parking spaces are not located within the Marriott leasehold, they are located in the adjacent San Diego Convention Center parking garage, which is directly accessible from the Marriott leasehold.
Source: San Diego Marriott Marquis & Marina 2011

To determine the adequacy of the proposed parking supply to accommodate the projected demand associated with the proposed PMPA, parking demand was calculated based on the Port District's *Tideland Parking Guidelines* (2001) using Port District parking rates developed specifically for the South Embarcadero. Although these guidelines are not part of the certified Port Master Plan, the ratios used are within the range of parking ratios commonly approved for coastal cities in San Diego County. In addition, the EIR for the project includes a parking study looking specifically at peak parking demand for the Marriott under various circumstances. Under both standards, even with the removal of 403 parking spaces, the 1,334 parking spaces should be sufficient to meet the demand for parking at the Marriott.

As an example, looking specifically at parking for the marina, which is a high-priority, water-dependent recreational use, using the Port's Parking Guidelines of 0.33 parking space per boat slip, the parking requirement for the 446-slip Marriott Marina is 147 spaces. According to the Marriott, of those 147 spaces, 55 are currently marked and dedicated for marina use in the north lot, bayward of the hotel's North Tower, and 41 are marked and dedicated for marina use in the south lot, bayward of the hotel's South Tower, for a total of 96 existing marked and dedicated Marina parking spaces. The remainder of the required spaces (51) are accommodated in the generally available hotel spaces. Exhibit #5 shows the locations of the existing 1,737 Marriott parking spaces.

With the Marriott amendment, to make way for the proposed public access improvements, including Marina Walk and Marina Terrace, there would be a total of 35 dedicated spaces remaining in the north lot. The 41 dedicated spaces in the south lot would remain, for a total of 76 proposed dedicated marina parking spaces. Although there would be a 20-space reduction in dedicated spaces, the balance of the parking spaces required for slip users (71) could be fully accommodated in the existing 1,334 general hotel parking areas.

Nevertheless, any expansion project that also includes the loss of more than 400 parking spaces needs to take into account the long-term goals of improving public access and circulation in an environment of increasing population in an expanding, high-density metropolitan area. In evaluating the impact the proposed development will have on coastal access, it is important to keep several factors in mind. Redevelopment efforts often present challenges with regard to parking, traffic, and circulation patterns. The Coastal Act supports the construction of new development in existing developed areas to decrease sprawl and impacts to open space. In a dense downtown neighborhood with limited space to reserve for parking lots and with existing transit infrastructure, designing development dependent upon automobile access and dedicating substantial amounts of land area to parking lots is not necessarily the best or most efficient use of waterfront land. It also discourages the use and development of non-automobile transit systems. Instead, development in these locations should be designed to take advantage of existing

mass-transit opportunities, and to supplement existing facilities with new alternate transit systems.

With these goals in mind, Commission staff worked with the Port District to include the following additions and revisions to the proposed PMPA:

Throughout the South Embarcadero (G Street mole to the Convention Center Hotel Complex), commercial development is also required to participate in and contribute a fair share to the Port District's implementation of a permanent bayside shuttle system that would serve and connect tideland uses along the waterfront, such as the Convention Center Hotel Public Parking Facility, hotels, Seaport Village, and other waterfront destinations. Although outside the South Embarcadero, the bayside shuttle should also provide service to the Midway. In addition, this bayside shuttle should include linkages to public roadside shuttle systems serving downtown San Diego, the airport, and MTS transportation hubs. ~~Implementation~~ Port District implementation of the bayside shuttle system is ~~a goal that is~~ intended to serve visitors as part of an integrated waterfront access and parking program that the Port District shall pursue in conjunction with the City of San Diego, CCDC and MTS. The Port District will fund the bayside shuttle system at its cost and may seek cost recovery and financial participation consistent with its policies and practices and applicable laws. Cost recovery and financial participation may include: collection of fares, grants, advertising, voluntary tenant participation, mandatory tenant participation at the time of issuance of a coastal development permits for Port District tenant projects within the South Embarcadero, and other sources as may be identified by the Port District. If rider fares are collected, fares will be kept at a low cost as compared to comparable transportation services within the region.

Furthermore, the PMPA also states:

Marriott's proposed improvements trigger its mandatory participation in the Port District's implementation of the permanent bayside shuttle system. The Marriott's participation in the shuttle system will be a condition precedent to issuance of a certification of occupancy for the proposed Marriott Hall expansion.

The summer of 2012 saw the first implementation of a summer season shuttle system for the Embarcadero region. The Port has reported that the program was extremely successful, and plans are underway to expand both the range and duration of the project. The Port District, through this PMPA, is specifically committing to implementation of a low-cost bayside shuttle that will serve the project area and the surrounding region, to ensure that long term public access is preserved and enhanced. However, the proposed language still remains deficient in that it fails to establish specifically that the shuttle will be in operation by the time the hotel expansion is open.

The existing PMP also includes a Parking Management and Monitoring Plan (PMMP) originally certified with the South Embarcadero Redevelopment Plan I Port Master Plan Amendment. The PMMP, which is being updated as part of this amendment, is designed to ensure that the various proposed developments conform to the Port District's Parking Guidelines through implementation of measures that reduce parking demand and/or increase parking availability. The measures include the following:

- requiring commercial recreational tenants to provide convenient shuttle bus service between their facilities and off-site parking lots for employees and staff during peak patron demand periods, when on-site parking by employees and staff shall be prohibited;
- requiring commercial recreational tenants to provide and maintain secure bicycle parking racks, on-site pedicab and taxi parking spaces;
- requiring commercial recreational tenants to provide off-site parking, with valet and/or shuttle service as appropriate, for patrons during peak automobile parking demand periods; and
- requiring commercial recreational tenants to provide employees and staff discounted mass transit passes.

Consistent with the policies of the Coastal Act, the amendment provides for updated and expanded commercial facilities within walking distance of residential areas that will minimize the use of coastal access roads. Additionally, the proposed project itself involves the construction of new visitor-serving facilities and improved public access opportunities, consistent with the public access and recreation policies of the Coastal Act. However, although the proposed commitment from the Port to assume responsibility for a bayside shuttle is laudable, it still falls short of an actual program and operational plan. In addition, in order to support the viability of the proposed Marina Walk, a small reservoir of open public parking should also be reserved in this area. In this manner, local residents and visitors alike could stop by and conveniently access the bayfront. Thus, with regard to reserved public parking, the need for a widened accessway within an expanded public view corridor and the absence of an operational bayside shuttle plan, the proposed PMPA cannot be found consistent with the public access and recreation policies of Chapter 3 and Chapter 8 of the Coastal Act.

3. Public Recreation.

The following Coastal Act policies are relevant and applicable:

Section 30213

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

Section 30220

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30221

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30708

All port-related development shall be located, designed, and constructed so as to:

[...]

(d) Provide for other beneficial uses consistent with the public trust, including, but not limited to, recreation and wildlife habitat uses, to the extent feasible.

As described, the proposed PMPA provides for the conversion of the existing marina parking lot into a 25,000 - 35,000 sq.ft. paved, flexible outdoor space at the bayward terminus of Marina Walk, adjacent to the Embarcadero promenade, referred to as “Marina Terrace.” Marina Terrace will be used for hotel events such as mixers, cocktail parties, etc. As proposed, the PMPA states:

When not in use for outdoor hotel events, Marina Terrace will be accessible for use by the public as an open gathering and activity space. During the times with Marina Terrace will be publicly accessible, approximately 85% of the year, the Marriott will provide and/or facilitate the provision of public pedestrian-activating amenities on Marina Terraces such as seasonal events/festivals, temporary visitor-serving retail such as food carts and vendors, and placement of movable modular street furniture for public use on Marina Terrace. This modular furniture will include public benches, chairs, tables, and outside shade structures. At a minimum, the Marriot will ensure that public seating is provided along the bayward perimeter of Marina Terrace during weekends and the peak summer use season, when not in use for hotel events. Six-foot-wide paved pathways through the existing landscaping buffers will ensure vertical pedestrian linkages between Marina Terrace and the Embarcadero promenade.

Thus, as proposed, this area will indeed be more accessible to the general public than the existing marina parking is, and will allow for some new public recreational opportunities and interaction with the adjacent public promenade. However, Marina Terrace should be

an enhanced amenity for Marina Walk as well as an activating space for the Embarcadero promenade. As the public is drawn through Marina Walk, the Terrace and improvements along the Marriott leasehold should support public use. Again, similar to the Harbor Drive frontage, once visitors pass Seaport Village and Sally's restaurant along the bayside, there is very little in the way of support facilities or public amenities as you head south until you reach Convention Way. It is difficult to ascertain whether visitor amenities and public uses within Marina Terrace would ever be truly used by the general public as opposed to pedestrian-oriented improvements and services provided along the promenade; therefore, the integration of the public uses within Marina Walk, Marina Terrace and the Embarcadero promenade in the current proposal and the PMPA language remains deficient. Therefore, as proposed, the impacts to public recreation associated with the proposed PMPA cannot be found consistent with the public access and recreation policies of Chapter 3 and Chapter 8 of the Coastal Act.

4. Water Quality

The following Coastal Act policies are relevant and applicable:

Section 30230

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

Section 30231

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

The subject site is adjacent to San Diego Bay. Staff has received comment letters (see Exhibit #21) expressing concerns about the potential impact of the Marriott Facilities Improvement and Port Master Plan Amendment project on coastal water quality resources. Opponents of the project say that the PMPA should be denied because the project will disturb soil and groundwater that is contaminated with "significant levels of arsenic and total petroleum hydrocarbon diesel ("TPHd)"). They also infer that the

disturbing soils on site will create an unacceptable risk to human health. They indicate that the soil in the area of the proposed project was measured to have arsenic levels at 1.39 to 6.96 milligrams per kilogram (mg/kg) of soil. They also note that after initial cleanup of a diesel spill from an underground storage tank in 1997, that residual levels of diesel in soil were 200 mg/kg and in groundwater were 930 micrograms per liter. The opponents note that the San Diego County Department of Environmental Health issued a cleanup case closure letter in 1999 and at that time indicated that the site was cleaned up to a level that did not pose a significant risk to human health or the environment under the proposed land use at that time. They are concerned that disturbing the soil and groundwater for the proposed project will cause significant risk of adverse impacts to coastal resources. The opponents refer to the fact that the residual arsenic and diesel measured in 1997 exceed environmental screening levels published in a report by the San Francisco Bay Regional Water Quality Control Board in 2008. They also indicate that they do not think that the project plan to avoid the area where the underground storage tank was removed is adequate. They are concerned that the project plan for oversight of the soil excavation is not adequate.

The Marriott Facilities Improvement project, as proposed, will be conducting demolition, excavation and construction activities adjacent to San Diego bay and as such warrants oversight to ensure that these activities do not violate Coastal Act policies or policies of the Port Master Plan. The Coastal Commission's water quality staff reviewed the water quality portions of the project Environmental Impact Report, the Urban Stormwater Mitigation Plan, the Construction Stormwater Pollution Prevention Plan, the Screening for Environmental Concerns at Sites with Contaminated Soil and Groundwater by the San Francisco Bay Regional Water Quality Control Board staff (November 2007), and various comment letters on the Marriott Port Master Plan Amendment.

CCC water quality staff has reviewed the concerns of the opponents and do not find that they indicate a failure of the project to comply with Chapter 3 policies of the Coastal Act or the Port Master Plan. The arsenic levels at the site are within the range of background in the California soils and below the level that would make arsenic a contaminant of concern, even if the soils were to remain exposed at ground surface. The residual levels of spilled diesel measured at the site are not likely to have adverse impacts on human health, aquatic resources or sensitive habitat. With the proposed land use and construction mitigation measures, such as observation of excavation activities and proper disposal of any contaminated materials, the excavation will not have adverse impacts on coastal resources.

Arsenic

Arsenic is widely distributed in the Earth's crust, mainly in mineral form and more rarely in a pure elemental form. In high concentrations and in processed formulations it can be toxic. Arsenic found in soil, either naturally occurring or from anthropogenic releases,

forms insoluble complexes with iron, aluminum, and magnesium oxides found in soil surfaces, and in this form is relatively immobile.

The California Department of Toxic Substances Control (DTSC) has undertaken several studies to assess the risk of arsenic in Southern California soils and determine ambient levels of arsenic. One study¹ analyzed the distribution of arsenic from 1097 samples from 19 school sites in the Los Angeles area and determined that the upper bound of 12 mg/kg for ambient arsenic in these soils. DTSC has determined that soils below 12 mg/kg do not pose an unacceptable risk for unrestricted land use.

Arsenic levels at the site are within the range of ambient soils for this area and there is no evidence that there has been an accidental release of arsenic at the site. The maximum level of arsenic found in the soils at the Marriott property (6.93 mg/kg) is well below the 12 mg/kg upper bound of ambient arsenic in Southern California. Human exposure to these soils will be minimal after completion of construction since the soil will be beneath a building, pavement, sidewalk or landscaping. Exposure during construction will be minimized by precautions such as dust control, protective clothing and a project Health and Safety Plan.

Diesel

In October 1997 a contractor working to modify piping connections to an underground storage tank (UST) used for a back-up generator, accidentally ruptured the 4000 gallon diesel tank. The damaged tank was emptied and removed in a timely manner. Soil samples taken in October and November were used to guide efforts to remove the contaminated soils. A follow up investigation was conducted in September 1999 and the case was closed by the San Diego County Department of Environmental Health indicating that there was no significant risk to human health and the environment at that time. Residual levels of diesel in soil were up to 200 mg/kg and in groundwater were up to 930 micrograms per liter.

As the opponents note, the CCC has independent review authority over development in Coastal Zone, but for leaking USTs the primary responsibility for site assessment, cleanup and closure lies with Local Oversight Programs (LOPs) that are designated by the State Water Resources Control Board. Local Oversight Programs operate under state guidance regarding monitoring of USTs, design of new USTs and clean up of leaking tanks. They have personnel dedicated to the task of assessing the cleanup of leaking UST according to state and local regulations. In the San Diego area, the designated LOP is the San Diego County Department of Environmental Health (DEH).

¹ Determination of a Southern California Regional Background Arsenic Concentration in Soil, G. Chernoff, W. Bosan and D. Oudiz, March 2008, <http://www.dtsc.ca.gov/upload/Background-Arsenic.pdf>.

DEH staff in 1999 determined that soil sample analysis at that time showed that the highly impacted soils were removed and that the risks from diesel remaining in the soil were low. Given the passage of time and the exposure of the soils to oxygen and groundwater movement, the residual levels of petroleum hydrocarbons in the soil are expected to be lower than they were in 1999. Nevertheless, due to the presence of the spill site adjacent to the planned excavation the developer will comply with mitigation measures listed below. These include adherence to a Construction Worker Health and Safety Plan, excavation monitoring by a Registered Environmental Assessor or equivalent environmental professional, enrollment in the DEH Voluntary Assistance Program for oversight of the excavation and concurrence of DEH staff on any sampling results.

From the San Diego Marriott Marquis & Marina Facilities Improvement and Port Master Plan Amendment Project Environmental Impact Report Chapter 4.6 Hazards And Hazardous Materials, page 4.6-9.

Mitigation Measures

Implementation of the recommended measures in the 2011 Geotechnical Investigation prepared by URS (included as Appendix C to this EIR), listed below, would reduce impacts related to existing hazardous material contamination to a less than significant level. Accordingly, Marriott shall implement all of the following mitigation measures:

Haz-1 DEH Concurrence. Prior to the start of the construction, the Marriott shall enroll in the Voluntary Assistance Program with the County of San Diego DEH and shall submit the results of the Geotechnical Investigation for the Proposed Project with agency staff for regulatory concurrence of results.

Haz-2 Disposal of Demolition Material. Prior to the start of earthwork operations, all building materials, other debris, and rubble from site demolition shall be removed and disposed of off site at an appropriate, licensed disposal facility. Abandoned underground utilities shall either be excavated and the trenches properly backfilled or the lines completely filled with two sack sand-cement slurry.

Haz -3 Construction Worker Health and Safety Plan. Prior to construction, Marriott shall have a Project-specific health and safety plan prepared and distributed to the construction workers to address the potential exposure to hazardous materials associated with working with or near hydrocarbon contaminated soils.

Haz-4 Excavation Monitoring. All excavation activities shall be actively monitored by a Registered Environmental Assessor (REA) for the potential

presence of hydrocarbon contaminated soils. In the event of encountering hydrocarbon contaminated soils, these soils shall be properly managed and disposed of at a licensed facility.

Coastal Commission Water Quality staff concur with the San Diego County Department of Environmental Health's 1999 conclusion that the "reported concentrations of all pollutants were below levels that would pose a significant risk to the general public and/or the environment". There is concern that disturbance of the site for the proposed project will cause impacts to coastal resources. The development plan and the mitigation measures above are appropriate to manage the small risk that this project will cause impacts to coastal resources. The site excavation will avoid the location of the former UST, which has been replaced by a new double walled UST. The project will develop and implement a worker health and safety plan. An environmental professional² will be observing the soils exposed during excavation looking for stained soils, liquids other than clean water and chemical odors. Indications of contaminated soils will be reported to DEH and subjected to further sampling for analysis of residual contamination. Contaminated soils will be managed and disposed of at a licensed facility.

Environmental Screening Levels

The project opponents cite Screening for Environmental Concerns at Sites with Contaminated Soil and Groundwater, California Regional Water Quality Control Board, Interim Final – November 2007 (Revised May 2008) as a source of environmental screening levels (ESLs) that should be used for assessing the risk to coastal resources at this site. This document was developed by the staff of the San Francisco Bay Regional Water Quality Control Board to support rapid assessment of contaminated soils or groundwater for a wide variety of circumstances.

The purpose of the document is that contaminant measurements below the screening levels "can be assumed to not pose a significant, long-term (chronic) threat to human health and the environment". Among the goals of the document is protection of drinking water resources and human health from direct exposure to the contaminants. The ESL document is intended to provide guidance for all situations and as such it only uses broad categories of exposure in determining the ESLs.

The residual level of petroleum hydrocarbons in the diesel range (TPHd) measured in 1999 did exceed the screening levels published in 2008. The screening level for soil is 180 mg/kg while the highest level of TPHd measured in 1999 was 200 mg/kg. The screening level for TPHd in groundwater is 210 micrograms per liter (ug/L) and the highest measurement in 1999 was 930 ug/L. Nevertheless, as stated in the ESL

² Since the Registered Environmental Assessor Program has been recently discontinued by the state (<http://www.dtsc.ca.gov/rea/>) this project should follow DTSC recommendations to use an Environmental Professional as defined by the All Appropriate Inquiries Rule (http://www.epa.gov/brownfields/aaai/ep_deffactsheet.pdf).

document, “The presence of a chemical at concentration in excess of an ESL does not necessarily indicate that adverse impacts to human health or the environment are occurring; this simply indicates that a potential for adverse risk may exist and that additional evaluation is warranted.” Water Quality staff have conducted further evaluation of the project circumstances and concluded that there is no need for additional site assessment for diesel contamination prior to construction for the reasons below.

The ESL document distinguishes soils that are deeper than three meters from shallower soils, but provides only one screening level all soils shallower than three meters with the assumption that these soils could be readily exposed. Upon completion of the current project the site soils will not be readily exposed since they will be under project features (buildings, landscaping, and pavement). Exposure during construction will be minimized by precautions such as dust control, protective clothing and a project Health and Safety Plan. As such any residual diesel at the site will not present a direct exposure risk to human health or the environment.

Given the passage of time and the exposure of the soils to oxygen and bacterial activity, the residual levels of petroleum hydrocarbons in the soil are expected to be lower than they were in 1999. Groundwater at the site is influenced by tidal and seasonal fluctuations and processes of mixing, diffusion and oxidation. It is unlikely that impacts of the 1997 diesel spill can still be detected in groundwater.

The Hazardous Materials mitigation measures are adequate to protect coastal resources if unexpected high levels of contaminants are exposed during construction. An environmental professional will be observing the soils exposed during excavation looking for stained soils, liquids other than clean water and chemical odors. Indications of contaminated soils will be reported to DEH and subjected to further sampling for analysis of residual contamination. Contaminated soils will be managed and disposed of at a licensed facility.

As noted above, arsenic levels at the site are within the range of ambient soils for this area and there is no evidence that there has been an accidental release of arsenic at the site. The California Department of Toxic Substances Control has determined that soils below 12 mg/kg do not pose an unacceptable risk for unrestricted land use and the soils at the site were well below this level.

Therefore, as proposed, the PMPA can be found consistent with the water quality protection policies of the Coastal Act. The recommendation of denial is based on impacts to visual quality, public access, and recreation.

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

As described above, the proposed PMPA does have the potential to result in damage to visual and public access resources. The proposed amendment was the subject of an

Environmental Impact Report under CEQA. The EIR was subject to public review and hearing and was adopted by the Board of Port Commissioners. However, the Commission has found that the PMPA cannot be found in conformance with Chapter 3 and Chapter 8 policies of the Coastal Act due to the potential for significant adverse impacts to the environment of the coastal zone. Therefore, the Commission finds that the PMPA is inconsistent with the California Environmental Quality Act.

(G:\San Diego\Reports\Port\PMPA #43 6-PSD-MAJ-43-11 Marriott Expansion stfrpt.doc)



Downtown San Diego

10th Avenue
Marine Terminal

Marriott Leasehold
Project Site

San Diego Bay

Coronado

EXHIBIT NO. 1
Vicinity Map
PMPA #43 Marriott Expansion California Coastal Commission



EXHIBIT NO. 2

Aerial Vicinity Map

PMPA #43 Marriott Expansion
California Coastal Commission

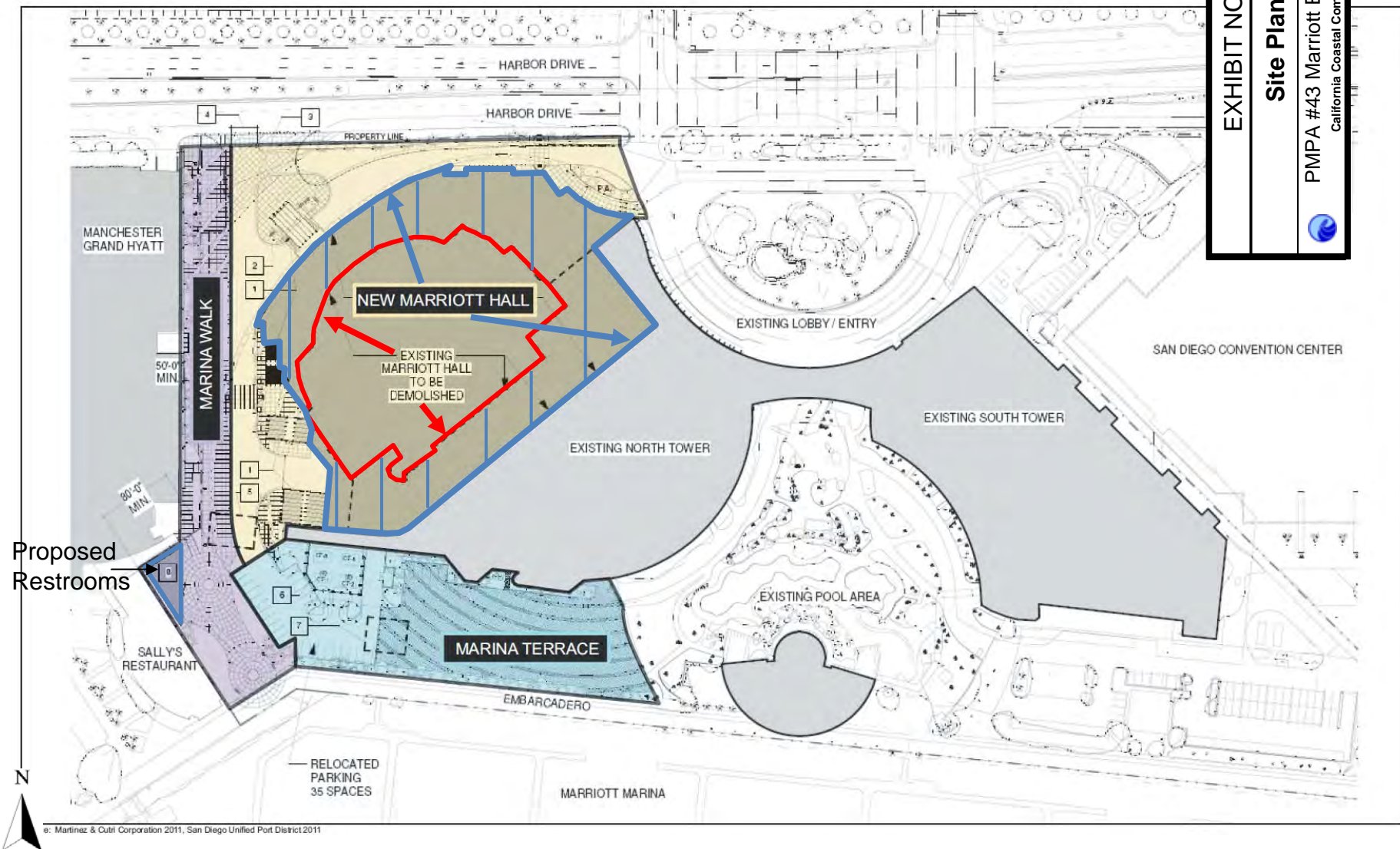


EXHIBIT NO. 3

Site Plan

PMPA #43 Marriott Expansion
California Coastal Commission





EXHIBIT NO. 4

Landscape Plan

PMPA #43 Marriott Expansion
California Coastal Commission



Legend








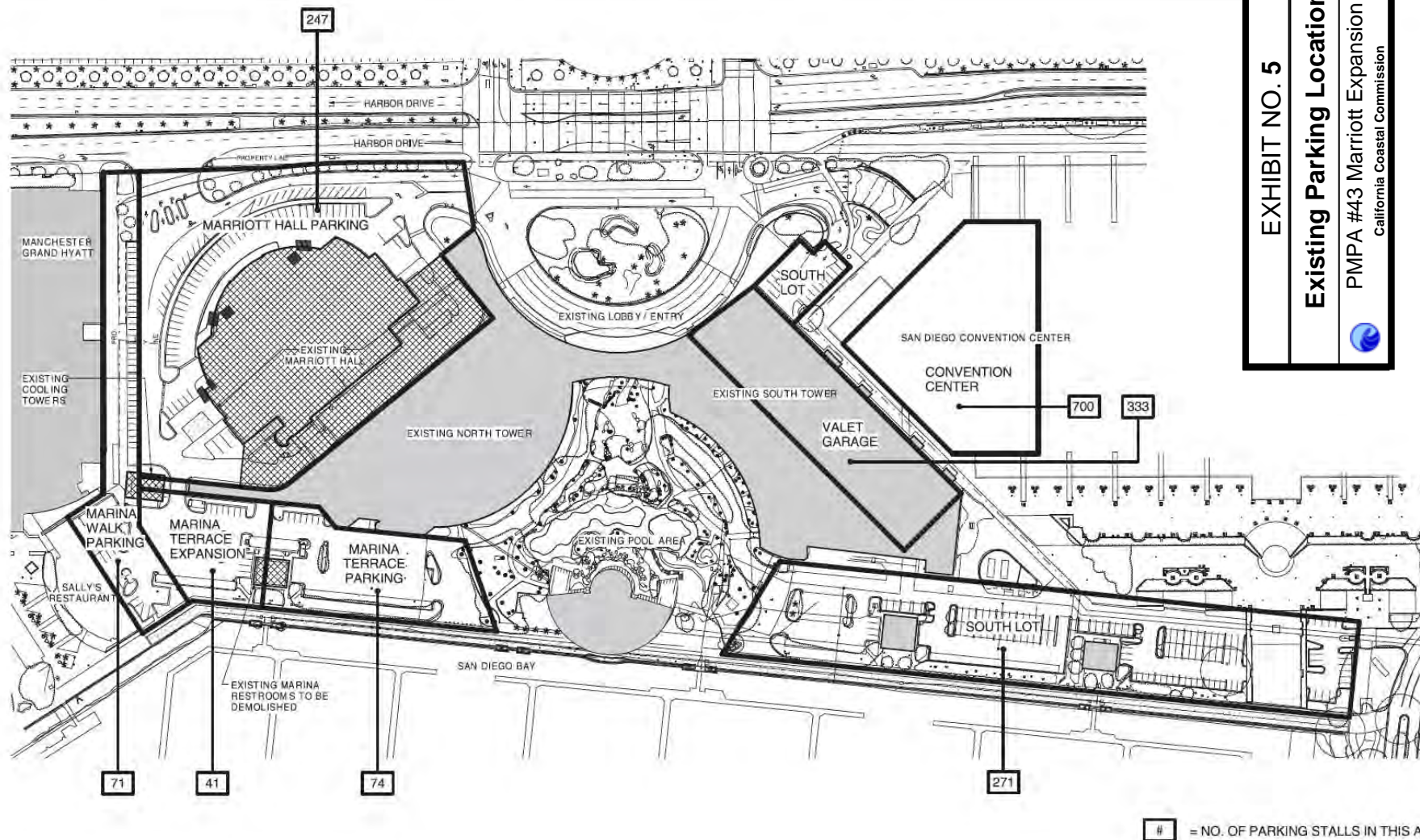
-  Decorative Paving Marina Walk
-  Decorative Paving Marina Terrace
-  Accessible Ramp
-  Evergreen Canopy Tree
-  Palm Tree
-  Drought Resistant Shrubs and Groundcovers
-  Lawn

EXHIBIT NO. 5

Existing Parking Location

PMPA #43 Marriott Expansion
California Coastal Commission



Source: Martinez and Cuti 2011



EXISTING PARKING
FIGURE 4.11-2

EXHIBIT NO. 6

Marina Walk 50' and 32' sections

PMPA #43 Marriott Expansion
California Coastal Commission

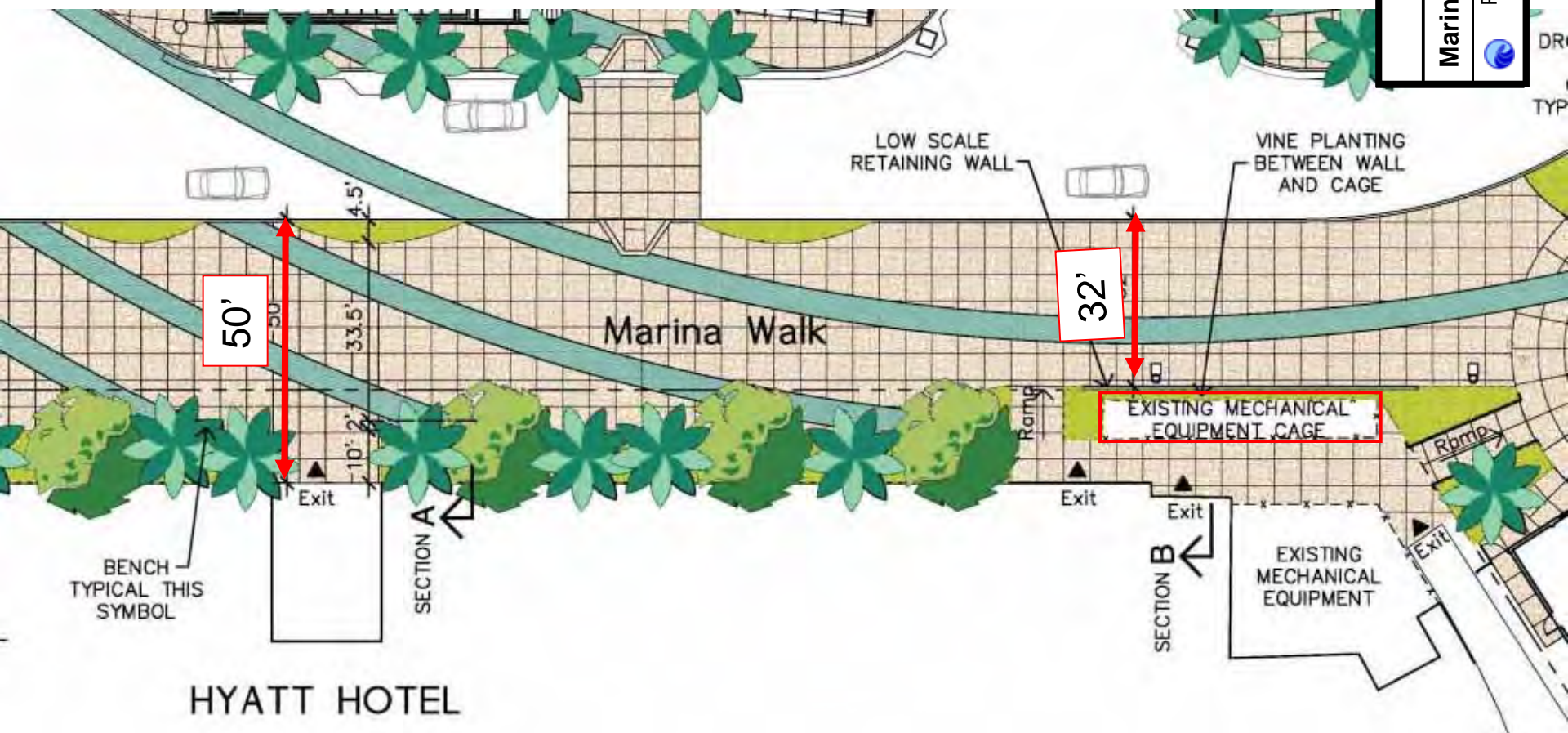
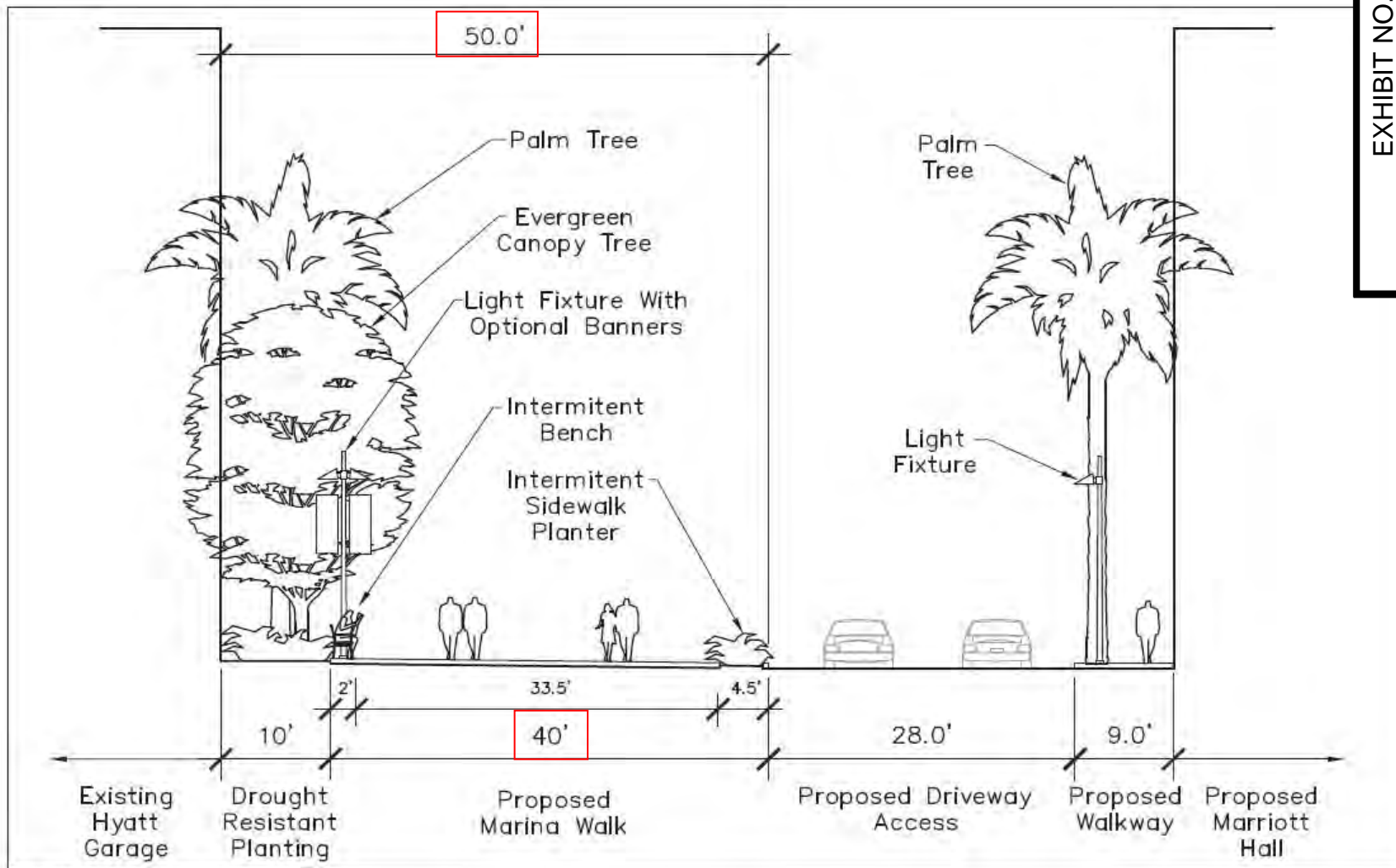


