

**CALIFORNIA COASTAL COMMISSION**

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# Th17a

November 22, 2013

**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: Revised Findings on San Diego Unified Port District Port Master Plan  
Amendment No. 6-PSD-MAJ-45-13 (Convention Center Expansion III). For  
Commission consideration and possible action at the Meeting of December 11-13,  
2013.**

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## SUMMARY OF COMMISSION ACTION

At the Commission meeting of October 11, 2013, the Commission approved the Port of San Diego Port Master Plan Amendment #6-PSD-MAJ-45-13 as revised and submitted by the Port District. The PMPA provides for the expansion of the existing San Diego Convention Center (SDCC) and the construction of a new 500-room Hilton Hotel tower. The existing SDCC will be expanded approximately 740,000 sq.ft. In order to accommodate the expansion, Park Boulevard will be realigned to be roughly parallel with the Hilton hotel, and Convention Way would be shifted to be adjacent to the existing public promenade. The water transit center will be relocated to the shoreline at the corner of Convention Way and Marina Park Way. The roof of the SDCC expansion area will be developed as an approximately 5-acre public park/plaza.

The addition to the Hilton would consist of a second tower the same height as the existing tower (372 feet), located to the north of the existing Hilton Hotel tower, next to the existing 7-story parking structure. A new ballroom would be located atop the existing parking structure. The new hotel facilities would include the 500 new rooms, a lobby, approximately 55,000 net square feet of ballroom/meeting space, and other ancillary uses.

The proposed PMPA will result in some impacts to views, visual quality and coastal recreation. Specifically, locating the 100-foot high expanded SDCC to only 35 feet from the public promenade, 70 feet away from the water's edge, has the potential to diminish the spacious, open feel of the existing public accessway, and could contribute to the sense that the shoreline is part of the Convention Center. The SDCC expansion will also eliminate the 1.6 acre landscaped open space and public area located adjacent to Harbor Drive, which was provided to mitigate the first expansion of the SDCC, and the existing 5.5 acre ground level waterfront grassy park, which was created in part to help offset the impacts to public access and recreation resulting from construction of the existing Hilton

and (unbuilt) Spinnaker projects. The 5-acre rooftop park proposed to replace the loss of these existing open spaces would not be visible from any surrounding inland streets, and it is unclear that people would be aware of the park or willing to travel up to the top of a building to recreate.

Furthermore, the SDCC and Hilton expansions will reduce the view corridor between the two existing structures. This area is currently approximately 370 feet to 550 feet wide, and is one of the few windows to the water in the solid mass of buildings all along Harbor Drive. The proposed expansion will narrow the distance between the buildings to approximately 270 feet and reduce public views of the water, particularly from the pedestrian bridge spanning Harbor Drive at Park Boulevard. By narrowing the corridor between the structures, and pushing the building next to the water, the PMPA has the potential to further isolate the promenade.

However, there will also be benefits to coastal resources associated with the proposed expansions. The Hilton expansion will create up to 500 new hotel rooms for visitors, and the SDCC expansion may allow for new, larger conventions to come to San Diego, bringing additional visitors to the shoreline.

In addition, since the PMPA was originally submitted, Commission staff and Port staff worked to make revisions to the project to address the impacts identified above. The Port amended its submittal to include most of the items listed in the original staff report as “Potential Revisions to the PMPA.” These revisions include slightly pulling back and angling the southwest corner of the proposed expansion to preserve some views of the water from the existing Park Boulevard pedestrian bridge. This revision to the corner of the expanded building would result in an approximately 5,175 sq.ft. reduction in each of the proposed SDCC levels (ground, 2<sup>nd</sup>, 3<sup>rd</sup>, and roof). Also included in the revised amendment is construction of a 1,900 sq.ft. public plaza next to the relocated water transit center; improvements to the existing pier for use as a public recreational viewpoint; removal of the landscape mounds blocking water views next to the existing Hilton hotel tower; improvements to the proposed Park Boulevard corridor with additional landscaping, pedestrian scale furnishings and public art, the inclusion of approximately 15,000 sq.ft. of visitor-serving uses such as retail, museums, and display cases on the bayward façade of the SDCC; revisions to the Convention Center Public Access Program (CCPAP) to include improvements in wayfinding; and incorporation of a “Public Realm Design Principles and Programming Plan” to describe and define how public use of the public spaces associated with the SDCC will be developed, including limitations on how often these areas can be reserved for private functions. The revised PMPA also includes language requiring that as a special condition of the Coastal Development Permit for the hotel expansion, the impacts to low-cost overnight accommodations be mitigated by developing or designating a fair-share of on-site or off-site lower cost visitor accommodations or payment of an in-lieu fee based on a study conducted by the Port District. This requirement is similar to the mitigation associated

with the recent Lane Field Hotel project (CDP #A-6-PSD-08-004) and the Port's Shelter Island Kona Kai Hotel permit (Port CDP #2013-09).

In addition, at the Commission hearing, the Port further amended its submittal to require that after the Convention Center expansion is completed, written quarterly reports will be provided to the Commission that describe the utilization of the rooftop park/plaza and promenade for all public and private events during the prior quarter, park programming and activities implemented to invite the public to access the rooftop park/plaza, promenade and coast, and marketing activities and signage implemented to enhance way-finding and public usage of the rooftop park/plaza, promenade, and coastal access. After five years, a summary report will be submitted on the roof top park, promenade and coastal access utilization including potential opportunities that could be pursued to increase public access to the roof top park and waterfront promenade, including possible additional access points and related infrastructure.

To further ensure public access to the rooftop park/plaza, the PMPA was also amended to include a requirement by the Port District that the coastal development permit issued by the Port to the City of San Diego will require the City of San Diego, in consultation with the Executive Director, to reprioritize \$500,000 of the City's construction budget to implement alternative access measures to activate the rooftop park/plaza. In prioritizing the use of these funds, consideration will be given to enhancements to the existing stairways and skywalk (including paving treatments, public art, etc.). Thus, the PMPA will result in public access to the area around the Convention Center being maintained and improved. All of these revisions are described in greater detail in the staff report, and have been incorporated into the text, graphics, and Public Access Programs of the revised final PMPA submittal, attached as Exhibit #21. Therefore, the Commission determined that the Port Master Plan Amendment, as revised by the Port District, was consistent with the Chapter 3 and Chapter 8 policies of the Coastal Act. Additions to the staff report below are indicated by underline and deletions by ~~strike-out~~.

### **COMMISSION VOTES**

**Port of San Diego PMPA #6-PSD-MAJ-45-12, approved as submitted and modified by the Port:**

**Commissioners Voting "Yes": Bochco, Brennan, Cox, Garcia, Groom, Kinsey, McClure, Mitchell, Vargas, Zimmer, and Chairperson Shallenberger**

**The appropriate motions and resolutions can be found on Page 7. The findings for approval of the amendment begin on Page 9.**

## **SUMMARY OF STAFF RECOMMENDATION:**

~~Staff is recommending denial of the PMPA as submitted.~~

~~The proposed PMPA will result in significant impacts to views, visual quality and coastal recreation through the substantial loss of already limited waterfront area and open space. Specifically, cConstructing the 100 foot high, 1,000 foot long expanded SDCC building only 35 feet from the existing public promenade, 70 feet from the water's edge, will significantly diminish the spacious, open feel of the existing public accessway, and will contribute to the sense that the shoreline is part of the Convention Center. Construction of a building of this size and width so close to the waterfront would be is unprecedented in San Diego County, because setting back buildings a reasonable distance from the shoreline ensures that the public will have both visual and physical access to the waterfront.~~

~~The SDCC expansion also will eliminate the 1.6 acre landscaped open space and public area located adjacent to Harbor Drive while were provided to mitigate the first expansion of the SDCC, and the existing 5.5 acre ground level waterfront grassy park, which was created in part to help offset the impacts to public access and recreation resulting from construction of the existing Hilton and (unbuilt) Spinnaker projects. The waterfront park is one of the few grassy waterfront park areas in downtown San Diego, along with the South Embarcadero Marina Park, which is already cut off from downtown. These areas are used by the public for passive recreation such as picnicking and observing the Bay, as well as for events that draw the public down to the waterfront. The project includes construction of a 5 acre rooftop park, but the park would not be visible from any surrounding inland streets, and it is unlikely that people would even be aware of the existence of the park, let alone be willing to travel around and up to the top of the SDCC to stroll and recreate. The current SDCC has terraces and tables located on the waterside of the building which go unused and unnoticed by the public, because they appear to be private amenities of the SDCC and it is likely that the proposed rooftop park would be similarly vacant, except for private functions held by the SDCC and the Hilton.~~

~~Furthermore, the SDCC and Hilton expansions will significantly reduce the view corridor between the two existing structures. This area is currently approximately 370 feet to 550 feet wide, and is one of the few windows to the water in the solid mass of buildings along almost the entire length of Harbor Drive. The proposed expansion will reduce the distance between the buildings to approximately 270 feet, creating a tunnel effect and significantly reducing views, particularly from the pedestrian bridge spanning Harbor Drive at Park Boulevard.~~

~~Since the first Convention Center expansion was approved, Park Boulevard/Convention Center Way has been the only vehicular access to the public park at Embarcadero Marina Park South. In many ways, Park Boulevard/Convention Center Way currently functions mainly as back of house access to the SDCC. As proposed, Park Boulevard would be~~

redesigned to provide valet parking to the SDCC, and operate as the main accessway to the Hilton. Only a narrow road behind the SDCC would remain for Embarcadero Marina Park access. By narrowing the corridor between the structures even further, and expanding the SDCC next to the water, the project would further isolate this major coastal recreational resource, essentially transforming it into a private amenity for SDCC visitors.

Since the PMPA was originally submitted, Commission staff and Port staff have worked to make revisions to the project to address the impacts identified above. Unfortunately, there are two key elements—construction of a pedestrian bridge at 4<sup>th</sup> Avenue, and revisions to the southwest corner of the SDCC expansion, where Port and Commission staff were unable to reach agreement on. Construction of a pedestrian bridge linking the Gaslamp District to the skywalk on the existing SDCC was reviewed as part of the EIR prepared for the PMPA, but ultimately not included in the project due to a lack of funding. Currently, getting to the bayfront from the Gaslamp District requires crossing multiple railways and lanes of traffic at ground level and either going up the steep stairs and over the middle of the building, or walking at least 1,000 feet around the SDCC to the little known “canyon” accessway on the north side of the building, or walking the same distance to the south side of the building and another 1,000 feet down Park Boulevard to the shoreline. Given these obstacles and the lack of wayfinding signage or other objects drawing people to the water, there is currently almost no relationship between upland areas and the coast. A pedestrian bridge at 4<sup>th</sup> Avenue could drastically improve the connection between the busy downtown area and the shoreline that was essentially eliminated by the first SDCC expansion. Even if funding is not currently available, Commission staff suggested language could be added to the PMP that would require the Port District to pursue funding for the bridge, and return to the Commission for a PMPA at a time certain if funding and construction of the bridge proves infeasible, to propose alternative means of improving waterfront access and activation of limited public spaces. Thus, the Commission could have been assured that the both the existing and proposed public improvements around the SDCC would actually be available to and used by the public.

Revisions to the building itself were also discussed, in the form of “notch” in the southwest corner of the proposed SDCC expansion and angling the building corner to preserve some of the views of the waterfront from the existing Park Boulevard pedestrian bridge. Although only a minor change in the building configuration was contemplated, this change would have reduced the view blockage that will result from the proposed SDCC expansion. These potential changes are described in greater detail in the project description, below.

As a result of on-going discussions between Commission staff and the Port District, after the staff report was written, the Port amended its submittal to include most of the items listed in the original staff report on Pages 10-12 as “Potential Revisions to the PMPA.” The revisions include slightly pulling back and angling the southwest corner of the

proposed expansion to preserve some views of the water from the existing Park Boulevard pedestrian bridge. The proposed revision to the corner of the expanded building would result in an approximately 5,175 sq.ft. reduction in each of the proposed SDCC levels (ground, 2<sup>nd</sup>, 3<sup>rd</sup>, and roof). Also included is construction of a 1,900 sq.ft. public plaza next to the relocated water transit center; improving the existing pier for use as a public recreational viewpoint; removing the landscape mounds blocking water views next to the existing Hilton hotel tower; improving the proposed Park Boulevard corridor with additional landscaping, pedestrian scale furnishings and public art, including approximately 15,000 sq.ft. of visitor serving uses such as retail, museums, and display cases on the bayward façade of the SDCC; revisions to the Convention Center Public Access Program (CCPAP) to include improvements in wayfinding; and incorporation of a “Public Realm Design Principles and Programming Plan” to describe and define how public use of the public spaces associated with the SDCC will be developed, including limitations on how often these areas can be reserved for private functions. The revised PMPA also includes language requiring that as a special condition of the Coastal Development Permit for the hotel expansion, the impacts to low cost overnight accommodations be mitigated by developing or designating a fair share of on-site or off-site lower cost visitor accommodations or payment of an in-lieu fee based on a study conducted by the Port District. The requirement is similar to the mitigation associated with the recent Lane Field Hotel project (CDP #A-6-PSD-08-004) and the Port’s Shelter Island Hotel permit (Port CDP #2013-09). These revisions are described in greater detail in the original staff report, and have been incorporated into the text, graphics, and Public Access Programs of the revised PMPA submittal, attached as Exhibit #19.