EXHIBIT NO. 7

Marina Walk Cross-Section at 50' wide

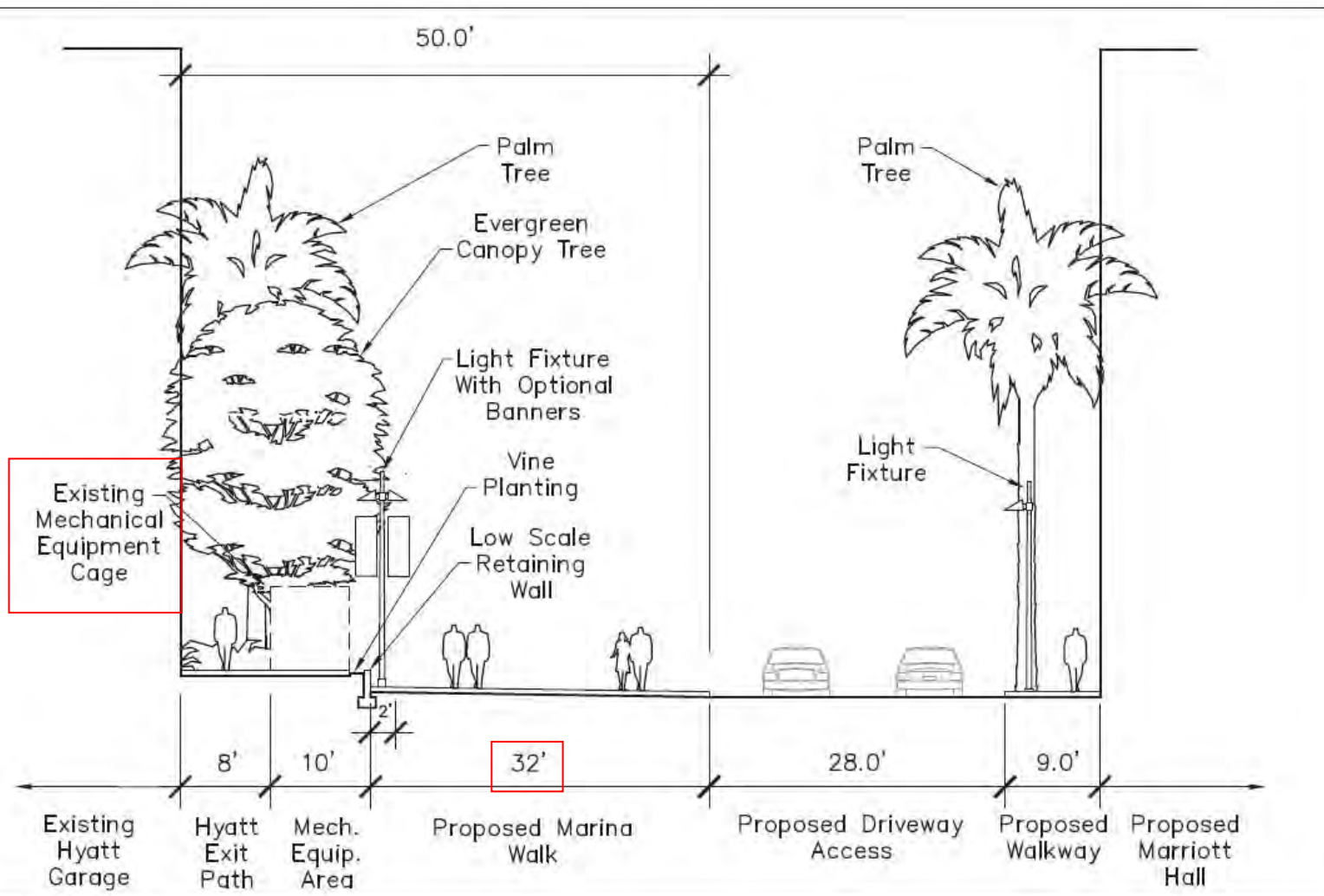
PMPA #43 Marriott Expansion
California Coastal Commission



Source: Martinez & Cutili Corporation 2011

Not to Scale

**MARINA WALK CONCEPT PLAN SECTION A-A
FIGURE 2-11**



Source: Martinez & Cuti Corporation 2011

Not to Scale

**MARINA WALK CONCEPT PLAN SECTION B-B
FIGURE 2-12**

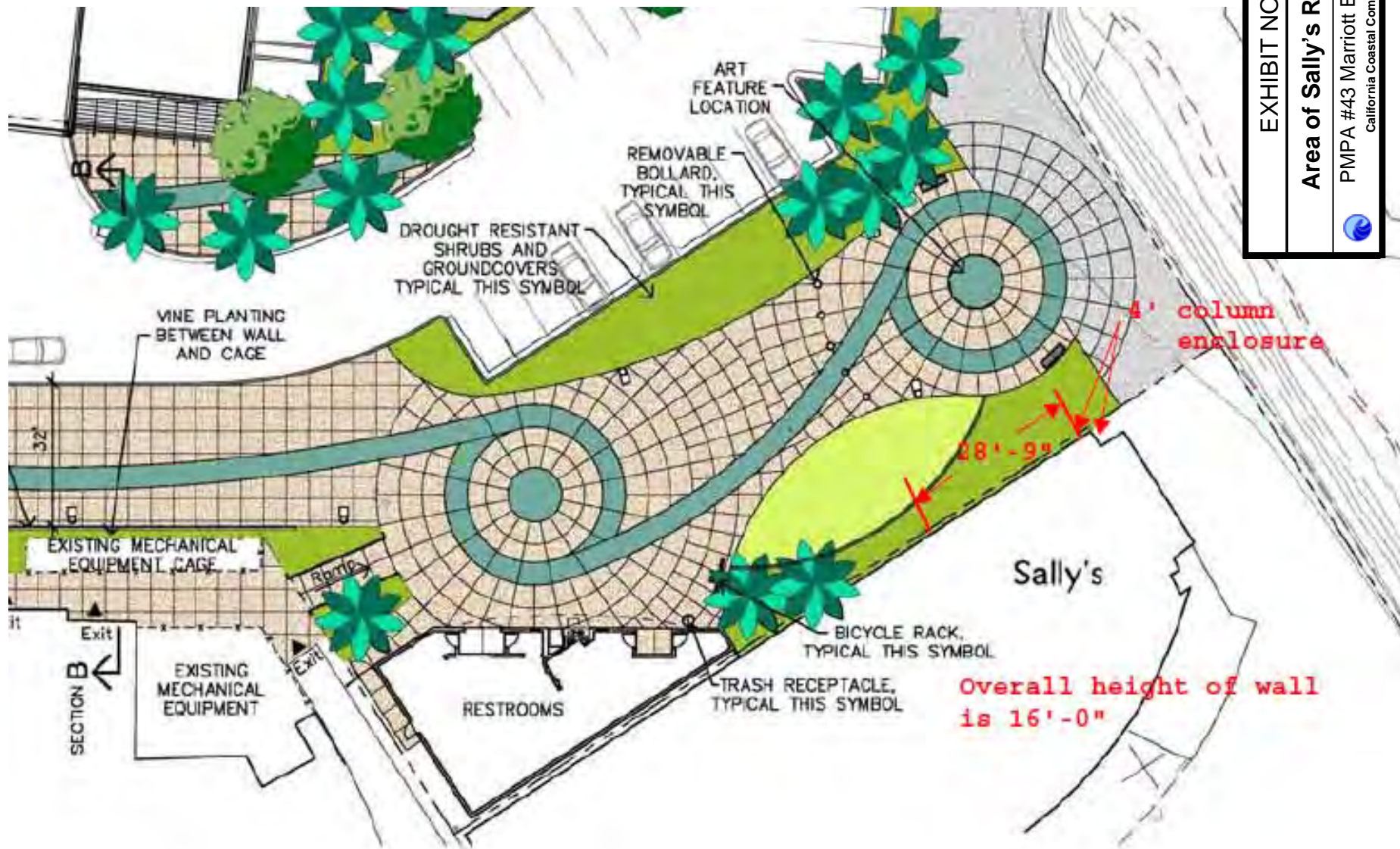


EXHIBIT NO. 9

Area of Sally's Remodel

PMPA #43 Marriott Expansion
California Coastal Commission

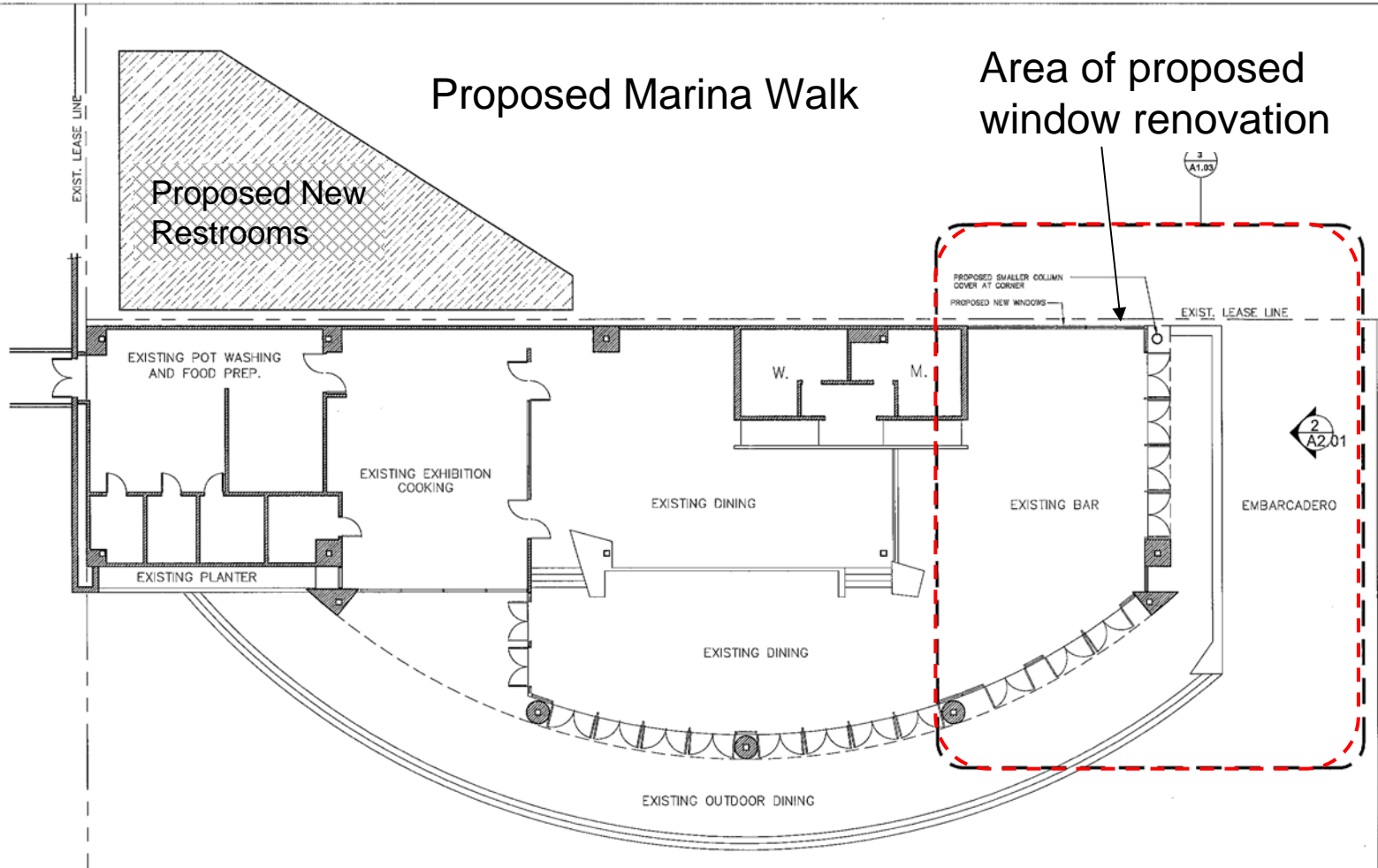




Proposed Marina Walk

Area of proposed window renovation

Proposed New Restrooms



1 FLOOR PLAN - PROPOSED

SCALE: 1/16" = 1'-0"

EXHIBIT NO. 10

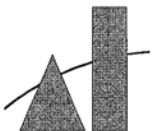
Site Plan for Sally's Window Remodel

PMPA #43 Marriott Expansion
California Coastal Commission

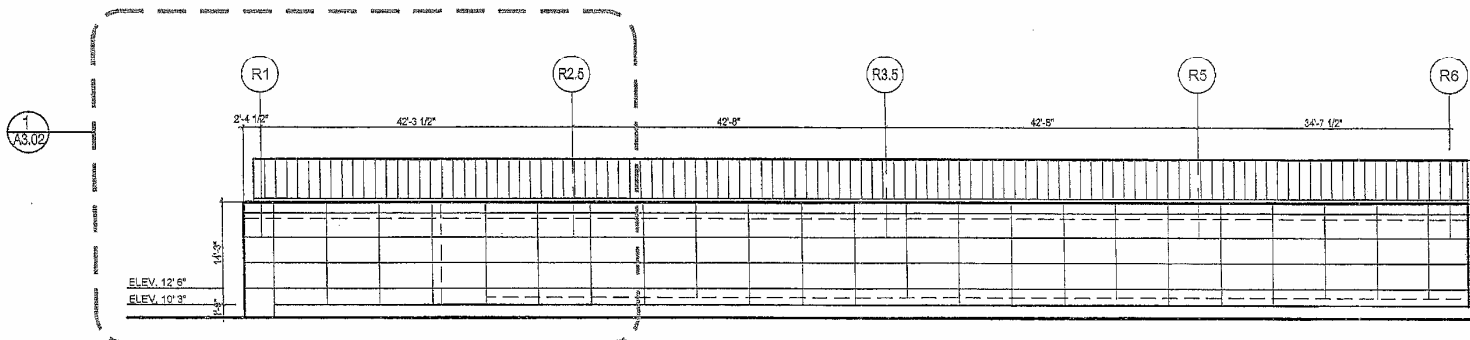


Embarcadero Promenade

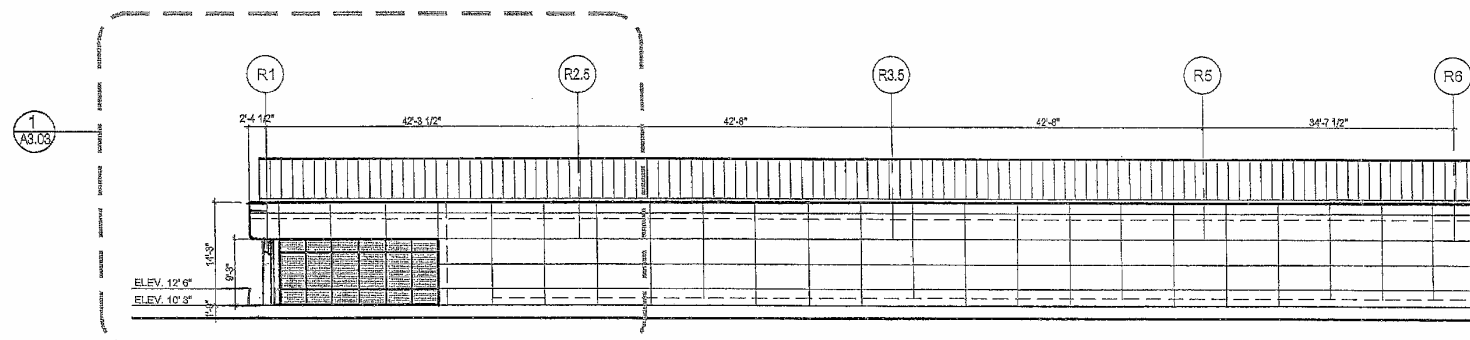
A



MARTINEZ + CUTRI
CORPORATION



1 EAST ELEVATION - EXISTING
SCALE: 1/16" = 1'-0"



2 EAST ELEVATION - PROPOSED
SCALE: 1/16" = 1'-0"

EXHIBIT NO. 11

Before and After Elevations Sally's

PMPA #43 Marriott Expansion
California Coastal Commission



WINDOW AT SALLY'S RESTAURANT

MANCHESTER GRAND HYATT, SAN DIEGO

DATE: 07.29.2011
REV.: 09.25.2012

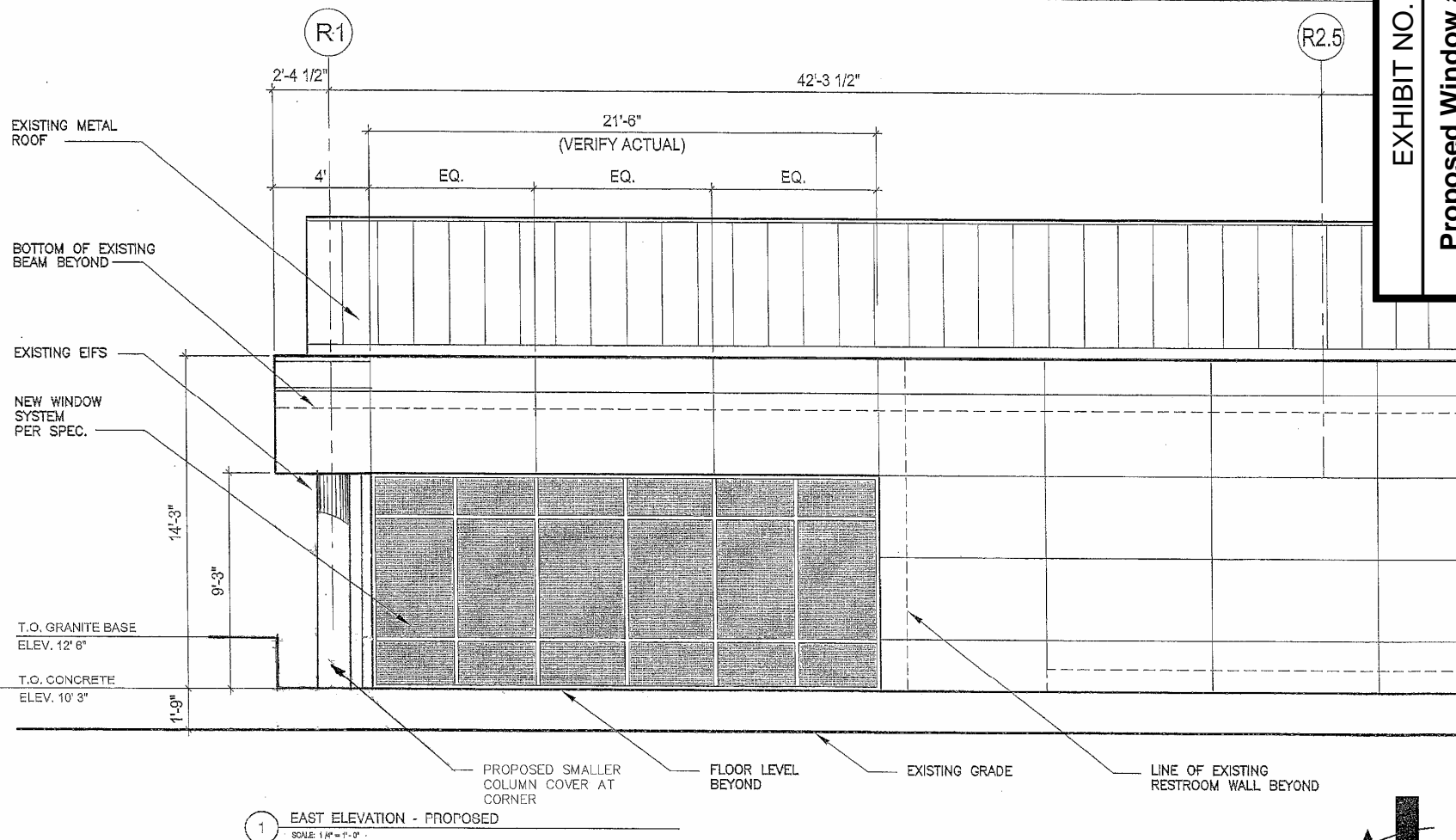
SHEET No: A3.01

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CORPORATION

EXHIBIT NO. 12

Proposed Window at Sally's

PMPA #43 Marriott Expansion
California Coastal Commission



WINDOW AT SALLY'S RESTAURANT

MANCHESTER GRAND HYATT, SAN DIEGO

DATE: 07.29.2011
REV.: 09.25.2012

SHEET No: A3.03

MARTINEZ + CUTRI
CORPORATION



PROPOSED MARINA TERRACE IMPROVEMENTS San Diego Marriott Marquis & Marina 9/28/12

EXHIBIT NO. 13

Proposed Landscaping at Marina Terrace

Proposed Line of Development

Existing Line of Development

121 ft

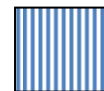
78 ft

MARINA WALK

NEW MARRIOTT HALL

EXISTING
MARRIOTT HALL
TO BE
DEMOLISHED

Portion of
development
proposed to
encroach into
existing corridor
between
structures



80'-0"
MIN.

SALLY'S
RESTAURANT

MARINA TERRACE

EMBARCADERO

RELOCATED
PARKING
35 SPACES

MARRIOTT MARINA

EXHIBIT NO. 14

Proposed Building Expansion

PMPA #43 Marriott Expansion

California Coastal Commission





Marriott Hall

Hyatt Parking
Garage

EXHIBIT NO. 15

Existing Corridor Btwn Hotel Structures

PMPA #43 Marriott Expansion
California Coastal Commission

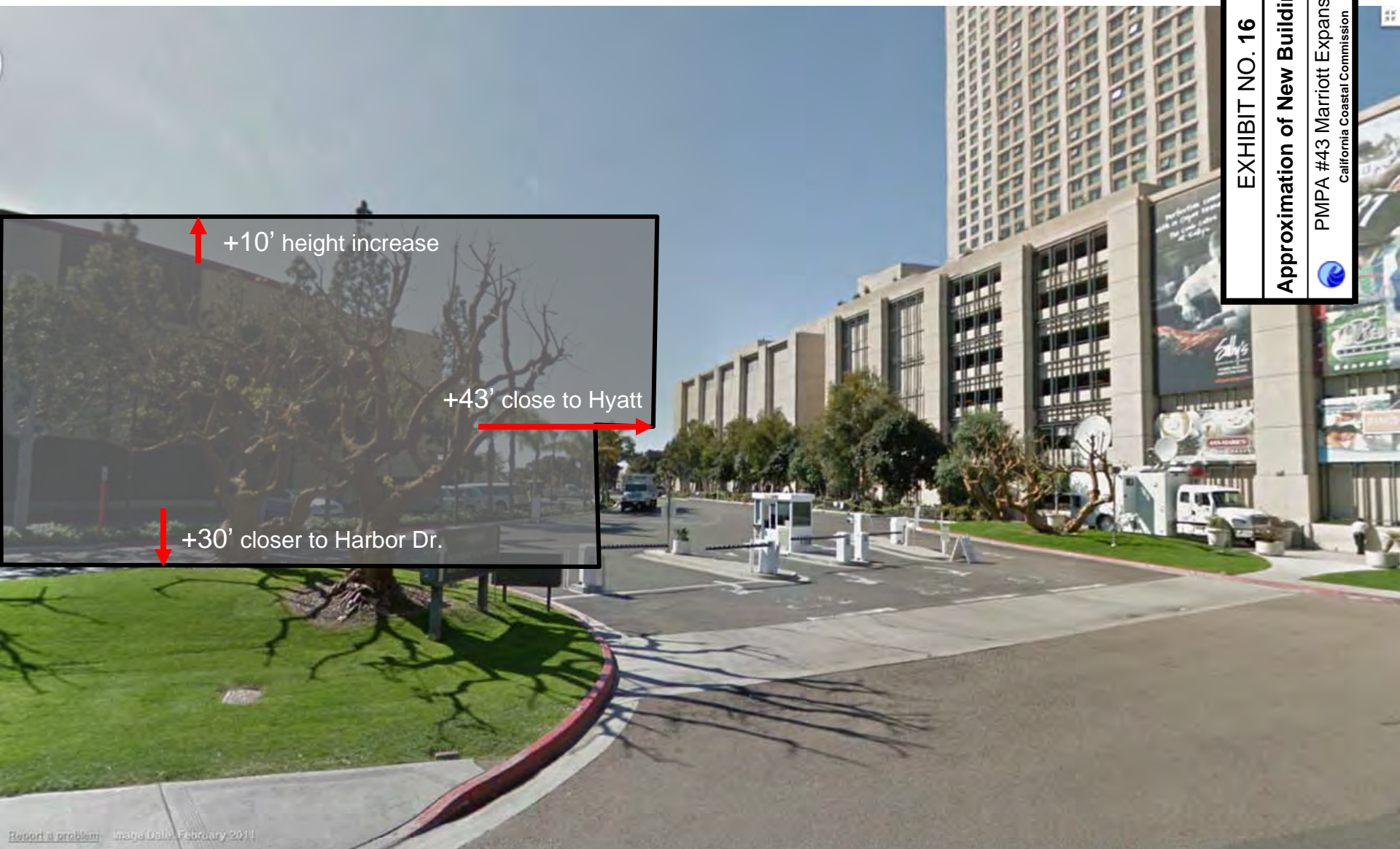


Existing distance between Marriott and Hyatt Hotels

EXHIBIT NO. 16

Approximation of New Building Mass

PMPA #43 Marriott Expansion
California Coastal Commission



Approximate location of proposed new building mass



Source: Martinez & Cutri Corporation 2010

Rendering of proposed Marriott Hall new Harbor Drive street frontage

EXHIBIT NO. 17

Rendering of Marriott Hall from Harbor Dr.

PMPA #43 Marriott Expansion
California Coastal Commission



EXHIBIT NO. 17	
Rendering of Marriott Hall from Harbor Dr.	
	PMPA #43 Marriott Expansion California Coastal Commission



Source: Martinez & Cuth Corporation 2010

Rendering of proposed Marriott Hall new Harbor Drive street frontage

RESOLUTION 2011-179

RESOLUTION TO ADOPT AMENDMENT OF PORT
MASTER PLAN – SAN DIEGO MARRIOTT MARQUIS &
MARINA FACILITIES IMPROVEMENT AND PORT MASTER
PLAN AMENDMENT PROJECT

WHEREAS, the San Diego Unified Port District (District) is a public corporation created by the Legislature in 1962 pursuant to Harbors and Navigation Code Appendix I, (Port Act); and

WHEREAS, the District has an adopted Port Master Plan which has been certified by the California Coastal Commission; and

WHEREAS, said Port Master Plan was prepared, adopted and certified pursuant to the Port District Act, the California Coastal Act and other applicable laws; and

WHEREAS, a proposed Port Master Plan Amendment for the San Diego Marriott Marquis & Marina Facilities Improvement Project in the City of San Diego has been prepared and processed; and

WHEREAS, the applicant for the proposed project is the Host Hotels and Resorts L.P., owner of Pacific Gateway, Ltd., doing business as San Diego Marriott Marquis & Marina ("Applicant"); and

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

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

That the Master Plan of the District is amended by incorporating therein the Port Master Plan Amendment, on file in the office of the District Clerk, pertaining to said San Diego Marriott Marquis & Marina Facilities Improvement Project, and said Master Plan Amendment shall not be effective unless and until an indemnity agreement is approved by the District which provides for the Applicant to indemnify the District for all attorneys' fees, costs and other expenses incurred by the District in the event of any third party legal challenge to the Final Environmental Impact Report or the Master Plan Amendment.

BE IT FURTHER RESOLVED that the Executive Director or his designated



representative is hereby authorized and directed to transmit said Port Master Plan Amendment, together with all relevant factual information, the certified Final Environmental Impact Report, and the Coastal Act consistency analysis to the California Coastal Commission for its review, approval and certification pursuant to the California Coastal Act, and that said Port Master Plan Amendment will take effect automatically and be deemed fully certified upon Coastal Commission approval pursuant to Public Resources Code Section 30714. This action by the Board of Port Commissioners constitutes formal adoption of the Coastal Commission's certification of the referenced Amendment.

ADOPTED this 13th day of December, 2011.

San Diego Unified Port District

Office of the Clerk

CERTIFICATION OF VOTE

Passed and adopted by the Board of Port Commissioners of the San Diego Unified Port

District on December 13, 2011, by the following vote:

<u>Commissioners</u>	<u>Yeas</u>	<u>Nays</u>	<u>Excused</u>	<u>Absent</u>	<u>Abstained</u>
Lee Burdick	X				
Dan Malcolm			X		
Ann Y. Moore	X				
Bob Nelson	X				
Scott H. Peters	X				
Lou Smith	X				
Robert Valderrama	X				

AUTHENTICATED BY:

Signature on File _____

Chairman of the Board of Port Commissioners

Timothy A. Deuel
Clerk of the San Diego Unified Port District

By: _____
Signature on File
District Clerk

(Seal)

Resolution Number: 2011-179

OR

Ordinance Number: _____

Adopted: December 13, 2011

***San Diego Unified Port District
Port Master Plan Amendment***

DRAFT

***San Diego Marriott Marquis & Marina
Facilities Improvement Project***

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

***August 12, 2011
(Revised October 2012)***

***Note: Text to be deleted shown stricken and text to be added shown underlined.
Text in italics is for clarification only and is not part of the Plan Amendment.***

EXHIBIT NO. 18

Proposed PMPA



PMPA #43 Marriott Expansion
California Coastal Commission

CENTRE CITY EMBARCADERO: PLANNING DISTRICT 3

Introduction

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

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

Precise Plan Concept

The basic concept of the redevelopment of the Embarcadero is to create a unified waterfront, both visually and physically, which

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

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

Land and Water Use Allocations

The Precise Plan allocates a balanced distribution of commercial, industrial, public recreation and public facility uses in this 434- acre planning area. More detailed allocations are indicated in the Land and Water Use **Table 10**,

and use areas are graphically portrayed on the **Precise Plan Map**.

Centre City Embarcadero Planning Subareas

The Planning District has been divided into six subareas as shown in **Figure 12**.

The North Embarcadero Alliance Visionary Plan area includes all of Subareas 31, 32, 33, and part of Subarea 34. The Visionary Plan proposes to revitalize San Diego's downtown waterfront through a concept for public improvements and by guiding development to optimize property values, public access opportunities and priority waterfront and water-dependent uses. The Plan recommends a substantial linear esplanade park on the urban waterfront with public art, street furniture, public spaces, expansive Bay views and public parking. The Plan proposes two major parks and plazas at the County Building and the foot of Broadway, and includes recreational piers and associated public facilities, harbor excursion landings and water-related commercial uses on Port tidelands. General commercial, residential, and commuter traffic would utilize an enhanced Pacific Highway grand boulevard, while North Harbor Drive would serve waterfront public access, water-dependent, and Embarcadero commercial recreational uses. An extension of the downtown San Diego small-block street grid across the railroad right-of-way, off Port lands, to the Bay would enhance public views and pedestrian access opportunities from upland areas (See *Visionary Plan Figure 3.1 for illustrative plan of the area*). Aboveground parking structures which are visible at the perimeter of a development should be limited to a maximum of six levels of parking or 60 feet above grade. (See *Visionary Plan - p.79*) North Harbor Drive, Broadway, Ash Street, and Grape Street are envisioned as active pedestrian linkages to the Bay from upland areas. Building frontage adjacent to these streets shall be developed with uses that promote pedestrian activity and public oriented uses. On other streets, ground-level facades shall maximize the sense of contact between indoor and outdoor activities. (See *Visionary Plan - pp.67, 68.*)

Laurel Street Corridor

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

Crescent Zone

The most important element influencing design in the Crescent Zone is the curvilinear form of the waterfront. Dramatic panoramic views can be realized at either vehicular or pedestrian speeds. The Port Master Plan capitalizes on this attribute to establish a grand pedestrian-oriented esplanade (no less than 100-feet wide) and major entryway into the Centre City district from Grape Street to Broadway. The promenade connects with the North Harbor Drive bicycle path to provide a continuous pedestrian/bicycle path from Navy Estuary to Fifth Avenue, a distance of four miles. Pacific Highway streetscape improvements would continue through this subarea. An esplanade at least 25-feet wide, bayward of Harbor Drive, will be added from Laurel Street to Grape Street. 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. Along the water's edge the concrete pathway will continue its present use as both pedestrian promenade and service area for commercial fishing boats tied up along the Crescent Zone bulkhead. Four public viewing/vista points would be spaced along the Crescent shoreline.

The waterfront between Grape Street and Ash Street will be used for Ship Anchorage, Boat Navigation Corridor, and Specialized Berthing. The three existing piers no longer function or are needed as commercial fishing berthing or fuel pier; therefore they will be replaced with a 30,000 square-foot curvilinear pier at Grape Street, with a 12,000-square-foot public boat dock designated as Park Plaza. The waterside termination of this pier is designated as Commercial Recreation to allow possible development of a commercial facility. Wave attenuation structures would protect the boat docks. A 5,000-square-foot parcel with a maximum 10,000-square-foot floor area designated as Commercial Recreation will provide for a major restaurant or other commercial recreation use on the esplanade at the foot of the Grape Street Pier. Development density with a Floor Area Ratio (FAR) of 3.0 and a building height limit of 12 feet is prescribed for this area, with the exceptions of the proposed commercial recreation parcel where a 13-foot high second story would be allowed. Building setbacks along the inland side of North Harbor Drive for upper stories shall be 25-foot minimum at 50 feet along the inland side of North Harbor Drive and 15-foot on east-west streets. (See *Visionary Plan Figures 4.4, 4.5 and 4.8*) Commercial Fishing Berthing has been allocated to the Crescent water interface (18.6 acres) as the highest priority use; however, this water is also used for transient berthing and occasional general berthing for small boats. The boat channel area just offshore is also used for temporary anchorage for small boats; therefore, the designation is changed to Specialized Berthing, which includes these uses within this precise plan area only.

Anchorage A-3, Laurel Street Roadstead Anchorage, is sheltered from the open sea but is located in both the most visible and the widest part of northern San Diego Bay. Approximately 20.6 acres of water area is allocated to

accommodate about 50 vessels on swing point mooring buoys. Onshore, a public rest room, three dinghy floats and connecting shore ramps provide for the landing needs of the anchorage user. As a federally designated anchorage, the boundaries are shown on coastal charts and identified on site by boundary markers. Administration of the anchorage is exercised by the Port District, pursuant to local ordinance. Thirty to forty percent of the moorings are to be set aside for short-term use by cruising or transient vessels. Section III, Water Based Transportation system, contains information on the baywide small craft anchoring system.

Civic Zone

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

Significant redevelopment is recommended for the Civic Zone. 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. North Harbor Drive will be reduced by narrowing to three lanes. Parking areas along the street will be interspersed with landscaping, vertical elements used to frame and enhance views, and lawn areas. (See *Visionary Plan Fig. 5.3*)

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

Passive green spaces (parks) are proposed between the plazas on the esplanade, providing recreational opportunities and places for people to relax, play, and enjoy Bay views. The promenade is a continuous 25-foot-wide paved area adjacent to the water's edge. The wharf side remains clear of objects or furnishings that

would block Bay views. A delicate string of lights, a planting area with tall palms, and a 10-foot-wide bike path border the landward side of the promenade (See *Figure 5.3 of the Visionary Plan*).

The most important element in this zone is the conversion of the old Lane Field site and Navy Engineering building into a new complex of buildings and open spaces. Primary consideration is a 600-to-800-room hotel. The intent of the plan is to retain flexibility for considering a wide array of development options. The concept includes possible multiple utilization of activities that could provide for commercial recreation; international trade, travel and cultural complexes; commercial and office space for maritime business; support facilities related to the Port; and subject to negotiation with the U.S. Navy, the provision of equal or better building space for the relocation of the Naval Facilities Engineering Command. The FAR for Lane Field parcel is 7.0 and 6.5, while building height limits range from 400 feet to 200 feet sloping toward the Bay. Special setback requirements along the Broadway side of this parcel range from 55 feet to 65 feet, widening toward the Bay (See *Figure 4.7 of the Visionary Plan*, which also illustrates the special radius setback on North Harbor Drive/ Broadway SW corner). Stepbacks for upper stories are 25-foot minimum at 50-foot building height except for the B Street side of the parcel and on other east-west streets where they are 15 feet. There are no setback requirements along Pacific Highway. (See *Visionary Plan Figures 4.5, 4.6, 4.7 and 4.8.*)

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

B Street Pier is scheduled for substantial redevelopment of the apron wharf and the structures on the pier. The south shed will be removed or redesigned to create space for parking and a promenade. The western end of the pier will be converted for specialized commercial uses such as a shopping bazaar, and foods and services reflecting the maritime character of the Embarcadero and which will be compatible with cruise ship berthing. The Cruise Ship Terminal will be expanded and both sides of the pier will accommodate ship berthing. Cruise ships may tie up at both the B Street and Broadway Piers. The shopping bazaar could be expanded into the terminal building and the existing Maritime Museum could be provided with land-based support area, storage and work area, and possibly a living museum of nautical craftsmen; however, loading, off-loading, and storage capabilities for general cargo will be retained as needed. Alternatively, the Maritime Museum may be relocated to another location along the Embarcadero, such as the curvilinear pier at Grape Street. A FAR of 2.0 applies to the B Street and Broadway piers. The building height limit for the B Street Pier is 50 feet; however, an expanded cruise ship terminal, now under study, may require (for functional reasons) building(s) in excess of 50 feet in height. Pursuant to the Port's cruise ship terminal study, alternative height restrictions and other guidelines affecting B Street Pier may be appropriate and acceptable, and they should be considered by the Alliance. (See *Visionary Plan Figs. 4.4, 4.5 and pp. 63, 64.*)

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

Tuna Harbor

This subarea consists of the Tuna Harbor, the harbor formed by its pier, the proposed new

bayfront public park, the new Pier Walk building with commercial recreation and commercial fishing uses, parking, and adjacent areas.

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

The aircraft carrier Midway is docked on the south side of the Navy Pier. The Terminal Berthing designation would be changed to Commercial Recreation and Park/Plaza for the proposed 0.8-acre public viewing area with a designated vista point on the bow deck of the ship. The Commercial Fishing Berthing designations in this water area would be replaced with Specialized Berthing to accommodate multiple uses. Landscaping and streetscape improvements on North Harbor Drive would continue through this area.

Parking for visitors to the Midway and its museum will be provided, on an interim basis, at the Navy Pier, pursuant to the museum's lease with the United States Navy. When and if the Navy determines that its use of the Navy Pier is no longer necessary, the Port will accept the proposal by the San Diego Aircraft Carrier Museum to convert the Navy Pier into a "public park" use, thereby allowing the pier to be converted into a memorial park complementing the Midway and its museum, while affording additional public open space and bay vistas. Vehicle parking for museum visitors will then be shifted to nearby offsite locations. However, since the Navy Pier's future is uncertain and will be determined by decisions of the federal government, the conversion of the pier to a 5.7-acre memorial park is a specific planning goal of the Port, and environmental analysis for the park conversion will be conducted prior to the Navy relinquishing ownership and/or control of the Navy Pier such that construction of the park can occur as soon as feasible thereafter. The park conversion will be subject to all appropriate laws at the time the Navy Pier Park is proposed.

Mitigation for the loss of 4.1 acres of open water habitat resulting from the placement of the

aircraft carrier Midway and its mooring platform structures has been provided by an expansion of an existing degraded marsh, known as Lovett Marsh, east of south San Diego Bay, in the City of National City, resulting in the creation of approximately 5.8 acres of new coastal salt marsh.

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

A substantial portion of Tuna Harbor is devoted to commercial fishing use. It is anticipated that offices for the tuna and fresh fish fleet will locate here, as well as ancillary uses such as small seafood processors, fish markets, marine instrument and equipment sales, fishing and ocean technology displays, and automobile parking. The northern side of the mole has been renovated by stabilizing the existing concrete slab wall with rock revetment. The south face of the mole has been renovated with rock revetment for shore protection. Floating docks will provide 50- and 60-foot berths for commercial fishing boats. Low level lighting is provided for the berths. Landside support services, auto parking, and truck access are included. Approximately 100 commercial fishing berths are provided alongside the floating docks.

To shelter Tuna Harbor from the south, a concrete breakwater pier approximately 400 feet long has been built from the land lying between the former Harbor Seafood Mart area and Seaport Village. The pier provides additional berthing for tuna seiners and large market fishing boats, allows public access to the water, and accommodates water taxi service. The entrance to this joint use pier will be enhanced to provide a strong pedestrian linkage from waterfront viewing areas to the reconfigured commercial fishing and retail area (formerly occupied by the Harbor Seafood Mart building). This pier walk will connect to the new bayfront public park to the north, as well as the entrance to Seaport Village and the south side of the redeveloped Old Police Headquarters (OPH) building.

The Harbor Seafood Mart building is planned to be demolished and the site redeveloped with a new Pier Walk building of comparable size and use allocation, which will consist of an improved fish processing facility with sufficient parking and loading/unloading spaces to support the operation, as well as ancillary retail and restaurant uses related to and supportive of the commercial fish processing uses in the building. The development will be designed so that the commercial fishing use will be able to continue to utilize and maintain the existing fish unloading dock, with direct, unrestricted access to joint use of the pier/dockside facilities. The new facility will be large enough to support both the current capacity requirements of the fishing industry, and allow for the expansion of services for seafood processing. The Precise Plan underlying the portion of the new Pier Walk building nearest the unloading dock will have a land use designation of Commercial Fishing to provide for the retention of valued commercial fishing activities. The facility will be integrated with the surrounding public walkways and plazas with opportunities for public viewing and access opportunities.

In conjunction with the reconfiguration of the fishing facility, the Precise Plan will also be designated as Park/Plaza to allow for the construction of a new three-acre bayfront public park on the north end of the site. The open space provided by the new bayfront park will enhance pedestrian and visual access to the Bay, as well as create a pleasant rest area and viewing place along the Embarcadero promenade for event gatherings and public activities. Adjoining parking areas will also be reconfigured and enhanced with landscaping and pedestrian linkages to the surrounding uses. The parking areas are intended to serve the public park, commercial fishing and recreation uses, reactivated Old Police Headquarters building, as well as Seaport Village.

Marina Zone

The Marina Zone, located along Harbor Drive from Market Street to Fifth Avenue, is planned to be intensively developed as a major public and commercial recreational complex. Major projects, including the 22-acre Embarcadero

Marina Park; the restaurant and specialty retail center of Seaport Village; a regional convention center, convention center expansion, convention center hotel public parking facility, and convention hotels and marina, have started the transformation of this waterfront area into an attractive commercial and recreational resource. Marina Zone projects will provide the southerly anchor for the Embarcadero development and the six-mile long promenade that extends north to Spanish Landing Park along the waterfront. Pedestrian linkages from the upland areas will provide access to this lively activity center for residents and visitors alike.

The plan concept is to rehabilitate and reactivate the historically designated, and presently vacant, Old Police Headquarters building with restaurant, specialty retail, indoor/outdoor public market, and entertainment uses. On the district Precise Plan, this area will be designated as Commercial Recreation. The north side of the site along Harbor Drive will be designated as Park/Plaza and will be redeveloped into an urban park and plaza area of approximately one acre in size with enhanced landscaping and pedestrian features. The new urban park will create visual and physical linkages from the OPH to the new bayfront park across Pacific Highway, as well as link to enhanced pedestrian connections to and along the Embarcadero through Seaport Village and along Kettner Boulevard. A small portion of the site on the north side the OPH will retain the Commercial Recreation land use designation in order to allow for associated outdoor commercial, or activating, uses. The parking areas surrounding the OPH and Seaport Village will be reconfigured to accommodate vehicles more efficiently, as well as allow for valet parking and loading areas.

Across from the hotel development, the west side of Kettner Boulevard from Harbor Drive to Seaport Village will be developed with landscaping and pedestrian features to provide improved connectivity between tideland uses, as well as increase activating uses.

Between the existing Marriott and Hyatt Hotels, an accessway known as "Marina Walk" is proposed consistent with the South Embarcadero Public Access Program, as amended ~~February,~~

2006. Marina Walk will improve public pedestrian connectivity between Harbor Drive and the Embarcadero shoreline promenade and enhance public views towards the Bay through removal of existing landscaping and surface parking, leveling of the existing grade, relocation of the large cooling towers, and construction of a joint, cohesive public accessway spanning both the Marriott and Hyatt leaseholds. Approximately one half of the Marina Walk length will be a total of 50 feet wide and will contain a 40-foot-wide public pedestrian access corridor, and a 10-foot-wide landscape buffer to help screen the adjacent Hyatt parking structure. The 40-foot-wide public access corridor will include a 33.5-foot-wide dedicated pedestrian walkway, a 2-foot width for intermittent benches and lighting, and a 4.5-foot-wide landscape buffer with low-level, drought-resistant shrubs and groundcover that shall not exceed 3 feet in height. Adjacent to the existing approximately 10-foot-wide mechanical equipment enclosure on the Hyatt leasehold, the public access corridor will narrow to approximately 32 feet wide to allow for construction of a low-scale retaining wall and vine plantings to screen the enclosure. Marina Walk will contain amenities such as decorative paving, signage, public art features, low-level lighting, bicycle racks, benches, trash receptacles, a wheelchair accessible ramp, and restrooms open to the public during daylight hours. Marina Walk will widen to 80 feet as it approaches the Embarcadero promenade, and will widen to 145 feet at the Harbor Drive gateway to Marina Walk. Adjacent to this gateway, removal of the existing parking booths/gates and substantial narrowing of the entry drive (from 78 feet to 40 feet in width) will create a more inviting entrance and will encourage a more pedestrian-oriented environment. The Harbor Drive gateway area will be kept clear of physical barriers or visual obstructions that would discourage public use of Marina Walk.

Bayward of the Marriott and Hyatt hotels, a continuous pedestrian promenade links the two Embarcadero Marina Park peninsulas and assures public access along the shoreline. Pedestrian linkage to the uplands is provided around and over the expanded Convention Center. An existing accessway between the Marriott Hotel and the Convention Center has been improved to provide

functional, safe, and environmentally educational passage to the waterfront, as provided in the Public Access Program. The Convention Center expansion included another public accessway with a minimum width of 20 feet over the Convention Center connecting Harbor Drive and the Embarcadero Promenade. An elevated walkway on the Convention Center's observation deck level parallels Convention Way. At the intersection of Eighth Avenue and Harbor Drive, the promenade connects with the adjacent Gaslamp Quarter pedestrian and trolley facilities. The public accessway extends from the south end of the Convention Center expansion and along both sides of Eighth Avenue. The District, in conjunction with the City of San Diego, has implemented a public access program of signage, pavement markings, amenities and public information to inform and invite the public to and along the Embarcadero, as is more specifically shown in the District's "Public Access Program" (November, 1995) and the "South Embarcadero Public Access Program" (~~April, 1998~~ and as amended ~~February 2006~~), which are incorporated into the plan by reference.

It is recognized that providing all required parking on-site can result in a significant amount of waterfront land being dedicated to parking lots and structures, thereby limiting the ability to provide visitor-serving uses such as parks and commercial development. New commercial development in the Marina Zone shall participate in the implementation of the Parking Management and Monitoring Plan (PMMP), as amended ~~February, 2006~~. Such participation is intended to achieve maximum feasible reduction in automotive traffic, facilitate the extension and utilization of mass transit to serve the Marina Zone, provide and support means of non-automobile circulation to employees and guests, make more efficient use of existing parking lots and structures, and help avoid significant effects associated with a lack of parking for waterfront projects. Additionally, the PMMP requires new commercial development to provide maximum feasible on-site or proximate parking facilities on Port and nearby City lands, and participate in the tiered, legally available, off-site parking program to address peak individual and cumulative demand. Required participation in the plan shall be monitored and reported annually to the Port and California Coastal Commission for the

economic life of the development. Throughout the South Embarcadero (G Street mole to the Convention Center Hotel Complex), commercial development is also required to participate in and contribute a fair share to the Port District's implementation of a permanent bayside shuttle system that would serve and connect tideland uses along the waterfront, such as the Convention Center Hotel Public Parking Facility, hotels, Seaport Village, and other waterfront destinations. Although outside the South Embarcadero, the bayside shuttle should also provide service to the Midway. In addition, this bayside shuttle system should include linkages to public roadside shuttle systems serving downtown San Diego, the airport, and MTS transportation hubs. ImplementationPort District implementation of the bayside shuttle system is a goal that is intended to serve visitors as part of an integrated waterfront access and parking program that the Port District shall pursue in conjunction with the City of San Diego, CCDC and MTS. The Port District will fund the bayside shuttle system at its cost and may seek cost recovery and financial participation consistent with its policies and practices and applicable laws. Cost recovery and financial participation may include: collection of fares, grants, advertising, voluntary tenant participation, mandatory tenant participation at the time of issuance of coastal development permits for Port District tenant projects within the South Embarcadero, and other sources as may be identified by the Port District. If rider fares are collected, fares will be kept at a low cost as compared to comparable transportation services within the region.

Situated within the eastern portion of the Marina Zone is an 11-acre site, fronting onto Harbor Drive and Fifth Avenue, which has been developed into a regional Convention Center. Floor area is allocated for display and exhibit area, meeting rooms, and support space, such as lobbies, storage, food service, and parking.

The regional Convention Center is supported by major hotel complexes; a convention hotel that contains twin 25-story towers accommodating 1,400 hotel rooms and a 450-slip marina; and a hotel of 875 rooms. A 750-room second hotel tower has been constructed

with a minimum 100-foot set back from Harbor Drive, and a maximum height of 62 feet for the lobby galleria/ballroom structure connecting the second tower to the first tower. The hotel expansion includes meeting space, 34,000 square feet of exhibit space, and 30,000 square feet of ballroom space. Ancillary uses in this area include banquet, meeting, restaurant, hotel guest-oriented retail space, court game areas, and automobile parking.

The Marriott Hotel proposes a renovation/expansion of its Marriott Hall meeting space to include an additional 57,000 square feet of ballroom and exhibit space. The aesthetics and visual accessibility of the area will be enhanced through the contemporary, transparent architectural features and siting of the new Marriott Hall building, which will be reoriented such that its public side faces Harbor Drive. The maximum height of the new Marriott Hall shall not exceed 68 feet, including rooftop equipment and parapet wall, and the distance between the new Marriott Hall building and Hyatt parking structure shall be a minimum of 78 feet. Removal of underutilized hotel parking will allow for construction of the new meeting space and Marina Walk public access improvements, which will enhance physical and visual access to the Bay, and encourage a more pedestrian-oriented environment.

To further enhance and activate public access in the South Embarcadero, the Marriott proposes a 25,000-square-foot paved, flexible outdoor space at the bayward terminus of Marina Walk, adjacent to the Embarcadero promenade, known as "Marina Terrace." Marina Terrace will be used for hotel events such as mixers, cocktail parties, luncheons, and receptions, and occasionally may be increased to a maximum size of 35,000 square feet. When not in use for outdoor hotel events, Marina Terrace will be accessible for use by the public as an open gathering and activity space. During the times when Marina Terrace will be publicly accessible, approximately 85% of the year, the Marriott will provide and/or facilitate the provision of public pedestrian-activating amenities on Marina Terrace such as seasonal events/festivals, temporary visitor-serving retail such as food carts and vendors, and placement of movable modular street furniture for public use on Marina Terrace. This modular furniture

will include public benches, chairs, tables, and outside shade structures. At a minimum, the Marriott will ensure that public seating is provided along the bayward perimeter of Marina Terrace during weekends and the peak summer use season, when not in use for hotel events. Six-foot-wide paved pathways through the existing landscape buffer will ensure vertical pedestrian linkages between Marina Terrace and the Embarcadero promenade. Public pedestrian use of the Marina Terrace space will be further encouraged with consistent paving and low-level vegetation to help attract visitors along Marina Walk and the Embarcadero promenade. Marriott's proposed improvements trigger its mandatory participation in the Port District's implementation of the permanent bayside shuttle system. The Marriott's participation in the shuttle system will be a condition precedent to issuance of a certificate of occupancy for the proposed Marriott Hall expansion.

The extension of the Convention Center into a 13-acre site connected to the south end of the center and occupying the area bounded by Harbor Drive, Eighth Avenue, and Convention Way has been completed. Fifth Avenue, an undedicated street, was closed as part of the development of the original center. Harbor Drive has been partially depressed to provide an alternate access to an existing underground parking lot system and to enhance the urban design character at the Convention Center. The expansion added approximately one million gross feet of floor area to the Convention Center. The Convention Center operator was required to implement the Parking Management Plan and Monitoring Program (November, 1995, which is incorporated by reference into the master plan) to meet the needs of the Convention Center visitors and support functions, as well as the public seeking access to the Embarcadero Marina Park South.

Convention Way Basin

A transition in the existing land use is planned for the area located to the south of the expanded Convention Center. A parcel on the south side of the park entry road is the proposed location for a 250-room Spinnaker hotel. The 250-room Spinnaker hotel tower only, located on the

northwesterly portion of the Fifth Avenue Landing site, shall be designed to occupy a minimal building footprint in order to maximize the amount of public access and open waterfront parkland, and the tower shall not exceed 20-23 stories in height. No portion of the Spinnaker hotel complex shall encroach on the promenade. The public pedestrian bridges linking the Convention Center observation terrace to the public observation terrace of the Spinnaker hotel tower will cross Convention Way and the promenade and link to the plaza and promenade below with a public stairway and elevator to ensure access to persons with disabilities. The pedestrian bridge will be part of the Spinnaker hotel project. The public pedestrian bridges shall be designed by the developer of the Spinnaker hotel to be visually attractive, compatible with the public art, architecture, and pedestrian orientation of the project area. A pedestrian bridge over Convention Way will provide pedestrian access from the observation deck of the Convention Center expansion to a terrace surrounding the hotel as well as access to the shoreline walkway. Universal design for disabled access will be incorporated in all new development.

A ballroom, parking facility, other hotel-related facilities, and water transportation center for harbor excursion boats, water taxis and ferries is planned east of the promenade along Convention Way. The Spinnaker hotel complex shall include a water taxi and ferry service to the Convention Center hotels and to other San Diego Bay locations. The roofline of the hotel facilities, ballroom and parking facilities shall not exceed 25-feet above finished grade (not including appurtenant structures and the main hotel tower), unless construction requirements or geotechnical or other physical characteristics of the site make it infeasible. If a 25-foot roofline is infeasible, the maximum height of the roofline and appurtenant structures shall be the minimum height necessary, but in no case shall it exceed 32-feet in height and shall be subject to further review and approval by the Port District. All rooftop equipment shall be screened from public view and shall be designed to be visually attractive from all public viewing areas.

The entire ground floor and perimeter of the Spinnaker hotel tower and the ballroom and

related hotel facilities facing the promenade shall provide ground-level pedestrian-oriented uses compatible with the Commercial Recreation land use designation, such as visitor serving retail shops and restaurants, including outdoor seating, to activate the promenade. Minimal hotel lobby space may be permitted on the ground floor of the Spinnaker hotel tower. A minimum 198 parking spaces to serve the Spinnaker hotel guests and the public will be provided. The spaces shall be allocated as follows: a minimum 88 surface parking spaces shall be provided on-site, and 110 valet spaces shall be provided in the Convention Center parking facility. A minimum 44 spaces of the on-site surface parking will always be available for general public use and will not be reserved for hotel events. Appropriate signage shall mark the on-site lot as available to the public. Views from the promenade toward the Spinnaker Hotel parking lot shall be softened by use of a landscaped buffer. The Spinnaker hotel tower shall have an architectural style depicted in the shape of a spinnaker sail.

Bayside improvements to this area include the continued extension of the pedestrian promenade along the waterfront. Park/Plaza areas of 4.3 acres and 1.1 acres at the shoreline will open views to the waterfront from Convention Way. New and expanded restroom facilities will be provided in the 5.4-acre combined Park/Plaza area and the Embarcadero Marina Park South. The promenade widths and public plaza areas on the water's edge of the Fifth Avenue Landing site vary in size. The promenade width ranges from 60 feet to 35 feet, of which the first 26 feet adjacent to the water's edge shall remain open and unobstructed for public pedestrian use. A minimum building setback of 35 feet from the water's edge along the entire promenade in Subarea 36 shall be provided. A 120-foot diameter public plaza is located at the center of the Fifth Avenue Landing site. The promenade is extended into the Embarcadero Marina Park South on the south (Chart House) side of the park entry. The new continuous promenade will be extended along the water's edge of the entire Fifth Avenue Landing and former Campbell Shipyard sites, and will connect to Harbor Drive for complete public pedestrian access throughout the public park/plaza areas of the project vicinity and

Convention Center. The former shipyard area will be redeveloped with a 1000-to-1200-room Convention Hotel and support facilities including restaurant, retail, meeting space, a 35,000-square-foot ballroom, a 20-to-30-slip marina, and a maximum 2000-car public parking facility. A transport service will be available from the 2,000-car public parking facility to the Bayfront. The maximum 500-foot high Convention Hotel tower and parking structure shall be located outside and south of the Park Boulevard view corridor and the Eighth Avenue view corridor to maintain public views to the Bay from Harbor Drive. The parking structure shall be set back a minimum of 100 feet from Harbor Drive. At least 899 of the 2000 maximum parking spaces in the parking structure shall be provided for Convention Hotel guest use. The remaining parking spaces shall be designated for general public use.

The Convention Hotel shall provide pedestrian access along two major corridors, Eighth Avenue and the extension of the Embarcadero promenade. Landscaped setbacks and/or street-front retail must be provided along these access ways. The Eighth Avenue pedestrian walkway shall be a minimum of 20-feet wide with 12-foot wide planting strips between the Eighth Avenue right-of-way and the pedestrian walkway and a 12-foot wide planting setback between the walkway and the hotel development. Pedestrian-oriented uses compatible with the Commercial Recreation land use designation, such as visitor serving retail shops and restaurants, which may include outdoor seating shall be provided to activate the promenade. Project components shall meet the 20-foot building height for buildings on the promenade, stepping back to 50-feet in height in the development area to create a pedestrian-scaled public environment. Shoreline promenade and landscape improvements will be included in the 35-foot minimum setback of the hotel from the water's edge. The first 26 feet of promenade adjacent to the water's edge shall remain open and unobstructed for public pedestrian use.

A public access pier with recreational boat facilities will be set back a distance sufficient to preserve the continued use of the Tenth Avenue Marine Terminal Berths 1 and 2 for commercial cargoes. The new marina has been reduced to

a "transient oriented" marina of 20-30 large yacht slips. State-of-the-art best management practices will be used in the marina to reduce spills, reduce or prohibit toxic bottom paints, and mandate new pump-out stations.

Specific implementation proposals will be evaluated by the San Diego Water Quality Control Board for compliance with all applicable regulations and will include the best management practices required by the Port District Urban Runoff Action Plan and Stormwater Management Ordinance.

The amount of water coverage in Subarea 36, Convention Way Basin, resulting from redevelopment of the bulkhead and pier structure shall be minimized and necessary to construct the public promenade, water transit center, public access piers and recreational marina. Any increase in water coverage from that which previously existed when the leaseholds were developed with the Campbell shipyard and R.E. Staite marine construction yard shall be subject to further environmental review and mitigation.

The public promenade, waterfront park and plaza and the Embarcadero Marina Park South will be open to general public use at all times. Any temporary special events held in these public park/plaza areas must obtain a special event permit from the San Diego Unified Port District, according to the Port District Special Event Procedures and Guidelines. At no time will the public access to the sidewalk promenade be fenced, screened or blocked off by any structure.

TABLE 11: Project List

**CENTRE CITY/EMBARCADERO:
PLANNING DISTRICT 3**

	Sub	Dev	App	FiscYear
1. NORTH HARBOR DRIVE, GRAPE TO BROADWAY: Reduce traffic lanes; install landscaping, irrigation; develop bike path	33	P	Y	2005-20
2. PUBLIC ACCESS: Pedestrian access improvements to waterfront and promenade	35	T	N	2007-08
3. LANE FIELD DEVELOPMENT: 600-to-800-room hotel, office building, retail, and parking	33	T	Y	2005-10
4. NORTH EMBARCADERO REDEVELOPMENT: (a) Visionary Plan public improvements, (b) esplanade, (c) street improvements, (d) vista points, (e) Grape Street piers replacement + restaurant, (f) park and plaza areas, (g) Broadway Pier cruise ship terminal (approximately 60,000 sq. ft., maximum 50-foot building height) to cover no more than 50 percent of the pier, public events space, 15,000 sq. ft. public recreation and viewing area, a 25-foot wide public access corridor along the southern side of the pier, and infrastructure improvements, (h) B and C Street linkages between Pacific Highway and North Harbor Drive	31-34	P	Y*	2005-20
5. PASSENGER TERMINAL AT B STREET PIER: Cruise Ship Terminal Modernization	33	P	N	2006-10
6. WATER TRANSIT CENTER: Prepare site, construct buildings, piers, pedestrian access and landscape improvements to and along the San Diego Bay shoreline to accommodate water-based transportation including a ferry landing, water taxi access and public boat access	36	T	N	2007-10
7. CONVENTION CENTER HOTEL COMPLEX AND MARINA: Construct 1000 to 1200-room hotel tower, a lobby, ballroom, meeting rooms, retail shops, restaurants, other ancillary uses, above-grade parking structure, marina, piers, pedestrian access, boat access, park/plaza, and landscape improvements	36	T	Y	2006-08
8. SPINNAKER HOTEL: Construct 250-room hotel with meeting rooms, ballroom, restaurants, retail shops, other ancillary uses, pedestrian access, with bridge to Convention Center, surface parking spaces, and landscape improvements	36	T	Y	2007-10
9. PEDESTRIAN BRIDGE OVER HARBOR DRIVE: Self-anchored suspension bridge over Harbor Drive connecting to public parking garage to Eighth Avenue	35	T	N	2006-08
10. EIGHTH AVENUE PEDESTRIAN CROSSING: At grade pedestrian crossing to be completed with pedestrian bridge over Harbor Drive	35	T	N	2006-10
11. OLD POLICE HEADQUARTERS REHABILITATION: Rehabilitation and adaptive reuse of historically designated Old Police Headquarters building with a mix of specialty retail, entertainment and restaurant uses; reconfiguration of surrounding parking areas; and, pedestrian access, plaza and landscape improvements.	34,35	T	Y	2007-08
12. PIER WALK BUILDING: Remove existing Harbor Seafood Mart building and construct new Pier Walk building to accommodate existing commercial fish processing operations, as well as associated retail, restaurant and other services/support uses.	34	T	Y	2008-09
13. BAYFRONT PARK: Construct new bayfront public park along the southern edge of Harbor Drive, between the waterfront and Pacific Highway, including lawn and landscaped areas, walkways, as well as other park/plaza features	34	P	N	2009-10
14. <u>MARRIOTT HOTEL MEETING SPACE EXPANSION: Renovate/expand structures; improve public amenities, including public views towards the bay and pedestrian access; modify parking configuration; install landscape and hardscape improvements.</u>	35	T	Y	2013-14

P- Port District T- Tenant N- No Y- Yes

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

DRAFT 10/26/12

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

SAN DIEGO UNIFIED PORT DISTRICT
| ENVIRONMENTAL & LAND USE AND PLANNING MANAGEMENT DEPARTMENT
3165 PACIFIC HIGHWAY
SAN DIEGO, CALIFORNIA 92101-1128
(619) 686-6283

| MAY 26, 1998;
| Amended FEBRUARY 2006
| Amended OCTOBER 2012

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

- Contents:
1. South Embarcadero Public Access Program, as amended ~~February 2006~~
 2. Planning District 3 – Table A – Access and Recreation Components
 3. South Embarcadero Public Access Map

1. South Embarcadero Public Access Program

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

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

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

The ~~new~~ Old Police Headquarters (OPH) 1.0-acre open space Urban Plaza, ~~new~~ pedestrian linkages around and through the OPH, and activating uses along the west side of Kettner Blvd, along with ~~the~~ existing 0.7-acre open space plaza adjacent to the ~~new~~ Hyatt tower, will connect Harbor Drive, between California Street and Kettner Blvd., with existing Embarcadero Marina Park North. The ~~new~~ open space areas will create visual and physical linkages from the OPH to the ~~new~~ 3.5-acre waterfront park across Pacific Highway, as well as link to enhanced pedestrian connections to and along the Embarcadero through Seaport Village and along Kettner Blvd. These parks will be improved with environmentally sustainable features to enhance family recreation opportunities, and other recreational and access support facilities, such as lighting, paths, fitness course, signs, restrooms, water, telephones, tables, seating, and trash disposal.

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Eleven public accessways 15 to 60 (minimum) feet wide, and comprising a total of 8,000 lineal feet, will directly connect the Harbor Drive walkway in the Planning Area with the Embarcadero Promenade: (1) on the north side of Tuna Harbor, (2) on the breakwater-pier on the south side of Tuna Harbor; (3) along the foot of Pacific Highway, (4) along the foot of California Street and south through the rehabilitated OPH building; (5) along the west side of Kettner Blvd., (6) along Pier Walk, from Market Street at Harbor to the Tuna Harbor Pier (7) along Market Plaza to the Embarcadero at Seaport Village East (8) along Marina Walk between the existing Marriott and Hyatt hotels; (9) through the canyon path between the Marriott Hotel and the existing Convention Center; (10) in the Skyward elevated access between Harbor Drive and Embarcadero Marina Park South at the junction of the existing and expanded convention center elements; and (11) from Eight Avenue Plaza along Eighth Avenue to Campbell Park and on to the Campbell Pier. These connecting accessways are united with existing upland (City) sidewalks at Pacific Highway, California Street, Kettner Blvd., Market Street, Front Street-Childrens' Park-First Street, Fifth Avenue, and Eighth Avenue. The connecting accessways on Port lands are, or will be, improved with a variety of access support and safety components as shown in Table A (page 4). No existing accessway will be reduced in size or functional capacity. Pedicab service, including designated holding areas, will be provided in conjunction with all public access, public recreational, and commercial recreational facilities, including the Convention Center, consistent with the capacity of existing and proposed accessways, and with pedestrian safety.

As redevelopment within the South Embarcadero occurs, additional opportunities to maximize and enhance public access will be incorporated. The Marriott hotel's reconstruction of its Marriott Hall ballroom and meeting facility will enable construction of Marina Walk, a joint, cohesive public accessway spanning both the Marriott and Hyatt leaseholds (#8 above). Public views and public pedestrian connectivity to the Bay will be significantly improved through relocation of the large cooling towers, removal of tall landscaping and underutilized surface parking, and leveling of the existing grade. Approximately one half of the Marina Walk length will be a total of 50 feet wide and will contain a 40-foot-wide public pedestrian access corridor and a 10-foot-wide landscape buffer to help screen the adjacent Hyatt parking structure. The 40-foot-wide public access corridor will include a 33.5-foot-wide dedicated pedestrian walkway, a 2-foot width for intermittent benches and lighting, and a 4.5-foot-wide landscape buffer with low-level, drought-resistant shrubs and groundcover that shall not exceed 3 feet in height. Adjacent to the existing approximately 10-foot-wide mechanical equipment enclosure on the Hyatt leasehold, the public access corridor will be 32 feet wide to allow for construction of a low-scale retaining wall and vine plantings to screen the enclosure. Marina Walk will contain amenities such as decorative paving, signage, public art features, low-level lighting, bicycle racks, benches, trash receptacles, a wheelchair accessible ramp, and restrooms open to the public during daylight hours. Marina Walk will widen to 80 feet as it approaches the Embarcadero promenade, and will widen to 145 feet at the Harbor Drive gateway to Marina Walk. Adjacent to this gateway, removal of the existing parking booths/gates and substantial narrowing of the entry drive (from 78 feet to 40 feet in width) will create a more inviting entrance and will encourage a more pedestrian-oriented environment. The Harbor Drive gateway area will be kept clear of physical barriers or visual obstructions that would discourage public use of Marina Walk. As part of the Marina Walk construction, the existing solid southeast façade of Sally's restaurant on the Hyatt leasehold will be partially replaced with windows, which will also improve public physical and visual access towards the Bay.

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Visibility of Marina Walk will be improved through architectural treatment and orientation of the buildings on either side of the public accessway. The aesthetics and visual accessibility of the area will be enhanced through the use of contemporary, transparent architectural features and siting of the new Marriott Hall building, which will be reoriented such that its public side faces Harbor Drive. The maximum height of the new Marriott Hall shall not exceed 68 feet, including rooftop equipment and parapet wall, and the distance between the new Marriott Hall building and Hyatt parking structure shall be a minimum of 78 feet.

To further enhance and activate public access in the South Embarcadero, the Marriott proposes Marina Terrace, a 25,000-square-foot paved, flexible outdoor space at the bayward terminus of Marina Walk, adjacent to the Embarcadero promenade, to be accessible for use by the public as an open gathering and activity space when not in use for outdoor hotel events. During the times when Marina Terrace will be publicly accessible, approximately 85% of the year, the Marriott will provide and/or facilitate the provision of public pedestrian-activating amenities on Marina Terrace such as seasonal events/festivals, temporary visitor-serving retail such as food carts and food vendors, and placement of movable modular street furniture for public use on Marina Terrace. This modular furniture will include public benches, chairs, tables, and outside shade structures. At a minimum, the Marriott will ensure that public seating is provided along the bayward perimeter of Marina Terrace during weekends and the peak summer use season, when not in use for hotel events. Six-foot-wide paved pedestrian accessways through the existing landscape buffer will ensure vertical pedestrian linkages between Marina Terrace and the Embarcadero promenade. Public pedestrian use of the Marina Terrace space will be further encouraged with consistent paving and low-level vegetation to help attract visitors along Marina Walk and the Embarcadero Promenade. Marriott's proposed improvements trigger its mandatory participation in the Port District's implementation of the permanent bayside shuttle system, discussed below. The Marriott's participation in the shuttle system will be a condition precedent to issuance of a certificate of occupancy for the proposed Marriott Hall expansion. To mitigate any potential parking shortfall that may result from the Marriott project, the Marriott is required to implement the parking management strategies as discussed in the South Embarcadero Parking Management and Monitoring Program (PMMP), as amended, which is incorporated by reference in the Port Master Plan.