These are noteworthy changes to the PMPA, and if implemented, would help address some of the negative elements in the existing site conditions, and some of the impacts associated with the current proposal. However, these changes alone do not adequately mitigate for the above-described serious impacts that would result from the PMPA—namely expanding the building towards the public accessway and shoreline, narrowing the public view corridor between the existing buildings, and eliminating the ground-level waterfront park in favor of a rooftop park—all of which will further block, isolate, and privatize the tidelands.

In a letter dated October 7, 2013, and attached as Exhibit #20, the Port has suggested additional language that could be incorporated into the PMPA requiring the Port to submit written quarterly reports on utilization of the public spaces associated with the proposed expansion. However, the existing SDCC has been impeding public access to the shoreline and blocking views for 15 years, since the first SDCC expansion. Improved signage will help, but cannot resolve the basic problem that the SDCC is a huge building that physically and visually conceals the bay and Embarcadero Marina Park South, and is difficult for the public to get to, around, and over. The proposed expansion will further exacerbate the current conditions.

~~Only if the building expansion were to include new, significant measures to both attract people to the shoreline, and make it practical for them to get to the water and the existing and proposed public areas—such as construction of a new pedestrian bridge linking the SDCC to the City’s active Gaslamp district—could the proposed PMPA meet the standards of the Coastal Act for protecting and preserving public access and recreation on public tidelands.~~

~~Therefore, 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 7. The main findings for certification of the amendment begin on Page 9.**

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**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 July 15, 2013. Within 90 days after this submittal date, the Commission, after public hearing, shall certify or reject the amendment, in whole or in part. Thus, the Commission must take action by October 13, 2013. If the Commission fails to take action on the amendment submittal within the 90-day period, the proposed amendment is deemed certified.

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**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.

**I. MOTION: I move that the Commission adopt the revised findings in support of the Commission’s action on October 11, 2013 concerning Port of San Diego PMPA #6-PSD-MAJ-45-13.**

**STAFF RECOMMENDATION OF APPROVAL:**

Staff recommends a YES vote on the motion. Passage of this motion will result in the adoption of revised findings as set forth in this staff report. The motion requires a majority vote of the members from the prevailing side present at the October 11, 2013 hearing, with at least three of the prevailing members voting. Only those Commissioners on the prevailing side of the Commission's action are eligible to vote on the revised findings. The Commissioners eligible to vote are:

Commissioners Bochco, Brennan, Cox, Garcia, Groom, Kinsey, McClure, Mitchell, Vargas, Zimmer, and Chairperson Shallenberger

#### RESOLUTION TO ADOPT REVISED FINDINGS:

The Commission hereby adopts the findings set forth below for approval of the Port Master Plan Amendment as submitted on the grounds that the findings support the Commission's decision made on October 11, 2013 and accurately reflect the reasons for it.

**RESOLUTION I** (Resolution to deny certification of Port of San Diego Master Plan Amendment No. 6 PSD-MAJ 45-13)

#### **MOTION I**

— I move that the Commission certify the San Diego Unified Port District Master Plan Amendment No. 6 PSD-MAJ 45-13 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. 6 PSD-MAJ 45-13 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-three 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.

As explained in greater detail below, the Commission finds that the proposed port master plan amendment conforms to the provisions of Section 30711 of the Coastal Act and 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~~ September 19, 2012 as Resolution #2012-135. A public hearing on the proposed master plan amendment was held and the

amendment was adopted by the Board of Port Commissioners on ~~December~~ September 19, 2012 as Resolution #2012-136.

**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 new Hilton hotel tower and associated improvements are appealable to the Commission and thus, that portion of the proposed PMPA must be consistent with both the Chapter 8 and Chapter 3 policies of the Coastal Act. Any proposed redesignations of water area between Specialized Berthing and Recreational Berthing, to accurately reflect the location of the existing transient marina, would be subject to the Chapter 3 policies of the Act. The Convention Center Expansion project is not located within San Diego Bay, and is not identified as an appealable project; thus, Chapter 8 is the standard of review for this portion of the project.

**D. Summary of Proposed Plan Amendment and History.**

1. Project Setting & History.

The existing San Diego Convention Center (SDCC) is located in downtown San Diego, on the bayward side of Harbor Drive, overlooking San Diego Bay. The site and the area surrounding the site are entirely developed with urban uses. The existing Hilton Hotel is located to the southeast, the Marriott hotel to the northwest, and Petco Park across Harbor Drive to the northeast. The existing Embarcadero Marina Park South public park is located bayward of the Convention Center. Access to the SDCC is from Harbor Drive and from Park Boulevard, which becomes Convention Way/Marina Park Way behind the SDCC. Park Boulevard/Convention Way/Marina Park Way is also the only accessway to Embarcadero Marina Park South (see Exhibit #1).

The existing, approximately 100-foot high SDCC has a gross building area of 2,613,465 square feet with a maximum capacity of 125,000 people. This includes approximately 525,700 sq.ft. of prime exhibit hall, 90,000 sq.ft. of additional exhibit space in the Sails

Pavilion, approximately 118,700 sq.ft. feet of meeting rooms, and two ballrooms totaling approximately 81,000 sq.ft.

The original SDCC was approved by the Commission in November 1984 on an approximately 16-acre site on the northwest side of 5<sup>th</sup> Avenue at Harbor Drive. In January 1996, the Commission approved PMPA #21 providing for a two-level, approximately 800,000 sq.ft. expansion on the southeast side of the existing structure, roughly doubling the size of the existing center at that time. The expansion spanned, and thus required the closure of 5<sup>th</sup> Avenue bayward of Harbor Drive, which at that time provided direct access to Embarcadero Marina Park South. As a replacement for the loss of this accessway, the expansion included a “skywalk” on the roof of the proposed expansion, consisting of stairs and a funicular (inclined elevator) on the Harbor Drive side of the building, leading up approximately 70 feet to a lookout area on the top of the structure, with stairs and an elevator on the bay side of the structure to provide access to terraces on the building and the ground level park and promenade.

The existing Bayfront Hilton Hotel was approved by the Commission in December 2001 (PMPA #31). The approved project consisted of construction of a 1,000-2,000 room hotel, parking structure and marina at the Hilton site, a new water transit center, a new public recreational pier, a 60 to 35-foot wide public promenade within the industrial leaseholds along the bayfront, a 5.5 acre waterfront park and plaza between the hotel and the existing SDCC, and a 250-room “Spinnaker” hotel with ancillary hotel facilities, restaurant and retail uses located bayward of the SDCC, at the entrance to Embarcadero Marina Park South.

Most, but not all of the components of the PMPA approved were implemented, including construction of a 30 story, 372-foot high, 1,200 room Hilton Hotel, the extension of the bayfront promenade paralleling the shoreline, the 5.5-acre waterfront park, and the water transit center. The Spinnaker hotel and associated facilities, and the public recreational dock (other than a small stub not open to the public) have not been constructed. The area proposed for the Spinnaker hotel has been converted to a parking area used mainly by the SDCC for special events, or left vacant.

## 2. Amendment Description

### a. Original Proposal

The proposed Port Master Plan Amendment (PMPA) for the San Diego Convention Center (SDCC) expansion involves changes to the text, the project list, the graphics, and land use allocations within the Port District’s Centre City Embarcadero Planning District 3 to accommodate a major expansion to the existing Convention Center, expand the existing Bayfront Hilton, and revise/remove the previously proposed projects located in the area of the proposed expansion. The project includes the following components:

- Construction of an approximately 740,000 sq.ft. addition to the SDCC;
- Construction of an approximately 5 acre rooftop park/plaza atop the SDCC;
- A 500 room expansion of the Hilton;
- Realignment and narrowing of Convention Way bayward;
- Relocation of the Fifth Avenue Landing Water Transportation Center westward;
- Realignment and upgrades to existing utility infrastructure; and
- Updates to the PMP Public Access Plan

The proposed SDCC expansion would extend the existing building up to approximately 275 feet towards the existing Hilton hotel, in the area now occupied by a 1.6 acre landscaped open space, public art, and Park Boulevard, and approximately 185 feet bayward, in the area currently developed with the grassy bayfront park, the water transit center, the Fifth Avenue Landing parking lot, and Convention Way. In order to accommodate the expansion, Park Boulevard would be realigned to be roughly parallel with the Hilton hotel, and Convention Way would be shifted to be adjacent to the existing public promenade. As a result, Park Boulevard would be located immediately adjacent to the proposed pedestrian walkway and terminate more directly at the bay. The water transit center would be relocated to the shoreline at the corner of Convention Way and Marina Park Way, at the location previously intended for the Spinnaker hotel.

The proposed SDCC addition would add approximately 220,150 sq.ft. of prime exhibit hall, approximately 101,500 sq.ft. of meeting rooms, and approximately 78,470 square feet of ballroom space, for a total building area of 736,150 square feet. New exterior space would include ~~172,220~~ 228,100 sq.ft. of rooftop park/plaza, 35,750 sq.ft. of inclined walkway, and 26,730 sq.ft. of visitor-serving retail in the interior and up to an additional 15,770 sq.ft. on the exterior of the proposed building. The existing 16,880 sq.ft. of outside public terraces would be removed to accommodate the expanded building. The total gross building area for the expansion, including exterior space, would increase from 2,614,460 sq.ft. to 3,624,210 sq.ft. The two-level expansion would reach approximately 110 feet above grade at its highest point on its southeastern end and would decline steadily to approximately 62 feet at its northwestern end.

The roof of the SDCC expansion area, which slopes upward from northwest to southeast, is proposed to be developed as an approximately 5-acre public park/plaza. The park would be accessible from a variety of access points including the stairs, skywalk, and funicular at Harbor Drive, stairs and an elevator at the southwest corner of the expansion, near the entry onto Marina Park Way, elevators at the south midpoint of the rooftop park/plaza on the bayward side of the structure, a ramp walkway located along Convention Center Way, and an elevator at Park Boulevard. Access would also be available from within the Convention Center. The rooftop park/plaza would include a mix of hardscape and landscape, including lawns, shrubs, wetland plants, pavilions, gardens with lighted paths and fixed and movable furnishings. Support facilities such as restrooms, and park mechanical and maintenance facilities would be provided. Although

the primary purpose of the rooftop park/plaza is to provide passive public recreational opportunities; as proposed, portions or all of the 5-acre rooftop park/plaza may be utilized for organized events, including large concerts associated with corporate incentive type groups consisting of up to 4,000 individuals, receptions with light music, outdoor catered banquets of various sizes, chef's table tastings, and commercial photo, video, or movie shoots.

The PMP also includes a major addition to the existing Hilton hotel. The addition would be a second tower the same height as the existing tower (372 feet), located to the north of the existing Hilton Hotel tower, within the space bounded to the northwest by the existing Hilton Hotel entrance ramp, to the southeast by the existing 7-story parking structure and to the southwest by the Hilton Driveway (Gull Street). Because this site is too narrow to accommodate the entire footprint of the new tower, a portion of the tower would cantilever over the existing Hilton Hotel entry ramp and the existing Hotel Parking Facility. A new grand ballroom would be located atop the existing parking structure; at its highest point, the grand ballroom would be approximately 60 feet above the top floor of the existing parking deck. The new hotel facilities would include 500 new rooms, a lobby, approximately 55,000 net square feet of ballroom/meeting space, and other ancillary uses. The lobby for the new guestroom tower would be located at the same level as the lobby within the existing Hilton hotel. The two lobbies would connect via an enclosed bridge over the Hilton Driveway.

The expansion area is currently designated in the PMP for Commercial Recreation, Park/Plaza, Street, and Promenade uses. These uses would be reallocated to accommodate the proposed SDCC and hotel expansion, the rooftop park, and the realignment of Park Boulevard/Convention Way. The PMP graphics, text, project list, and public access plans for the South Embarcadero and the Convention Center (separate documents), would also be updated to reflect the proposed expansions.

A number of revisions were made to the PMPA after the original submittal. These revisions are described in detail in Section E. "Findings for Consistency with Chapter 3/Chapter 8 of the Coastal Act," Subsection b. "Proposed Project."

**b. Potential Revisions to the PMPA**

~~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. Thus, since the PMPA was deemed complete on July 15, 2013, Commission staff has been working with Port staff to address some of the Coastal Act issues associated with the proposed amendment, described in detail below. Ultimately, these items were not included in the proposed PMPA; however, the following items were discussed as potential revisions to the PMPA. As a result of these discussions, the following revisions have been made to the PMPA.~~

Language could be added to the PMPA requiring the Port District to include construction of a pedestrian bridge at 4<sup>th</sup> Avenue connecting to the existing SDCC skywalk on the project list, in order to create a more direct linkage between downtown and the Gaslamp District to the waterfront. This project was included in the project description for the EIR prepared for the PMPA, but ultimately not included in the project due to a lack for funding for the bridge. However, even if funding is not currently available, language could be added to the PMP that would require the Port District to pursue funding for the bridge, but return to the Commission for a PMPA at a time certain if funding and construction of the bridge proves infeasible, to propose alternative means of improving waterfront access and activation of limited public spaces.