The South Embarcadero Planning Area and immediately adjacent areas are presently served by publicly accessible automobile parking spaces, bicycle parking spaces, and three trolley and three bus stops. These spaces and transit stops will be maintained, although some may be relocated. To facilitate additional public recreational waterfront access opportunities, the Plan Amendment also provides for an additional water taxi landing at Tuna Harbor Pier (consistent with continued commercial fishing uses), additional automobile, new bicycle parking spaces and lanes, and three new bus stops along Harbor Drive (implementation of which will be in coordination with San Diego Transit). Throughout the South Embarcadero (G Street mole to the Convention Center Hotel Complex), commercial development is also required to participate in and contribute a fair share to the Port District's implementation of a permanent bayside shuttle system that would serve and connect tideland uses along the waterfront, such as the Convention Center Hotel Public Parking Facility, hotels, Seaport Village, and other waterfront destinations. Although outside the South Embarcadero, the bayside shuttle should also provide service to the San Diego Aircraft Carrier Museum (USS Midway). In addition, this bayside shuttle system should include linkages to public roadside shuttle systems serving downtown San Diego, the

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airport, and MTS transportation hubs. ~~Implementation~~ Port District implementation of the bayside shuttle system is ~~a goal that is~~ intended to serve visitors as part of an integrated waterfront access and parking program that the Port District shall pursue in conjunction with the City of San Diego, CCDC and MTS. The Port District will fund the bayside shuttle system at its cost and may seek cost recovery and financial participation consistent with its policies and practices and applicable laws. Cost recovery and financial participation may include: collection of fares, grants, advertising, voluntary tenant participation, mandatory tenant participation at the time of issuance of coastal development permits for Port District tenant projects within the South Embarcadero, and other sources as may be identified by the Port District. If rider fares are collected, fares will be kept at a low cost as compared to comparable transportation services within the region.

The unified public access directional and information signage program, as well as the environmental education signage program, are proposed to be expanded throughout the Planning Area, and to be augmented by works of public art. Substantial environmental education displays of San Diego's on-shore and off-shore coastal geology will be incorporated into the design of public access ways.

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TABLE A - PLANNING DISTRICT 3, ACCESS AND RECREATION COMPONENTS

NAME	LOCATION	MAP REF. NO.	SIZE/PARKING	USE TYPES	FACILITIES
A. Promenade	Embarcadero	1	4600 LF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
			70000 SF		
Segment 1	Laurel Broadway	2	5200 LF	P,B,Rb, Ed, A:ha	VP,p,l
			72800 SF		
Segment 2	Broadway Com	3	950 LF	P,B,Rb,Ed,A:ha	p,l
			3800 SF		
Segment 3	Tuna Harbor	4	800 LF	P,B,Rb,Ed,A:ha	VP,p,l
			11200 SF		
			200/85 Spaces		
Segment 4	Seaport Village	5	1100 LF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
			15400 SF		
Segment 5	N Emb Mar Park	6	1600 LF	P,B,B/Ap,Rb:ha	VP,p,t,w,l,tl,b,tb,s
			22400 SF		
Segment 6	Kettner Blvd	7	1600 LF	P,B,Rb:ha	p,,w,l,tl,b,tb,s
	(includes 0.7 acre Hyatt Plaza)		32000 SF		
Segment 7	Hyatt Hotel 1/2	8	600 LF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
			48,000 SF		
			100 Spaces		
Segment 8	Marriott	9	600 LF	P,B,Rb,Ed,A:ha	p,t,w,l,tl,b,tb,s
			18000 SF		
Segment 9	S Emb Mar Park	10	4075 LF	P,B,B/Ap,Rb:ha	VP,p,t,w,l,tl,b,tb,s
			44500 SF		
			132 Spaces		
Segment 10	Conv Cntr/Exp	11	3350 LF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
			37500 SF		
Segment 11	5th Ave Landing	12	1200 LF		
			7200 SF		
Segment 12	Campbell	13	700 LF		
			4200 SF		
B. Tuna Harbor	Harbor Drive	14	800 LF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
			45000 SF		
			200/85		
C. Urban Plaza	South of side of Harbor Dr; North side of OPH	15		Plza,P,A:ha	p,t,w,l,tl,b,tb,s
			1 Acre		
D. Waterfront Park	S of Harbor Dr	16	See Seg. 3	Prk,P,Pg,B/Ap,A:ha	P,T,W,L,TL,B,TB,S
			3.5 Acres		
E. Pier Walk	W of Market St	17	1250 LF	P:ha	VP,p,t,w,l,tl,b,tb,s
			50000 SF		
F. Tuna Hrb Pier	W of Pier Walk	18	400LF	P,CF,WT:ha	VP,p,tl,s
			10000 SF		

Legend:

A=(public) Art	B=Bikepath	B/Ap=Bike/Auto parking	CF=Commercial Fishing
Ed=Envm. Education	P=Pedestrian walkway	Pg=Playground	PLZA=Plaza
PRK=Park	Rb=Roller Blade Accessible	SA=Shaded Area Available	SF=Sport Fishing
VP=View Point	ha=handicapped accessible	l=lighting	p=path s=sign
sp=parking spaces	t=toilet facility	tb=table/benches	tl=telephone
w=water available			

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

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

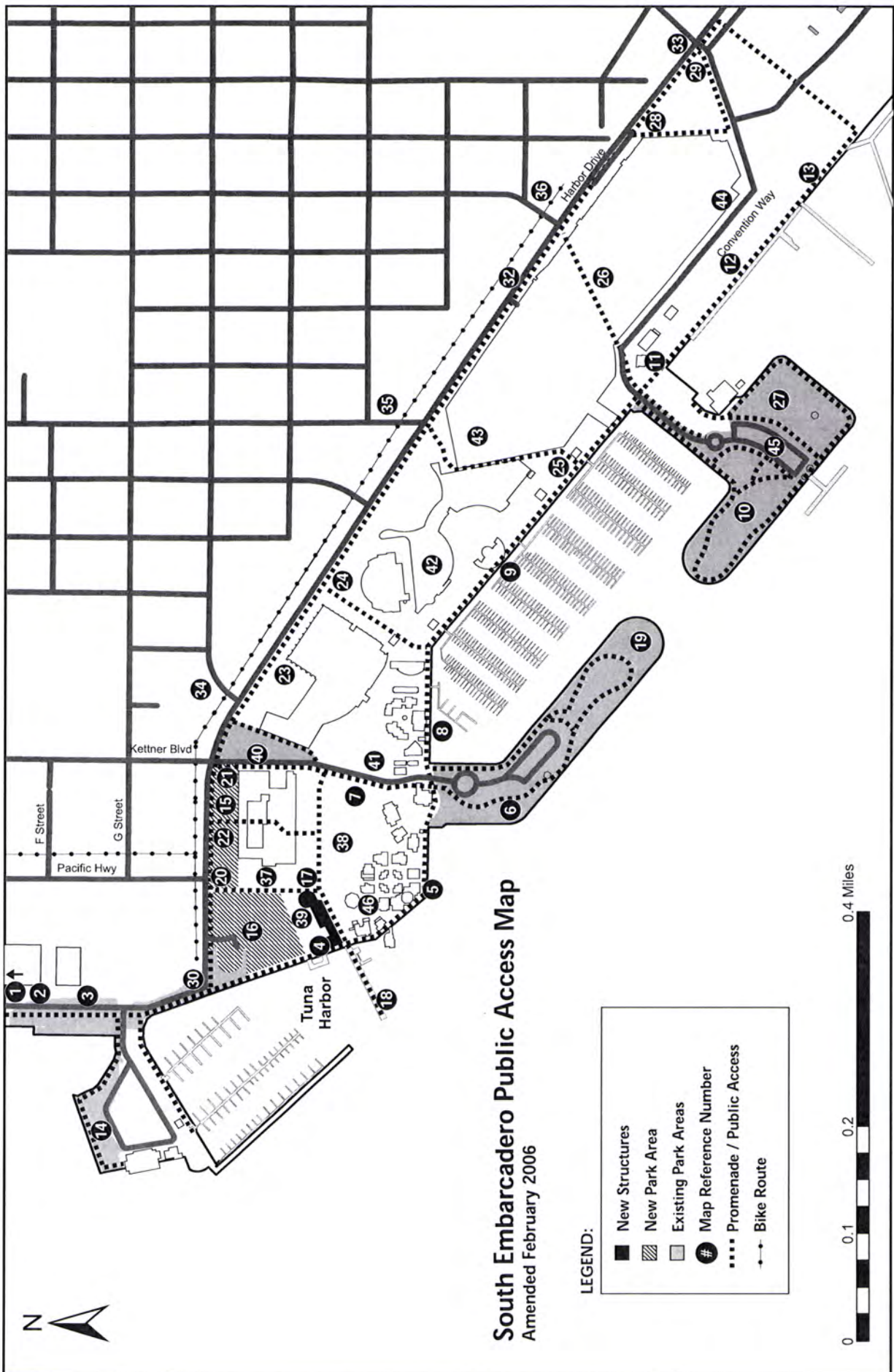
TABLE A - PLANNING DISTRICT 3, ACCESS AND RECREATION COMPONENTS

NAME	LOCATION	MAP REF. NO.	SIZE/PARKING	USE TYPES	FACILITIES
G. N Emb Mar Pk	S of Central Pk	19	See Seg. 5 10.7 Acres 87 Spaces	Prk, P,Pg,B/Ap,A:ha	VP,p,t,w,l,tl,b,tb,s
H. Pacific Hwy.	S of Harbor Dr.	20	650 LF 65000 SF	P,B:ha	p,s,
I. Kettner Blvd.	S. of Harbor Dr.	21	900 x 2 LF 54000 SF 35 Spaces	P,B:ha	p,s
J. California	S. of Harbor Dr.	22	650 LF 32500 SF	P,B,A:ha	p,s
K. Harbor Dr.	Plaza Pk to 8 th Ave.	23	4000 LF 40000 SF 18 Spaces	P,B:ha	p,s
L. Marina Walk	S. of Harbor Dr.	24	600 LF 36000 SF	Plz,P,B:ha	p,s
M. Access Cyn.	S. of Harbor Dr.	25	750 LF 7500 LF	P,A,Ed:ha	p,s,Ed
N. Skywalk	At CC/CCE	26	800 LF 16000 SF	P,Ed,A:ha	VP,p,s,l,b,tb
O. S Emb Mar Pk	S of Conv Cntr.	27	See Seg. 9 12 Acres	Prk,P,Pg,B/Ap,A:ha SF	VP,p,t,w,l,tl,b,tb,s
P. 8 th Ave Plaza	Harbor at 8 th	28	See Seg. 10 30000 SF	Plz,P,B/Ap,A:ha	p,s,t,w,l,tl,b,tb
Q. 8 th Ave Walk	W. of Harbor at 8 th	29	600 LF 2600 SF	P,B,Ed:ha	p,s,l
R. Transit Stops	BusStp @ Waterfront Pk	30	Bus turnout	P,B,Ed:ha	p,s
	BusStp @ Conv.	32	Bus turnout	P,B,Ed:ha	p,s
	BusStp @ 8 th Ave.	33	Bus turnout	P,B,Ed:ha	p,s
	Trolley S @ Mkt.	34	NS/East Line	P,B,Ed:ha	p,s
	Trolley S @ 1 st	35	NS/East Line	P,B,Ed:ha	p,s
	Trolley S @ 5 th	36	NS/East Line	P,B,Ed:ha	p,s
S. Public Parking	Pacific Hwy.	37	40Spaces	B/Ap:ha	p,s
	SPV Main Lot	38	453 Spaces (493 w/ valet)	B/Ap:ha	p,s
	Waterfront Park/Pier Walk Bldg	39	172Spaces	B/Ap:ha	p,s
	Hyatt 2	40	100 Spaces	B/Ap:ha	p,s
	SPV East	41	124 Spaces (204 w/ valet)	B/Ap:ha	p,s
	Marriott	42		B/Ap:ha	p,s
	Conv.Cntr.	43		B/Ap:ha	p,s
	8 th Ave./Conv. Way	44	21/24 Spaces	B/Ap:ha	p,s
T. S Emb MarFP	S Emb Mar Pk	45	132 Spaces	P,SF,B:ha	VP,p,w,l,b,tb,s
U. Village Wlks	SPV (1978)	46		P,Plz,A,Ed:ha	l,p,Rb,SA,s,sp,t,tb,tl w

Legend:

A=(public) Art Ed=Envm. Education PRK=Park VP=View Point sp=parking spaces w=water available	B=Bikepath P=Pedestrian walkway Rb=Roller Blade Accessible ha=handicapped accessible t=toilet facility	B/Ap=Bike/Auto parking Pg=Playground SA=Shaded Area Available l=lighting tb=table/benches	CF=Commercial Fishing PLZA=Plaza SF=Sport Fishing p=path s=sign tl=telephone
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NOTE: The data in this table is indicative rather than determinative (i.e., the numbers are approximations).



South Embarcadero Public Access Map
Amended February 2006

SOUTH EMBARCADERO

PARKING MANAGEMENT AND MONITORING PROGRAM

SAN DIEGO UNIFIED PORT DISTRICT
ENVIRONMENTAL & LAND USE ~~AND PLANNING~~ MANAGEMENT DEPARTMENT
3165 PACIFIC HIGHWAY
SAN DIEGO, CALIFORNIA 92101-1128
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MAY 26, 1998
Amended FEBRUARY 2006
Amended SEPTEMBER 2011



SOUTH EMBARCADERO PARKING MANAGEMENT AND MONITORING PROGRAM

I. Introduction

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

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

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

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

II. Objectives and Standards

A. The Objectives of the South Embarcadero Parking Management and Monitoring Program are:

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

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

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

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through a unified Port-City access signage and information program, and to provide improved pedestrian access to commercial recreational facilities on Port lands.

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

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B. Implementation

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

III. **Parking Demand**

A. Parking Demand Generation

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

B. Parking Demand Reduction

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

IV. **Parking Supply**

A. Public Access and Recreation

(1) Public Access Program

The existing and proposed automobile, bicycle, and pedicab parking supply to serve public access and recreational uses within the South Embarcadero

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Redevelopment Plan area is shown in Tables A & B. 642 dedicated public access/recreational automobile parking spaces, bicycle and pedicab parking spaces will be provided as part of the Public Access Program. In addition, Hyatt will provide a maximum of 100 additional public parking spaces. Seaport Village also will sign its parking facilities for "Public Parking."

(2) Waterfront Park and North Embarcadero Marina Park

Parking for the waterfront park will be served by shared parking with the adjacent commercial recreation uses. A "waterfront" parking requirement has been factored into the parking requirements for the project site (i.e., 30% adjustment rate added to calculated parking demand numbers).

The 87 public parking spaces in North Embarcadero Marina Park will be maintained.

(3) Parking Demand Study

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

B. Hyatt Hotels and Facilities

Hyatt will provide a maximum of 100 additional public parking spaces.¹

¹ Seaport Village Expansion project will not occur and has been supplanted by the OPH&P project; Final design of Hyatt Expansion provides for up to 1,162 on-site spaces with the ability to accommodate an additional 280 on-site vehicles with the use of valet parking – resulting in a total of 1,442 on-site spaces, including 100 on-site public spaces (per 2005 Hyatt Annual Parking Assessment).

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C. Old Police Headquarters & Seaport Village

The parking demand and supply for the OPH project is based on a shared parking arrangement with the existing Seaport Village. The methodology for calculating the parking demand for the site was derived from the *San Diego Unified Port District's Tidelands Parking Guidelines*, dated January 2001, with adjustments given based on the shared parking (time of day), mixed-use parking (synergy of adjacent uses), or other potential adjustment factors such as transit and waterfront proximity. As shown in Tables A & B, the calculated demand for the project site amounts to 1,162 parking spaces. The project will provide approximately 944 parking spaces (789 on-site, 35 off-site, and 120 valet), resulting in a shortage of approximately 218 spaces. Mitigation measures adopted with the Environmental Impact Report for the project, in concert with conditions of approval for forthcoming CDPs, require the provision of and compliance with parking reduction and management strategies as specified throughout this Program. Additionally, Seaport Village and the OPH parking areas will be required to be signed as "Public Parking."

D. San Diego Marriott Marquis & Marina Facilities Improvement Project

The parking demand analysis for the Marriott project is based on the parking requirement according to the District's 2001 Tidelands Parking Guidelines, and the parking occupancy demand, which discusses the demand for parking on a typical day and during special events based on parking demand counts.

Parking Requirement per the Tidelands Parking Guidelines: As shown in Table C1, with the inclusion of demand adjustments, the total parking requirement is 1,157 spaces, and the project proposes 1,334 parking spaces (634 on-site within the Marriott leasehold and 700 spaces allocated to the Marriott within the San Diego Convention Center parking garage), resulting in a surplus of 177 parking spaces based on the SDUPD parking guidelines.

Parking Occupancy Demand during Typical Day Operations: As shown in Table C2, based on a parking occupancy survey, the peak parking demand for Marriott on a typical day when local-serving special events are not held is 873 parking spaces. The project would require an additional 86 spaces to serve the estimated increase in demand, which would increase typical day demand to 959 spaces. The project proposes 1,334 parking spaces, resulting in a surplus of 375 parking spaces during typical day operations.

SOUTH EMBARCADERO PARKING MANAGEMENT AND MONITORING PROGRAM

Parking Occupancy Demand during Local-Serving Events: On days when local-serving events would be held at the Marriott Hall ballroom/exhibit hall, the demand for parking would increase. Based on a parking occupancy survey, a minimum surplus of 471 parking spaces was available on days when the Marriott parking supply was used for local attendees of a special event. As shown in Table C2, the peak parking demand during local special events, with the loss of 403 spaces resulting from the project and the additional demand of 86 spaces, would be 1,352 spaces. The project proposes 1,334 spaces, resulting in a deficit of 18 parking spaces during a local-serving special event.

The Environmental Impact Report for the project identifies a “parking demand trigger” where the number of attendees at a local event(s) at the Marriott would potentially exceed the proposed parking capacity, thus triggering a significant parking impact that would require mitigation. The project could result in a significant parking impact during a local-serving special event, or combination of local-serving events held on the same day, at the Marriott, that would generate more than 762 local attendees. Large local-serving special events would primarily occur during the two month peak holiday time period (November – December), and typically held on Saturday nights.

Mitigation measures adopted with the Environmental Impact Report for the project, in concert with conditions of approval for forthcoming CDPs, require the provision of and compliance with parking reduction and management strategies as specified throughout this Program.

DE. Cumulative Considerations

Altogether, the South Embarcadero Redevelopment Program area will be served by 642 dedicated public access and recreational parking spaces and an additional signed 944 “Public Parking” spaces, which are likely to serve both commercial recreational and public access/recreational functions. Thus, a total of 1,586 potentially public automobile parking spaces will be available to serve the South Embarcadero.

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V. Parking Management

A. Coastal Development Permit Requirements

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

- (1) Non-automotive Transportation Standards
 - (a) Mass Transit (Objective and Standard II.A.(1), II.A.(2), II.A.(5), II.A.(9))
 - (b) Bicycles and Pedicabs (Objective and Standard II.A.(4))
 - (c) Water Taxis (Objective and Standard II.A.(5))
 - (d) Walkways (Objective and Standard II.A.(6); Public Access Program)
- (2) Employee and Staff Parking (Objective and Standard II.A.(3), II.A.(7)(b))
- (3) Automobile Parking Reduction Program
 - (a) Airport Shuttle Service (Objective and Standard II.A.(3))
 - (b) "Ride-the-Trolley and Bus to the Bay" Campaign (Objective and Standard II.A.(1), II.A.(2))
- (4) Maximum Feasible On-site Parking to Meet Standard Demand
 - (a) Maximize capacity of existing parking facilities (Objective and Standard II.A.(7))
 - 1) Compact Spaces

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

SOUTH EMBARCADERO PARKING MANAGEMENT AND
MONITORING PROGRAM

Valet parking shall be required at Seaport Village, ~~and Hyatt,~~
~~and Marriott~~ during peak automobile parking demand periods to
maximize feasible on-site utilization of parking structures. Valet
parking is encouraged at Seaport Village, ~~and Hyatt,~~ ~~and~~
~~Marriott~~ to facilitate off-site parking at satellite parking areas
during peak automobile parking demand periods when
respective on-site parking facilities approach capacity.

- 3) Subterranean Expansion Consideration Required (Objective
and Standard II.A.(7)(a))

- (5) Provide for Legally Sustainable Off-site Parking to Meet Peak Demand
(a) Identification of Off-site Off-street Parking Areas

As a condition precedent to coastal development permit issuance, the
applicant for any commercial recreational development in the South
Embarcadero Redevelopment Plan area shall identify available off-
street parking areas containing, at a minimum, a number of spaces
equivalent to the parking deficiency for said development identified in
Tables A & ~~B~~through C, as applicable based on project-specific study
pursuant to Sections III.A.(1) and (2). The off-street parking areas
shall be located within two (2) miles of the proposed commercial
recreational development.

- (b) Evidence of Availability

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

SOUTH EMBARCADERO PARKING MANAGEMENT AND
MONITORING PROGRAM

(c) Annual Review

The agreement provided by Section V.A.(5)(b) shall be reviewed for consistency with the provisions of the Parking Management and Monitoring Program, and the Port Master Plan, as amended, based on a monitoring report submitted by the permit holder to SDUPD. The San Diego area staff of the California Coastal Commission shall be provided the annual monitoring report. In the event that deficiencies in the permit holder's implementation of the Program are identified, or there is a material factual change, the permit holder shall be invited to submit a revised implementation scheme within thirty (30) days. Failure to do so, or continued deficiencies in the implementation scheme, shall constitute a violation of the conditions of the Coastal Development Permit.

B. Peak Day/Weekend Parking Implementation

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

C. Reporting and Monitoring

(1) Annual Reports to SDUPD and CCC

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

(2) Mandatory Parking Program Refinement and Correction

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

SOUTH EMBARCADERO PARKING MANAGEMENT AND
MONITORING PROGRAM

TABLE A. PARKING DEMAND, MANAGEMENT, AND SUPPLY

1. PUBLIC ACCESS

1.01	Existing Parking	615 spaces
1.02	Parking to be removed	-160 spaces
		455 spaces
1.03	New Public Access Parking	
a.	Hyatt	100 spaces
1.04	Total Public Access Parking (does not include Central Park or N. Emb. Park parking)	555 spaces

2. NORTH EMBARCADERO MARINA PARK

2.01	North Embarcadero Marina Park at grade parking	87 spaces
2.02	Total No. Emb. Marina Park at grade parking	87 spaces
2.03	Total Dedicated Public Access Parking	642 spaces

3. HYATT

3.01	Existing Hyatt Parking Onsite	1,342 spaces (LL&G)
3.02	Existing Hyatt Parking Offsite	19 spaces (ACE parking lot)
3.03	Total Existing Hyatt Parking	1,361 spaces
3.04	Hyatt Parking Spaces to be removed	19 spaces
3.05	Hyatt Parking Spaces Remaining (180 valet on-site commercial spaces provided)	1,342 spaces
3.06	Existing Hyatt Hotel Rooms: 875	
	CCC 1978 Guidelines 1 space: 1 room	875 spaces
	CCC Mission Bay LCPA 1-95 Guidance 1 sp:1 room	875 spaces
	ULI Shared Parking Standard 1 space @ 1 room	875 spaces
	Proposed Hyatt Hotel Rooms: 810	
	CCC 1978 Guidelines 1 space: 1 room	810 spaces
	CCC Mission Bay LCPA 1-95 Guidance 1 sp:1 room	810 spaces
	ULI Shared Parking Standard 1 space @ 1 room	810 spaces
3.07	Total Hotel Room Parking Required	1,685 spaces

SOUTH EMBARCADERO PARKING MANAGEMENT AND
MONITORING PROGRAM

3.08	Existing Hyatt Retail SF: 4,400	
	CCC 1978 Guidelines 1 space @ 300 SF	15 spaces
	CCC Mission Bay LCPA 1-95 Guidance 1 sp @ 500 SF	9 spaces
	ULI Shared Parking Standard 1 space @ 200 (weekend)	22 spaces
	(No new Hyatt retail is proposed)	
3.09	Total Retail Parking Required	15/9/22 spaces
3.10	Existing Hyatt Restaurant SF: 16,050 (743 seats)	
	CCC 1978 Guidelines 1 space @ 100 SF	161 spaces
	CCC Mission Bay LCPA 1-95 Guidance 1 sp @ 200 SF	80 spaces
	ULI Shared Parking Standard 1 space @ 50 SF (weekend)	321 spaces
	No new restaurant space proposed	
3.11	Total Restaurant Parking Spaces Required	161/80/321 spaces
3.12	Existing Meeting/Ballroom Space SF: 45,500 SF	
	CCC 1978 Guidelines 1 space @ 200 SF	228 spaces
	CCC Mission Bay LCPA 1-95 Guidance 1 sp @ 200 SF	228 spaces
	ULI Shared Parking Standard 1 space @ 33 SF	1,379 spaces
	Proposed Meeting/Ballroom Space SF: 40,850	
	CCC 1978 Guidelines 1 space @ 200 SF	204 spaces
	CCC Mission Bay LCPA 1-95 Guidance 1 sp @ 200 SF	204 spaces
	ULI Shared Parking Standard 1 space @ 33 SF	1,238 spaces
3.13	Total Meeting Ballroom Parking Spaces Required	432/432/2,617 spaces
3.14	Total Commercial Parking Spaces Required:	
	1978 CCC Guidelines	2,293 spaces
	CCC Mission Bay LCP 1-95 Guidance	2,206 spaces
	ULI Shared Parking Standard	4,645 spaces
3.15	Total Public Access Parking Spaces Required	100 spaces
3.16	Total Parking Spaces Required	2,393/2,306/4,745 spaces
3.17	Parking Demand Reduction Program	
3.18	Employee Onsite Parking	
	Existing Hyatt	200 spaces

SOUTH EMBARCADERO PARKING MANAGEMENT AND
MONITORING PROGRAM

	Proposed Existing and New Hyatt	-200 spaces
3.19	Employee/Staff Parking	200 spaces
3.20	Bike rack Parking Spaces 300=150 cars	150 spaces
3.21	Pedicab Parking Spaces 30=15 cars	15 spaces
3.22	Mass Transit Use (300 employees @ 2/car)	150 spaces
3.23	Valet Onsite (Peak), 280 spaces (CCC 1995 LCPA 1-95 Guidance: 4 spaces)	280 spaces
3.24	Airport Shuttle Service (25% of hotel patrons)	421 spaces
3.25	Valet Offsite (Peak) CCC 1978 Guidelines CCC 1995 Mission Bay LCP Guidance (Off-site valet parking unnecessary) ULI Shared Parking Standard (100% automobile patron traffic: worst case)	141 spaces 54 spaces 2,493 spaces
3.26	Total Onsite Commercial Parking Provided	1,342 spaces
3.27	Total Onsite Dedicated Public Parking Provided	100 spaces
3.28	Total Onsite Parking Provided	1,442 spaces

SOUTH EMBARCADERO PARKING MANAGEMENT AND
MONITORING PROGRAM

FIGURE 1: MODEL "LEGAL ASSURANCE" FORM

[Month], [Day], [Year]

[Name]

[Position]

San Diego Unified Port District
P.O. Box 488
San Diego, California 92112

Dear [Name]:

Subject: SOUTH EMBARCADERO/[HYATT REGENCY]/SEAPORT VILLAGE OFF-SITE
 PARKING

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

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

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

Sincerely,

[Owner/Authorized Agent]

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

SOUTH EMBARCADERO PARKING MANAGEMENT AND MONITORING PROGRAM

TABLE B. PARKING DEMAND, MANAGEMENT, AND SUPPLY FOR THE OLD POLICE HEADQUARTERS & PARK PROJECT

Scenario	Size (sf)	Book Parking Rate ⁽¹⁾	Book Parking Demand	Friday with Shared Parking			
				% Occupancy at 1:00 p.m.	Net Parking	% Occupancy at 7:00 p.m.	Net Parking
Existing Seaport Village							
Restaurants	31,558	10 sp/KSF	316	70%	221	100%	316
Retail	55,153	4 sp/KSF	221	100%	221	75%	165
Storage	1,829	1 sp/KSF	2	90%	2	0%	0
Office	3,734	2.8 sp/KSF	10	90%	9	0%	0
Subtotal	92,274		549		453		481
Old Police Headquarters Project							
Bazaar del Mundo							
Restaurant	26,007	10 sp/KSF	260	70%	182	100%	260
Restaurant patio	14,792	10 sp/KSF	148	35%	52	50%	74
Retail	14,735	4 sp/KSF	59	100%	59	75%	44
Support Office	5,635	2.8 sp/KSF	16	90%	14	0%	0
Storage	8,190	1 sp/KSF	8	90%	7	0%	0
Dinner Theatre							
Restaurant	16,302	10 sp/KSF	163	0%	0	100%	163
Restaurant patio	5,698	10 sp/KSF	57	0%	0	50%	28
Support Office	1,227	2.8 sp/KSF	3	90%	3	0%	0
Public Market							
Interior Retail	12,113	4 sp/KSF	48	100%	48	75%	36
Exterior Retail	4,107	4 sp/KSF	16	100%	16	75%	12
Storage	6,097	1 sp/KSF	6	90%	5	0%	0
Pier Walk Building (Fish Processing)							
Fish Processing	14,655	2.5 sp/KSF	37	100%	37	0%	0
Restaurants	3,375	10 sp/KSF	34	70%	24	100%	34
Restaurant patio	4,000	10 sp/KSF	40	35%	14	50%	20
Retail	3,075	4 sp/KSF	12	100%	12	75%	9
Storage ⁽²⁾	1,346	1 sp/KSF	1	90%	1	0%	0
Subtotal			909		476		681
Total without Adjustments			1,458		928		1,162
Adjustments							
Transit				-5%	-46	-10%	-116
Waterfront				30%	278	10%	116
	Subtotal				232		0
Grand Total			1,458		1,160		1,162
Proposed Parking Supply ⁽³⁾			944		944		944
Parking Surplus/Deficiency			-547		-216		-218

⁽¹⁾ Rates based on the San Diego Unified Port District's Tidelands Parking Guidelines dated January 2001.

⁽²⁾ Storage space relocated from Seaport Village. Since "net parking" in the PM hour is "0", the amount does not effect the overall parking demand; therefore, it was not subtracted.

⁽³⁾ The proposed parking supply accounts for 789 on-site spaces, 35 off-site spaces (Navy Lot), plus 120 valet-parking spaces.

**SOUTH EMBARCADERO PARKING MANAGEMENT AND
MONITORING PROGRAM**

**TABLE C1: SAN DIEGO MARRIOTT MARQUIS & MARINA FACILITIES IMPROVEMENT PROJECT –
PARKING REQUIREMENT PER 2001 TIDELANDS PARKING GUIDELINES**

<u>Land Use</u>	<u>Parking Rate⁽¹⁾</u>	<u>Existing</u>		<u>Proposed</u>		<u>Difference</u>
		<u>Quantity</u>	<u>Parking Requirement (# of spaces)</u>	<u>Quantity</u>	<u>Parking Requirement (# of spaces)</u>	
<u>Hotel Rooms</u>	<u>0.5 /room</u>	<u>1,362 rooms</u>	<u>681</u>	<u>1,362 rooms</u>	<u>681</u>	<u>0</u>
<u>Restaurant Seats</u>	<u>0.13 /seat</u>	<u>909 seats⁽²⁾</u>	<u>118</u>	<u>902 seats</u>	<u>117</u>	<u>-1</u>
<u>Conference Space</u>	<u>1.55 /KSF</u>	<u>87.5 KSF⁽³⁾</u>	<u>136</u>	<u>141.6 KSF⁽⁵⁾</u>	<u>220</u>	<u>84</u>
<u>Boat Slips</u>	<u>0.33 /slip</u>	<u>446 slips</u>	<u>147</u>	<u>446 slips</u>	<u>147</u>	<u>0</u>
<u>Retail</u>	<u>2.8 /KSF</u>	<u>3.2 KSF</u>	<u>9</u>	<u>4.1 KSF</u>	<u>12</u>	<u>3</u>
<u>Total Spaces Required</u>			<u>1,091</u>	<u>=</u>	<u>1,177</u>	<u>86</u>

<u>Parking Adjustment for Proposed Project</u>	<u>Parking Adjustment Factor (%)⁽⁴⁾</u>	<u>Adjusted Parking Demand (# of Spaces)</u>
<u>Proximity to Transit (0-12%)</u>	<u>-10%</u>	<u>-118</u>
<u>Access to Airport (0-5%)</u>	<u>-5%</u>	<u>-59</u>
<u>Shared Parking Potential (0-20%)</u>	<u>0%</u>	<u>0</u>
<u>Proximity to public waterfront amenities for public access (0-25%)</u>	<u>15%</u>	<u>177</u>
<u>Displacement of existing parking (project-specific)</u>	<u>0%</u>	<u>0</u>
<u>Existing parking shortfall or surplus</u>	<u>0%</u>	<u>0</u>
<u>Employee trip reduction programs (project-specific, but shouldn't exceed 25%)</u>	<u>=</u>	<u>-20</u>
<u>Dedicated airport shuttle service</u>	<u>0%</u>	<u>0</u>
<u>Dedicated water transportation service (project-specific, but shouldn't exceed 10%)</u>	<u>0%</u>	<u>0</u>
<u>Total Adjustment</u>		<u>-20</u>

<u>Total Spaces Required</u>	<u>1,177</u>
<u>Total Adjustment</u>	<u>-20</u>
<u>Net Required Parking</u>	<u>1,157</u>
<u>Actual Parking Provided by the Proposed Project</u>	<u>1,334</u>
<u>Proposed Parking Surplus</u>	<u>177</u>

⁽¹⁾ Parking rates taken from Tidelands Parking Guidelines: San Diego Unified Port District, January 5, 2001.

⁽²⁾ Restaurant seat numbers were provided by the Marriott in December 2009.

⁽³⁾ Conference space is taken from published areas by the Marriott, which are independently verified by the Professional Convention Management Association. These are usable floor space areas and are valid for calculating occupancy. It is different from the construction area described in the Project Description.

⁽⁴⁾ Parking adjustment factors taken from District guideline parameters and agreed upon by the District staff.

⁽⁵⁾ The 141.6 KSF amount includes conference space for the entire hotel, not just the Marriott Hall. The existing 25 KSF parking area identified as part of the conference space in the project description is rarely used as exhibit space and therefore was not included in the calculated parking supply.

**SOUTH EMBARCADERO PARKING MANAGEMENT AND
MONITORING PROGRAM**

**TABLE C2: SAN DIEGO MARRIOTT MARQUIS & MARINA FACILITIES IMPROVEMENT PROJECT –
PARKING OCCUPANCY DEMAND DURING TYPICAL DAY OPERATIONS & LOCAL-SERVING EVENTS**

	<u>Typical Day Operations</u>	<u>Local-Serving Special Event Operations</u>											
	<u>Saturday, April 2, 2011 (Hotel occupancy = 84%)</u>	<u>Thursday, July 29, 2010 (Hotel occupancy = 88%)</u>				<u>Friday, July 30, 2010⁽¹⁾ (Hotel occupancy = 94%)</u>				<u>Saturday, July 31, 2010 (Hotel occupancy = 100%)</u>			
	<u>8:00 p.m.</u>	<u>7:00 p.m.</u>	<u>8:00 p.m.</u>	<u>9:00 p.m.</u>	<u>2:00 a.m.</u>	<u>7:00 p.m.</u>	<u>8:00 p.m.</u>	<u>9:00 p.m.</u>	<u>2:00 a.m.</u>	<u>7:00 p.m.</u>	<u>8:00 p.m.</u>	<u>9:00 p.m.</u>	<u>2:00 a.m.</u>
<u>Existing Supply</u>	<u>1,737</u>	<u>1,737</u>				<u>1,737</u>				<u>1,737</u>			
<u>Spaces removed with the Marriott Hall expansion ⁽²⁾</u>	<u>-403</u>	<u>-403</u>				<u>-403</u>				<u>-403</u>			
<u>Total Supply⁽³⁾</u>	<u>1,334</u>	<u>1,334</u>				<u>1,334</u>				<u>1,334</u>			
<u>Existing Demand</u>	<u>873</u>	<u>1,188</u>	<u>1,064</u>	<u>1,032</u>	<u>1,026</u>	<u>1,053</u>	<u>1,107</u>	<u>1,123</u>	<u>1,141</u>	<u>1,259</u>	<u>1,266</u>	<u>1,209</u>	<u>1,061</u>
<u>Marriott Hall Expansion Required Increase in Spaces⁽⁴⁾</u>	<u>86</u>	<u>86</u>				<u>86</u>				<u>86</u>			
<u>Total Demand</u>	<u>959</u>	<u>1,274</u>	<u>1,150</u>	<u>1,118</u>	<u>1,112</u>	<u>1,139</u>	<u>1,193</u>	<u>1,211</u>	<u>1,227</u>	<u>1,345</u>	<u>1,352</u>	<u>1,295</u>	<u>1,147</u>
<u>Surplus/ Deficit</u>	<u>375</u>	<u>60</u>	<u>184</u>	<u>216</u>	<u>222</u>	<u>195</u>	<u>141</u>	<u>123</u>	<u>107</u>	<u>-11</u>	<u>-18</u>	<u>39</u>	<u>187</u>

⁽¹⁾ 250 spaces in the Marriott-designated spaces in the Convention Center were being used for the Padres event and other convention center functions on July 30, 2010.

⁽²⁾ Existing parking supply provided by the Marriott.

⁽³⁾ The existing 247 parking spaces would be removed from the Marriott Hall area and would not be replaced. The Marina Terrace portion of the Proposed Project would remove 80 spaces from the current 115-space surface lot, located between the hotel's North Tower and the Embarcadero Promenade, in order to convert it to a 25,000 SF flexible outdoor event area to serve hotel guests. Construction of the Marina Walk component would necessitate removal of existing landscaping, approximately 71 surface parking spaces, and other asphalt. Lastly, five (5) spaces in the existing South Lot would be lost in order to include more ADA compliant spaces for a total of 403 spaces lost.

⁽⁴⁾ Required increase in spaces based on District Parking Guidelines.

General Notes:

- 250 spaces in the Marriott designated spaces were being utilized for the Padres game and other convention center functions on July 30, 2010.
- No large local-serving special events were held at the San Diego Marriott on Saturday April 2, 2011.

DISCLOSURE OF EX PARTE COMMUNICATIONS

Name or description of project:

San Diego Unified Port District Port Master Plan Amendment (PMPA) to update Table 11, Project List for the Centre City/Embarcadero: Planning District 3 in the Marina Zone planning subarea, to include the proposed Marriott Marquis & Marina Facilities Improvement project.

Date and time of receipt of communication:

March 9, 2011 at 11:00am

Location of communication:

333 West Harbor Drive, San Diego

Type of communication:

In person meeting

Person(s) in attendance at time of communication:

Susan McCabe

Person(s) receiving communication:

Martha McClure, Wendy Mitchell

Detailed substantive description of the content of communication:

(Attach a copy of the complete text of any written material received.)

I was given a tour of the Marriott Hotel facility by a project representative and shown where the proposed expansion and hardscape improvements were to occur. As described by the project representative, the PMPA would not change the existing land use designation or character of the hotel site, but would allow for expansion of meeting space, including: renovation/enlargement of structures; improved public amenities, including public views towards the bay and pedestrian access; modified parking configuration; and installation of landscape and hardscape improvements.

Date:

3/16/12

Signature on File

Signature of Commissioner:

Mc

UC



EXHIBIT NO. 19

Ex Partes



PMPA #43 Marriott Expansion

California Coastal Commission

DISCLOSURE OF EX PARTE COMMUNICATIONS

Name or description of project:

San Diego Unified Port District Port Master Plan Amendment (PMPA) to update Table 11, Project List for the Centre City/Embarcadero: Planning District 3 in the Marina Zone planning subarea, to include the proposed Marriott Marquis & Marina Facilities Improvement project.

Date and time of receipt of communication:

March 9, 2012 at 11:00am

Location of communication:

333 West Harbor Drive, San Diego

Type of communication:

In person meeting

Person(s) in attendance at time of communication:

Susan McCabe

Person(s) receiving communication:

Wendy Mitchell, Martha McClure

Detailed substantive description of the content of communication:

I was given a tour of the Marriott Hotel facility by a project representative and shown where the proposed expansion and hardscape improvements were to occur. As described by the project representative, the PMPA would not change the existing land use designation or character of the hotel site, but would allow for expansion of meeting space, including: renovation/enlargement of structures; improved public amenities, including public views towards the bay and pedestrian access; modified parking configuration; and installation of landscape and hardscape improvements.

Date: March 9, 2012

Signature of Commissioner: Wendy Mitchell

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COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

DISCLOSURE OF EX PARTE COMMUNICATIONS

Name or description of project:

San Diego Unified Port District Port Master Plan Amendment (PMPA) to update Table 11, Project List for the Centre City/Embarcadero: Planning District 3 in the Marina Zone planning subarea, to include the proposed Marriott Marquis & Marina Facilities Improvement project.

Date and time of receipt of communication:

July 12, 2012 at 7:00 pm

Location of communication:

333 West Harbor Drive, San Diego

Type of communication:

In person meeting

Person(s) in attendance at time of communication:

Susan McCabe, Donna Jones

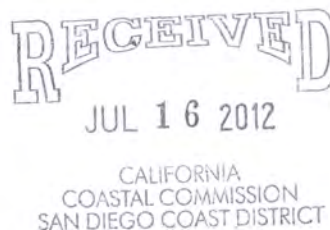
Person(s) receiving communication:

Jana Zimmer, Dayna Bochco

Detailed substantive description of the content of communication: I was given a tour of the Marriott Hotel facility by project representatives and shown where the proposed expansion and hardscape improvements were to occur. As described by the project representatives, the PMPA would not change the existing land use designation or character of the hotel site, but would allow for expansion of meeting space, including: renovation/enlargement of structures; improved public amenities, including public views towards the bay and pedestrian access; modified parking configuration; and installation of landscape and hardscape improvements.

Date: 7/12/12

Signature of Commissioner: Jana Zimmer



DISCLOSURE OF EX PARTE COMMUNICATIONS

Name or description of project:

San Diego Unified Port District Port Master Plan Amendment (PMPA) to update Table 11, Project List for the Centre City/Embarcadero: Planning District 3 in the Marina Zone planning subarea, to include the proposed Marriott Marquis & Marina Facilities Improvement project.

Date and time of receipt of communication:

July 12, 2012 at 7:00pm

Location of communication:

333 West Harbor Drive, San Diego

Type of communication:

In person meeting

Person(s) in attendance at time of communication:

Susan McCabe, Donna Jones

Person(s) receiving communication:

Dayna Bochco, Jana Zimmer



Detailed substantive description of the content of communication:

(Attach a copy of the complete text of any written material received.)

I was given a tour of the Marriott Hotel facility by project representatives and shown where the proposed expansion and hardscape improvements were to occur. As described by the project representatives, the PMPA would not change the existing land use designation or character of the hotel site, but would allow for expansion of meeting space, including renovation/enlargement of structures; improved public amenities, including public views towards the bay and pedestrian access; modified parking configuration; and installation of landscape and hardscape improvements.

Date:

Signature on File

Signature of Commissioner:



FORM FOR DISCLOSURE
OF EX PARTE
COMMUNICATIONS

Date and time of communication:

7/12/12 7pm

Location of communication:

(If communication was sent by mail or
facsimile, indicate the means of transmission.)

see attached

Identity of person(s) initiating communication:

Susan McCabe

Identity of person(s) receiving communication:

Name or description of project:

San Diego Unified Port District
Master Plan

Description of content of communication:

(If communication included written material, attach a copy of the complete text of the written material.)

Date

7/18/12

Signature on File

Signature of Commissioner

If communication occurred seven (7) or more days in advance of the Commission hearing on the item that was the subject of the communication, complete this form and transmit it to the Executive Director **within** seven (7) days of the communication. If it is reasonable to believe that the completed form will not arrive by U.S. mail at the Commission's main office prior to the commencement of the meeting, other means of delivery should be used, such as facsimile, overnight mail, or personal delivery by the Commissioner to the Executive Director at the meeting prior to the time that the hearing on the matter commences.

If communication occurred within seven (7) days of the hearing, **complete** this form, provide the information **orally** on the record of the proceeding **and** provide the Executive Director with a copy of any written material that was part of the communication.

San Diego Marriott Marquis & Marina Facilities Improvement Project Siting and Configuration of Proposed Marriott Hall Expansion

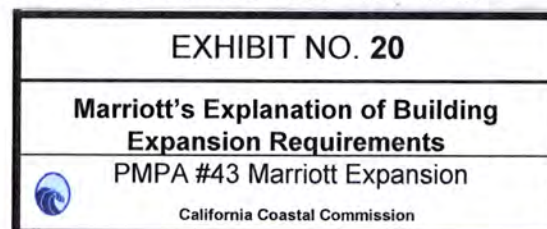
The San Diego Marriott Marquis & Marina (Marriott) and the Port of San Diego (Port) share the goal of improving public views and public access to the waterfront. As part of the proposed Marriott Hall Expansion component of the Marriott Facilities Improvement Project, the Marriott explored several different design concepts for Marriott Hall to maximize views and public access to San Diego Bay while still achieving the primary objectives of the project. Some of the designs for Marriott Hall were taller and narrower, but these designs did not meet the primary need for the project to include two meeting rooms of 40,000 square feet of contiguous space, which is required by meeting industry design standards. The following is provided by the Marriott to clarify the various factors considered in developing the design, programming, and configuration for the proposed Marriott Hall Expansion.

The existing Marriott Hall is too outdated and undersized to accommodate the demands of today's convention center hotel groups, and lacks any Exhibit Hall, which is a required amenity for most groups considering hotel space. Because the existing Marriott facilities cannot offer the meeting/ballroom/exhibit hall space required, tens of thousands of people that otherwise may visit the San Diego Bay and enjoy the waterfront instead are seeing the sights of Las Vegas, Atlanta and other cities in which their increasing complex and sophisticated event space needs can be met. To meet the current demand for meeting/ballroom/exhibit facilities and improve visitor-serving amenities for visitors from around the world, the Marriott hotel needs to expand with adequate size and careful design of the proposed Marriott Hall to meet the demands of today's market and modernize necessary visitor-serving amenities. The expansion not only will bring more national groups to the San Diego Bay area, but also will turn what today is a blank wall on Harbor Drive into a glass building that faces the public and welcomes it to the Bay, with a contemporary design that improves the waterfront area.

It is not a matter of only total square footage; the demand is for particular configurations of space that best accommodate sophisticated audiovisual, podiums, head tables, division of a larger space into smaller meeting spaces, etc. Meeting planners' expectations have changed in the last decade regarding facility requirements. Larger contiguous space is required to handle complex production needs and to facilitate program flow by minimizing frequent turnover of function rooms. Today's conferences and conventions require substantially more space than they did even 10 years ago, due in part to more elaborate and high-tech presentation and exhibit needs, as stated above. The required configurations mean that the expanded Marriott Hall will be longer than the existing footprint, extending 33 feet closer to the Hyatt parking garage on the ground level and another 10 feet on the upper level.

It is not possible to achieve the necessary meeting/ballroom/exhibit hall space simply by building taller and not longer and wider, as providing the required event space necessitates not only an increase in square footage, but also a particular ratio of width to length, a specific ratio of pre-function space contiguous to meeting and ballroom space, fire safety standards, and other standards and criteria that, together with the existing constraints on the property, drove the design to its proposed configuration.

The Industry standards, including the Marriott Design Standards' planning criteria, an excerpt of which is attached, require a width to length proportion of 1:1.8 to 1:2.2 to address complex audiovisual and technical components and the hundreds of other details that go into the design of a convention center hotel's meeting and ballroom space. Similarly, the Marriott Design Standards, which are similar to convention center hotels nationwide, dictate that ballrooms be divisible into 900- to- 1,000 square foot rectangular salons, that pre-function space equate to 40% of the net meeting area, etc. The design standards are based on years of data, expert analysis, and real demands for meeting and ballroom space. The Marriott Hall cannot sacrifice the length that moves it toward the Hyatt because to do so would create



a square, which does not accommodate group meeting space demands, and would provide less contiguous square footage than is required to accomplish the goal of remaining relevant and attractive to groups looking to book meetings.

On top of that, the Marriott architects had to take into consideration the City and Port building codes and Fire Department safety requirements, among other factors. Here, the Marriott Hall expansion was designed with the minimum corridor width allowed by the codes, to reduce the meeting space to the maximum extent possible and still meet the objective of providing the configurations required for booking group events. Similarly, the required staircase was pushed to the outside, to further reduce the size of the building overall. Similarly, the size of the pre-function space was compromised over the industry standards as much as possible while still creating a functional ballroom space. In addition, by cutting off the corners of the ballroom at 45 degrees the Marriott was able to keep the distance between the Marriott Hall and the Hyatt as wide as possible.

The Project site constraints also dictated the proposed shape. The Marriott Hall site is constrained on one side by the need to leave as much room as possible for the corridor between the Marriott Hall and the Hyatt, on its second side by Harbor Drive and the need for a driveway to provide access to trucks bringing in the exhibits and set-ups for the meetings at Marriott Hall (if the ballroom were wider, there would not be room for a driveway), and on the remaining two sides by the existing Marriott building.

Appropriately proportioned and sized meeting, ballroom and exhibit hall space, along with the necessary pre-function, back-of-house and related spaces that those uses generate, is required for the Marriott to compete with the Manchester Grand Hyatt (Hyatt), the Hilton Bayfront (Hilton) and the convention center hotels across the country that are its major competitors. The convention center hotel world is not the same as it was 15 years ago when the Marriott had a prior redevelopment proposal or when it was first built in the 1980s. Changing needs and market demands, along with existing competitor hotels' enlarging and enhancing their own meeting facilities, have eroded the Marriott's positioning within the group market. The existing Marriott Hall's small size means that it is unable to host opening and closing night receptions and dinners for Convention Center groups, for example. The current ballroom is the smallest in the hotel's competitive set, and its small size substantially impacts its ability to compete for mid-size and larger in-house group attendees. The current space constraints also make it difficult to book mid or large overlapping group events, due to the concurrent set up and dismantle times required to accommodate such overlaps. Larger contiguous space is required for the elaborate production demands of today's general sessions as well as opening and closing events. Exhibit hall space is essential, so that group members and vendors can show their products and services, yet without the proposed Marriott Hall expansion, Marriott Hall will have no exhibit space, since the City of San Diego and the San Diego Fire Marshall will no longer permit the Marriott to use the existing parking area underneath the hall as temporary exhibit space.

The existing Marriott Hall has less total meeting space than either of its local competitors, and the smallest ballroom size as well. The industry uses the metric of "square feet of meeting space per guest room" ratio. The Hyatt has 76.92 square feet per guest room, the Hilton has 84.03 square feet per guest room, and the Marriott has only 55.15 square feet per guest room, and thus is seriously under its competition. The current standard nationally for convention hotels is between 85 and 95 square feet per room, thus the existing Marriott Hall is woefully short of the requisite space nationally.

Of the hotel's key national competition (Orlando, New Orleans, Atlanta, San Antonio, San Francisco, Anaheim and Las Vegas), all but two of the 16 competing hotels have more main ballroom square footage, most have larger junior ballroom square footage and all have more exhibit space. As a

result, San Diego is losing large groups of potential visitors to the San Diego Bay due to events instead being held where the space to accommodate them exists.

A small sampling of groups that considered but ultimately decided not to book space at the Marriott because of the lack of exhibit hall space and/or the lack of sufficiently large and contiguous meeting or ballroom space include:

- Allegiance Healthcare
- Association of Trial Lawyers
- American Association for Geriatric Psychiatry
- Credit Union National Association
- American Society of Aesthetic Surgery
- American Heart Association
- Chick-Fil-A
- National Association of College & University Attorneys

Thus the expansion, in a configuration that necessarily takes up a portion of the space that now exists (as a parking lot) between it and the Hyatt, is essential if the Marriott is to re-capture large and additional mid-size meetings that it loses out on today. Currently, the largest in-house group that the Marriott can accommodate is between 650–750 peak rooms, leaving half of the hotel's rooms available for sale without any meeting space to offer (meaning the rooms go unsold since the market is for groups). The expansion will allow Marriott to capture large groups with 1,000 peak rooms or greater that require 75,000–100,000 square feet of meeting/exhibit space. Additionally, the expansion will enable Marriott to handle opening and closing ceremony events that are part of these large in-house groups. Similarly, the existing Marriott is able only to stack one mid-size group and one small group in the existing space, on average totaling 750–850 peak rooms. With the expansion, it will be able to stack two mid-size groups of 550–650 peak rooms each, taking the hotel to its optimal group ceiling of 1,100 group rooms per night and thereby giving more visitors access to the bayfront hotel.

Various configurations of a reduced footprint alternative that could reduce the area that the proposed Marriott Hall expansion extends toward the Hyatt were analyzed in Chapter 7, Alternatives, of the Final Environmental Impact Report for the Marriott Facilities Improvement Project (UPD #83356-EIR-846; SCH #2010091012). After careful analysis, the FEIR concluded that none of those alternatives would adequately meet the project objectives. For example, the Reduced Marriott Hall Height and Footprint alternative, discussed on pages 7-7 through 7-14 of the FEIR, would leave the building in its current footprint. The views to the Bay would continue to be obstructed by the surface parking, parking attendant booths and barriers that exist today. Moreover, this alternative would not meet the primary Project objective of meeting current and future demands for meeting and conference space and enhancing the Marriott's competitiveness with newer convention center hotels in the area. The Project's intent is to provide flexible (both large and tall) event space to accommodate current demand in the San Diego Convention Center area for ballroom/exhibit/meeting space currently being provided by newer hotels. By precluding expansion of the Marriott Hall footprint, the Marriott Hall will still be unable to meet demands for large events that require contiguous space.

Similarly, the Reduced Marriott Hall Footprint Alternative, discussed on pages 7-15 through 7-24 of the FEIR, would expand the Marriott Hall but reduce the Project's proposed expansion by 10%. However, as described on page 7-19 of the FEIR, this would not meet the future demand for space, which can only be met by the Marriott Hall expansion as proposed, which was designed based on those needs specifically to accommodate demand. A reduced footprint will not adequately enhance the Marriott's competitiveness with newer convention center headquarter hotels.

With the proposed Marriott Hall expansion, the Marriott will be able to again attract large groups, because it will once again qualify for selection as a Headquarters Meeting hotel; could accommodate opening and closing ceremonies/general sessions, which are critical to achieving group room commitment; and improve the ability to accommodate large affiliate business. It could compete for groups that require an exhibit hall, and with the larger and contiguous rectangular shape could handle the many diverse requirements of groups, especially overlapping groups. Expansion of Marriott Hall through the proposed Project provides a much-needed visitor-serving amenity for the entire San Diego Region, will bring with it more visitors from across the country and across the world to the San Diego Bay. Without it, vacancies at the hotel will continue to increase, and the public in general will be left with the existing, almost non-existent entrance from Harbor Drive to the Bay.

Although the Project would result in less distance between Marriott Hall and the Hyatt parking garage than exists today, it's important to also recall that today's corridor between those two structures consists of imposing parking attendant booths and control arms that send an unwelcome message to pedestrians. Those would be removed, as would the cars that currently park in that area, with the Project, and that alone will create a much more welcoming environment than exists or was planned (since the previous concept plans kept surface parking in this area) (*see* attached illustrations of the existing and proposed conditions). In addition, the large cooling towers will be removed and existing tall landscaping will be moved adjacent to the existing Hyatt garage, opening up the Marina Walk, and low-level plantings closer to the Marriott will be attractive without impeding the view. The replacement of the taller landscaping with lower plantings is possible because the new design limits vehicular use of the area to a much narrower driveway for marina users and deliveries only.

In summary, it would be logistically infeasible to meet the primary objective of the project without expanding the existing footprint, although careful planning and design have minimized the potential blockage of public views. The proposed Marriott Hall reconfiguration offers net aesthetically beneficial effects that will improve existing public views and public access and will provide visitor-serving amenities that are important to the San Diego region, California, and beyond.

MODULE

6

FUNCTION SPACES

Marriott®
HOTELS & RESORTS

INTERNATIONAL

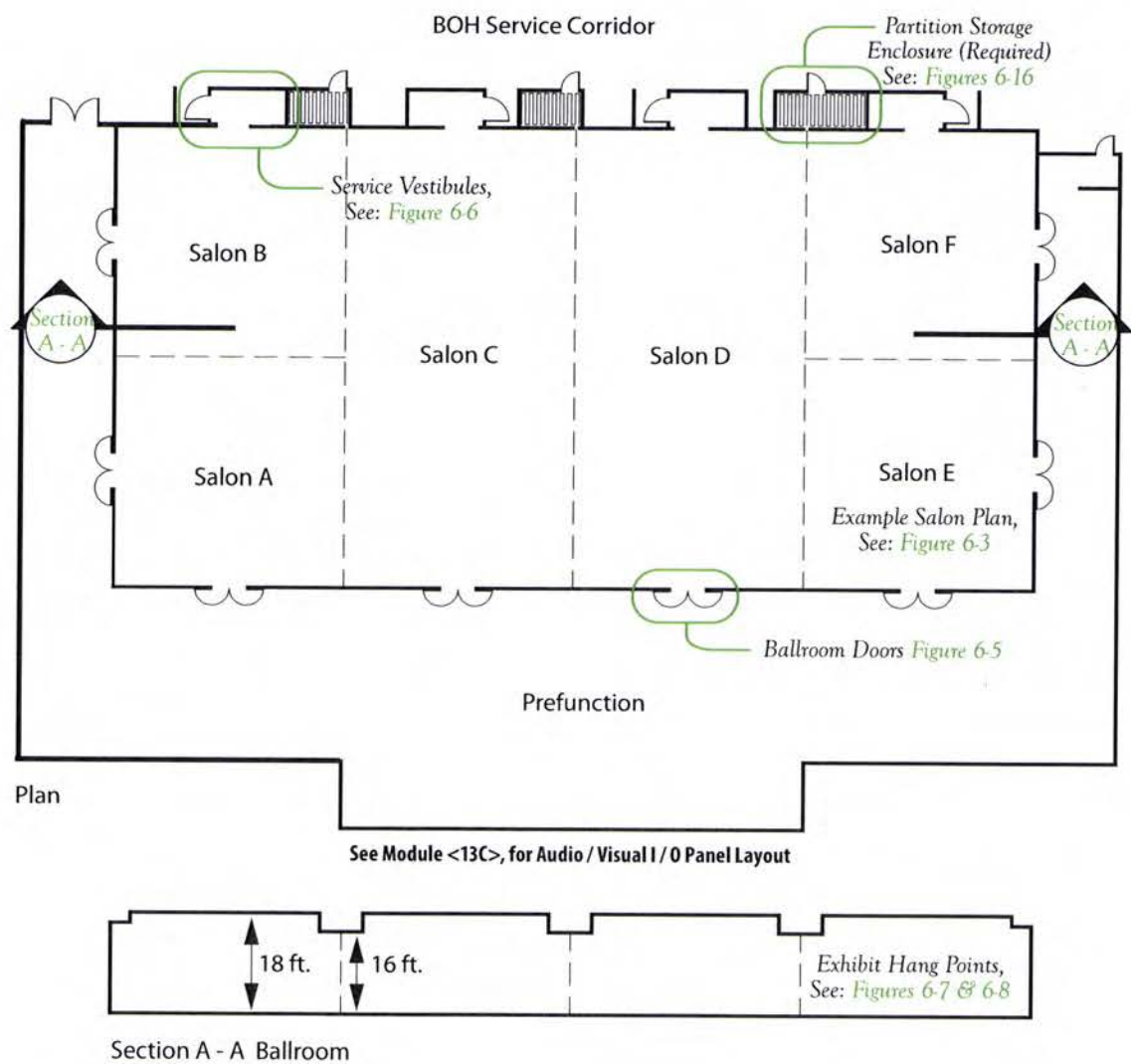


DESIGN STANDARDS

January 2009

Example: Ballroom Plan and Section

Figure 6-4



Preferred Ballroom Area Proportions

General Planning Criteria

- Proportions (width to length) 1:1.8 to 1:2.2
- Pre-function 40% of meeting net area.
- Ballroom area: m²(sq. ft.)
- Ceiling heights
 - * up to 465 m² (5,000) 5.48 m (18 ft.)
 - 465 to 930 m² (5 to 10 k) 6.10 m (20 ft.)
 - over 930 m² (10,000) 6.70 m (22 ft.)
- * Minimum ceiling height at movable partition soffits: 4.3 m (16 ft.)

Metric (SI)		English (U.S.)	
Area	Size (W x L)	Area	Size (W x L)
1,500 m ²	30.6 x 49.0 m	16,000 sq. ft.	100 x 160 ft
1,400 m ²	29 x 48.3 m	15,000 sq. ft.	94 x 160 ft
1,300 m ²	27 x 48.0 m	14,000 sq. ft.	88 x 160 ft
1,100 m ²	25 x 44.0 m	12,000 sq. ft.	80 x 150 ft
750 m ²	21 x 35 m	8,000 sq. ft.	70 x 114 ft

EXISTING



PROPOSED



SAN DIEGO MARRIOTT MARQUIS & MARINA

New Marriott Hall

Response to Coastal Commission Staff re: Potential for Redesign/Reduction in Building Size

145-Foot Wide Accessway

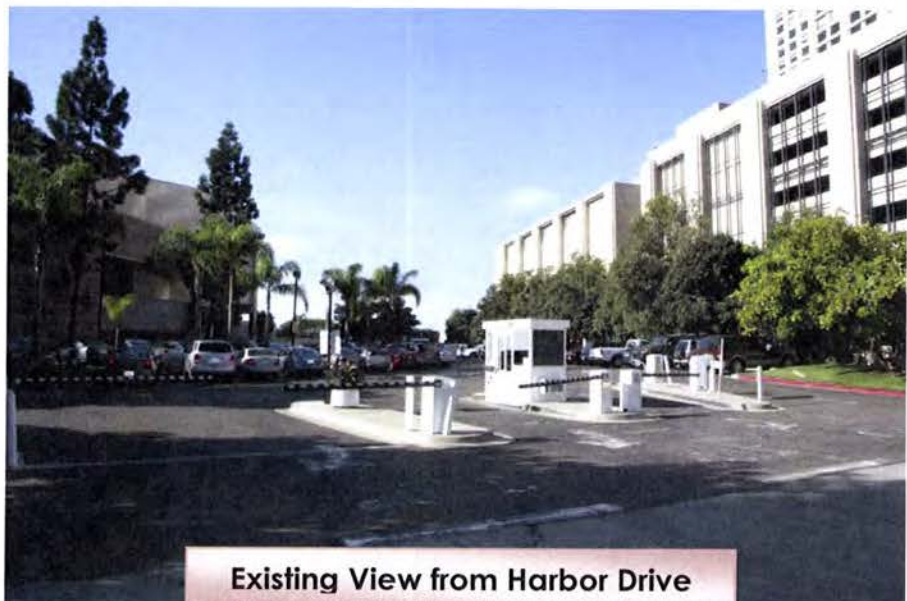
The 1999 Hyatt Regency Hotel Expansion Coastal Development Permit (CDP) requires Marriott and Hyatt to "...jointly improve and maintain (on a pro-rata basis) a 145-foot public accessway at Harbor Drive, 50 feet at its center, and 80 feet at the Embarcadero Promenade...." The Project as proposed includes a large exterior staircase leading from the street level to the main entrance of Marriott Hall. The lower staircase landing is surrounded by a traffic island that was designed to allow buses to access the property from Harbor Drive, circle around the traffic island, drop off visitors to Marriott Hall at the front entrance, and then easily depart. The location of the proposed exterior stairs and traffic island resulted in a design that included a driveway within the 145-foot public accessway required to be provided by the Hyatt CDP, and a question arose as to whether having a driveway within the 145-foot section at Harbor Drive fully satisfied the CDP condition for that public accessway.

To address Staff's concerns, the Marriott has redesigned its project to relocate the stairs to follow along the exterior wall of the Marriott Hall rather than extending into the public accessway, and has eliminated the traffic island and moved the driveway back so that for 145 feet from the Marriott Hall to the Hyatt parking structure along Harbor Drive there will be a pedestrian-only walkway.

Footprint Expansion

Staff has also questioned whether the project (to expand Marriott Hall) could be accommodated within the footprint of the existing Marriott Hall structure. At present, the backside of the existing Marriott Hall building and parking attendant booths/gates occupy the public accessway area and obstruct both visual and physical access to the Bay, as shown in the photo to the right.

In addition, the existing North Tower of the Marriott, which does not change with the proposed Project, has several elements that extend past the



Existing View from Harbor Drive

existing Marriott Hall footprint toward the Hyatt parking structure, including a retaining wall, pictures of which are set forth below.



Existing retaining wall to remain

With the proposed project, the width of Marriott Hall (at its widest point, when measured parallel to Harbor Drive) would increase by approximately 33 feet on the lower level and approximately 43 feet on the upper level. The building would be oriented toward the frontage street so that it is facing the public instead of turning its back to Harbor Drive. In addition, pedestrian-friendly paving and signage are proposed to replace the existing barriers to access that exist today and that give the impression that there is no pathway to the Bay in this area. As shown in the photo to the right, the current pedestrian experience along Harbor Drive is unpleasant and does not encourage vertical public access. Although the proposed Hall expansion results in a larger structural footprint, the resultant project will encourage use of Marina Walk, leading the public to the Bay.



Existing Marriott driveway at Harbor Drive

As proposed at the bayward terminus of Marina Walkway, the proposed project includes new public improvements along the promenade. The proposed Marina Terrace will represent an enormous improvement as compared to the existing condition, which includes a parking lot and restroom building, as shown below. These improvements will only occur in conjunction with the Marriott Hall project.

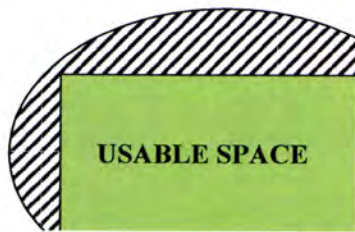


Existing development adjacent to bayfront promenade

Functionality

A reduction in the size of the contiguous ballroom and exhibit hall proposed in the Marriott Hall project would adversely affect the functionality of the space and the project's ability to meet the demands of the group event market that is the target of the project. The proposed space was designed to be responsive to the specific size and shape requirements of modern meeting spaces desired by convention hotel group event planners. These include the following specifications:

- Rectangular shaped rooms: Convention group meetings require space for podiums, head tables and deep audience seating areas. The optimal aspect ratio (length:width) of a ballroom is 2:1. Due to the site constraints of this parcel, the proposed exhibit hall and ballroom have aspect ratios of 1.56:1. The corners of each of the proposed facilities have been rounded in order to respect the visual corridor and to provide a setback at Harbor Drive. As such, the usable rectangular space within the overall floor area is reduced, as generally depicted below.



- Column spacing: Column spacing needs to be a multiple of 30 feet to accommodate the display and circulation layout, especially for exhibitors in the Exhibit Hall. The proposed design provides for column spacing of 60 feet.

Since the goal of the proposed Project is to create a larger contiguous meeting and exhibit space that meets current and anticipated future demands, the project by definition must expand past the existing footprint. Building a taller building does not produce the larger rectangular floor plates necessary to meet the programmatic requirements of the numerous meeting planners who were consulted during the planning and design process.

At the request of the Coastal staff, the Marriott went back to the project architect and the design team to determine if it was possible to create a design that did not extend any further toward the Hyatt parking structure than the footprint of the existing structure and still have the contiguous meeting and exhibit space the project needs to attract the business that would fill the existing hotel rooms. The architect and design team roughed out a design that would result in a ballroom and meeting space of about 30,000 square feet, which is not much of an improvement over the existing condition. Enlarging to only 30,000 square feet would not justify the significant cost of demolishing the existing building and rebuilding the

Marriott Hall, and simply does not provide the space required for a majority of the groups the Marriott hopes to attract with the Project.

Infeasibility

The purpose of the proposed expansion of Marriott Hall is to attract an expanded market of customers. In addition to bearing the burden of the \$1,000,000-plus that would be required to redesign the project, the costs for constructing the new space is not reduced in a linear manner. More specifically, the proposed Marriott Hall expansion would cost approximately \$61 million to build, or \$364/square foot, while a structure containing a ballroom and an exhibit space of approximately 30,000 square feet would cost approximately \$55.5 million, or \$388/per square foot, to construct.

In 2013, the Marriott will host 240,000 group room nights and approximately 312,000 convention visitors attending conferences, meetings or conventions in its existing events space. With the addition of two (2) new approximately 42,000 square foot ballroom/meeting rooms as has been proposed, the Marriott plans to host 295,000 group room nights and approximately 383,500 convention visitors once the project is complete. That would accommodate 1,100 - 1,200 meeting group attendees, with 1,200 peak rooms per night, for meetings and meals, with 215 exhibit booths. All visitors that otherwise could be going elsewhere.

If the event space is reduced to two 30,000 square foot ballrooms/meeting rooms, the Marriott would not be able to accommodate as many people – generally only 800 - 900 attendees, with only 900 peak rooms per night, for meetings and meals, with 155 exhibit booths. With the reduced space, the Marriott will be able to host only 265,000 group room nights per year. Instead of 295,000 group room nights, when the larger space is completed. The potential loss in revenue due to these is reductions \$11.5 million annually; \$7.3 million from rooms, \$3.0 million from food and beverage, \$1.2 million ancillary spend. This will also result in approximately \$760,000 less in TOT revenues annually for the City.

Incremental room revenue for the proposed Project is \$26 million. TOT on that amount would be approximately \$2.7 million.

Sustainability

The existing Marriott Hall was built in 1985, and does not have the sustainable features that would be a hallmark of the proposed project.

Public Access

In addition to providing Marina Walk and Marina Terrace, two major improvements in public access to the Bay, the Marriott also provides other public access opportunities. For example, its Marina Kitchen is open to the public for breakfast, lunch, dinner, and late night dining. This restaurant features an outdoor dining patio with beautiful views of the bay, and its Tequila Bar and Grille is open to the public for lunch, dinner and drinks seven days per week.

The hotel's Seaforth Boat Rentals in the Marriott Marquis' Marina is open to the public for jet ski, power and sailboat rentals. In addition, the hotel offers public parking for those wishing to enjoy the waterfront or Gaslamp District. It also has the "For the Benefit of Mr. Kite" public bay access route located between the hotel's South Tower and the Convention Center, as well as direct public access to the hotel, Tequila Bar & Grille, and Marina Kitchen restaurant from the boardwalk; and access to the boardwalk and local attractions via the marina (private boats, commercial tourist boats, public and private taxis).

Jobs

The average wage rate in 2012 for workers at the Marriott Marquis is \$14.05 an hour. The employee's benefits package includes medical, dental, vision, disability, and life insurance; Dependent and Health Care Spending Accounts; Marriott Employees' Federal Credit Union and Retirement Savings Plan; tuition reimbursement; paid time off (vacation, holidays, bereavement, and jury duty); room, gift shop, and F&B discounts; and an employee assistance program through myARL (assistance and resources for life).

The Marriott Marquis received the "Workplace Excellence" award from the San Diego Society for Human Resource Management in 2006.

Conclusion

A reduction and/or major redesign of the proposed Marriott Hall expansion project does not work from a functional perspective or a financial perspective. Instead of demolishing Marriott Hall and erecting two much smaller, 30,000-square-foot ballrooms/meeting rooms within the footprint of the existing building, San Diego Marriott Marquis would be better served by simply renovating and updating the existing Marriott Hall with its existing square footage at a significantly reduced cost (given the millions of dollars it will cost to demolish the existing building and relocate utility lines, etc.). If the Marriott decided to merely renovate the existing Marriott Hall, the hotel could still host 240,000 to 250,000 group room nights and would save the money otherwise spent on demolishing and rebuilding Marriott Hall and building Marina Walk and Marina Terrace, spending much less on simply updating the interior of Marriott Hall.