The southwest corner of the proposed SDCC expanded building could be pulled back slightly and angled to preserve views of the waterfront from the existing Park Boulevard pedestrian bridge. One suggestion offered by the Port as a minor revision to this side of the building would have resulted in an approximately 5,175 sq.ft. reduction in each of the SDCC levels (ground, 2<sup>nd</sup>, 3<sup>rd</sup>, and roof), and would have reduced the impact on views somewhat (see Exhibits #12 and #13).

On the corner of Convention Way and Marina Parkway, at the relocated water transit center, a new 1,900 sq.ft. public plaza could will be constructed. Approximately 12 parking spaces at this location could will be designated for public parking, in addition to the water transit center parking. The PMPA could be has been revised to clearly indicate that a continuous public accessway would will be created along the waterfront adjacent to the water transit center connecting to the existing promenade around Embarcadero Marina Park South.

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The existing “stub” recreational pier at the foot of Park Boulevard could will be opened to the public and improved with benches and perimeter railings to create a waterfront destination point.

The landscape mounds that were created when the Hilton hotel was constructed could will be removed in order to open up views of the water from Park Boulevard.

As a condition of approval of the coastal development permit for the Hilton expansion, the applicant could will be required to develop on or off site lower cost visitor accommodations, or pay an in lieu fee to off set the impact of developing high end accommodations on public tidelands.

The Park Boulevard corridor could will be designed to draw visitors to the waterfront through the use of landscaping, artwork, enhanced concrete paving, pedestrian scale lighting and furnishings. On the Hilton side of Park Boulevard, treatment of the exposed exterior of the parking garage structure and ramp to the hotel could will be treated with public area (e.g. mosaics) and/or decorative vertical landscaping to enhance the pedestrian experience between Harbor Drive and the Hilton access route.

~~As much as 15,000 sq.ft. of visitor serving uses, such as retail, museum, art gallery, vitrines (glass display cases), or other activating uses, could will be located on the southwesterly facing (bayward) façade of the SDCC. Several crosswalks could will be designated on Convention Center Way to allow pedestrians to easily access these features from the public promenade.~~

~~The amended Convention Center Public Access Program (CCPAP) could will be significantly expanded to include specific requirements for street furniture and amenities such as telescopes and benches. The plan could will require that a comprehensive, integrated signage and wayfinding program be developed that includes the provision of new and replacement signage directing the public to, around, and over the SDCC, linking downtown with the waterfront, be implemented. Signage could will include an acknowledgement that the public amenities associated with the SDCC have been developed as a partnership between the Port, the City, and the Coastal Commission.~~

~~A “Public Realm Design Principles and Programming Plan” could will be incorporated in the CCPAP to describe and define how public use of the public spaces associated with the SDCC will be developed and improved. Policies requiring that all public improvements be developed prior to or concurrent with the SDCC and Hilton expansions could will be added, as well as policies ensuring that public access will be maintained during construction. Limitations on the private use of the SDCC rooftop park and the recreational pier to no more than 15% of the year could will be added consistent with the limitations that were placed on the event area associated with the Marriott hotel expansion recently approved by the Commission (PMPA #43).~~

~~In September 2013, upon reviewing the existing conditions of the SDCC area with Port staff, Commission staff determined that the “transient oriented” marina of 20-30 yacht slips that was approved through PMPA #31 was not constructed next to the proposed recreational dock in the area designated as Recreational Boat Berthing in the approved PMP Precise Plan. This area contains a cap on the bay bottom covering contaminated sediment, and thus, is not suitable for a marina. Instead, the short term marina was constructed next to the former Fifth Avenue Landing Site, where the Spinnaker Hotel was to be located. This area is designated Specialized Berthing, and was intended to be the location of only the approved ferry landing/water taxi docks. Both the transient marina and the water transit center docks were constructed through a single permit for both facilities at the same location. As a recreational small craft marina related facility, the coastal development permit for the marina should have been processed by the Port District as subject to the review and appeal of the Coastal Commission. However, as construction of the marina was incorporated into a single permit associated with the non-appealable ferry landing/water transit center permit, the permit was mistakenly deemed non-appealable. Thus, the Commission was not notified of the project or the incorrect location of the marina.~~

~~Thus, the Port should will revise the PMPA to include text and map changes identifying the as built location of the transient marina, and designating the area as Recreational Boat Berthing. The area next to the public recreational dock should will revert to the previous designation of Specialized Berthing.~~

**E. Findings for Consistency with Chapter 3/Chapter 8 of the Coastal Act.** The proposed PMPA would result in changes to the text, project list, graphics, and public access plan for 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.

1. Visual Quality, Public Access and Public Recreation

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, [...]*

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 30251

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

Section 30708

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

*(a) Minimize substantial adverse environmental impacts. [...]*

*(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.*

a. Existing Conditions

As an event facility, the SDCC serves both local, regional, and global visitors. According to the project EIR, including non-registered friends and relatives in the event attendee's travel group, there were an estimated 743,000 SDCC visitors to San Diego. However, the existing 2,000 foot long, multi-story SDCC building also represents a significant physical and visual impediment to the water for the general public, because of its location on the seaward side of the first public roadway (Harbor Drive). Thus, while the existing SDCC

and Hilton hotel bring large numbers of people to the bayfront, numbers which are expected to continue or increase with the proposed expansion, the Coastal Act concerns center around the impact that this particular design will have on the public's ability to view, access, and use a significant portion of San Diego's bayfront and public parkland.

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 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 end of the existing SDCC, 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.

When the first SDCC expansion was constructed, it required the closure of 5<sup>th</sup> Avenue at Harbor Drive, which at that time provided direct access to Embarcadero Marina Park South. As a replacement for the loss of this accessway, the expansion included a "skywalk" on the roof of the proposed expansion, consisting of stairs and an inclined elevator on the Harbor Drive side of the building, leading up approximately 70 feet to a lookout area on the top of the structure, with stairs and an elevator on the bay side of the structure to provide access to terraces on the building and the ground level park and promenade. The intent was to provide a grand entryway with art to draw people to the waterfront, and park and the public spaces associated with the SDCC.

Unfortunately, both in design and operation, this has not been successful. The funicular is consistently out of order, and the steep stairs are a significant impediment to access, and are not widely used. There is very little signage publicizing the existence of the park from the Harbor Drive side. The linkage between the SDCC and the City's popular Gaslamp District is very poor, requiring pedestrians to cross train tracks, trolley tracks, and five lanes of traffic. The artwork installed on the stairs and skywalk that was intended to attract visitors is so inconspicuous as to be essentially invisible, and does not invite people up the stairway. Once on the skywalk, there is no signage directing the public to the terraces on the bayside of the SDCC, or any indication that the public is welcome, other than a couple of inconspicuous educational plaques. As a result, few people use the skywalk and the terraces are vacant.

The bayside of the existing SDCC is similarly uninviting to the public. On a recent visit to the SDCC, Commission staff found that several of the bayside elevators leading up the skywalk were out of order. There is little signage on the bayside of the SDCC indicating that the stairs are open to the public or where the stairs lead to. The main stairs directly below the skywalk are flanked by SDCC back-of-the-house parking areas explicitly closed to the public, making the area particularly uninviting.

As a result of the first SDCC expansion, the only vehicular access to the bayfront and Embarcadero Marina Park is now Park Boulevard/Convention Way. However, this

streetscape is currently uninviting to both public pedestrian and vehicular traffic. Approaching Park Boulevard from Harbor Drive, the landscaped park alongside Harbor Drive is an attractive island of green space and public art, and the viewshed between the existing SDCC and the existing Hilton in this area is reasonably broad and open, but the large decorative concrete pylons adjacent to the SDCC block direct views to the water. Once on Park Boulevard, landscaping mounded next to the Hilton blocks direct views of the water.

There is an existing pedestrian bridge spanning Harbor Drive that connects the inland side of Park Boulevard to the bayward side of Park Boulevard, next to the existing Hilton. This bridge provides an excellent link to the downtown area south of the ballpark, although this area of downtown is not highly developed, and other than the ballpark, consists mostly of large parking areas. Nevertheless, while not a particularly active area, this inland location does function as a reservoir for shoreline parking. However, once across Harbor Drive, much the pedestrian experience on Park Boulevard is fairly unappealing. To get to the shoreline from the pedestrian bridge requires walking alongside the side of the multi-story Hilton parking structure, crossing the busy driveway entrance/exit to the Hilton hotel, and walking next to the Hilton requires crossing a busy driveway. Nowhere along Park Boulevard or Convention Way is there signage directing the public to the shoreline or Embarcadero Park, only signage for SDCC parking and loading docks.

On the bayside of Convention Way, the parking lots developed on the location currently designated for retail and meeting space associated with the Spinnaker hotel proposal, are minimally landscaped and often not available for public parking. On the inland side of Convention Way are SDCC loading docks. Both functionally and visually, Convention Way operates mainly as back-of-the-house access for the SDCC, rather than an inviting public accessway to a major public park.

The intersection of Convention Way and Marina Parkway and the entrance to Embarcadero Park, also referred to as the “elbow” area, is designated in the existing plan for a large plaza associated with the Spinnaker hotel, and a bridge over Convention Way connecting the SDCC to the Spinnaker hotel. However, in its current state, the elbow consists of a large, typically vacant parking lot next to the water that provides neither pedestrian access nor public parking, an unattractive and inefficient use of bayfront land. There is no pedestrian access from the promenade to Embarcadero Park along the water side of this peninsula. The parking lot at the one existing commercial retail structure in the elbow, Joe’s Crab Shack, is underutilized, but is not available to the public even when the restaurant is closed.

The Spinnaker/Hilton redevelopment PMPA resulted in some significant improvements to the public amenities around the SDCC by completing the shoreline promenade, constructing a 5.5 acre waterfront grassy park, a public restroom, and a small amount of publically accessible retail uses alongside the Hilton (although as noted, access alongside

the Hilton near Harbor Drive is not particularly pedestrian friendly, and the project created a large landscape mound next to the Hilton that blocks water views). However, because the Spinnaker Hotel and the public and commercial recreation uses associated with the hotel, such as the retail uses alongside the promenade, the plaza at the entry to Embarcadero Park, and the bridge over Convention Way, were never built, these improvements did not resolve the existing serious deficiencies in public access and public facilities.

Under these circumstances, it is particularly critical 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 when at all feasible.~~

b. Proposed Project

Despite all of these obstacles, the demand for waterfront recreation in downtown San Diego is high, and people do manage to reach and use the promenade and Embarcadero Marina Park. The primary goal of any redevelopment of the area must be to address the existing deficiencies in public access and recreation and make this area of the waterfront an accessible, desirable destination for more than just conventioners and hotel guests. The proposed PMPA has the potential to activate and improve the City's shoreline if the impacts of the expansion can be limited and amenities and services that will serve the general public are provided. First and foremost, these are public tidelands and they must be preserved and protected in the public interest.

However, as submitted in its original form, the proposed amendment, ~~particularly in its original form~~, would have resulted in significant adverse impacts on public space and views towards the shoreline compared to the existing certified PMP. The existing plan envisions the SDCC set back approximately 250 feet from the shoreline, (that is, in its current location), with retail, restaurant, and parking located adjacent to the promenade. A new pedestrian bridge would provide access over Convention Way. The width of the shoreline promenade is required to be between 30 feet and 60 feet, with a 120-foot wide plaza at the corner of Convention Way and Marina Park Way, next to the Spinnaker Hotel.

Under the proposed plan, the promenade would be 35 feet wide. The SDCC would be set back approximately 35 feet from the promenade, with Convention Way relocated bayward between the promenade and the building. Thus, the expanded SDCC building would be only 70 feet from the water's edge. There would not be a pedestrian bridge over Convention Way.

Locating a 100-foot high, over a 1000-foot long building so close to the waterfront is a significant departure for San Diego County. In addition to the existing SDCC, buildings in the surrounding area include the Hyatt hotel tower, which is set back approximately

275 feet from the water's edge, the Marriott hotel tower, set back approximately 160 feet, and the Hilton, which is set back only 50 feet, but at its narrowest edge. Pushing the SDCC so close to the water and the promenade ~~will~~ has the potential to result in the building towering over and dominating the narrow public corridor, making the shoreline feel like the private backyard of the SDCC. It ~~will~~ could serve as an additional deterrent rather than induce or invite the public to the water.

In addition, the proposed project would eliminate the existing 5.5 acre waterfront park, and the 1.6 acre landscaped area on Harbor Drive. The PMPA includes construction of a 5 acre park on top of the expanded SDCC. The proposed rooftop park, with the various "rooms" and design features is an appealing feature, but it is not clear that this park will provide an equivalent value to the existing ground level public recreational area the expanded SDCC would remove. As described above, the existing SDCC skyway and terraces receive almost no public use, and it is ~~unlikely~~ unknown at this time if ~~that~~ the proposed rooftop park would be any more successful in drawing people up on top of the building. Unlike rooftop parks in some other areas of the country that are highly visible, such as New York City's High Line park, the SDCC park will be located on the bayward side of the SDCC, and will not be visible from any surrounding inland public streets. Thus, while the roof park would undoubtedly be a pleasant space for private functions associated with the SDCC and Hilton, it would come at the expense of the public waterfront park being removed by the project.