Marriott Hall is more than 20 years old, and no longer meets the needs of groups that want to convene in San Diego. As a result, even groups that would love to visit the California coast are instead meeting in Las Vegas, Atlanta, and other cities that can accommodate their need for large contiguous space and exhibit hall space. In planning an expansion to attract those conventioners to San Diego, the Marriott was faced with the constraints posed by the Hyatt Coastal Development Permit's requirements for Marina Walk, the South Embarcadero Master Plan requirements for the area, the Port's South Embarcadero Urban Design Guidelines, the neighboring condominium owners concerns about views, the existing Marriott Tower and Harbor Drive locations. With constraints on all sides, the Marriott's architects –including some of the same architects that were involved in the original concept plans in the 1990s during the time of the Hyatt CDP and the Urban Design Guidelines – did

their best to accommodate the spirit and intent of the Coastal Act and the Port Master Plan to provide views and public access from Harbor Drive to the San Diego Bay, while still achieving the goal of the project.

Letters of Opposition

Due to the large size of one of the submitted letters of opposition, a link to the document is being provided. Click on the below title to view the document:

Letter of Opposition from ADAMS BROADWELL JOSEPH & CARDOZO
August 22, 2012

If viewing a hard copy of this staff report, a digital copy with the above link can be accessed at the California Coastal Commission website, at www.coastal.ca.gov.

EXHIBIT NO. 21

Letters of Opposition



PMPA #43 Marriott Expansion



CITIZENS COORDINATE FOR CENTURY 3

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September 5, 2012

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SEP 07 2012

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Re: Concerns about San Diego Marriott Marquis Improvement Project

Dear Ms. Lilly:

C3 continues its call for comprehensive planning for the San Diego Waterfront (see attached letter to Port of San Diego Chairman Lou Smith, dated February 1, 2012). We remain concerned that the San Diego Unified Port District continues to engage in piecemeal planning for proposed development and inadequately enforces conditions of previously approved projects. In this context, and because Commission rules preclude adjusting a proposed plan amendment, we ask that the California Coastal Commission **deny the Port Master Plan Amendment** for the San Diego Marriott Marquis and Marina Facilities Improvement Project.

C3 is not opposed to reconstructing the hotel's meeting space. We support plans to reconstruct the Harbor Drive face of the project for aesthetic reasons and visitor access, to expand and improve the pedestrian walkway between the hotels that links Harbor Drive with the Bay, and to provide the proposed Bay front Terrace and open it to public use while reducing parking adjacent to the public spaces. However, there are aspects of the plan that could enhance public benefits to be gained by the proposed development. These include:

- Content of the plan amendment, as stated in the PMPA, is vague and does not include all the elements of the proposed project. What is being approved should be spelled out more clearly in order to facilitate understanding and compliance.
- This plan amendment should be viewed in the broader context of the entire embarcadero planning area. For example, how the proposed access improvements and open space fit with other changes to access and public areas ought to be considered. Traffic impacts of a larger meeting space ought to take into account changes in the carrying capacity of Harbor Drive since a noncontiguous segment is proposed to be narrowed in another planning document.

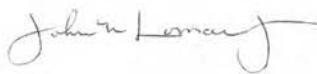
- Enhancement of the walkway was a condition of approval for the adjacent Hyatt Hotel's Coastal Development Permit. While the current proposal would substantially upgrade existing conditions in the subject area, these improvements were already promised and thus should not be considered a public benefit attributable to additional development. Further, the walkway enhancement should include removing the portion of Sally's Restaurant that protrudes into the pathway view line, as was previously conditioned.

In addition, C3 urges relocating certain infrastructure out of the walkway footprint, so that it does not result in narrowing of the width of the usable pedestrian space for a portion of its length. This might be considered an expansion of the prior conditions for the walkway and, thus, a public benefit from this proposal.

- Public access and programming of the Terrace should be made more specific. Because this space is envisioned as available to the public when not needed for a hotel function, C3 recommends adding language that assures that the space is available to the public for a minimum of number of days or percentage (e.g., 50%) of the time. In addition, C3 would like written assurance that Terrace landscaping (including hardscape and signage) is welcoming of the public and that minimal amenities such as perimeter or movable seating are provided.
- Removal of 403 parking spaces poses a potential impact that should be at least partially mitigated by a documented arrangement to utilize some additional parking spaces in the adjacent convention center, or by some other means. Currently, there is considerable congestion on the occasions when large functions are scheduled for the existing Marriott ballrooms. This can logically be expected to increase with larger meetings. To be clear, C3 does not endorse requiring replacement on site of all 403 spaces.

Denial of the PMPA would encourage the parties to work together to attain greater specificity and enhance this worthy proposal in a manner that better reflects public benefit policies of the California Coastal Act. C3 would be pleased to participate in such a process. Thank you for your consideration.

John Lomac, President



Citizens Coordinate for Century 3



"I hope you, in San Diego, whose city is just entering on its great period of development, will recognize what so many old communities have failed to recognize. That beauty is not only well worthwhile for its own sake but that it is valuable commercially."

**Keep your waterfront and develop it so that it will add to the beauty of your city.
Do not let a number of private individuals...make it hideous with buildings
and then force your children to pay them an exorbitant sum
to get rid of the ugliness they have created."**

*Theodore Roosevelt, (President 1901-1909)
July 29, 1915, upon visiting the San Diego Panama California Exposition.*

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SEP 07 2012

**CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT**



CITIZENS COORDINATE FOR CENTURY 3

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Susan Riggs Tinsky
Jay Turner

February 1, 2012

Lou Smith, Chairman
San Diego Unified Port District
2165 Pacific Highway
San Diego, CA 92101

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Dear Chairman Smith:

On behalf of Citizen's Coordinate for Century Three ("C3") and at the direction of our Board of Directors, we wish to express significant concerns regarding recent developments and processes related to North Embarcadero projects.

As you are aware, C3 is a nonpartisan, nonprofit organization of informed citizens, which works for the conservation, and improvement of the San Diego region. We strive to present objective information, constructive opinion and educational programs that reflect the deliberation of its members. C3 strives to weigh all matters in view of the contribution toward achieving the highest standards of environmental quality, physical design, economic benefit, and social progress.

HISTORICAL CONTEXT AND OBSERVATIONS

Efforts to achieve the type of waterfront we would like to have for the North Embarcadero have been compromised by a questionable public input process, an example of which resulted in the negatively perceived Broadway Pier Cruise Ship Terminal. What often seems as indifference by the Port of San Diego to public input into the decision-making process by an informed citizenry, as relates to the waterfront decision-making process, continues to perpetuate concerns by the California Coastal Commission regarding the Port's transparency and good urban planning.

With the approval of the North Embarcadero Phase 1 by the Coastal Commission on April 10, 2010, the start of construction this month for this project, and the pending North Embarcadero Plan Amendment, we are at a critical juncture in determining the future of our waterfront. Based upon decisions and actions taken since the April 10, 2010 approval of Phase 1, as well as the significant compliance conditions imposed on the project, it is evident that we have a long way to go with respect to ensuring an open, transparent community-involved planning effort that ensures good planning decisions.

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The recent introduction of a proposal for development of Navy Pier for significantly increased parking (the current lease agreement and Coastal Commission permit process require all existing pier parking to be relocated) as well as an elevated intensive-use park which would wall off the waterfront, with minimal public participation in creation of the concept, amplifies these concerns.

While initially encouraged by the recent decision to reconvene the Citizen Advisory Committee ("CAC") for North Embarcadero to consider the Navy Pier Proposal and Harbor Drive realignments we were very disappointed to find at the January 17 meeting that the CAC will not continue to meet and discuss future North Embarcadero planning issues. **To not have a Citizens Advisory Committee is a critical mistake and is contrary to finding consensus solutions to future North Embarcadero development.**

Our specific concerns and recommendations are as follows:

ISSUE: PIECEMEAL DEVELOPMENT PLANNING AND PROJECT APPROVALS.

Major waterfront projects such as the Midway Museum's "Wings of Freedom Project", the proposed construction of the B Street dolphin mooring and future planning for refurbishment of the B Street cruise ship terminal are examples of proposed projects having lasting impacts on our remaining "front porch." Developments within the South Embarcadero, such as the Convention Center expansion or the rerouting of access to the airport all have an impact within North Embarcadero. Neither the Midway Museum nor the B Street pier have been presented to the North Embarcadero Joint Powers Authority prior to Port of San Diego policy or administrative actions, nor presented within the context of the entire North Embarcadero Planning Area.

C3 has had extensive involvement during previous years in the North and South Embarcadero planning process" In collaboration with more than a dozen other community design and planning organizations, C3 hosted a North Embarcadero Community Planning Workshop in October 2010. One of the major themes that emerged from the workshop was the need for comprehensive, integrated planning as well as the consideration of development impacts beyond current North Embarcadero boundaries.

Workshop participants embraced the expansion of the planning area. The North Embarcadero is not an isolated island. All projects on public tidelands extending south from the airport to the Tenth Avenue Marine Terminal should be looked at on a comprehensive, land use basis, not chipped away at via piecemeal planning efforts.

Recommendation: C3 requests that the following occur for future North Embarcadero Planning efforts:

- All private and public projects should be presented as a group to the North Embarcadero Joint Powers Authority Board in a public meeting **prior** to any regulatory or policy approvals by the Port of San Diego;
- The North Embarcadero Planning Area should be expanded north to the airport and south to the Tenth Avenue Terminal;

- Approval for specific projects should include discussion and analysis of implications for other projects/issues within the North Embarcadero area;

As an example, the Navy Pier redevelopment proposal should acknowledge and discuss possible mitigations for loss of public views created by construction of the cruise ship terminal on Broadway Pier.

THE PORT OF SAN DIEGO'S PERCEIVED INDIFFERENCE TO PREVIOUS REGULATORY DECISIONS AND THE ABSENCE OF AN APPROPRIATE CITIZEN REVIEW PROCESS FOR THE MIDWAY MUSEUM "WINGS OF FREEDOM" PROPOSAL

Our concerns center upon:

- Non-compliance with prior regulatory approval conditions granted the Midway Museum, particularly relating to public view sheds of the bay, establishing a 5.7 acre park on Navy Pier, and the removal of all public parking from the pier to an off site location;
- The accelerated public review and input process with respect to the original unveiling of the project and the originally planned request for Port approval on January 10, 2012, in order that the project be included in the Port Master Plan Amendment;
- The lack of input from the Citizen's Advisory Committee for the Port Master Plan Amendment when that opportunity existed during the ten occasions that the committee met in 2011.

C3 acknowledges the success of the Midway museum and that it is an important asset to our regional economy. Its local programs and community services are a major benefit for local schools as well as visitors to our waterfront. On the other hand, the Midway museum does have several negative environmental impacts needing to be mitigated. Those negative impacts, which were addressed in the original agreement approving the siting of the Midway to its location, relate to public views, public access, as well as the need to remove all parking from Navy Pier to an off site location. The Coastal Commission recognized these necessary mitigation measures over ten years ago and included these conditions in the Coastal Development Permit for the Midway Museum.

On June 28, 2001, when the California Coastal Commission approved the Midway Museum Proposal ("Revised Findings on San Diego Unified Port District Port Master Plan Amendment-10B). The staff report stated:

"In order to further mitigate for the visual impacts of the Midway, the proponents of the museum have indicated a long-term goal of creating a memorial park on the existing Navy Pier adjacent to the proposed Midway site. This proposal involves creating a free, visually attractive public open space area next to the Midway, where currently, the pier is occupied by a two-story Navy building, and as proposed, would contain the parking required for the Midway museum."

Further the Coastal Commission report stated that the Port intended to include the following language in the Port Master Plan Amendment as it relates to the Midway:

“Parking for visitors to the Midway and its museum will be provided, **on an interim basis** (emphasis added), at the Navy Pier, pursuant to the lease with the United States Navy. When and if the Navy determines that its use of the Navy Pier is no longer necessary, the Port will accept the proposal by the San Diego Aircraft Carrier Museum to convert the Navy Pier into a “public park” use, thereby allowing the pier to be converted into a memorial public park complementing the Midway and its museum, while affording **additional open space and bay vistas** (emphasis added). Vehicle parking for museum visitors would be shifted to nearby offsite locations.”

The intent of this Coastal Commission approval was crystal clear. Navy Pier was eventually to become a park, parking was to be provided off site, and the site was to provide unimpeded views to the bay. The “Wings of Freedom” proposal (which includes staging for the symphony) will obstruct views, does not provide for a park on the entire site, and maintains parking on site (a double-deck structure with an additional 200 parking spaces added) rather than off site.

The Midway Museum’s “Wings of Freedom” proposal was not presented to the Citizens Advisory Committee when the opportunity existed during the spring and summer of 2011. On June 1, 2011 the Midway Museum presented general information on their history and Coastal Development Permit requirements. However, no specifics were brought forward to the public regarding the “Wings of Freedom” proposal until the Port’s meeting on November 8, 2011, long after the Port dissolved the Citizens Advisory Committee. Furthermore, the Midway Museum project proposal was never presented to the North Embarcadero Joint Powers Authority, which (at least in theory) should consider such projects within the context of all North Embarcadero waterfront planning.

The Citizen’s Advisory Committee for the Port Master Plan Amendment met ten times during this period. These meetings were the appropriate venue to seek initial public input on the proposed Midway Museum project within the context of overall proposed revisions to the North Embarcadero Plan. Neither the project and/or its potential impact upon North Embarcadero development were discussed at the CAC or the Joint Powers Authority.

Three community workshops within a 12-day period during the holiday season (November 29th, December 6th, and December 10th) was not an effective timeframe to seek public input and response for presentation to the Port Commission originally anticipated for January 2012.

Recommendations:

- The “Wings of Freedom” project should be rejected as inconsistent with the terms and conditions of the original regulatory approvals for the Midway Museum;

- The Citizen Advisory Committee should be reconstituted to consider the proposal within the context of the entire Port Master Plan Amendment **before** preparation of an Environmental Impact Report, particularly in light of the recent California Coastal Commission Consistency Determination as relates to the Navy Broadway Complex;
- The Midway Museum should work in collaboration with C3 and other groups to identify acceptable solutions to address the Midway Museum's Navy Pier requirements;

A project of this scale and importance should not be squeezed into a schedule driven by the need to proceed with the timing of the Port Master Plan Amendment. Opportunities now exist that may allow for a better solution for all parties. As an example, the possible demise of the Navy Broadway Complex ("NBC") proposal may allow for an adjacent parking solution on the NBC site for the Midway Museum rather than on the Navy Pier. There is a perception that the PMPA CAC was a token effort to show citizen participation to the Coastal Commission without any intent to involve them during the entire process or as evidenced by the 1/17/12 special meeting, even listen to their input. It is not too late to reconvene a CAC with their own chair to look at the PMPA in a comprehensive manner, rather than the continued piecemeal approach to planning with projects such as the Midway proposal.

ISSUE: LACK OF A FULLY TRANSPARENT AND OPEN PROCESS RELATIVE TO THE PUBLIC/COMMUNITY INPUT

Two recent actions by the Port of San Diego indicate there are no serious intentions or consideration of alternatives other than to continue with the "B" Street Pier as a cruise ship location. On June 2, 2011, based upon plans and information submitted by the San Diego Unified Port District, the California Coastal Commission granted a Waiver of Coastal Development Permit (# 6-11-040-W) to construct a pile-supported concrete mooring dolphin and catwalk at the end of the "B" Street Pier to accommodate larger cruise ships that extend 100 feet or more west of the end pier.

The proposal for the dolphin moorings at the "B" Street Pier never went through the vetting and discussion process in a public meeting of the Joint Powers Authority Board or the Port Commission. Rather, the dolphin pier proposal was forwarded as an administrative action to the California Coastal Commission with obviously significant staff effort and only disclosed "after the fact" at the Citizen's Advisory Committee meeting.

The proposed project will extend westward of lands legislatively granted to the Port District and onto non-granted sovereign land in the San Diego bay. The project will also extend beyond the U.S. Army Corps of Engineers pier-head line into navigable waters. If completed as proposed, the structure would extend 170 feet into San Diego bay, extending beyond the west end of the "B" Street Pier.

At the July 20, 2011 meeting of the Citizens Advisory Committee, Port staff provided a presentation on the future of the cruise ship industry, which included an indication by Port staff that they had conducted some preliminary planning studies as to how the existing "B" Street Terminal could be retrofitted to bring the terminal up to current cruise ship standards of service.

State Lands Commission consideration of dolphin mooring proposal

With minimal public notice, the Port applied to the State Lands Commission for approval of the "B" Street Terminal's dolphin mooring proposal. On October 27, 2011, the California Lands Commission, which must approve development beyond the Port's jurisdiction on navigable waters, continued the item regarding the mooring dolphin proposal based in part upon objections raised by several individual members of C3 and the attorney for the Navy Broadway Complex Coalition.

Recent January 13, 2012 correspondence by the Port to the State Lands Commission indicated that the dolphin mooring proposal would be withdrawn pending evaluation of environmental issues raised in public comments. However it is clear from the language in this correspondence that the Port has no intention than to proceed with this proposal when it states: "The proposed project is very important to the future of San Diego's Cruise Ship business."

It is apparent that the Port has no serious consideration for uses on or near the "B" Street Pier other than for cruise ships. The mooring dolphins are not a minor temporary addition to the "B" Street pier. It is another indication that the Port of San Diego intends to use this terminal for the foreseeable future exclusively for cruise ship operations (notwithstanding the questionable future prospects of such operations due to security concerns in Mexico). Preliminary planning studies for retrofit further solidifies this observation.

The application for the dolphin mooring permit by Port staff lacked transparency and citizen input. The extent of the improvements, particularly in relation to the "charge" of the Citizen's Advisory Committee, should have been disclosed by Port staff and discussed by the committee. Such a project clearly involved extensive planning efforts that were not provided in an open collaborative environment. Memories of how the Broadway Pier Cruise Ship Terminal was handled with the public and Coastal Commission staff are fresh in the mind of C3 and the general public. It is actions such as these that engender continued distrust by the public who spend extensive personal time and energy trying to improve what remains of our waterfront.

The "B" Street Pier, because of its size and location, offers the potential for a unique non-cruise ship use that could provide a unique anchor destination with revenue generating potential for the North Embarcadero. With the start of Phase I and the County Administration Waterfront Park, we have a unique yet to be fully defined opportunity for enhancement of the North Embarcadero experience. The walling off of access associated with Homeland Security requirements as relates to the cruise ship industry is a liability, not an asset for the area. Also and very importantly, the vast space of the "B" Street Pier could be considered as partial mitigation for the loss of views resulting from the Broadway Cruise Ship Terminal.

Recommendations: A reconstituted Citizens Advisory Committee should consider the Midway Museum Navy Pier proposal the "B" Street pier dolphin mooring proposals, and any proposed Harbor Drive realignments among other issues. With respect to the Citizens Advisory Committee, it should include a public citizen chair who conducts the meeting, sets the agenda, and allows formal votes on critical

North Embarcadero Planning issues. While the Port is evaluating the environmental issues raised in public comments, all further work on the dolphin mooring project or improvements to the "B" Street Terminal should be suspended.

Interestingly, when the Port of San Diego, the City of San Diego, the County of San Diego, the Centre City Development Corporation, and the Navy worked together as an Alliance in the late 1990's, there existed a Memorandum of Understanding (MOU) signed by all agencies in June 1997. Within that MOU it is stated: "Projects within the North Embarcadero area will be reviewed on a timely basis by the Steering Group (precursor to the JPA) and considered as an integral part of the planning process. Further, the Alliance will quickly implement a process that is inclusive of all interest groups, property owners, and the public at large. This process will extend beyond the Steering Group meetings to a proactive outreach effort consisting of public workshops designed to maximize communication and elicit the best possible ideas, priorities, and preferences at the public at large."

In closing, C3 strongly recommends that all future planning efforts on the part of the Port of San Diego take to heart our organization's desire to not further wall off San Diego's waterfront and that every opportunity is utilized to accomplish projects that we can all be proud of for future generations. As President Theodore Roosevelt expressed when he visited San Diego on July 29, 1915:

"I hope you in San Diego, whose city is just entering in its great period of development, will recognize what so many old communities have failed to recognize. That beauty is not only worthwhile for its own sake but that it is also valuable commercially. Keep your waterfront and develop it so that it will add to the beauty of your city. Do not let a number of private individuals make it hideous with buildings and then force your children to pay for them an exorbitant sum to get rid of the ugliness they have created"

Thank you for consideration of this request.

Sincerely,

Signature on File



John Lomac, 2012 President
Citizens' Coordinate for Century Three

Cc: Port Commissioners
Congressional Representative Bob Filner
Congressional Representative Susan Davis
State Senator Chris Kehoe
Assemblymember Toni Atkins
California Coastal Commission
San Diego County Board of Supervisors
Mayor Jerry Sanders
San Diego City Councilmembers

Rear Admiral Dixon Smith, United States Navy
Centre City Development Corporation Board
Wayne Darbeau, President/CEO, San Diego Unified Port District
Walt Ekard, Chief Administrative Officer, County of San Diego
Citizen's Advisory Committee, Port Master Plan Amendment
League of Women Voters
Partners for Livable Places
Common Cause
AIA, San Diego
Urban Land Institute San Diego
San Diego Downtown Partnership
Voice of San Diego
San Diego Union Tribune
San Diego Reader
San Diego City Beat

Cc: Channel 6 XETV
Channel 7/39 KNSD
Channel 8 KFMB
Channel 10 KGTV
Channel 51, KUSI
Channel 69, KSWB



August 23, 2012

Diana Lilly
California Coastal Commission
San Diego Coast District Office
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108-4421

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AUG 27 2012

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Re: Opposition to San Diego Marriott Marquis & Marina Facilities Improvement and Port Master Plan Amendment Project

Dear Ms. Lilly:

San Diego Coastkeeper, Coastal Environmental Rights Foundation, and San Diego Audubon Society share a number of concerns about the proposed San Diego Marriott Marquis & Marina Facilities Improvement and Port Master Plan Amendment Project (Project). The Project is inconsistent with the California Coastal Act and the Port Master Plan (PMP). It interferes with and improperly piggybacks on mitigation required by the Hyatt's Coastal Development Permit (CDP), and it does not adequately protect coastal resources. The Commission should deny approval of the PMP Amendment (PMPA) unless changes are made in the Project to bring it into compliance with the Coastal Act.

The Project Threatens Water Quality and Coastal Species and is Inconsistent with Coastal Act Policies Protecting the Coastal Environment

The Project is immediately adjacent to San Diego Bay, an environmentally sensitive habitat area. Construction will include excavating and "dewatering" contaminated soil and groundwater that contains petroleum hydrocarbon diesel and high levels of arsenic, posing risks to aquatic receptors, wildlife and human health. The Project's Stormwater Pollution Prevention Plan does not require any measures for treating or avoiding stormwater discharges of existing contamination into the Bay. The proposal does not require testing for contaminants prior to excavation and dewatering, and simply proposes mitigation that is meaningless—soil testing and cleanup "in the event of encountering" contamination. If no testing is done, no contamination will be "encountered". This clearly does not ensure protection of the coastal environment. The Coastal Act requires a biological inventory, a review of the status of existing water quality and habitat areas, and an accurate estimate of the effects that contaminated construction runoff may have on aquatic and wildlife resources. Without a biological inventory and testing for contaminants there is no way to determine what the level of contaminants is or what the impact of any contaminants might be on the wildlife present, and therefore what mitigation is necessary.

Diana Lilly
Re: OPPOSE Marriott Bayfront Expansion
August 23, 2012
Page 3 of 3

but also refused to assure that this area will be regularly open to the public. Marriott expects to aggressively market the Marina Terrace for private events, and will hold them there daily if possible. At the Port's hearing approving the PMPA, members of the public and the Port's board expressed concern that there were no enforceable requirements for the Marina Terrace to be regularly open to the public. Opening an event space to the public only when not in use by the Hotel will not result in any meaningful public benefit.

The Project's Traffic and Parking Analysis Is Inadequate

The Project's analysis of traffic and parking impacts substantially understates the guest capacity of Marriott Hall, and fails to account for impacts from concurrent events on the Marina Terrace. The Marriott Hall ballroom holds 2000 persons. The Project will quadruple this space and thus have capacity for roughly 8000 persons. Based on attendance data from the recession year of 2009, Marriott claims that peak attendance for local events at the renovated space will be only 2600 persons—less than a third of its capacity. This estimate lacks credibility. The Final EIR admits that peak attendance for local events could exceed this estimate. The Commission should require a new traffic analysis that looks at traffic and parking impacts based on the actual capacity of the new Marriott Hall and Marriott Terrace event spaces. Without this, the Commission cannot ensure adequate mitigation for impacts that will significantly reduce public access to the Bay.

We believe that the issues raised here can be mitigated by requiring a Phase 2 contamination study, a revised traffic study, and by changing the Project design to reduce the footprint of the Marriot Hall expansion, provide new public parking/ transportation options, widen the Marina Walkway and incorporate lower cost visitor and recreation facilities into the Project. Until such changes are made, the PMPA should not be approved.

Thank you for your consideration.

Sincerely,

Jill Witkowski
San Diego Coastkeeper

Marco Gonzales
Coastal Environmental
Rights Foundation

Jim Peugh
San Diego Audubon Society



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AUG 22 2012

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

August 20, 2012

Diana Lilly
California Coastal Commission
San Diego Coast District Office
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108-4421

Re: Sierra Club Objections to the San Diego Marriott Project

Dear Ms. Lilly:

The California Coastal Committee of the Sierra Club asks the Coastal Commission to deny approval of the Port Master Plan Amendment ("PMPA") for the San Diego Marriott Marquis & Marina Facilities Improvement Project ("Project") until the Port agrees to make changes to the Project to comply with the policies of the Coastal Act. The Project does not conform to the environmental protection and public access policies of the California Coastal Act or the San Diego Unified Port District's ("Port") Port Master Plan ("PMP"). Marriott and the Port have not taken steps to protect public views and public access to San Diego Bay, to provide lower cost visitor facilities, or to address underground contamination that will pose a threat to San Diego Bay during Project construction.

I. The Project Improperly Encroaches Into a View Corridor and Restricts Pedestrian Access to the Bay

Successive development along Harbor Drive has already resulted in severely diminished public views of the Bay and constricted public access to the waterfront. Yet the Project will add to this by partially obstructing a designated view corridor and major pedestrian linkage that runs between the Marriott and Hyatt hotels. The distance between the two hotels will be reduced from 121 feet to only 78 feet and increase the height of Marriott Hall by 10 feet, resulting the project adding to the general perception of the Bay being walled off along Harbor Drive. This is inconsistent with existing provisions of the PMP (Port Master Plan) which require that development be sited to protect views to and along the ocean and, where feasible, restore and enhance visual

quality. Reduction of the distance is inconsistent with existing provisions of the PMP (Port Master Plan) which require that development be sited to protect views to and along the ocean and, where feasible, restore and enhance visual quality and reduces the mitigation imposed on the Hyatt tower to address the impacts of that development. Allowing this project to remove an existing required project condition is not only inappropriate, but sets a precedent that the Port can agree to a mitigation and then simply ignore it.

II. The Project Is Inconsistent with Policies and Plans Regarding Public Pedestrian Access and Removes a Mitigation Condition Imposed on the Adjacent Hyatt

The width of the public walkway between the Marriott Hall and the Hyatt garage will be reduced to only 32 feet along over one-third of its length bordered by mechanical equipment. This is despite the fact that widening and enhancing the view corridor was required as mitigation for the construction of the Hyatt hotel towers, and that the designated minimum width of the public walkway is 50 to 60 feet. The Project should not be permitted to avoid and ignore these established requirements.

The only proposed "mitigation" for these impacts are measures that were previously imposed as mitigation for the construction of the Hyatt hotel. The Project will, in effect, do nothing to offset its significant impacts on public views and pedestrian access. This conflicts with the Coastal Act and the PMP, which require new developments to protect, restore, and enhance coastal views and provide maximum waterfront access, including enhanced pedestrian linkages in the Project area.

III The Project Should Be Required to Help Fund Public Transportation Projects to Serve the Marina Zone

The Project will significantly increase private parking demand with no mitigation for impacts to public coastal visitors. Section 30252 of the Coastal Act requires new developments to maintain and enhance public access to the coast by "providing adequate parking facilities or providing substitute means of serving the development with public transportation." The Project will not provide adequate parking facilities, but will instead eliminate 403 existing parking spaces while increasing private parking demand (particularly during local events at the new Marriott Hall and Marina Terrace facilities). The Project's only concrete mitigation measure to offset this strain on parking availability is to secure additional parking for its patrons in 14 nearby parking lots. Reserving off-site parking for private use will do nothing more than place a further burden on public visitors reducing the public's ability to access the Marina.

One of the goals of the PMP is to "to achieve maximum feasible reduction in automotive traffic, facilitate the extension and utilization of mass transit to serve the Marina Zone, [and] provide and support means of non-automobile circulation to employees and guests." The Project should be required to do more along these lines, including fair-share payments to fund public transportation projects that better serve the waterfront area. The Project has not sufficiently mitigated its public access impacts.

IV. Marriott Has Avoided Its Duty to Provide Lower Cost Facilities

The Coastal Act encourages and requires the provision of lower cost visitor and recreational facilities along the coast, yet the Project does not include any. The Marriott ignored the Coastal Commission's recommendations for incorporating lower cost public amenities into the Project. Despite the fact that concerns about public use were also raised by the public and the Board of Port Commissioners, Marriott has stated that it will market the Marina Terrace for private, rather than public, events, making an empty exhibit area occasionally open to the public would not result in any realistic public benefit. . The Port also noted in its Draft EIR that the Project will enable Marriott to maximize its hotel-room occupancy and increase revenues. In short, the Project will result in private gain with no meaningful public benefit. The Marriott provides only high-cost hotel and meeting facilities. The Project should be revised to include enforceable on-site public amenities, and Marriott should also be required to help fund off-site lower cost facilities, such as lower cost hostel-type accommodations.

V Traffic and Parking Impacts Are Underestimated

The project's analysis of the potential traffic and parking impacts is fundamentally flawed. The Project relied on an unsupported attendance estimate when analyzing traffic and parking impacts, and also failed to address the potential for increased impacts during simultaneous events at Marriott Hall and the Marina Terrace. The Project will quadruple the capacity of the Marriott Hall ballroom (which now holds 2000 persons), and will therefore be able to hold approximately 8000 persons. The Marriott, however, relied on attendance numbers from 2009, which was a slow year due to the economic recession, to conclude that "peak" attendance for local events at the renovated ballroom will be only 2700 persons. This estimate is inaccurate. The Final EIR even admits that peak ballroom attendance could be higher. The Commission should require a new traffic and parking analysis that is based on the true combined capacity of the proposed Marriott event spaces before it determines whether the Project has provided adequate mitigation for public-access impacts.

VI. Disturbance of Contamination Threatens Coastal Waters and Habitats

The Project site is located 25 feet from the Bay, and all stormwater from the site drains into the Bay. Project construction will require the dewatering of groundwater and the excavation of soil, both of which are contaminated with total petroleum hydrocarbon diesel and high levels of naturally-occurring arsenic. Construction stormwater that leaves the site and drains into the Bay, including dewatering water, will likely be contaminated, yet the Stormwater Pollution Prevention Plan for the Project does not require any measures for treating or avoiding discharges of unearthed contamination. The only proposed mitigation is to conduct soil testing and cleanup measures "in the event of encountering" contamination during construction. This vague and unenforceable measure does not ensure that the coastal environment and sensitive biological receptors will be protected. Marriott should be required to complete a full pre-construction contamination study and remediation plan for the site, and to follow the Coastal Act requirements to conduct a biological inventory, review the status of existing water quality and habitat areas, estimate the effects that contaminated construction runoff may have on these resources, and mitigate those effects.

The Sierra Club believes that the Project can incorporate mitigation measures and design changes to address the concerns discussed above. The Marriott and the Port should be required to complete a "Phase 2" contamination study and remediation plan, to prepare a revised traffic and parking study, and to make changes to the Project in order to reduce the size of the Marriot Hall expansion, contribute to public transportation projects, and incorporate lower cost on-site and off-site visitor facilities. The Commission should not approve the PMPA until Marriott and the Port comply with these requirements.

Thank you for considering our concerns and suggestions.

Sincerely,

Signature on File

David Grubb, Chair,
California Coastal Committee, Sierra Club

I am requesting that you deny the San Diego Marriott Hall expansion and the port master plan amendment. The project, as proposed is not consistent with the Coastal Act.

Public access in this area is practically non-existent. The residents of this area are virtually cut off from any connection to the Bay by a huge wall of development solely for use by hotel guests and convention attendees. A person driving down Harbor Drive would be hard pressed to even glimpse the Bay in this area. The proposed project fails to do enough to address this issue and, in fact, actually increases the width and height of this wall of development along Harbor Drive. I have measured the Harbor Front Wall—the distance from the east end of the convention center to the west side of the Hyatt. It is approximately three thousand, five hundred, and thirty feet long. The current opening in the Harbor Front wall at the project site is 121 feet. This would be reduced to only 81 feet in the proposed project with 32 feet of that being the actual public walkway access. That's roughly 97.5% for conventioners and less than 2.5% for the public!

The plans call for raising the roof of the Marriott Hall by ten feet in order to provide several purely aesthetic flourishes to the Project. Part of the increased height comes from the asserted need to raise each of the ballrooms' ceiling height from 24 to 26 feet. The developer has also said that there is 6 feet of height added to the top of the building to screen equipment. In addition, there is also a large foyer extends the building to the west (narrowing the already minimal gap between the Hyatt and Marriott buildings) thus giving the Marriott Customers a view of the water, but blocking the views and access for the general public! Each of these discretionary design decisions should be rejected because they reduce public views.

In addition, the proposed improvements to the Marriott Walk provide only limited views from Harbor Drive because the view corridor dead-ends into the back of what is currently Sally's Restaurant. The "creative" idea for making this more attractive is to put a window in the wall of the restaurant so that pedestrians can glimpse the harbor through the building.

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AUG 17 2012

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SAN DIEGO COAST DISTRICT

The proposed, narrow Marriott Walk 32 foot sidewalk, which starts awkwardly at mid-block and is boxed in by an enlarged Marriott Hall, is simply insufficient to create meaningful public access and views of the Bay in this area. Moreover, the increased height and width of the Marriott Hall neutralizes and frustrates any of the minimal benefits that the proposed "prettying up" of the Marriott Walk may provide.

We request that the building be redesigned so that it will not further encroach on the views and open space. The proposed Convention Center expansion was redesigned to reduce the mass and volume by 38% (according to the Port's website) so it would seem that something could be done on the Marriott Hall design.

If, according to the developer, the project can't be redesigned to give good public access and improve the public's view corridors I would ask that the Port look at demolishing the existing Marriott Hall to create a broad public park on the site, the foot of which could sweep from the base of Front Street which would be extremely appealing. This, rather than the narrow 32 foot sidewalk that is planned, would provide the community real access and connection to the Bay.

In exchange, the Port, the City of San Diego, and Marriott could negotiate an agreement for the Marriott's use of the San Diego Convention Center facilities under preferred terms. The convention center addition if built will be the largest on the West Coast and it is attached to the Marriott, so this would be extremely convenient.

The expansion of the convention center will take out a huge swath of what is currently enjoyed as an increasingly popular waterfront park, so this new Marina District park could be a fair trade off for public access and enjoyment.

Additionally, the loss of over 400 parking spaces along with the increased traffic from larger events at the expanded Marriott Hall and the new Marriott Terrace outdoor event space will result in creating a traffic nightmare in the area. The proposed expansion and renovation must include an accurate accounting for actual parking needs and traffic impacts.

Smart planning such as this requires a coordinated effort which cannot be done piecemeal. The Port needs to have a cohesive plan for the entire area so that the public access and view corridors are not just maintained, but are, as called for in the PMP, improved!

Please do not approve the Marriott project as proposed. Instead, this project should be put on hold until after a comprehensive Plan for the south embarcadero is prepared, similar to the process underway for the north embarcadero.



Signature on File

550 Front #601
San Diego, CA.
92101

I am writing to request that you do not approve the San Diego Marriott Hall expansion and the port master plan amendment as it is not consistent with the Coastal Act.

Currently, public access and public viewing of the harbor is limited by the wall of existing buildings, including the Convention Center, Marriott Hotel, Hyatt Hotel, etc. The hotel guests and convention center attendees have better visibility to the Bay area than the public walking up and down Harbor Drive. And, the proposed plans for the new structure actually increases the width and height of the current structure, which does not contribute to the goal of giving the general public more visibility and better access to the Harbor. In fact, it actually decreases the current walkway size from 121 feet to 81 feet, leaving only 32 feet for the actual public walkway access. And, adding 10 feet of solid cement walls to the height blocks the public off even more from the recognizing access to the harbor, now behind this even taller building. Adding to the width and adding 10 feet of cement in height, just to improve the aesthetics of a ballroom ceiling and to house equipment, is in direct conflict with the Coastal Act and its intention to support the public to not allow development that would further 'block or impede public access to the Bay'.

Considering that the Convention Center expansion at the east end will eliminate the park, leveling the current proposed structure and creating a park setting would replace and preserve the park as a public amenity. It would also provide maximum visibility to a central access to the harbor for the public walking on Harbor Drive, either coming down from the west end, or for those exploring up from the Gas Lamp District. For those driving, it would be an extremely visible area, knowing where they could return on foot to have easy access to the Embarcadaro and to enjoy the Harbor view, as opposed to just the single drive and park entrance at the west end. The proposed project 'walkway' does not add to the experience of easy access and of enjoying the beautiful harbor view; it is just a smaller place to walk. Therefore, the current proposed project, an expansion project, does not

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AUG 21 2012

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

provide the intended results of the Marriott project, nor is it in compliance with the Coastal Act.

Perhaps the current structure could be recreated and/or combined with the convention center and its improvement plans. In addition, material used on future buildings needs special consideration. Use of more glass or glass-like walls/windows will continue to give better visibility through to the harbor as buildings grow horizontally. Keeping the building lower and using see-through material at the top of any structure will provide better visibility from a vertical level and minimize any additional 'wall of cement' towering over the walking and driving public, therefore, closing off more visibility of the harbor all the way around. If trees on the bay side and open walkways can be seen from Harbor Drive, as a result of the Marriott structure being kept within a smaller horizontal and vertical footprint, the public will easily find access to and enjoy the Embarcadaro. In addition, a smaller horizontal and vertical footprint would comply with the Coastal Act which indicates that structures 'do not block or impede public access'.

Our request is that you do not approve the current Marriott Expansion Project, but rather, take the time to consider the alternatives to really accomplishing the goal of better access and better visibility to the public from the Harbor Drive side.

Thank you,

Signature on File



Diane DiDio

I am requesting that you deny the San Diego Marriott Hall expansion and the port master plan amendment. The project, as proposed is not consistent with the Coastal Act.

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AUG 21 2012

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Public access in this area is practically non-existent. The residents of this area are virtually cut off from any connection to the Bay by a huge wall of development solely for use by hotel guests and convention attendees. A person driving down Harbor Drive would be hard pressed to even glimpse the Bay in this area. The proposed project fails to do enough to address this issue and, in fact, actually increases the width and height of this wall of development along Harbor Drive. I have measured the Harbor Front Wall—the distance from the east end of the convention center to the west side of the Hyatt. It is approximately three thousand, five hundred, and thirty feet long. The current opening in the Harbor Front wall at the project site is 121 feet. This would be reduced to only 81 feet in the proposed project with 32 feet of that being the actual public walkway access. That's roughly 97.5% for conventioners and less than 2.5% for the public!

The plans call for raising the roof of the Marriott Hall by ten feet in order to provide several purely aesthetic flourishes to the Project. Part of the increased height comes from the asserted need to raise each of the ballrooms' ceiling height from 24 to 26 feet. The developer has also said that there is 6 feet of height added to the top of the building to screen equipment. In addition, there is also a large foyer extends the building to the west (narrowing the already minimal gap between the Hyatt and Marriott buildings) thus giving the Marriott Customers a view of the water, but blocking the views and access for the general public! Each of these discretionary design decisions should be rejected because they reduce public views.

In addition, the proposed improvements to the Marriott Walk provide only limited views from Harbor Drive because the view corridor dead-ends into the back of what is currently Sally's Restaurant. The "creative" idea for

making this more attractive is to put a window in the wall of the restaurant so that pedestrians can glimpse the harbor through the building.

The proposed, narrow Marriott Walk 32 foot sidewalk, which starts awkwardly at mid-block and is boxed in by an enlarged Marriott Hall, is simply insufficient to create meaningful public access and views of the Bay in this area. Moreover, the increased height and width of the Marriott Hall neutralizes and frustrates any of the minimal benefits that the proposed “prettying up” of the Marriott Walk may provide.

We request that the building be redesigned so that it will not further encroach on the views and open space. The proposed Convention Center expansion was redesigned to reduce the mass and volume by 38% (according to the Port’s website) so it would seem that something could be done on the Marriott Hall design.

If, according to the developer, the project can’t be redesigned to give good public access and improve the public’s view corridors I would ask that the Port look at demolishing the existing Marriott Hall to create a broad public park on the site, the foot of which could sweep from the base of Front Street which would be extremely appealing. This, rather than the narrow 32 foot sidewalk that is planned, would provide the community real access and connection to the Bay.

In exchange, the Port, the City of San Diego, and Marriott could negotiate an agreement for the Marriott’s use of the San Diego Convention Center facilities under preferred terms. The convention center addition if built will be the largest on the West Coast and it is attached to the Marriott, so this would be extremely convenient.

The expansion of the convention center will take out a huge swath of what is currently enjoyed as an increasingly popular waterfront park, so this new Marina District park could be a fair trade off for public access and enjoyment.

Additionally, the loss of over 400 parking spaces along with the increased traffic from larger events at the expanded Marriott Hall and the new Marriott Terrace outdoor event space will result in creating a traffic nightmare in the area. The proposed expansion and renovation must include an accurate accounting for actual parking needs and traffic impacts.

Smart planning such as this requires a coordinated effort which cannot be done piecemeal. The Port needs to have a cohesive plan for the entire area so that the public access and view corridors are not just maintained, but are, as called for in the PMP, improved!

Please do not approve the Marriott project as proposed. Instead, this project should be put on hold until after a comprehensive Plan for the south embarcadero is prepared, similar to the process underway for the north embarcadero.

Sincerely,

Signature on File —

August 15, 2012

Diana Lily
California Coastal Commission
7575 Metropolitan Drive
San Diego, CA 92108

Dear Ms. Lily,

I am writing to request you deny the San Diego Marriott Hall expansion and the port master plan amendment on the grounds that I do not believe the proposed expansion and renovation of the Marriott is in compliance with the Coastal Act policies.

As a resident of downtown San Diego for the past 18 years, I am keenly aware the public does NOT have access to the harbor as the proponents of the project would like to argue. The average visitor, whether your or old, conventioneer or tourist, to San Diego is baffled when they are downtown and have to ask directions as to how to get to the waterfront. The row of buildings that line up against the convention center makes it a veritable wall that has such limited and convoluted access to the water that it is truly a shame to have to subject the visitor let alone San Diegans to creep around and through narrow, dark alleyways to get to the water. Forget about the view of the water from across the street. if the water were visible from anywhere along the front of the convention center there would be no need to ask for directions.

In addition to access and blocked views for the public, I also believe public parking and traffic are getting to the point where it is not only noisy, unhealthy for the environment, but it is becoming increasingly dangerous to move about the environs.


I believe we should be looking at improving the quality of life for everyone, not just at what makes economic sense for few individuals who have a vested interest.

Stand up for beautifying the city and truly making it the envy of world over. And you can do it by increasing access and views of the greatest asset: our harbor.

Sincerely yours,

Signature on File

Santiago Garza
620 1st Avenue
San Diego, CA 92101



Diana Lily
California Coastal Commission
7575 Metropolitan Dr.
San Diego CA 92108.

8/15/2012.



We are requesting that you deny the San Diego Marriott Hall expansion and the port master plan amendment. The project, as proposed is not consistent with the Coastal Act.

Public access in this area is practically non-existent. All the residents of this area are virtually cut off from any connection to the Bay by a huge wall of development solely for use by hotel guests and convention attendees. A person driving down Harbor Drive would be hard pressed to even glimpse the Bay in this area. The proposed project fails to do enough to address this issue and, in fact, actually increases the width and height of this wall of development along Harbor Drive.

The plans call for raising the roof of the Marriott Hall by ten feet in order to provide several purely aesthetic flourishes to the Project. In addition, there is also a large foyer extends the building to the west (narrowing the already minimal gap between the Hyatt and Marriott buildings) thus giving the Marriott Customers a view of the water, but blocking the views and access for the general public! Each of these discretionary design decisions should be rejected because they reduce public views.

We request that the building be redesigned so that it will not further encroach on the views and open space. The proposed Convention Center expansion was redesigned to reduce the mass and volume by 38% (according to the Port's website) so it would seem that something could be done on the Marriott Hall design.

If, according to the developer, the project can't be redesigned to give good public access and improve the public's view corridors we would ask that the Port look at demolishing the existing Marriott Hall to create a broad public park on the site, the foot of which could sweep from the base of Front Street which would be extremely appealing. This, rather than the narrow 32 foot sidewalk that is planned, would provide the community real access and connection to the Bay.

The expansion of the convention center will take out a huge swath of what is currently enjoyed as an increasingly popular waterfront park, so this new Marina District park could be a fair trade off for public access and enjoyment. Additionally, the loss of over 400 parking spaces along with the increased traffic from larger events at the expanded Marriott Hall and the new Marriott Terrace outdoor event space will result in creating a traffic nightmare in the area.

The proposed expansion and renovation must include an accurate accounting for actual parking needs and traffic impacts.

Please do not approve the Marriott project as proposed. Instead, this project should be put on hold until after a comprehensive Plan for the south embarcadero is prepared, similar to the process underway for the north embarcadero.

Signature on File

A handwritten signature in blue ink, appearing to read "Doreen and Brian Mellen".

Doreen and Brian Mellen
550 Front St Unit 305
San Diego CA 92101.
619-255-5612.

RECEIVED

OCT 25 2012

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

California Coastal Commission:

We are requesting that you do not approve the expansion of the Marriott ballroom. The pretext given by the planners is that we are gaining more access to the bay. If you analyze the actual end result of the expansion is that the Marriott is going to end up with a wider and taller building that will block the view to the public and provide a narrow pathway to the bay that will be negligible.

We request that the building be redesigned so that it will not encroach the public views and keep the existing open space or improve on it. Keep the same concept that the Convention Center expansion has of reducing mass.

Please do not approve this project unless the new building is kept within it's current size or until a comprehensive plan is developed for the south embarcadero. We do not need additional walls blocking the view of our beautiful bay. We are sure that Marriott can come up with an acceptable design within the current dimensions.

Thank you,

Victor and Blanca Ravelo
Down Town residents
619-235-6637

David R. Switzer
500 W. Harbor Drive
Unit 910
San Diego, CA 92101
619-818-0117

California Coastal Commission
Attn: Ms. Diana Lily
7575 Metropolitan Dr.
San Diego CA 92108

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OCT 25 2012

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT


RE: **Marriott Marquis and Marina Expansion**

Dear Ms. Lily:

I am requesting that the Commission deny the San Diego Marriott Hall expansion and the port master plan amendment. The project, as proposed, is not consistent with the Coastal Act. I am strongly opposed to the increased mass of building, the increased height of the structures as well as the severe limitation of public access to the bay.

Please do not approve the Marriott project as proposed. Instead, this project should be put on hold until after a comprehensive Plan for the south embarcadero is prepared, similar to the process underway for the north embarcadero.

Sincerely,


Signature on File

David R. Switzer


Steven and Adrienne Kirkeby
550 Front Street # 708
San Diego, CA 92101

Diana Lily
California Coastal Commission
7575 Metropolitan Dr.
San Diego CA 92108

August 30, 2012

SUBJECT: San Diego Marriott Marina Hall Expansion

Dear Diana,

We are requesting that you deny the San Diego Marriott Marina Hall expansion and the port master plan amendment as it is currently structured. We ask your support to insist that Marriott revise the plan so that there is no increase in the footprint or the height of their building.

As you look out over the current "Wall of Development" along the Bay in the south embarcadero area, you can barely see a dark and narrow corridor for bay access between the Convention Center and the Marriott. That is the public's access to the Bay in this area. Next you see a couple of beautiful Marriott towers, and the lovely bay. Now look along the bayfront itself. You see almost a block-long block of concrete - a huge Marriott Hall, a parking lot with HVAC equipment placed directly next to the bayfront sidewalk, and a huge concrete Hyatt parking garage. When you look at all of this concrete, you can't help but feel that there is a misuse of space here.

We love the Marriott. Their success is important to us and our community. They have done some wonderful work in upgrading the Marina Hotel. We are customers. But we mightily object to Marriott taking up even more space and creating even more of a wall by expanding westward and upward. It is hard for us to believe that Marriott can't figure out a way to upgrade their Hall within the parameters of the current footprint and height. We suspect that they can improve the whole area while they are at it, so that pedestrians have better access to the bay and people on Harbor Drive feel comfortable accessing the Bay through the space that is currently parking.

It seems unlikely that Marriott wants to make enemies of neighbors, but further limit people's access and take away people's views, and bad blood is bound to exist.

This is not a warehouse district, it is a community. A vibrant, wonderful place filled with visitors from all over the world, residents that love their homes, and merchants who need all of us.

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SEP 04 2012

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Steven and Adrienne Kirkeby
550 Front Street # 708
San Diego, CA 92101

RECEIVED

SEP 04 2012

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Diana Lily
California Coastal Commission
7575 Metropolitan Dr.
San Diego CA 92108

August 30, 2012

SUBJECT: San Diego Marriott Marina Hall Expansion

Dear Diana,

We are requesting that you deny the San Diego Marriott Marina Hall expansion and the port master plan amendment as it is currently structured. We ask your support to insist that Marriott revise the plan so that there is no increase in the footprint or the height of their building.

As you look out over the current "Wall of Development" along the Bay in the south embarcadero area, you can barely see a dark and narrow corridor for bay access between the Convention Center and the Marriott. That is the public's access to the Bay in this area. Next you see a couple of beautiful Marriott towers, and the lovely bay. Now look along the bayfront itself. You see almost a block-long block of concrete - a huge Marriott Hall, a parking lot with HVAC equipment placed directly next to the bayfront sidewalk, and a huge concrete Hyatt parking garage. When you look at all of this concrete, you can't help but feel that there is a misuse of space here.

We love the Marriott. Their success is important to us and our community. They have done some wonderful work in upgrading the Marina Hotel. We are customers. But we mightily object to Marriott taking up even more space and creating even more of a wall by expanding westward and upward. It is hard for us to believe that Marriott can't figure out a way to upgrade their Hall within the parameters of the current footprint and height. We suspect that they can improve the whole area while they are at it, so that pedestrians have better access to the bay and people on Harbor Drive feel comfortable accessing the Bay through the space that is currently parking.

It seems unlikely that Marriott wants to make enemies of neighbors, but further limit people's access and take away people's views, and bad blood is bound to exist.

This is not a warehouse district, it is a community. A vibrant, wonderful place filled with visitors from all over the world, residents that love their homes, and merchants who need all of us.

Let's live up to our reputation as a beautiful, friendly city. It seems that in this case, small compromises can make everyone happier.

In Conclusion

Please deny the San Diego Marriott Marina Hall expansion and the port master plan amendment as it is currently structured. We know you have a tough job and so very much is happening that affects the Coastal Commission. Please know that your work and the work of your colleagues is appreciated.

Sincerely,

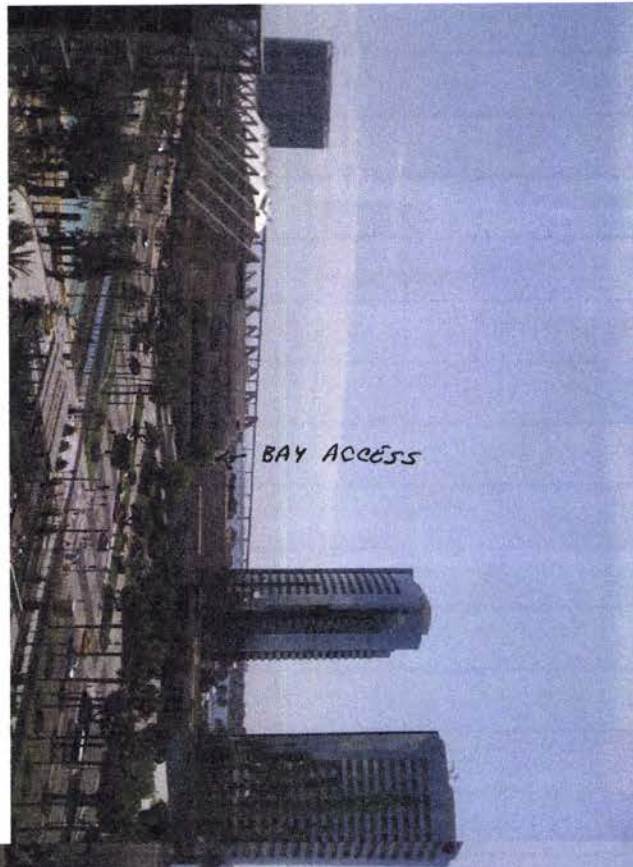
Steve and Adrienne Kirkeby

Signature on File

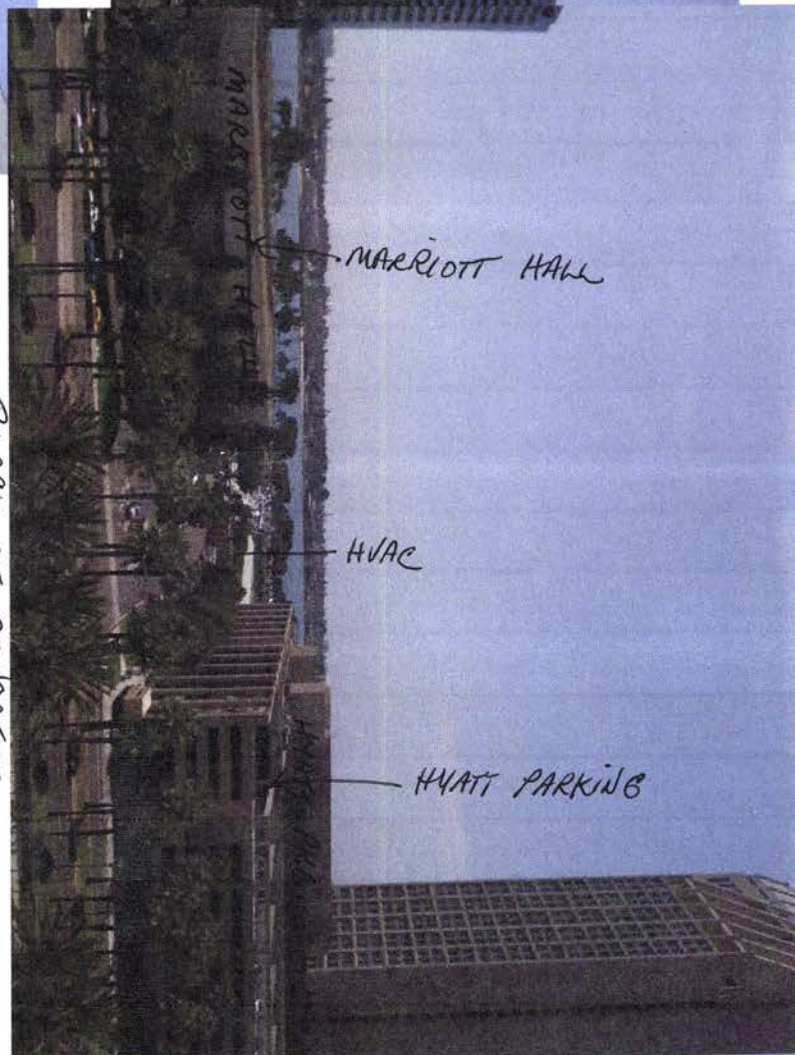
Signature on File



BLOCK OF CONCRETE



BAY ACCESS



MARRIOTT HALL

MARRIOTT HALL

HVAC

HYATT PARKING

6/30/12

Diana Lilly

Subject: FW: Marriott Hotel and Resort

From: Lana Whaley [mailto:lanawhaley@cox.net]
Sent: Monday, February 14, 2011 1:59 PM
To: wmanaois@portofsandiego.org
Cc: kevinfaulconer@sandiego.gov; Sherilyn Sarb; richter@ccdc.com
Subject: Marriott Hotel and Resort

Lana and David Whaley
Pinnacle Marina Tower
550 Front St
Unit 508
San Diego, CA 92101

Ms. Wileen Manaois
San Diego Unified Port District
Environmental and Land Use Management Dept.
3165 Pacific Highway
San Diego, Ca. 92101

February 14, 2011

Dear Ms. Manaois,

This is our second letter regarding the Marriott's reconstruction plans. I know you are being inundated with letters giving you dimensions, specifications, footprints, suggestions, drawings, longitude, latitude and maybe even *Google Earth* which lets you fly anywhere on Earth to view satellite imagery, maps, terrain, 3D buildings, from galaxies in outer space to the canyons of the ocean!

Ms. Manaois, we purchased a southwest facing condo in the Marina District specifically for the corridor water views and bay access. Both will be compromised if the Marriott reconstruction plan is permitted to proceed. We have all experienced a considerable loss of value in our condos due to the state-of-the-economy. Blocking our views of the bay will further reduce our values. Many of us are not at a "start-over" age. Our condos are our financial security.

Please consider reducing the height and width of the Marriott Convention Center. It's my understanding the the height is to accommodate grandiose chandeliers in a 30' wide foyer. The height will not increase space utilization nor will it be a direct source of revenue. The purpose of the height is for aesthetics. This may be complimentary to the Marriott but what will it provide for the residents of the Marina District? Blocking the bay view will be detrimental to all of us as well as San Diego tourist. The bay isn't as accessible as it should be and will be less accessible if the Marriott is permitted to proceed.

The Host Marriott Corporation has a well-paid representative, they have legal counsel and they have the funds to overwhelm our efforts. We have a letter writing campaign and hopefully an advocate that will see our point-of-"view." We need your help.

"Please Don't Block the Bay." Thank you.

2/15/2011

Sincerely,

Lana and David Whaley

c/c:

Kevin Faulconer
kevinfaulconer@sandiego.gov
202 C Street MS #104
San Diego, Ca. 92101

c/c:

Sheriyn Sarb, Deputy Director
California Coastal Commission
7575 Metropolitan Drive, suite #103
San Diego, Ca. 92108-4421

November 7, 2010

Wileen Manaois

San Diego Unified Port District

Land Use Planning Department

3165 Pacific Highway, San Diego Ca 92101-1128

Dear Ms Manaois,

On November 3rd I attended a brief, informal presentation by the developer of the Marriott Expansion Project. It was hosted by the Community Affairs Committee at Cityfront Terrace. The developer, Kip Howard, was there with some very attractive renderings, and he was able to present the project in the very best light.

It was obvious to me that many of the attendees were there because the last remaining window to the water for the whole Marina District is being further narrowed and walled off by this proposed project. I'm attaching the map of the remaining view corridors for downtown and you can see that the Marina District is obviously underserved.

Many residents are glad to finally have a waterfront access under discussion that doesn't involve skulking down that dark narrows between the Marriott and the Convention Center. Aptly called "Mugger's Alley" by some, I call it the "Slot We Got" (out of the last Marriott expansion). While residents are excited at the possibility of improved access, most don't believe the current project capitalizes on what could be a real jewel for downtown.

The Marriot wants to expand the current Marriott Ballroom structure to a 4.1 acre Marriott Convention Center. The question was parsed at the presentation as to WHY the Marriot needed to raise the roof of the already much larger building if it is still to be only two stories on the interior. The developer's answer was that they just needed higher display space to be able to compete with the new Hilton Hotel.

Many attendees whose enjoyment of their homes and values of their properties could be adversely impacted by the loss of water views questioned why we, as private individuals, were being asked to subsidize the need of the Marriott, another private entity, to compete with the Hilton?

The answer seems to be that the Port of San Diego does not consider views to be a part of our downtown San Diego environment. We residential owners would differ on that point, and it is quite obvious that hoteliers value the water views or they wouldn't all be perched along the edge of the waterfront.

Received
NOV 15 2010
California
San Diego
Community
District

Since issue of hotels competing for convention business was broached at the presentation, it raises the question of why the City of San Diego would allow each hotel to build their own large convention space right on water when the Mayor is currently advocating enlarging the San Diego Convention Center by what looks to be a third. The Marriott Hotel already enjoys the huge benefit of sitting squarely at the end of both First Street and Front Street. In addition, they are adjoined with the San Diego Convention Center and share some facilities already. If a special pricing structure and access agreement were struck with the San Diego Convention Center, perhaps Marriott Corporate would consider tearing down that existing ballroom to create a new open space. Perhaps, a "Marriott Park and Waterfront Access".

I know, I know. That's thinking like someone from San Francisco or Chicago, but if the Port of San Diego is going to keep the slogan "San Diego, City by the Bay" creative minds are needed. Otherwise we'll be known as San Diego, "The City that Walled off the Bay".

The Marriott also wants to expand the building west into that last remaining opening in the Harbor Front Wall by what Kip Howard described as an additional 30 feet. I believe, but I am not sure, that what is contained in the 30 feet of the building that extends west, to further narrow the Marina District's last window to the water is merely reception space.

Could the Marriott explore a reception space in another area of their building, or could the Marriott have an open terrace reception area on the second level which could over hang their two lane driveway? That would allow for a 56 foot wide public walkway and still provide the Marriott with ingress and egress driveways. An additional benefit would be that the 30 foot area would not be roofed over so the big box effect of the proposed 75 foot high roofline would be slightly mitigated by taking a bite out of that corner. Views down such a promenade would go out to the water rather than dead end into the back wall of Sally's Restaurant as currently designed.

Some of the other concerns we were not able to address during the presentation is the lighting. The building, as designed, expands forward toward Harbor Drive. The structure will be much closer to residences than the existing structure. The building was described as a glass building. Is the lighting designed so that it will not glare upward and outward, disturbing the residential owners?

Another difficulty with the current plan that should be rectified before construction begins is the lack of an agreement with the Hyatt for the narrow walkway and planter strip that the Hyatt provided for public access. The overall waterfront access project would be greatly enhanced if the entire distance (which I measured to be currently 108 feet at the narrowest) could be incorporated into the design.

As it is, given the proposed Marriott Convention Center structure encroaching westward 30 feet, the Marriott's two new driveways, and the wasted space that is the ugly Hyatt sidewalk and planter strip, the real public access area is greatly reduced. It appears to be only 26 feet! In a walled off harbor front which extends, what, about 2,000 feet? For a major destination like San Diego Harbor, 26 feet does not seem like enough.

In summary, I, along with many other owners in the Marina District, would like to see the old Marriott Ballroom demolished to provide a good size public space with views and access to the water for all. In exchange, we'd like to see a win-win agreement with the San Diego Convention Center which already features vaulted ceiling display spaces that the developer says Marriott needs to compete with the Hilton.

If that win-win agreement cannot be accomplished, then we, residential owners, would like the new Marriott Convention Center to be no taller than the existing structure and no wider on the west side. From the drawings it would appear that this would still provide the Marriott with a substantially larger new private Marriott Convention Center and accommodate decent public access to the waterfront.

Sincerely,

Signature on File

Ann LeBaron

550 Front Street #601

San Diego, CA 92101

Cc Kevin Faulconer

202 C Street MS #104

San Diego, Ca 92101

Diana Liky

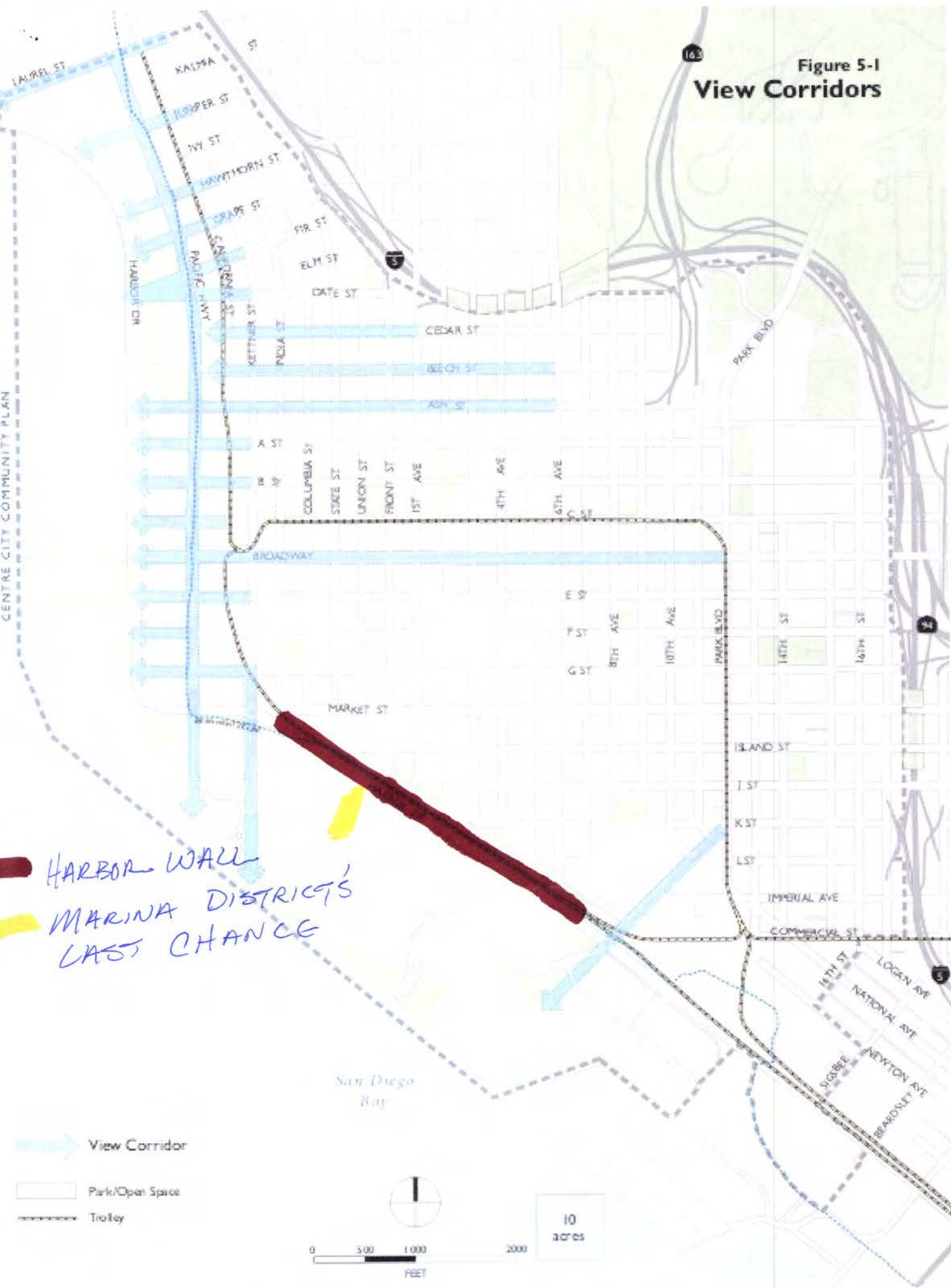
Sheriyn Sarb, Deputy Director


California Coastal Commission

7575 metropolitan Dr. Suite #103

San Diego, Ca 92108-4421

Figure 5-1
View Corridors




10/24/10

John & Maria Torelli
200 Harbor Drive #803
San Diego, CA 92101

Wileen Manaois
San Diego Unified Port District
Land Use Planning Department
3165 Pacific Coast Highway
San Diego, CA 92101-1128

Received
NOV 10 2010
San Diego Unified Port District
Commission

Reference: Proposed Expansion of Marriott Hotel Facility (UPD #83356-MND-846)

I'm writing in reference to the proposed expansion of the Marriott Hotel across from our recently purchased condominium in the Harbor Club Towers. We selected the unit on the 8th floor specifically for its view of the water between the Hyatt and Marriott Hotels. I was just informed today of the proposed expansion of the Marriott Hotel and have reviewed the report issued by your office. Based on the information in the report the new building will eliminate our views of the bay thus impacting our quality of life and significantly reducing the value of our property. This negative impact on both the quality of our life and the monetary value of our property purchased just six weeks ago is not acceptable and contradicts your findings in the report.

We respectfully request a formal hearing with the Land Use Planning Department to discuss this planned expansion and work together to find a solution that is

acceptable to all parties. Our desire is to accomplish this at the local community level and avoid formal legal action including the petition for assignment of state of federal regulators to conduct additional reviews that will result in many years of delays and final resolution. Thank you for your prompt attention to our request and we look forward to meeting with you and your staff to address this issue. You may reach me at 619-398-6591 or at the address above if you have any questions or would like to discuss a meeting date.

Regards

John Torelli

October 26, 2010

Wileen Manaois

San Diego Port District

Land Use Planning Dept.

3165 Pacific Highway

San Diego, CA 92101-1128

Dear Ms. Manaois:

I recently learned of a project to expand the Marriott Hotel and Marina Facilities. I am writing to express my concern. Although exact details are difficult to obtain, I understand this project is proposed to add at least 10 feet to the current height of the Marriott Hall structure, reaching at least 68 feet (plus whatever pipes, exhaust vents, etc, are added to roof). This additional height will interfere with the San Diego Bay views currently enjoyed by lower floor residents in the downtown Marina district including the Pinnacle, CityFront Terrace, Meriden, Harbor Club and Horizons buildings.

I moved from Houston, Texas, to San Diego last year after retiring from the Dow Chemical Company. I purchased a 7th floor unit in the Pinnacle tower with a beautiful water view. I hope to live the rest of my life in our city and spend my retirement dollars here. I chose the Pinnacle Tower because views were believed to be stable, i.e., there were no new buildings additions planned to the skyline.

Residents such as myself paid a premium for a harbor water view. It's disturbing to think about losing this natural beauty only one year after purchase. No doubt, this will lower the value of my condo unit, by \$100,000 to \$200,000, based on how bay views affect market values of downtown residencies.

Has the Marriott Hall expansion structure been approved? Is there a plan for the Marriott/developer to compensate downtown residents for their loss in market value where water views are blocked or severely reduced?

Thank you for allowing me to express my environmental concern to this project.

James E Schwartz

550 Front St Unit 701

San Diego, CA 92101

281-229-4266

NOV 10 2010
California Department of Transportation
San Diego District

Confirmation Report - Memory Send

Page : 001
Date & Time: Nov-08-10 14:39
Line 1 : 619 767 2384
Line 2 :
Machine ID : 619 767 2384

Job number : 585
Date : Nov-08 14:36
To : 96866508
Number of pages : 006
Start time : Nov-08 14:36
End time : Nov-08 14:39
Pages sent : 006
Status : OK

Job number : 585

*** SEND SUCCESSFUL ***



California Coastal Commission

San Diego Coast Area 7575 Metropolitan Drive, Suite 103 San Diego, CA 92108

FAX

Date: November 8, 2010

Number of pages including cover sheet: 6

To: Wilcen Manois

Phone:

Fax phone: (619) 686-6508

CC:

From: Diana Lilly

Phone:

(619) 767-2370

Fax phone:

(619) 767-2384

REMARKS:

☐ Urgent

☒ For your review

☐ Reply ASAP

☐ Please comment

Comments on Marriott Expansion Draft Mitigated Negative Declaration. Copies sent by email and US mail as well. Thank you.