The proposed expansion would also have a significant effect on views towards the shoreline from Harbor Drive. Although the previously described architectural features and landscaping block any ground level water views, there is still a broad, expansive viewshed between the existing SDCC and the ~~Hyatt~~ Hilton, and there are currently excellent views of the water from the Park Boulevard pedestrian bridge. The existing distance between the SDCC and the Hilton facilities ranges from 370 feet to 550 feet. As proposed, this view corridor would be substantially narrowed, to approximately 270 feet. As originally proposed, ~~The~~ expansion would have visually intruded upon and constrained what should be a major public accessway, open and inviting without being hemmed in by structures. The landscape berm would be removed, which could potentially create a water view that does not exist now, but this berm was never anticipated when Hyatt/Spinnaker PMPA was certified, and there is no functional reason why there could not currently be water views down Park Boulevard. 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 SDCC and the Hilton is one of few meaningful windows to the water anywhere along the entire span of the South Embarcadero. ~~The significant encroachment into this view shed, without any alternative means of drawing people to this area, would be inconsistent with the mandate of Section 30708 of the Coastal Act that all port-related development shall be located, designed, and constructed so as to provide for beneficial uses consistent with the public trust, including recreational uses, to the extent feasible.~~

There are ~~feasible~~ alternatives to the proposed expansion ~~that have not been incorporated into the project, or even fully examined.~~ For example, construction of a pedestrian bridge at 4<sup>th</sup> Avenue was a component of the expansion that was reviewed in the EIR prepared for the PMPA, but ultimately not included in the proposed project due to a lack of funding. As described above, getting to the bayfront from the Gaslamp District requires crossing multiple railways and lanes of traffic at ground level and either going up the steep stairs and over the middle of the building, or walking at least 1,000 feet around the SDCC to the little known “canyon” accessway on the north side of the building, or walking the same distance to the south side of the building and another 1,000 feet down Park Boulevard to the shoreline. Given these obstacles and the lack of wayfinding signage or other objects drawing people to the water, there is currently almost no relationship between upland areas and the coast. A pedestrian bridge at 4<sup>th</sup> Avenue could have drastically improved the connection between the busy downtown area and the shoreline that was essentially eliminated by the first SDCC expansion. In addition to the new wayfinding signage being proposed, a bridge itself provides the best possible announcement of a pedestrian destination, simply through its existence. A pedestrian bridge linking downtown with the SDCC would also create a direct and obvious link to the proposed rooftop park, which, as noted, ~~is unlikely to~~ may not receive a great deal of public use if it is difficult to get to and not visible from surrounding areas.

However, despite the clear and numerous benefits associated with the pedestrian bridge at 4<sup>th</sup> Avenue, the Port has indicated that there are currently no funds available to construct it. Preliminary estimates from the Port suggested that the cost of such a facility would be in the vicinity of \$42 million dollars. This initial estimate may not ultimately be accurate; the cost of the existing pedestrian bridge located at Park Boulevard constructed in 2011 was originally projected to be \$12.8 million dollars, and was ultimately constructed for \$26.8 million dollars. That bridge design is unusual as one of the longest self-anchored pedestrian suspension bridges in the world, and it’s unclear why a second pedestrian bridge would necessarily be so much more costly. Nevertheless, the Port maintains that construction of a bridge, while desirable, is financially infeasible at this time.

~~However, given that funds to construct a pedestrian bridge at 4<sup>th</sup> Avenue may not be currently available, the Port could include the pedestrian bridge in the PMPA, and incorporate language into the PMPA that would require that the Port pursue funding for implementation of the bridge over the next few years. If this ultimately proves infeasible, the Port should return to the Commission with a PMPA to remove the bridge from the project list and propose an alternative means of improving public access to the waterfront from upland areas. However, the Port is not willing to incorporate such language into the proposed PMPA.~~

~~Other alternatives that could be incorporated into the project include pulling back the southwest corner of the proposed SDCC expansion and angling the building corner to preserve views of the waterfront from the existing Park Boulevard pedestrian bridge. At one point, the Port and the SDCC suggested a minor revision to this corner of the building might be accommodated (see Exhibit #12). This would have resulted in an approximately 5,175 sq.ft. reduction in each of the SDCC levels (ground, 2<sup>nd</sup>, 3<sup>rd</sup>, and roof). However, in and of itself, this minor revision in the building would not have sufficiently reduced the adverse impacts of the expansion, and the Port District ultimately decided not to include this revision in the proposed PMPA.~~

~~In addition,~~† There may be alternatives that would avoid all of the impacts associated with the on-site SDCC expansion. The Port has consistently maintained that only an expansion of the existing SDCC building can address the center's demand for exhibit space. Thus, no offsite alternatives were examined in the project EIR. However, the report prepared by AECOM titled "Refined Analysis of Additional Business Capture Derived from a Potential Expansion of the San Diego Convention Center" prepared for the SDCC on November 15, 2010, and the main source of the claim that only a contiguous expansion would be feasible, made the following conclusions regarding the need for contiguous space:

Contiguous space is generally an issue in the industry, but as long as San Diego builds additional exhibit space that is only ½ level up from the existing space as well as open or readily visible from the current trade floor, it does not appear to be a major issue in determining usage of the building in the future. Only one group out of all of the interviews stated that they would not be able to return to San Diego if the expanded exhibit floor were not on the same level as the current exhibit floor.

Thus, it appears that contiguous exhibit space is not required by the majority of existing or potential SDCC groups. It also suggests that constructing an additional level on the existing SDCC could be a viable alternative. Other parties have offered alternative expansion plans (see Exhibit #17). However, none of these alternatives, either off-site or top of the existing SDCC were analyzed in the EIR. The Port maintains that none of the off or on-site alternatives would meet the project objectives, and thus, cannot be considered feasible.

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 Commission and the Port have faced many times on San Diego's bayfront. In the case of the proposed PMPA, after the initial submittal, the Port District incorporated a variety of revisions and enhancements to the proposed PMPA and the SDCC and Hilton expansions to mitigate the impacts to public access, public recreation, and visual quality.

The southwest corner of the proposed SDCC expanded building has been pulled back slightly and angled from what was originally proposed to preserve views of the waterfront from the existing Park Boulevard pedestrian bridge. As proposed by the Port, this minor revision to this side of the building will result in an approximately 5,175 sq.ft. reduction in each of the SDCC levels (ground, 2<sup>nd</sup>, 3<sup>rd</sup>, and roof), and will reduce the visual impact on the public view corridor somewhat by not blocking so much of the existing view from the pedestrian bridge (see Exhibits #12 and #13).

On the corner of Convention Way and Marina Parkway, at the relocated water transit center, a new 1,900 sq.ft. public plaza will be constructed. Approximately 12 parking spaces at this location will be designated for public parking, in addition to the water transit center parking. The PMPA has been revised to clearly indicate that a continuous public accessway will be created along the waterfront adjacent to the water transit center connecting to the existing promenade around Embarcadero Marina Park South. Although not as grand as the plaza envisioned in the existing Port Master Plan, since the Spinnaker hotel is no longer proposed in this location, the plaza and public parking spaces located at the "elbow" connecting Convention Way to South Embarcadero Marina Park should now be an attractive, welcoming public space.

The existing "stub" recreational pier at the foot of Park Boulevard will be opened to the public and improved with benches and perimeter railings to create a waterfront destination point. This will create a destination point for pedestrians travelling to the water from Harbor Drive and the Harbor Drive bridge.

The landscape mounds that were created when the Hilton hotel was constructed will be removed in order to open up views of the water from Park Boulevard. This will help create a connection with the shoreline, and draw people down to the water.

As a condition of approval of the coastal development permit for the Hilton expansion, the applicant will be required to develop or designate its fair-share of on or off-site lower cost visitor accommodations, or pay an in-lieu fee to off-set the impact of developing high-end accommodations on public tidelands. Thus, in addition to the new high-end hotel rooms that will be constructed, the PMPA will ensure lower cost visitor facilities will also be provided.

The Park Boulevard corridor will be designed to draw visitors to the waterfront through the use of landscaping, artwork, enhanced concrete paving, pedestrian scale lighting and

furnishings. On the Hilton side of Park Boulevard, treatment of the exposed exterior of the parking garage structure and ramp to the hotel will be treated with public art (e.g. mosaics) and/or decorative vertical landscaping to enhance the pedestrian experience between Harbor Drive and the Hilton access route. This will help establish Park Boulevard as a viable public waterfront accessway.

Approximately 15,000 sq.ft. of visitor-serving uses, such as retail, museum, art gallery, vitrines (glass display cases), or other activating uses, will be located on the southwesterly facing (bayward) façade of the SDCC. Several crosswalks will be designated on Convention Way to allow pedestrians to easily access these features from the public promenade. These publicly-accessible, pedestrian-oriented uses will help to reduce the sense of “privatization” of the promenade that could result from expanding the SDCC closer to the shoreline, and will eliminate the industrial image of the bayward side of the existing SDCC.

The amended Convention Center Public Access Program (CCPAP) will be significantly expanded to include specific requirements for street furniture and amenities such as telescopes and benches. The plan will require that a comprehensive, integrated signage and wayfinding program be developed that includes the provision of new and replacement signage directing the public to, around, and over the SDCC, linking downtown with the waterfront, be implemented. Signage will include an acknowledgement that the public amenities associated with the SDCC have been developed as a partnership between the Port, the City, and the Coastal Commission. This Program will increase the likelihood that the new public recreational amenities, particularly the rooftop park, will be recognized and utilized by the public. A “Public Realm Design Principles and Programming Plan” will be incorporated in the CCPAP to describe and define how public use of the public spaces associated with the SDCC will be developed and improved.

Policies requiring that all public improvements be developed prior to or concurrent with the SDCC and Hilton expansions will be added to the CCPAP and amended South Embarcadero Public Access Program, as well as policies ensuring that public access will be maintained during construction. Limitations on the private use of the SDCC rooftop park and the recreational pier to no more than 15% of the year will be added consistent with the limitations that were placed on the event area associated with the Marriott hotel expansion recently approved by the Commission (PMPA #43). Thus, the Commission can be assured that new public spaces will be available for public use the majority of the time.

Furthermore, after the Convention Center expansion is completed, the CCPAP requires that written quarterly reports be provided to the Commission on utilization of the rooftop park/plaza and promenade for all public and private events during the prior quarter; information on park programming and activities implemented to invite the public to access the rooftop park/plaza, promenade and coast; and marketing activities and signage

to enhance way-finding and public usage of the rooftop park/plaza, promenade, and coastal access. After five years, a summary report will be submitted on the roof top park, promenade and coastal access utilization including potential opportunities that could be pursued to increase public access to the roof top park and waterfront promenade, including possible additional access points and related infrastructure.

To further ensure public access to the rooftop park/plaza, as proposed by the Port, the coastal development permit issued by the Port to the City of San Diego will require the City of San Diego, in consultation with the Executive Director, to reprioritize \$500,000 of the City's construction budget to implement alternative access measures to activate the rooftop park/plaza. In prioritizing the use of these funds, consideration will be given to enhancements to the existing stairways and skywalk (including paving treatments, public art, etc.). Thus, public access to the area around the Convention Center should be maintained and improved.

In September 2013, upon reviewing the existing conditions of the SDCC area with Port staff, Commission staff determined that the "transient oriented" marina of 20-30 yacht slips that was approved through PMPA #31 was not constructed next to the proposed recreational dock in the area designated as Recreational Boat Berthing in the approved PMP Precise Plan. This area contains a cap on the bay bottom covering contaminated sediment, and thus, is not suitable for a marina. Instead, the short-term marina was constructed next to the former Fifth Avenue Landing Site, where the Spinnaker Hotel was to be located. This area is designated Specialized Berthing, and was intended to be the location of only the approved ferry landing/water taxi docks. Both the transient marina and the water transit center docks were constructed through a single permit for both facilities at the same location. As a recreational small craft marina related facility, the coastal development permit for the marina should have been processed by the Port District as an appealable development. However, as construction of the marina was incorporated into a single permit associated with the non-appealable ferry landing/water transit center permit, the permit was mistakenly deemed non-appealable. Thus, the Commission was not notified of the project or the incorrect location of the marina.

Therefore, the PMPA includes text and map changes that correctly identify the as-built location of the transient marina, and designate the area as Recreational Boat Berthing. The area next to the public recreational dock will revert to the previous designation of Specialized Berthing. The revised short-term marina location is immediately adjacent to the public promenade, and at times the berthed mega-yachts function almost as structures towering over the promenade and constraining views of the water. However, these impacts are transitory and given the overall length of the promenade, are not expected to have a significant adverse impact on the visual experience of the area.

As a result of the various revisions to the proposed PMPA, the impacts to public access and recreation will be significantly reduced. Although the proposed expansion will substantially alter the nature of public views and public access, the new project features,

including the roof-top public park, the pedestrian-oriented improvements to Park Boulevard and Convention Way, and the 500 new hotel rooms, will create additional opportunities for the public to access and enjoy the shoreline. As proposed, the PMPA would authorize development that has been located, designed, and constructed so as to provide for beneficial uses to public recreation, public access, and visual quality, and to minimize environmental impacts, including protecting views to and along the bayfront. Therefore, the amendment is consistent with the Chapter 3 and Chapter 8 policies of the Coastal Act.

~~Port District staff and Commission staff worked on a number of important revisions and enhancements to the proposed PMPA and the SDCC and Hilton expansions to address the impacts to public access, public recreation, and visual quality (see Project Description). For example, the existing small recreational pier located at the foot of Park Boulevard was originally intended to be expanded for use as a marina. Since the marina was relocated to the northeast, the pier has never been available to the public. This pier could be improved with benches and railings and opened to the public. Additional signage, activating retail uses, improvement pedestrian access to Embarcadero Marina Parkway and improvements to the pedestrian experience on Park Boulevard should all be incorporated in the plan. However, at this time, these revisions have not been offered by the Port.~~

~~In summary, the proposed expansion will have significant adverse impacts on public access, public recreation, and views. These impacts could potentially be mitigated by making revisions to the southwest corner of the proposed SDCC expansion, and a commitment by the Port to improve connectivity to downtown and access to the rooftop park through construction of a new pedestrian bridge, or other public access improvements. Improvements to wayfinding and the pedestrian experience on Park Boulevard could also help partially offset impacts from expanding the SDCC closer to the public promenade and narrowing the space between the SDCC and the Hilton, although these measures would not be sufficient in and of themselves.~~

~~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 located, designed, and constructed so as to provide for beneficial uses to public recreation, public access, and visual quality, or to minimize environmental impacts by protecting views to and along the ocean. Therefore, the amendment must be denied.~~

## 2. Sea Level Rise, Drainage, and Tsunami Risk

The following Coastal Act policies are relevant and applicable:

### Section 30708

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

- (b) Minimize substantial adverse environmental impacts. [...]*
- (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.*

The Convention Center Expansion project proposes to place new development along the San Diego Bay shoreline. The existing convention center is approximately 265 feet inland of the Bay. The new Expansion will be approximately 70 feet from the Bay and will be separated from the Bay by an existing seawall and promenade. The meeting rooms in the Convention Center will be at +32.5' NGVD; however, retail space and the truck docking area will be lower, at +10' and +10.5' NGVD29, respectively.

As required by Section 30708, the proposed development must be located, designed, and constructed so as minimize environmental impacts, and to provide for other beneficial uses consistent with the public trust, including, but not limited to, recreation and wildlife habitat uses, to the extent feasible. Based on the location of the Convention Center Expansion, there are three flood hazard concerns that need to be considered – flooding from overtopping of the seawall, flooding by backwater in the storm drain, and flooding by a tsunami. The flooding conditions will all be worsened in the future with sea level rise. These issues were not covered in enough detail in the 2012 Final Environmental Impact Report (FEIR). As a result, the applicant was asked to examine the flood concerns associated with sea level rise, and to provide information on options to protect life and/or property from tsunami risk. In addition to information in the FEIR the applicant has provided the material to address these flooding concerns.

- June 3, 2013 letter report from Greg Shields, Project Design Consultants to Ms. Anna Buzaitis, United Port of San Diego
- May 30, 2013 **Sea-Level Rise and Tsunami Issues** report from Terra Costa Consulting Group.

**Seawall overtopping:** The existing seawall ranges in height from 7.38' to 9.02' NGVD29. The seawall will be overtopped when the water levels in the Bay exceed these elevations. The amount of overtopping will depend upon the extent of wall that is lower than the water level. As analyzed by Terra Costa Consultants, the range of future “total water level elevation” by 2080 is 6.72 – 9.66 feet, NGVD29. If San Diego Bay experiences the low range of sea level rise by 2080, total water levels without waves, will

be below the height of the existing seawall at all locations. However, if San Diego Bay experiences the moderate or high range of future sea level rise, then water will routinely exceed the seawall height during moderate and high tides. Flooding of the promenade will begin when the water level in the Bay exceeds 7.38' NGVD29, the lowest part of the seawall. As the water level rises in the Bay, water will flow into the promenade from more sections of the seawall. Thus, for moderate to high sea level rise scenarios, flooding of the promenade area will become a routine condition toward the last third of century (around 2060 and beyond).

Wind waves and boat wake will add to the local water elevation and can cause overtopping of the seawall when the total water level is below the seawall. Waves will add to the flooding concerns when water levels exceed the seawall elevation. As noted by Terra Costa Consultants, storm waves can reach 2 to 3 feet high within the Bay. Also, the Navy operated Sea Tractor Tugs within the Bay. The Convention Center Extension is protected from most of the tug boat wake; however, if the tug veers slightly when it is in front of the Convention Center, the wake at the Convention Center could be about 3 feet high. The concurrence of large wind waves and boat wake was not examined. But, tug activity is likely to be curtailed in the Bay when there are storms, so the most likely combination of wind waves and boat wake that would produce high dynamic water levels would be moderate wind waves and extreme boat wake. Such situations would likely overtop the seawall and cause short-term peaks in flood water depths.

Wind waves and boat wake will add to the situations when total water level (without waves) will overtop the seawall. In general, if San Diego Bay experiences the low range of sea level rise by 2080, wind waves and boat wake will likely overtop the seawall at some or all locations during high tide. If San Diego Bay experiences the moderately high or high range of future sea level rise, then wind waves or boat wake will routinely overtop the seawall during low tide, total water level without waves will routinely exceed the seawall height during high tides and waves or boat wake will add to the flooding. Under any of the projected sea level rise scenarios, the promenade would be flooded occasionally and the lower level development associated with the Convention Center expansion (the retail space and the truck docking area) could also be at risk.

In order to avoid environmental impacts, the proposed development should not add to the seawall for flood protection, but rather should implement programs of sand bag placement for temporary protection of the retail space and truck docking area. If flooding becomes too frequent, the retail space could be abandoned. The retail space could be built now at a higher elevation. Alternatively, the ramp to the rooftop plaza could be elevated now, providing the flexibility to elevate the retail space in the future. The truck docking area might need to install flood barriers and limit deliveries to times when the access and truck areas are not flooded.

**Flooding from the Storm Drain:** A second possible source of flooding to the proposed project is backwater from the storm drain. The storm drain near the Convention Center

Expansion is at about elevation +6.47' NGVD29. Whenever water levels in the Bay exceed this elevation, the Bay water can back up into the storm drain and flood Convention Way. There will be a small delay between the Bay water level and the inland water level; however, these two water levels will be fairly similar. The promenade area will be flooded whenever the water level in the Bay is higher than the elevation of the storm drain. This situation can be corrected for the short term by installing a one-way valve on the storm drain to prevent backwater. Eventually, the Bay water elevation will not be low enough for a long enough period of time to allow the storm drain system to discharge inland flood waters. This will not occur immediately and it will not be exacerbated by the Convention Center Expansion. However, it will be a problem that will have to be addressed throughout the San Diego storm water program since this will be just one of the many storm drains that will have backwater problems due to rising sea level. However, until this situation is corrected, backwater from the storm drain will be a possible source of flood waters that could threaten the lower levels of development at the Convention Center Expansion.

**Tsunamis:** The proposed Convention Center Expansion will be located in an area subject to tsunami inundation. While the last recorded tsunami resulting in as much as 4 feet of run-up (based on observational information from a 1862 earthquake that caused a submarine slide that was the source of the tsunami), the more recent Pacific Ocean tsunamis (Alaska, Chile and Japan) have caused a maximum water elevation of about 2 feet. The water currents from these long-period waves were quite damaging to boats in the harbor, but the overland flows were insignificant. Nevertheless, tsunamis can be very damaging and potentially fatal events.

The provided analysis acknowledges the potential for tsunami risk and has provided a copy of the Hilton Tsunami Preparedness Plan. Although no preparedness plan has been prepared for the Convention Center Expansion at this time, such a plan should be prepared prior to issuance of coastal development permit for the SDCC, providing information on who will be responsible for the plan, how information will be conveyed to the people using the Convention Center Expansion, employee training efforts, coordination with the local Office of Emergency Services for tsunami warning and response, and any additional information that might be appropriate for a high-volume, visitor serving facility.

**Summary:** The proposed Convention Center Expansion will be in a location that is at risk from flooding due to seawall overtopping, backwater from the storm drain and tsunamis. The risks from first two flooding situations might be minimized by modifications to the project design or modifications to the storm drain system. The tsunami risk cannot be avoided, but can be addressed through a preparedness program that plans for a possible event, develops options for safe notification and evacuation, provides information to employees and visitors to the convention center and coordinates the emergency responders in the San Diego area. These items should be incorporated in the permit conditions for the SDCC and the Hilton. Therefore, the PMPA can be found

consistent with the hazard protection policies of the Coastal Act. ~~The recommendation of denial is based on inconsistency with the public access, public recreation, and visual quality protection policies of Chapter 3 and Chapter 8.~~

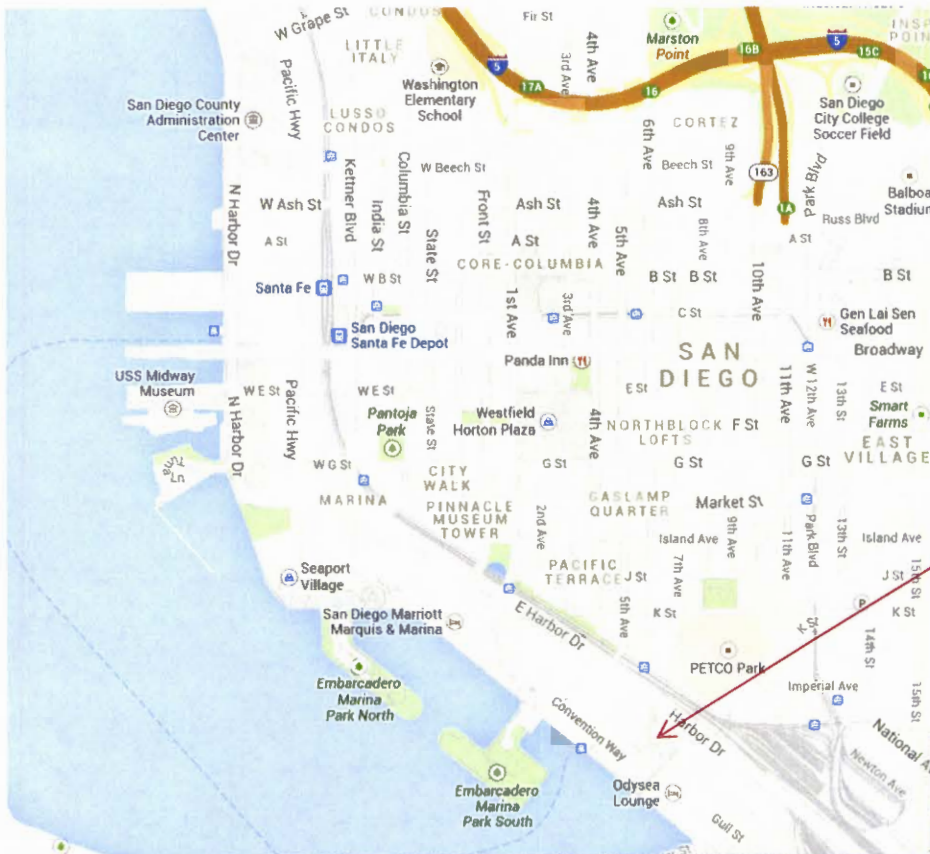
**F. Consistency with the California Environmental Quality Act (CEQA).**

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. The Port of San Diego is the lead agency and the responsible agency for purposes of CEQA. In the final EIR the Port identified that even after adopting all feasible mitigation measures, there would be significant unavoidable environmental impacts on the following areas: project-related impacts on Air Quality; Geology and Soils; Greenhouse Gas Emissions; Land Use and Planning; Public Services and Recreation; Transportation, Circulation, and Parking; and Utilities, Service Systems, and Energy; and cumulative impacts on Air Quality; Geology and Soils; Greenhouse Gas Emissions; Land Use and Planning; and Transportation, Circulation, and Parking. The Port determined that specific economic, social, and other benefits of the proposed project outweigh the project's unavoidable adverse environmental effects. In making this determination, the Port made statements of overriding considerations. For example, the Port identified the following overriding considerations: that the project would increase employment opportunities, create new and improved public access and shoreline enhancements in the Project area, stimulate economic growth for the Port, the City of San Diego, and the overall region and will develop economically feasible land uses in the Project area to generate revenue, encourage private sector participation, and permit San Diego's Convention Center to remain competitive in the convention and meeting business. Therefore, the Port determined that the benefits of the project outweigh its significant environmental impacts, and therefore, such impacts are considered acceptable.