CALIFORNIA COASTAL COMMISSION

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

FILE COPY



September 17, 2010

Wileen Manaois
Land Use Planning Department
3165 Pacific Highway
San Diego, CA 92101

Re: Draft Mitigated Negative Declaration for the San Diego Marriott Facilities
Improvement Project

Dear Ms. Manaois:

On behalf of Commission staff, I am writing to request a 30 day extension to the comment review period for the San Diego Marriott Facilities Improvement Project Draft Mitigated Negative Declaration (NMD). The proposed project consists of a major renovation of its meeting facilities including demolition of existing buildings, the permanent removal of parking spaces, construction of a new 3-level building, new outdoor hotel space, and public access improvements.

The project site is immediately adjacent to the bayfront and the shoreline promenade in a location where public access and public recreation needs are paramount, but parking is at a premium, and physical and visual access from inland areas is lacking. All of these issues require further research, and staff planners need more time check the accuracy of the traffic and parking data contained in the Draft MND. In addition, expansion of the Marriott hotel was analyzed and considered in the South Embarcadero Redevelopment Program I Environmental Impact Report, the South Embarcadero Redevelopment Port Master Plan Amendment #26, and the Hyatt Expansion Coastal Development Permit. These documents contained specific requirements and mitigation measures that directly and indirectly bear on the proposed project, and staff planners require additional time to review the site history and the voluminous reports associated with it, in order to determine the adequacy of the Draft MND.

The proposed project will be reviewed by Commission staff as an appealable project, and any information gaps remaining at that time will undoubtedly delay the project longer than 30 days. Thus, staff respectfully requests 30 days of additional upfront time to review the Draft MND, identify possible coastal resource issues, and the need for additional information. With the additional review period, we would hope to refine the overall processing time and we appreciate your consideration.

Sincerely,

Signature on File

Diana Lilly
Coastal Planner

cc: Deborah Lee

BUD & ROSEMARY KASPER

February 8, 2011

RECEIVED

FEB 11 2011

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Ms Wileen Manaois
San Diego Unified Port District
Environmental and Land Use Management Dept.
3165 Pacific Highway
San Diego, Ca. 92101

Dear Ms. Manaois;

We are writing as to our concerns with regard to the Marriott Hotel and Resort reconstruction plans.

As long time residents of the Harbor Club, we chose and purchased our home in the Marina District specifically for the corridor water views and bay access which both are now being jeopardized, or greatly compromised by Marriott's reconstruction plan, along with the potential loss in property values.

We are requesting that careful consideration be given to this plan, such as reducing the height and size of the new Marriott Convention Center and limiting the westerly expansion so as to not further reduce the corridor views, and to also consider a better plan for bay access.

We understand, and accept, that some change is inevitable. But, along with change, consideration must be given to incorporate and **"preserve"** all the natural and existing amenities which define a neighborhood and consideration for the needs of its residence. One large commercial project should not be allowed to take precedence and change the complexion of a naturally beautiful community.

Thanking you in advance for your attention and consideration regarding this matter.

Sincerely;

Bud & Rosemary Kasper

c/c: Kevin Faulconer
202 C Street MS #104
San Diego, Ca. 92101

c/c: Sheriyn Sarb, Deputy Director
California Coastal Commission
7575 Metropolitan Drive, suite #103
San Diego, Ca. 92108-4421

c/c: e-mail; Ann Le Baron: annsantiago@cox.net

October 23, 2010

Wileen Manaois
San Diego Port District
Land Use Planning Dept.
3165 Pacific Highway
San Diego, CA 92101-1128

Dear Ms. Manaois,

I am writing regarding the project proposal for the Marriott Hotel and Marina Facilities. My objection is mainly with the additional height and width of the building for the new 4.1 acre convention facility, but I have other concerns as well.

Until a few weeks ago, I had not heard anything about the expansion of the facility. I stumbled across it while researching some information on the Old Police Headquarters site at Seaport Village. With some difficulty, due to the volume of the documents, I was able to review the drawings and the Draft Mitigation Negative Declaration on the Port of San Diego website.

I was shocked that a structure that could block my harbor views and those of many of my neighbors had not been made a major topic of discussion in the Marina District. I noted that the homeowners' associations in the Marina District were listed as having already received either copies of the Draft Mitigation Negative Declaration or NOIs.

I made an informal survey of my management office at Pinnacle and those Cityfront Terrace, Meridian, Harbor Club, and Horizons—a few of the buildings listed on the MND which would have their lower floor views impacted. To my surprise, only the manager of Cityfront Terrace was aware of it.

Apparently, what was mailed, or not mailed, was merely the one page NOI, and it was either not received or had been overlooked. In any case, I do not feel the homeowners in the Marina District have been duly informed about the building. For the lay person the draft MND is difficult to find on the Port's website and the size of the documents make it very cumbersome to e-mail. A single sheet of paper mailed to a busy property management office does not seem like a sincere invitation for public input to the 200+ owners in each of the Marina District homeowner's associations who would live next door to the waterfront building for the next 30 years or more.

The picture of the building caught my eye right away as it appeared much wider and taller than the existing structure. I dug through most of the documents and found it breezily described in the Draft Initial Study, page 16, as follows: "approximately 68 feet high, which is about 10 feet taller than the existing building. However, even with the increase in height compared to the existing structures, at 68 feet the new Marriott Hall would still be approximately 290 feet shorter than the Marriott Hotel towers,

and more than 400 feet shorter than the Hyatt Hotel Tower (Emporis 2010). The Marriott Hall would continue to be a height similar to the Hyatt parking structure adjacent to the Marriott leasehold."

I would like to know what the actual height of the old building is as compared to the new building and not be given an approximation. I can see from my living room view trajectory and the floors of the existing Marriott Hotel that if the new convention center structure is only 10 feet higher than the existing one, it should not be as tall as that big box that is the Hyatt's parking garage.

The Hyatt's parking garage roof also has tennis courts and a several story high housing for mechanicals on top of the big parking structure box. Will the Marriott's new building be 68 feet high with junk on top or is the 68 feet all inclusive? It seems that, since the developer and architect have a design and renderings, they should be able to be extremely specific on these points and only then take public comment.

The Draft Initial Study goes on to say: "Therefore, the proposed Marriott Hall would appear relatively similar in scale to the existing hotel buildings and would be consistent with the existing overall visual character of the site." I find that rationale ludicrous and offensive. It is akin to saying, since we've already walled off nine blocks of waterfront from the Hyatt Hotel east to 8th Avenue, let's just close off this very last remaining window, this last glimpse to the water, "this aesthetic pause between buildings," and make it all look uniform.

Two (or more) wrongs don't make a right, and the DIS conclusion above is made as if the residential neighbors and the views for which they paid dearly are of no value or concern. As if view corridors, sparkling water vistas, and sunsets are not a part of our environment.

As a long time downtown real estate agent and homeowner (since 1996), I can prove with specific examples that a high-rise residence with a harbor or ocean view is worth \$100,000 to \$200,000 more than the same model without a water view. In some cases, it is more than \$200,000. From a personal stand point, I know that the beautiful view is enjoyable, restorative, and relaxing. While undergoing chemotherapy last year, it was a great comfort to me to be able to watch the sailboats drift by on the sparkling harbor on those days that were Sofa Days. My view south over the harbor is the reason why I selected the particular condominium that I bought five years ago.

This leads to my second question. If the developer/Marriott is going to build a bigger, taller structure that will obliterate the water views that I and my neighbors enjoy (and for which we paid big bucks), would they consider buying us out at the current market value? If not, would they compensate us for our loss? If they refuse, then my third question is this: By what right does a private entity take something of value from another private entity without compensation?

This is not a public work. This is a corporate project disguised behind the public relations promise of a public access to our own city's waterfront! As a reminder of what happens when we accept too little too late take a look at the Slot that was provided for public access between the Marriot and the San Diego Convention Center when the second Tower of the Marriott was built.

I measured narrowest distance between the existing Marriott Convention Center and the Hyatt Parking Garage at 108 feet. My reading of the proposed plan shows that the new walkway will be 26 feet of this located next to the 18 feet tucked in behind the Hyatt garage which dead ends unfortunately into the back of Sally's Restaurant. The existing Hyatt public access is so narrow and unappealing that it is currently used by the Hyatt to their store propane tanks. Improved public access is much needed.

Rather than narrow down to one- half that beautiful window to the water in the Marina District, to provide a driveway, an outdoor venue for the Marriott, an expanded building, and lastly a 28 foot wide walk way, why not take the opportunity to undo the past wrong of walling off the harbor and create more accessible open space?

This will be the last opportunity to do so. If we don't take the opportunity now, when the existing Marriott Convention Center structure is leveled and the incredible views to the harbor are exposed, all San Diego residents will see for themselves what a great opportunity had presented itself, and was lost.

Lastly, why does the Marriott Hotel need to build a 4.1 acre convention facility when the Mayor has proposed an expansion of the San Diego Convention Center? Since I assume it will be built with public funds, shouldn't we encourage visitors who stay at the Marriott Hotel facility to lease meeting space from us at our newly expanded San Diego Convention Center? Why do we need both? Won't the Marriott just be pressing for more 30 story towers once it has its own larger convention facility? Haven't we, citizens, already said no to that proposal in years past?

Thank you for considering these questions. If possible, I would appreciate being added to any list that you have to receive information regarding this project directly.

Sincerely,

Signature on File

Ann LeBaron

annsantiago@cox.net

550 Front Street #601

San Diego, CA 9201

Phone: 619-252-2494



Port of San Diego

and Lindbergh Field Air Terminal

(619) 686-6200 • P.O. Box 488, San Diego, California 92112-0488

RECEIVED

AUG 16 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

August 13, 1999

Mr. Dick Gibbons
MANCHESTER RESORTS
One Market Place
San Diego, CA 92101

**SUBJECT: HYATT REGENCY HOTEL EXPANSION
COASTAL DEVELOPMENT PERMIT**

Dear Mr. Gibbons:

Attached are two copies of the Coastal Development Permit for the Hyatt Regency Hotel Expansion project. Please sign both copies and return them to me. The Port District Clerk will then document them and one copy will be returned to you.

Staff of the California Coastal Commission confirmed that no appeal was filed on this permit within the statutory appeal period. As directed by the Board of Port Commissioners Resolution 99-181, I am therefore issuing the permit.

If you have any questions, please contact me at (619) 686-6469. It has been a pleasure working with you on this project.

Sincerely,

Signature on File _____

BILL CHOPYK
Manager of Planning Services

Attachments

WBC:jl

cc: Diana Lilly, CCC
Dan Wilkens

PLNG\CDPs\990813 Gibbons CDP-ltr.doc



Port of San Diego

and Lindbergh Field Air Terminal

(619) 686-6200 • P.O. Box 488, San Diego, California 92112-0488

COASTAL DEVELOPMENT PERMIT

RECEIVED

AUG 16 1999

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

Applicant: MANCHESTER RESORTS, INC.
One Market Place, 33rd Floor
San Diego, CA 92101

Agent: Mr. Richard V. Gibbons

Project: HYATT REGENCY HOTEL EXPANSION
ONE MARKET PLACE, SAN DIEGO, CALIFORNIA

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. 80-243, and on February 14, 1984, Resolution No. 84-62, in accordance with the provisions for the issuance of a ☐ Emergency ☐ Non-appealable ☒ Appealable Coastal Development Permit.

Date of Board Action: July 27, 1999
BPC Resolution No. 99-181
Date of Permit: August 13, 1999
Application Number: 99008-35-54
Permit Number: CDP-99-1

The proposed 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 fully consistent with Public Resources Code Sections 30604(c), 30210-30224, and the Coastal Act public access and recreation policies referenced therein.

This permit is limited to the development described 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

Construction of a 750-key/808-room hotel with 19,593 square feet of new meeting space, 33,875 square feet of exhibit space, and 29,615 square feet of ballroom space. The height of the new tower is 445.1 feet. The height of the connecting structure parapet wall is 62 feet. The site of the second tower and connecting structure is located adjacent to the existing Hyatt Regency Hotel, bounded by Harbor Drive,

Kettner Boulevard, and Market Place. The project entails the closure of existing Market Place, creation of a new Market Place cul-de-sac, and minor improvements (repaving, curb, on-street vehicular parking) to Kettner Boulevard. The project is further described in the Final EIR for the South Embarcadero Redevelopment Program I dated May 26, 1998 (UPD #83356-EIR-338, SCH # 97051014).

STANDARD PROVISIONS

1. Permittee shall adhere strictly to the architectural and landscaping plans prepared by MCM Architects (updated on 7/12/99) for the project as approved by the San Diego Unified Port District.
2. Permittee shall notify District of any changes in the project.
3. Permittee shall meet all the local code requirements and ordinances and obtain all necessary permits from local, state and federal agencies.
4. Permittee shall conform to the permit rules and regulations of the San Diego Unified Port District.
5. Permittee shall commence development within two (2) years following the date of permit issuance by the District. Construction shall be pursued in a diligent manner and completed within a reasonable period of time.
6. The permit is in no way intended to affect the rights and obligations under existing private agreements nor to affect the existing regulations of other public bodies.
7. This permit shall not be valid until two copies of the permit have been returned to the Land Use Planning Department of the San Diego Unified Port District, upon which copies the permittee has signed a statement agreeing that the permittee will abide by the terms, conditions, limitations and provisions of the permit.
8. To minimize noise during construction, the permittee will require the construction contractor to (a) restrict normal construction activities to weekdays from 7:00 a.m. to 7:00 p.m., (b) keep construction equipment as far as possible from sensitive receptors, and (c) provide acoustical shielding around equipment operating at night, from 10:00 p.m. to 7:00 a.m.
9. To minimize fugitive air emissions during construction, the permittee will require the construction contractor to keep fugitive dust down by regular wetting.

SPECIAL PROVISIONS

10. Comply with all mitigation measures contained in the Final Environmental Impact Report (FEIR) for the South Embarcadero Redevelopment Program I (SERP I) and Port Master Plan Amendment (PMPA 26) certified on May 26, 1998.

11. Implement the Mitigation Monitoring & Reporting Program as required by BPC Resolution No. 98-135.
12. Provide 0.8 acres of Park/Plaza open space at the corner of Harbor Drive and Kettner Blvd. (Hyatt Plaza) with pedestrian access that is consistent with the Public Access Standards in the South Embarcadero Public Access Program, including delineation and public access signing, in accordance with landscape construction plan LS1.00, prepared by Parterre, dated 7/12/99.
13. The secondary entrance on Kettner Blvd. shall not be used for hotel check-in or delivery purposes. To facilitate its efficient use and to minimize potential interference with general public access to and from the waterfront, vehicular use of the driveway and secondary entrance shall be limited to the hours of 7 p.m. through 6 a.m. during peak summer months (Memorial Day to Labor Day), and shall be limited to the hours of 5 p.m. through 6 a.m. the rest of the year. For the first two years of operation, the hotel operator shall submit semi-annual monitoring reports to the District. The monitoring reports shall relate observations about conflicts between vehicular use of the secondary entrance and pedestrian use of the public accessway. Upon review of the monitoring reports, and if deemed necessary by the District (in consultation with Coastal Commission staff), the operating restrictions on the Kettner Blvd. secondary entrance may be adjusted. At the conclusion of the monitoring period, the hotel operator may request an amendment to the coastal development permit to alter the operating restrictions of the second entrance. Any amendment to the coastal development permit would be appealable to the Coastal Commission.
14. The height of the connecting structure between the two Hyatt Hotel towers is limited to 62 feet in height, excluding appurtenant rooftop mechanical equipment, cabanas, recreational equipment, and movable furniture, umbrellas, etc.
15. The applicant shall cooperate with the adjacent (Marriott) hotel to widen Marina Walkway consistent with the South Embarcadero Public Access Program at the time that the adjacent hotel improves their site.

PARKING PROVISIONS

16. The permittee shall prepare implementable parking demand reduction measures, such as bike rack parking spaces, off-site employee and staff parking, mass transit incentives, valet parking, airport shuttle service, etc., as described in the South Embarcadero Parking Management and Monitoring Program (PMMP) for PMPA 26 (the Port District will provide 35 spaces on Kettner Boulevard, 50 additional spaces on the bay-side of Harbor Drive between Pacific Highway and Broadway, and 104 additional parking spaces for general public use in the Embarcadero Marina Park north parking lot, as described in the Addendum #1 to the FEIR as is specified in the PMMP for PMPA 26).
17. The permittee (Hyatt) will provide a maximum of 100 additional public parking spaces off-site for overflow parking during peak periods.

18. The permittee shall provide for non-automotive transportation standards as described in the Parking Management and Monitoring Program (PMMP) relative to (a) Mass Transit, (b) Bicycles and Pedicabs, (c) Water Taxis, and (d) Walkways.
19. The permittee shall provide an Automobile Parking Reduction Program for Airport Shuttle Service and "Ride-the-Trolley and Bus to the Bay" Campaign, as described in the PMMP.
20. Valet parking shall be utilized during peak automobile parking demand periods to maximize feasible on-site utilization of parking structures.
21. Parking availability within a one-mile radius shall be reviewed, as described in the PMMP and the Port Master Plan, as amended, based on a monitoring report submitted by the permit holder to SDUPD. The San Diego area staff of the California Coastal Commission shall be provided the annual monitoring report. In the event that deficiencies in the permit holder's implementation of the Program are identified, or there is a material factual change, the permit holder shall be invited to submit a revised implementation scheme within thirty (30) days. Failure to do so, or continued deficiencies in the implementation scheme, shall constitute a violation of the conditions of the Coastal Development Permit.
22. The permittee shall include a specific peak day and peak-weekend parking implementation program in the annual submittal of their respective parking implementation programs.
23. On January 15 of each year, the permittee shall file an annual parking implementation report with SDUPD, which shall transmit a copy to the San Diego office of the California Coastal Commission.
24. The permittee shall implement parking program refinements that may be required by SDUPD.
25. The permittee shall provide on-site public access directional signage as required by the PMPA 26, the South Embarcadero Public Access Program, and the PMMP.

CONCEPT APPROVAL CONDITIONS

26. Comply with the following conditions of the July 27, 1999 concept approval as follows:
 - A. Relocate the Harbor Drive crosswalk to the northwest side of Market Street (the relocation will be subject to City of San Diego approval).
 - B. Implement the District's "South Embarcadero Urban Design Guidelines" (adopted by the Board on April 13, 1999) in the design development of Hyatt Plaza; Seaport Walk; other public accessways; exterior signs; lamps; benches; path-finders; landscape and hardscape treatments; and screening of the service/loading docks for this proposed project. The design of

Hyatt Plaza and Seaport Walk should also be coordinated with the designer of the adjacent "Central Park", and should be linked visually and esthetically to the Central Park by the use of complimentary materials; plant types; and design motifs.

- C. Seaport Walk shall not be interrupted by use of the second hotel entrance off Kettner Boulevard except as permitted under the Coastal Development Permit (to be addressed under a separate agenda item).
- D. Manchester is required to remove and/or remodel the exterior walls at the southeast corner of Sally's Restaurant to provide a clear view of San Diego Bay from Harbor Drive at the time of any significant redevelopment of the San Diego Marriott Hotel and Marina (Marriott) site. At that time, Manchester and Marriott will be required to jointly improve and maintain (on a pro-rata basis) a 145-foot public accessway at Harbor Drive, 50 feet at its center, and 80 feet at the Embarcadero Promenade located between the existing Hyatt Regency Hotel and Marriott, as required by the EIR Mitigation, Monitoring and Reporting Program (MMRP), dated May 1998, and adopted by the Board (attached as Exhibit "A"). Manchester has provided conceptual drawings showing a continuous glass wall replacing the solid wall presently existing at Sally's at the Marriott property line. This concept, as shown on MCM Architects Sheet T1.10 "Conceptual Plan Sally's Restaurant Future Expansion" dated July 12, 1999, will need to be developed if and when the Marriott undergoes a significant development project.
- E. The parking spaces for this proposed project require that the 808 guestroom equivalents must not be configured beyond 750 room keys. Existing parking spaces that have been converted to other uses must be restored to usable parking in conformance with the plans submitted to the District.
- F. Comply with the South Embarcadero Parking Management and Monitoring Program, certified by the Board as part of the EIR. The program promotes maximization of feasible on-site patron parking; increased use of public transportation to reduce patron demand for on-site parking; off-site employee parking; installation and maintenance of 75 bicycle parking spaces; and alternate transit opportunities. This program specifically requires that "up to 100 additional parking spaces for general public use shall be provided ... within or adjacent to the South Embarcadero plan area ... The required additional parking shall be provided in conjunction with the planned (hotel) expansion ... and may be accommodated through re-striping or provision of new on-street or off-street parking or a combination thereof."
- G. Prior to Manchester exercising its option, Manchester must provide financial assurances satisfactory in the sole discretion of the District to insure Manchester's timely payment for its pro-rata

share of the cost to perform the preferred alternative selected from the four alternative mitigation measures identified in the "Traffic and Circulation" portion of the MMRP. If the preferred alternative cannot be identified prior to the date Manchester desires to exercise its option, Manchester's lease will be amended to reflect this obligation.

- H. Comply with all conditions of project approval during all phases of project design, implementation and operation, including those set forth in the certified EIR; MMRP; Parking Management and Monitoring Program; and Public Access Program.

Although not mitigation measures required by the EIR, Manchester shall be responsible for implementing the following additional conditions:

- I. This submittal is **Concept Only**. Working drawings review will begin immediately after concept approval by the Board, in accordance with the Option Agreement, and additional conditions and requirements may be included at that time.
- J. Comply with California Title 24 and the Americans with Disabilities Act (ADA) which became effective on January 26, 1992. Determine any design impacts this Act has on the proposed project, and if inconsistencies are found, submit conforming design solutions, accordingly.
- K. Continue to work cooperatively with District staff to achieve objectives of the District's Landscape Policy through increased planted areas, edge softening treatments, and other enhancements to benefit pedestrian use of the plaza area.
- L. Prior to, or concurrent with, Manchester's exercise of its option, Manchester must contribute \$500,000 to the District, which sum shall be Manchester's contribution for construction of the Central Park, but which sum may be used for any lawful purpose, as provided under the Option Agreement.
- M. Implement and pay the entire cost of **all** mitigation measures required for the proposed project, both within and outside the Option parcel boundaries, as described in the attached MMRP; Parking Management and Monitoring Program; Public Access Program; and as otherwise required under the Option Agreement, whether specifically stated in the Agenda Sheet, depicted on Manchester's Conceptual Plans, and whether the mitigation measures are required to be implemented within or outside the Option parcel boundaries.
- N. Comply with the District's equal opportunity contracting program to provide equal opportunity to all businesses during the expansion.

If you have any questions concerning this permit, please contact the Land Use Planning Department of the San Diego Unified Port District at (619) 686-6469.

DENNIS P. BOUEY, Executive Director

Signature on File

By:

WILLIAM B. CHOPIN
Manager, Planning Services

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

Signature of Permittee

Date

RECEIVED

OCT 27 2010

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

October 24, 2010

Patrick Kruer

California Coastal Commission

7575 Metropolitan Drive. Suite #103

San Diego, Ca 92101

Dear Mr. Kruer,

I am attaching a letter that I wrote to the Port of San Diego regarding the proposed plan to expand the Marriott Hotel's Convention Center to 4.1 acres.

From what I've read on the Coastal Commission's site the commission is concerned with many long term issues including, public access and also view corridors.

I would greatly appreciate it if you would read my letter and then pass it through to the appropriate person at the Coastal Commission to register my objections and questions regarding the project.

Sincerely,

Signature on File

Ann LeBaron, homeowner

550 Front Street #601

San Diego, CA 92101

619/252-2494

October 24, 2010

California Coastal Commission

7575 Metropolitan Drive. Suite #103

San Diego, Ca 92101

To Whom it May Concern:

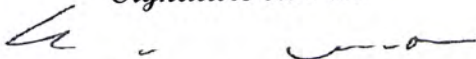
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Sincerely,

Signature on File



Ann LeBaron, homeowner

550 Front Street #601

San Diego, CA 92101

619/252-2494

Received
OCT 25 2010
California Coastal Commission
San Diego Coast District

October 23, 2010

Wileen Manaois
San Diego Port District
Land Use Planning Dept.
3165 Pacific Highway
San Diego, CA 92101-1128

Receiver
OCT 25 2010

California Coastal Commission
San Diego Coast District

Dear Ms. Manaois,

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I made an informal survey of my management office at Pinnacle and those Cityfront Terrace, Meridian, Harbor Club, and Horizons—a few of the buildings listed on the MND which would have their lower floor views impacted. To my surprise, only the manager of Cityfront Terrace was aware of it.

Apparently, what was mailed, or not mailed, was merely the one page NOI, and it was either not received or had been overlooked. In any case, I do not feel the homeowners in the Marina District have been duly informed about the building. For the lay person the draft MND is difficult to find on the Port's website and the size of the documents make it very cumbersome to e-mail. A single sheet of paper mailed to a busy property management office does not seem like a sincere invitation for public input to the 200+ owners in each of the Marina District homeowner's associations who would live next door to the waterfront building for the next 30 years or more.

The picture of the building caught my eye right away as it appeared much wider and taller than the existing structure. I dug through most of the documents and found it breezily described in the Draft Initial Study, page 16, as follows: "approximately 68 feet high, which is about 10 feet taller than the existing building. However, even with the increase in height compared to the existing structures, at 68 feet the new Marriott Hall would still be approximately 290 feet shorter than the Marriott Hotel towers.

and more than 400 feet shorter than the Hyatt Hotel Tower (Emporis 2010). The Marriott Hall would continue to be a height similar to the Hyatt parking structure adjacent to the Marriott leasehold."

I would like to know what the actual height of the old building is as compared to the new building and not be given an approximation. I can see from my living room view trajectory and the floors of the existing Marriott Hotel that if the new convention center structure is only 10 feet higher than the existing one, it should not be as tall as that big box that is the Hyatt's parking garage.

The Hyatt's parking garage roof also has tennis courts and a several story high housing for mechanicals on top of the big parking structure box. Will the Marriott's new building be 68 feet high with junk on top or is the 68 feet all inclusive? It seems that, since the developer and architect have a design and renderings, they should be able to be extremely specific on these points and only then take public comment.

The Draft Initial Study goes on to say: "Therefore, the proposed Marriott Hall would appear relatively similar in scale to the existing hotel buildings and would be consistent with the existing overall visual character of the site." I find that rationale ludicrous and offensive. It is akin to saying, since we've already walled off nine blocks of waterfront from the Hyatt Hotel east to 8th Avenue, let's just close off this very last remaining window, this last glimpse to the water, "this aesthetic pause between buildings," and make it all look uniform.

Two (or more) wrongs don't make a right, and the DIS conclusion above is made as if the residential neighbors and the views for which they paid dearly are of no value or concern. As if view corridors, sparkling water vistas, and sunsets are not a part of our environment.

As a long time downtown real estate agent and homeowner (since 1996), I can prove with specific examples that a high-rise residence with a harbor or ocean view is worth \$100,000 to \$200,000 more than the same model without a water view. In some cases, it is more than \$200,000. From a personal stand point, I know that the beautiful view is enjoyable, restorative, and relaxing. While undergoing chemotherapy last year, it was a great comfort to me to be able to watch the sailboats drift by on the sparkling harbor on those days that were Sofa Days. My view south over the harbor is the reason why I selected the particular condominium that I bought five years ago.

This leads to my second question. If the developer/Marriott is going to build a bigger, taller structure that will obliterate the water views that I and my neighbors enjoy (and for which we paid big bucks), would they consider buying us out at the current market value? If not, would they compensate us for our loss? If they refuse, then my third question is this: By what right does a private entity take something of value from another private entity without compensation?

This is not a public work. This is a corporate project disguised behind the public relations promise of a public access to our own city's waterfront! As a reminder of what happens when we accept too little too late take a look at the Slot that was provided for public access between the Marriot and the San Diego Convention Center when the second Tower of the Marriott was built.

I measured narrowest distance between the existing Marriott Convention Center and the Hyatt Parking Garage at 108 feet. My reading of the proposed plan shows that the new walkway will be 26 feet of this located next to the 18 feet tucked in behind the Hyatt garage which dead ends unfortunately into the back of Sally's Restaurant. The existing Hyatt public access is so narrow and unappealing that it is currently used by the Hyatt to their store propane tanks. Improved public access is much needed.

Rather than narrow down to one- half that beautiful window to the water in the Marina District, to provide a driveway, an outdoor venue for the Marriott, an expanded building, and lastly a 28 foot wide walk way, why not take the opportunity to undo the past wrong of walling off the harbor and create more accessible open space?

This will be the last opportunity to do so. If we don't take the opportunity now, when the existing Marriott Convention Center structure is leveled and the incredible views to the harbor are exposed, all San Diego residents will see for themselves what a great opportunity had presented itself, and was lost.

Lastly, why does the Marriott Hotel need to build a 4.1 acre convention facility when the Mayor has proposed an expansion of the San Diego Convention Center? Since I assume it will be built with public funds, shouldn't we encourage visitors who stay at the Marriott Hotel facility to lease meeting space from us at our newly expanded San Diego Convention Center? Why do we need both? Won't the Marriott just be pressing for more 30 story towers once it has its own larger convention facility? Haven't we, citizens, already said no to that proposal in years past?

Thank you for considering these questions. If possible, I would appreciate being added to any list that you have to receive information regarding this project directly.

Sincerely,

Signature on File

Ann LeBaron

annsantiago@cox.net

550 Front Street #601

San Diego, CA 9201

Phone: 619-252-2494

Diana Lilly

Subject: FW: San Diego Marriott Hotel & Marina Facilities Improvement Project (UPD #83356-EIR-846, SCH #2010091012)

From: Dave Shanks [mailto:davejoyces@cox.net]

Sent: Friday, February 11, 2011 12:49 PM

To: wmanois@portofsandiego.org

Subject: San Diego Marriott Hotel & Marina Facilities Improvement Project (UPD #83356-EIR-846, SCH #2010091012)

Dear Ms. Manaois:

RE: San Diego Marriott Hotel & Marina Facilities Improvement Project (UPD #83356-EIR-846, SCH #2010091012)

We find it difficult to believe the City of San Diego and Port Authority would participate in creating an additional environmental hazard to our area by allowing the Marriott to build higher on this site. This will close off the bay completely, turn Harbor Drive into an exhaust corridor from the Hyatt to the end of the Convention Center and cause the air supply to adjacent property and the Gas Lamp area to be further contaminated.

Some of the problems we already have in this area:

- Rail traffic along Harbor Drive with the trains belching smoke and soot. At night, the trains sit along this corridor for hours while they add cars to build the train. This gives the engineers a chance to blow their whistles louder and longer as they move forward then back up. This also gives them an extra joy as they jerk the trains starting and slamming on the brakes thereby shaking our residential buildings and hotels along the track. There are quite a few homeless that sleep within 10 feet of the tracks. While we wish the homeless were in a shelter rather in front of our building, it seems inhumane for the engineers to seemingly blast their horns even more to make sure no one--homeless, local residents or hotel guests--are allowed to sleep. What happened to quiet zone anyway?
- The Convention Center garage and huge exhaust fans not only belch out enormous amounts of smoke and contaminants, but they are noisy.
- The buses that idle in front of the Convention Center and along Harbor Drive create exhaust as well as noise pollution. During large conventions, there can be as many as 30 to 40 buses all idling in front of the Convention Center.
- Increased travel on Harbor Drive from additional hotels, the Ball Park, and the Convention Center has added more pollution. During the ball games and large conventions, cars are lined up for hours.
- When Park Avenue is opened to Harbor Drive, there will be more traffic added to the area.

The Convention Center is planning to increase their meeting space. Do we really need another convention hall? Also, the Marriott addition will do away with 425 parking spaces. The increase in people looking for parking will further increase traffic and pollution.

We would lose the biggest expanse of bay view that we have left which would result in a huge loss in home values. While it's now history, the Hyatt should never have been allowed to build their second tower monstrosity closing off a huge portion of the bay.

There is no reason for the height of the building to be increased 10 feet just to offer higher

ceilings. Higher ceilings offer nothing more than a waste of space and waste of energy costs. We've attended meetings for years and we can tell you from first-hand knowledge, meeting attendees are not looking for high ceilings. They're looking for a comfortable seat in a properly air-conditioned room where they can see and hear what they hope will be a good presentation and good coffee and danish for the break. Period.

When we're out walking, we are asked frequently by visitors how to get to the Bay. The only passageway now in this area is a narrow walkway between the Marriott and the Convention Center. This empties in back of the Marriott at their dumpster area and parking lot. Not very nice for residents; terrible for tourists. We would not advise anyone to go through there at night with the drug runners and unsavory looking characters. The Bay is too closed off already. If anything, the Marriott Ballroom/Convention Hall should be torn down to open up the Bay area. It's not very tourist friendly when visitors come to San Diego, the City by the Bay, and can't find the Bay.

Dave & Joyce Shanks
100 Harbor Drive #1005
San Diego, Ca. 92101
619-234-5043

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Receiver

NOV 08 2010

California Coastal Commission
San Diego Coast District

City Front Terrace
500 West Harbor Dr, #722
San Diego CA 92101

October 31, 2010

San Diego Unified Port District
3165 Pacific Highway
San Diego CA 92101 – 1128

Attention: Wileen Manaois – Land Use Planning Dept

SUBJECT: MARRIOTT HALL AND BALLROOM EXPANSION PROJECT

Dear Sir/Madam

I write to convey to you my concerns with the Draft MND for the above referenced Project and to suggest certain constraints on the facility designs to be included in the final approval that would mitigate my concern and concerns of my neighbors.

I own and reside in Unit No 722 in the City Front Terrace building. My condo is located on the 7th floor directly north of the existing Marriott Ballroom. My view of the waterfront is limited by the North Tower of the Marriott to the south and by the parking garage of the Hyatt to the north. However, between these structures, I can see over the existing Marriott ballroom to water in the bay and to Coronado beyond.

I have studied the conceptual views of the project produced by Martinez & Cutri but cannot gauge the height of the new Ballroom/Exhibit hall. The drawings are not dimensioned sufficiently for a proper assessment of the height. It is clear though that if the new hall structure is to be as little as 2 ft higher than the existing structure it will seriously affect my view of the Bay and this is of great concern to me. It will reduce my enjoyment of the space in which I live and will substantially lower the re-sale value of my residence.

In mitigation, I request that the following measures be stipulated in the Final MND and in the approval to be given to the developer:


- That the height of the new ballroom/exhibit hall structure (including any superstructure) be limited to the height of the existing structure.
- That, if approval is granted for a height that exceeds the existing height, I will be compensated by the developer for my loss of bay view (which I estimate at \$150,000 to \$200,000).

- That the developer be required to produce and publish construction drawings that clearly show the height of the highest portion of the new structure before they are allowed to initiate construction work on the project.

My reason for asking for the last condition above is derived from the fact that the Hyatt approval for their North Tower stated that the connecting building would be built to a height of 3 stories. In the event, Hyatt built additional facilities on top of the connecting building resulting in a total height of 7 stories that completely obliterating my view of Seaport Village. I received no compensation for this loss.

I trust my concerns will be favorably considered in the review by the lead agency and that my suggested conditions will be included in the Draft MND.

Yours truly,


Signature on File

Robert C Sinclair – Homeowner

cc: Kevin Faulconer
202 C Street MS. #104
San Diego CA 92101

→ Sherilyn Sarb, Deputy Director
California Coastal Commission
7575 Metropolitan Dr. Suite 103
San Diego CA 92108
Fax: 619 767 2384

Ann LeBaron
Unit 601
550 Front St
San Diego CA 92101