As described above, the Commission has found that the PMPA can be found in conformance with Chapter 3 and Chapter 8 policies of the Coastal Act. The amendment as modified by the Port will not cause significant adverse impacts to the environment of the coastal zone, including significant individual or cumulative impacts to sensitive resources, recreation, and the visual quality of the environment of the coastal zone. The Port incorporated feasible mitigation measures to minimize adverse impacts on recreation and visual quality. There are no other feasible alternatives or feasible mitigation measures available as described above which would substantially lessen any significant adverse effect which the amendment may have on the environment. Therefore, the Commission finds that the PMPA is consistent with the California Environmental Quality Act.

~~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, including the potential to result in significant individual or cumulative impacts to sensitive resources, recreation, and the visual quality of the environment of the coastal zone. There are feasible~~

~~alternatives or feasible mitigation measures available as described above which would substantially lessen any significant adverse effect which the amendment may have on the environment Therefore, the Commission finds that the PMPA is inconsistent with the California Environmental Quality Act.~~



Convention  
Center and  
Hilton  
Expansion Site

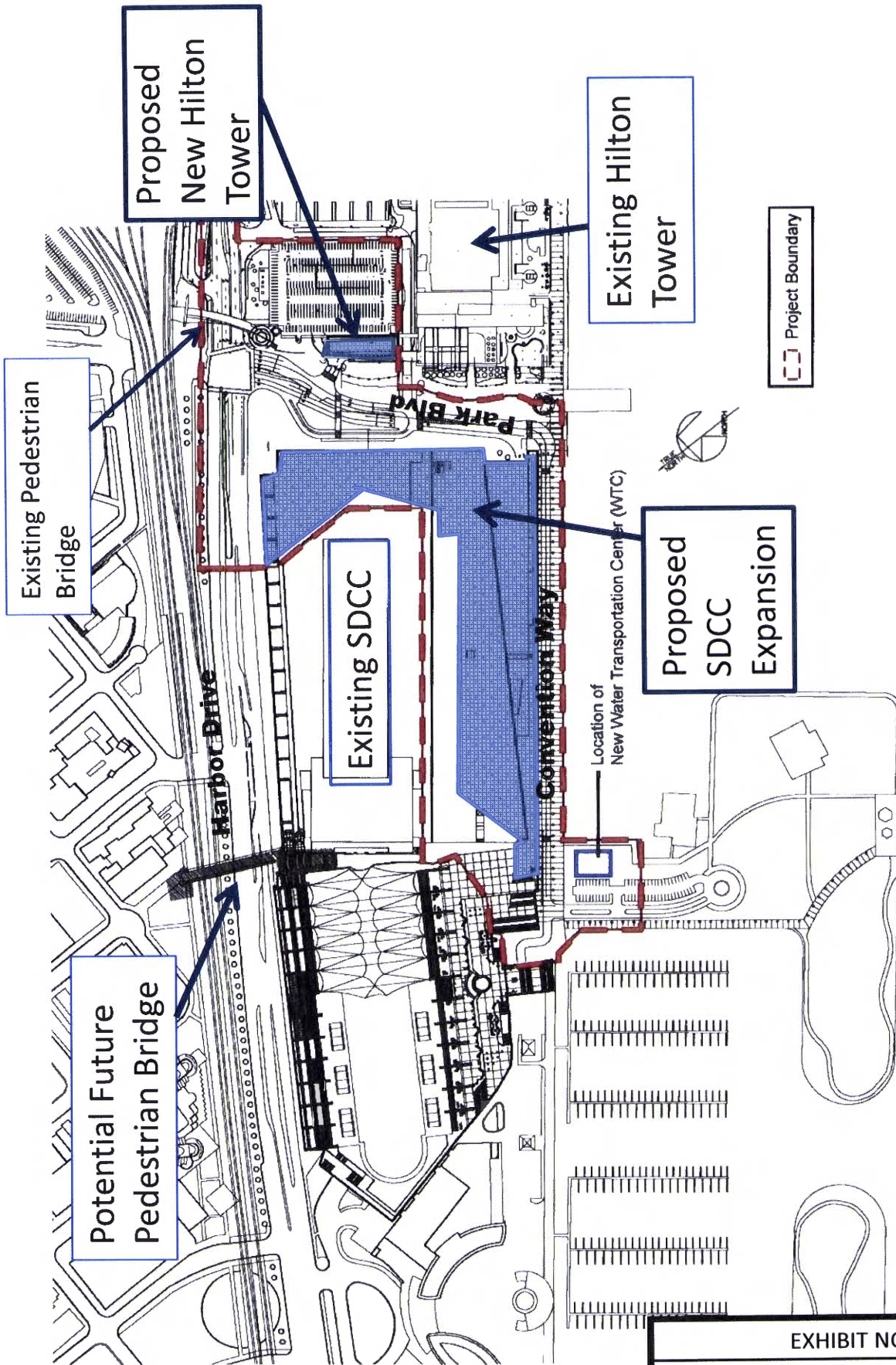


EXHIBIT NO. 1

Vicinity Map



PMPA #45 SDCC & Hilton Expansion  
California Coastal Commission



012.


EXHIBIT NO. 2	
Site Plan	
 PMPA #45 SDCC & Hilton Expansion California Coastal Commission	



EXHIBIT NO. 3	
Rooftop Park Site Plan	
	PMPA #45 SDCC & Hilton Expansion California Coastal Commission





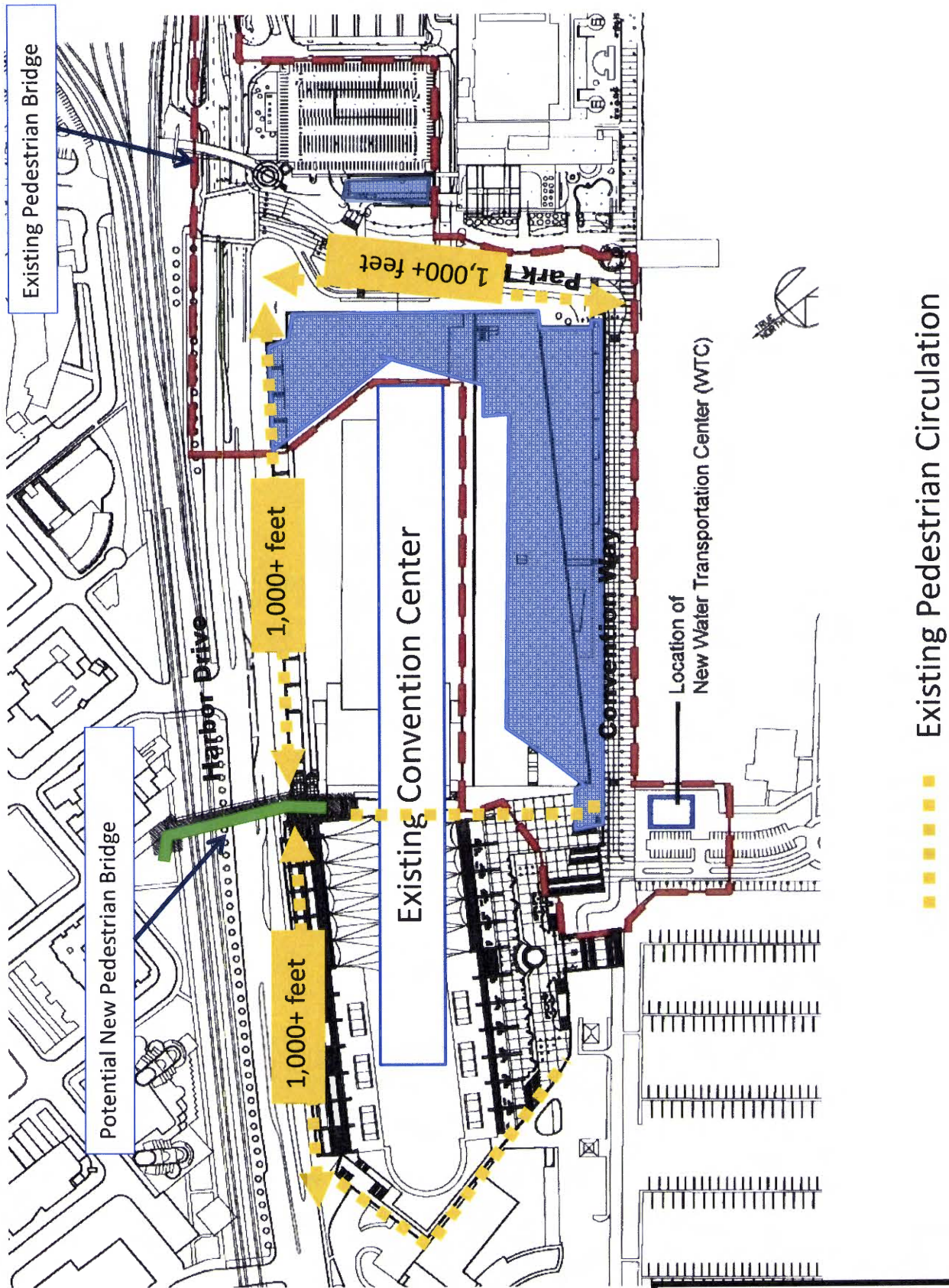


EXHIBIT NO. 6

**Pedestrian Circulation**


 PMPA #45 SDCC & Hilton Expansion  
 California Coastal Commission



Figure 4.1-7

KOP 3 - Bayfront Promenade Viewshed (Existing)  
Phase III Expansion and Expansion Hotel Project



Figure 4.1-16

KOP 3 - Bayfront Promenade Viewshed (Proposed)  
Phase III Expansion and Expansion Hotel Project

**CF**  
NATIONAL

EXHIBIT NO. 7

Existing and Proposed Views



From the Public Promenade

California Coastal Commission



Figure 4.1-9  
KOP 5 - Downtown San Diego Viewshed (Existing)  
Phase III Expansion and Expansion Hotel Project



Figure 4.1-18  
KOP 5 - Downtown San Diego Viewshed (Proposed)  
Phase III Expansion and Expansion Hotel Project

EXHIBIT NO. 8

Existing and Proposed Views



From Inland of Harbor Drive

California Coastal Commission



Figure 4.1-10  
KOP 6 - Harbor Drive Pedestrian Bridge Viewshed - Middle of the Bridge (Existing)  
Phase III Expansion and Expansion Hotel Project



EXHIBIT NO. 9

### Existing and Proposed Views



From Existing Pedestrian Bridge  
California Coastal Commission

Figure 4.1-19  
6 - Harbor Drive Pedestrian Bridge Viewshed - Middle of the Bridge (Proposed)  
Phase III Expansion and Expansion Hotel Project



**ICF**  
INTERNATIONAL

**Figure 4.1-11**  
**KOP 7 - Harbor Drive Pedestrian Bridge Viewshed - Top of the Stairs (Existing)**  
**Phase III Expansion and Expansion Hotel Project**



**EXHIBIT NO. 10**

**Existing and Proposed Views**



**From Top of Pedestrian Bridge Stairs**

California Coastal Commission

**CF**  
NATIONAL

**Figure 4.1-20**  
**Harbor Drive Pedestrian Bridge Viewshed - Top of the Stairs (Proposed)**  
**Phase III Expansion and Expansion Hotel Project**



**CF**

Figure 4.1-12  
KOP 8 - PETCO Park Viewshed (Existing)



EXHIBIT NO. 11

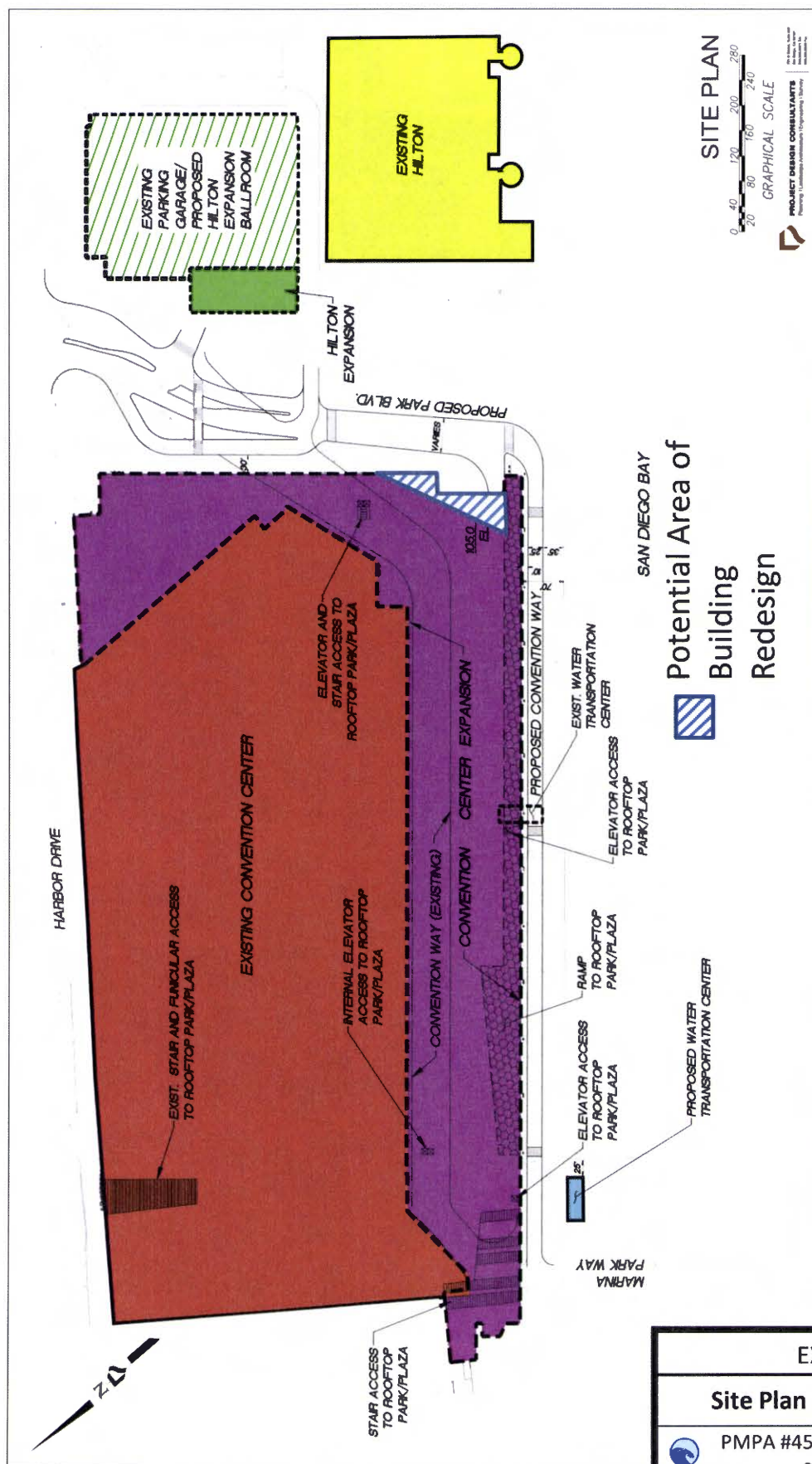
Existing and Proposed Views

From Petco Park  
California Coastal Commission

**CF**  
INTERNATIONAL



Figure 4.1-21  
KOP 8 - PETCO Park Viewshed (Proposed)  
Phase III Expansion and Expansion Hotel Project





Existing Conditions



Proposed Project



Project With Notch  
Removed From  
Corner

EXHIBIT NO. 13

Existing, Proposed & Revised Views

From Pedestrian Bridge Stairs

California Coastal Commission



**RESOLUTION 2012-136**

**RESOLUTION TO ADOPT AMENDMENT OF PORT  
MASTER PLAN FOR THE SAN DIEGO  
CONVENTION CENTER PHASE III EXPANSION  
AND EXPANSION HOTEL AND DIRECT FILING  
WITH THE CALIFORNIA COASTAL COMMISSION  
FOR CERTIFICATION**

**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 Convention Center Phase III Expansion and Expansion Hotel project in the City of San Diego has been prepared and processed; and

**WHEREAS**, the Phase III Expansion and Expansion Hotel are collectively referred to as the "Proposed Project"; and

**WHEREAS**, the applicant for the San Diego Convention Center Phase III Expansion component of the Proposed Project is the City of San Diego and the applicant for the Expansion Hotel component of the Proposed Project is One Park Boulevard, LLC (OPB); and

**WHEREAS**, the City of San Diego and One Park Boulevard, LLC are collectively referred to as the "Applicants"; 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 Convention Center Phase III Expansion and Expansion Hotel 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 Applicants 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.

PASSED AND ADOPTED by the Board of Port Commissioners of the San Diego Unified Port District, this 19th day of September, 2012, by the following vote:

AYES: Burdick, Malcolm, Moore, Nelson, Peters, Smith, Valderrama

NAYS: None.

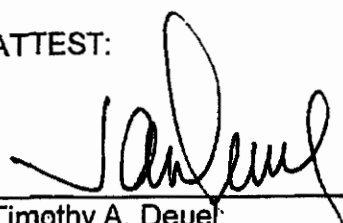
EXCUSED: None.

ABSENT: None.

ABSTAIN: None.

  
\_\_\_\_\_  
Louis M. Smith, Chairman  
Board of Port Commissioners

ATTEST:

  
\_\_\_\_\_  
Timothy A. Deuel  
District Clerk

(Seal)

## CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA

7575 METROPOLITAN DRIVE, SUITE 103

SAN DIEGO, CA 92108-4421

(619) 767-2370



### EXHIBITS

Exhibits #1 - #14, which include general information about the subject site, the proposed expansions, and the Port District's resolution of approval are attached to this staff report. Exhibits #15 - #20, which include the original PMPA, letters of support and opposition, and a revised PMPA, can found with the original staff report at the following location:

[Click here to go to October 2013 staff report](#)

A new Exhibit #21 has been attached to this report, which constitutes the final proposed and certified PMPA, including all of the revisions made by the Port District at the public hearing on October 10, 2013.

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

***DRAFT***

***Convention Center Phase III Expansion &  
Expansion Hotel Project***

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

***May 2012  
Revised 10/10/13***

***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. 21**

**Final Proposed/Certified PMPA**



**PMPA #45 SDCC & Hilton Expansion  
California Coastal Commission**

**TABLE 4  
PORT MASTER PLAN  
LAND AND WATER USE ALLOCATION SUMMARY**

<u>LAND USE</u>	<u>ACRES</u>		<u>WATER USE</u>	<u>ACRES</u>	<u>ACRES</u>		<u>TOTAL</u>		<u>% OF TOTAL</u>
	Existing	Revised			Existing	Revised	Existing	Revised	
<b>COMMERCIAL</b>	<b>455.2</b>	<b>457.9</b>	<b>COMMERCIAL</b>	<b>388.6</b>	<b>843.8</b>	<b>846.5</b>		<b>15%</b>	
Marine Sales and Services	9.1		Marine Services Berthing	17.7					
Airport Related Commercial	38.0								
Commercial Fishing	8.3		Commercial Fishing Berthing	18.8					
Commercial Recreation	396.6	398.2	Recreational Boat Berthing	341.0					
Sportfishing	4.3		Sportfishing Berthing	11.1					
<b>INDUSTRIAL</b>	<b>1158.7</b>		<b>INDUSTRIAL</b>	<b>212.0</b>	<b>1370.7</b>			<b>24%</b>	
Aviation Related Industrial	152.9		Specialized Berthing	164.8					
Industrial Business Park	69.5		Terminal Berthing	47.2					
Marine Related Industrial	318.6								
Marine Terminal	149.6								
International Airport	468.1								
<b>PUBLIC RECREATION</b>	<b>409.6</b>	<b>407.5</b>	<b>PUBLIC RECREATION</b>	<b>681.3</b>	<b>4090.8</b>	<b>1088.8</b>		<b>19%</b>	
		<b>[413.7]*</b>				<b>[1095.0]*</b>			
Open Space	66.7	66.9	Open Bay/Water	681.3					
Park/Plaza	243.0	211.0							
		<b>[217.2]*</b>							
Golf Course	97.8								
Promenade	32.0	31.8							
<b>CONSERVATION</b>	<b>485.3</b>		<b>CONSERVATION</b>	<b>1084.6</b>	<b>1569.9</b>			<b>28%</b>	
Wetlands	375.8		Estuary	1084.6					
Habitat Replacement	109.5								
<b>PUBLIC FACILITIES</b>	<b>242.1</b>	<b>241.4</b>	<b>PUBLIC FACILITIES</b>	<b>387.9</b>	<b>630.0</b>	<b>629.3</b>		<b>11%</b>	
Harbor Services	2.6		Harbor Services	10.5					
City Pump Station	0.4		Boat Navigation Corridor	274.3					
Streets	239.4	238.4	Boat Anchorage	25.0					
			Ship Navigation Corridor	53.9					
			Ship Anchorage	24.2					
<b>MILITARY</b>	<b>25.9</b>		<b>MILITARY</b>	<b>125.6</b>	<b>151.5</b>			<b>3%</b>	
Navy Fleet School	25.9		Navy Small Craft Berthing	6.2					
			Navy Ship Berthing	119.4					
<b>TOTAL LAND AREA</b>	<b>2776.7</b>		<b>TOTAL WATER AREA</b>	<b>2880.0</b>					
<b>MASTER PLAN LAND AND WATER ACREAGE TOTAL</b>					<b>5656.7**</b>			<b>100%</b>	

Draft

\* Includes 6.3 acres of rooftop park/plaza & inclined walkway

\*\* does not include 6.3 acres of rooftop park/plaza & inclined walkway

## **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 stepback 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~~ Pacific Highway to Fifth Avenue ~~Park Boulevard~~, 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 of~~ 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 may 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. At the project level, minor adjustments and revisions to the corridor, parking areas, and driveway may be made to increase the width of the walkway and improve connectivity between Marina Walk, Marina Terrace, and the Embarcadero promenade. 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, signage, 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~~ includes another public accessway with a minimum width of 20 feet over the Convention Center connecting Harbor Drive and the Embarcadero Promenade. The public accessway will continue to be open and publicly accessible via stairs and the funicular on the Harbor Drive side of the Convention Center. ~~An elevated walkway on the Convention Center's observation deck level parallels Convention Way.~~ At the intersection of Eighth Avenue Park Boulevard (formerly 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 Park Boulevard. A pedestrian bridge spans Harbor Drive at the Park Boulevard and Harbor Drive intersection and provides a contiguous link from the waterfront to downtown and the ballpark. The expansion to the Hilton San Diego Bayfront will provide an elevated public pedestrian accessway that will link the existing pedestrian bridge with the waterfront promenade. The elevated pedestrian accessway will culminate with a new staircase from the existing porte-cochere to ground-level adjacent to the waterfront promenade.

—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 Convention Center's "Public Access Program" (November, 1995 as revised) and the "South Embarcadero Public Access Program" (as amended), 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. 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~~ PMMP 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 Hilton San Diego Bayfront Convention Center Hotel and Expansion 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. Port District implementation of the bayside shuttle system 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.

The regional Convention Center is supported by major hotel complexes; Marriott Hotel and Hyatt Hotel. ~~a convention hotel that~~ The Marriott Hotel is located immediately adjacent to the northwest of the Convention Center and contains twin 25-story towers accommodating 1,400 hotel rooms and a 450-slip marina; The Hyatt Hotel is located north of the Marriott Hotel and contains two hotel towers, one with and a hotel of 875 rooms and the other with 750 rooms. A-The 750-room second hotel tower has been was 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-second tower 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.

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 that opened in 1989. Floor area is allocated for display and exhibit area, meeting rooms, and support space, such as lobbies, storage, food service, and parking.

Phase II of the Convention Center, completed in 2001, expanded the facility. The extension of the Convention Center into a contiguous 13-acre site connected to the southeast end of the center facility, and occupying the area bounded by Harbor Drive, Eighth Avenue Park Boulevard, and Convention Way, has been completed. Fifth Avenue, an undedicated street south of Harbor Drive, was closed as part of the development of the original Convention Center. Harbor Drive has been is partially depressed to provide an alternate access to an existing underground parking ~~lot~~ system garage and to enhance the urban design character at the Convention Center. The ~~expansion~~ Phase II added approximately one million gross feet of floor area to the Convention Center. A Phase III expansion to the Convention Center is proposed to add approximately 400,000 square feet of exhibit area, meeting rooms, and ballrooms, and approximately 560,000 square feet of support spaces. Approximately 15,000 square feet of visitor-serving uses (i.e., retail, museum, art gallery, vitrines, or other activating uses) is planned along the southwesterly facing (bayside) façade of the Phase III expansion. Convention Way will be shifted closer to the waterfront to accommodate the Phase III expansion. The south side of the Convention Center will expand onto the Fifth Avenue Landing site and into a parcel (site originally proposed for a 250-room hotel) on the

south side of the park entry road. The Embarcadero Promenade will not be affected by the Phase III expansion. A pedestrian accessway immediately adjacent to, and inland of, the realigned Convention Way will be constructed to improve pedestrian circulation inland of Convention Way and provide access to the visitor-serving uses proposed along the southwesterly façade of the Phase III expansion. At least three crosswalks will be provided at regular intervals along Convention Way to provide access between the waterfront promenade and the visitor-serving uses on the inland side of Convention Way.

Public access from Harbor Drive to San Diego Bay, the waterfront promenade, and Embarcadero Marina Park South will be improved through the addition of the following new permanent physical enhancements. Amenity stations, with street furniture such as benches and pedestrian lighting, will be located at periodic intervals on Harbor Drive along Phases II and III of the Convention Center to allow pedestrians the opportunity to stop and rest and enjoy downtown views while walking southeast to the Park Boulevard/Harbor Drive intersection. Wayfinding signage will be installed at the public access elevators and escalators, at the amenity stations along Harbor Drive, and along Park Boulevard, to guide pedestrians to their destination.

An integrated wayfinding program that will recognize the partnership with the Port, City of San Diego, and Coastal Commission shall be developed prior to issuance of a Coastal Development Permit for the Convention Center Expansion; the wayfinding program will be prepared by Permittee. The comprehensive signage package will address size, location and placement of public access signage, including directional signage to/from the bay and city. The program may include replacement of existing signage to better facilitate a comprehensive wayfinding system.

The Park Boulevard corridor will serve to orient visitors, whether by vehicle or by foot, and draw them to the waterfront. The corridor will consist of open lawn, landscaped areas (including low scale shrubbery), artwork, enhanced concrete paving, pedestrian scale lighting, and furnishings, that

provides a visual and physical linkage to the bay. Treatments in corridor will also provide a linkage to both the Convention Center and Hilton Hotel. The Park Boulevard view corridor will be preserved. This space will also feature a landscaped area adjacent to the hotel amenities. Along Park Boulevard, treatment of the exposed exterior of the parking garage structure and ramp to the Hilton Hotel will be treated with public art (i.e., mosaics) and/or decorative vertical landscaping to enhance the pedestrian experience between Harbor Drive and the Hilton access route. The waterside promenade will maintain its 35-foot width. Shade trees will be located, as appropriate, within the 35-foot wide waterside promenade.

An approximately five acre public park/plaza will be constructed on the rooftop of the Phase III expansion. This public realm space, which will vary between approximately 50 to 100 feet above grade, will be accessible from at least six access points, including: the grand stairs and funicular at Harbor Drive, the grand stairs and elevator at the southwest corner of the rooftop park/plaza, elevators at the south midpoint of the rooftop park/plaza, the landscaped inclined walkway, and the elevator along Park Boulevard, as well as one access point from within the Convention Center. The rooftop park/plaza will include a mix of hardscape and landscape, including lawns, grasses, wildflowers, shrubs, trees, wetland plants; and pavilions and formal and non-formal gardens with lighted paths and fixed and movable furnishings. Observation vistas will be placed at opportune locations throughout the rooftop park/plaza to provide views to the Bay and uplands skyline. Support facilities such as restrooms, park maintenance and mechanical facilities, and power and water service will also be provided.

There are 15 distinct rooftop park/plaza spaces including: Spine, Grove, Great Lawn, Pavilion, Coastal Chaparral, Gathering Place, Bluff Gardens, Living Room, Reading Room, Summit Plaza, Mesa, Lower Plaza, Overlooks, Ascent, and Non-Accessible Green Roof Areas.

The Spine would be a paved walkway that features furnishings to allow people to move freely between the spaces. The Spine serves as a transect through the various garden environments,

offering rhythm and cadence to the experience of ascending to the park's high point as well as descending to the lower vistas in the park.

The Grove would be a flexible and adaptable-use space with large canopy trees in planters and paving and movable site furnishings. This space would offer power and water sources for events, services, and pedestrian lighting.

The Great Lawn would be a sculpted and sloping lawn plane. The Great Lawn would serve a wide range of passive and active recreational needs of the community such as, but not limited to, performance/event space, picnicking, and other lawn oriented activities.

The Pavilion would be an overhead open air shade structure. This environment would offer visitors shade for seating and events and a grand scale architectural feature that gives a focus to the Grove and the Great Lawn.

The Coastal Chaparral vegetation would consist of native coastal shrubs, ground covers and coastal trees. The character of the Coastal Chaparral is inspired by the beauty and simplicity of the native coastal bluff landscapes of southern California. The intent of this landscape is to offer users interesting and intimate gardens for interaction, strolling, and relaxation.

The Gathering Place would be a hardscape plaza environment designed to accommodate a wide range of events and activity. There would be both fixed and movable furnishings and paving, pavilions with power and water service, restrooms, pedestrian lighting, and vegetation.

The Bluff Gardens would be similar to the Coastal Chaparral with the addition of paved areas and additional planting, lighting, and furnishing that would give park visitors additional places to picnic and host small gatherings.

The Living Room would be a primary destination for shade and relaxation embedded within the heart of the public park/plaza. The space would feature a grand scale canopy supported by an informally organized glade of support columns that create an atmosphere of being in a tree glade. The canopy area would be furnished with hanging porch swings, movable

tables and chairs, pedestrian lighting and power/water sources for event staging. Cornering the space would be a water feature that would be designed to engage both children and adults.

The Reading Room would be a contemplative garden destination immersed within the vegetation of the Coastal Chaparral. The Reading Room would consist of walkways, furnishings, sculpted lawn forms, and plantings that give the space an internal focus with an emphasis of orienting the experience to the San Diego skyline.

The Summit Plaza would be a mixed environment of plaza paving and structured event turf that would serve as a destination gathering space for public events, weddings, and ceremonies. This space would feature both power and water sources for event use.

The Mesa would be a sculpted grass landform set at the high point of the green roof's ascent. The Mesa would provide a grand scale viewing perch that would offer users sweeping views of the San Diego Bay and the surrounding San Diego skyline. The grass slope would allow for small performances and group gatherings while the bleacher-like steps offer casual seating and views to the park's gardens and spaces. Restrooms, park maintenance and mechanical facilities would be constructed below the Mesa's surface with a convenient adjacency to the Summit Plaza event space.

The Lower Plaza would be a predominantly paved environment with trees in planters, pedestrian lights, and paving. This space would offer both power and water sources for special events.

The Overlooks would be viewing areas along the southerly edge of the rooftop park/plaza that would offer intimate spaces that are discovered and provide views to the horizon. Several of the overlooks may be cantilevered over the Ascent.

The Ascent would be a 1,200-foot walkway leading from Convention Way to the base of the rooftop park/plaza on the southwestern corner. The grade of the ascent would be 5% and the width would be approximately 30 feet. As the Ascent proceeds westerly from its base, landscape and hardscape features would be

designed to create a sense of compression and release.

Some portions of the rooftop park/plaza would be inaccessible due to weight limits and difficult access. These Non-Accessible Green Roof sections would be planted with small scale plants and would create a visual foreground to bay views from the rooftop.

The rooftop park/plaza would feature both native and exotic plants to the southern California coast, with the intent of capturing the character and feel of a coastal bluff landscape. Irrigation of the vegetation will be accomplished via subsurface drip using the existing brackish groundwater pumped daily using the de-watering system for the subterranean parking facility beneath Phase I of the Convention Center. The brackish groundwater will be blended with potable water to maintain low concentrations of salt that would be suitable for landscape application.

The rooftop park/plaza will be publicly accessible 85 percent of the year. Completion of the rooftop park/plaza will be required prior to the issuance of a final Certificate of Occupancy for the Phase III expansion. The rooftop park/plaza will be open to the public and managed for public access during hours similar to that of other Port parks.

Upon completion and opening of the Phase III Convention Center Expansion rooftop park/plaza, written quarterly reports will be provided to the California Coastal Commission by the appropriate entity having responsibility for such matters on the following:

- Utilization of the rooftop park/plaza and promenade for all public and private events during the prior quarter;
- Information on park programming and activities implemented to invite the public to access the rooftop park/plaza, promenade and coast;
- Marketing activities and signage to enhance way-finding and public usage of the rooftop park/plaza, promenade, and coastal access.

Responsibility for the above described items will be addressed in the subsequent coastal

development permit issued by the Port to the City of San Diego and other agreements entered into by the parties.

Quarterly public meetings will be called by the Port subject to the Ralph M. Brown Act (Government Code Section 54950, et seq.) at the San Diego Convention Center to pursue strategies and funding to encourage public utilization of the rooftop park/plaza, promenade, and coastal access. Those invited to participate in these quarterly meetings shall include, but not be limited to, elected officials or officers representing the City of San Diego, San Diego Convention Center Corporation or any successor corporation or public agency, and the State Assembly Member and State Senator representing the Public Trust Land on which the convention center is located. Notice for and minutes of these meetings will be sent to the California Coastal Commission in accordance with provisions of the Ralph M. Brown Act.

No later than five years following completion and opening of the Phase III Convention Center Expansion, a report will be provided to the California Coastal Commission on the roof top park, promenade and coastal access utilization and potential opportunities that may be pursued by the appropriate entities that could enhance public access to the roof top park and waterfront promenade including possible additional access points and related infrastructure. This report will be an informational item and does not subject any of the entities involved in this Project, including the Port and the City of San Diego, to commitments regarding financing any such infrastructure or improvements.

Further, in order to ensure public access to the rooftop park/plaza, the subsequent coastal development permit issued by the Port to the City of San Diego will require the City of San Diego to reprioritize \$500,000 of the City's construction budget in consultation with the Executive Director of the California Coastal Commission to implement alternative access measures to activate the rooftop park/plaza. In prioritizing the use of these funds, consideration will be given to enhancements to the existing stairways and skywalk (including paving treatments, public art, etc.).

The Convention Center operator ~~was~~ is required to implement the Parking Management Plan and Monitoring Program (November, 1995, as amended and 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 southward shift of Convention Way is planned to accommodate Phase III of the Convention Center. The earth mounds located near the end of Park Boulevard will be removed as part of the realignment of Convention Way. 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 A water transportation transit center for harbor excursion boats, water taxis and ferries

is planned located east of adjacent to 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 is provided at the water transit center, which will be relocated west onto the former Spinnaker Hotel site. The "transient oriented" marina can also accommodate up to 20-30 large yacht slips. A public plaza (minimum 1,900 sq. ft.) will be located east of the relocated water transit center building. Adjacent to the relocated water transit center will be a public parking lot with at least 12 short-term public parking spaces. 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, including extending the waterside promenade south (towards Embarcadero Marina Park South) to connect to the existing promenade adjacent to the over-water restaurant. This would provide for a continued waterside promenade from the Embarcadero Promenade to Embarcadero Marina Park South. Park/Plaza areas, which include the public plaza to be constructed adjacent to the relocated water transit center building, of 4.3 acres and 1.1 acres at the and the shoreline promenade will open maintain 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 waters 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 east (Chart House) side (restaurant side) of the park entry. The new continuous promenade will be extended extends along the water's edge of the entire Fifth Avenue Landing and Hilton San Diego Bayfront (former Campbell Shipyard) sites, and will connects to Harbor Drive for complete public pedestrian access throughout the public park/plaza areas in the vicinity of the project vicinity and Convention Center and Hilton Hotel. The Park Boulevard pedestrian corridor between Harbor Drive and the shoreline promenade ranges in width from 10-25 feet and includes landscaping, benches, and public art.

The former shipyard area will be is redeveloped with a 1000 to 1200-room Convention Hotel (Hilton San Diego Bayfront) and support facilities including restaurant, retail, meeting space, a 35,000-square-foot ballroom, a

20 to 30-slip marina, and an up to maximum 2000-car public parking facility. The 1200-room hotel has a 20-foot building height for buildings along the promenade, stepping back to 50-feet in height in the development area to create a pedestrian-scaled public environment. A transport service will be available from the 2,000-car public parking facility to the Bayfront. The maximum approximately 500375-foot high Convention Hotel hotel tower and parking structure shall be are located outside and southsoutheast 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 800 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 Hilton may be expanded with a second hotel tower located adjacent to the parking structure. The expansion hotel may include up to 500 rooms, a lobby, approximately 55,000 net square feet of ballroom/meeting space, and other ancillary uses. To utilize the close proximity to the existing hotel and to reduce redundancy of facilities, the expansion hotel may share some support facilities with the existing hotel. In order for the expansion hotel to remain outside of the Park Boulevard view corridor, a portion of the hotel may cantilever over the existing parking garage and the ramp to the existing hotel. As such, the expansion hotel shall not encroach into the Park Boulevard view corridor. The height of the expansion hotel shall not exceed the height of the existing hotel. All rooftop equipment shall be screened from public view and shall be designed to be visually attractive from all public viewing areas. The existing public parking facility accommodates parking for the hotel, hotel expansion and public waterfront access.

The Hilton San Diego Bayfront Expansion Hotel will add up to 500 additional rooms within walking distance of the San Diego Convention Center and bayfront. With its adjacent location to the convention center and its participation in the South Embarcadero Public Access Program, as amended, the Hilton San Diego Bayfront Expansion Hotel creates synergy with the San Diego Convention Center and provides needed accommodations to users of the bayfront and

convention center. As a special condition of the Coastal Development Permit for the hotel expansion, the Permittee for the Hilton San Diego Bayfront Expansion Hotel will develop or designate its fair-share of on-site or off-site lower cost visitor accommodations or pay an in-lieu fee based on a study conducted by the District.

The Hilton operator is required to implement the Parking Management Plan and Monitoring Program (May 2012) which is incorporated by reference into the master plan to meet the needs of the Hilton guests and support functions.

The Convention Hotel Hilton San Diego Bayfront Hotel and Expansion Hotel shall provide-maintain pedestrian access along two major corridors, Eighth Avenue Park Boulevard 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-foot 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 are provided in the Hilton San Diego Bayfront Hotel to activate the promenade pedestrian access ways. Project components shall meet the 20-foot building height for buildings on the promenade, stepping back to 50-foot in height in the development area to create a pedestrian scaled public environment. Shoreline promenade and landscape improvements will be are 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 (adjacent to Hilton San Diego Bayfront) with recreational boat facilities will be is set back a distance sufficient to preserve the continued use of the Tenth Avenue Marine Terminal Berths 1 and 2 for commercial cargoes. Perimeter railings and seating will be extended onto the public access pier, which will also be made ADA accessible. 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 public access pier 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. The pier will be publicly accessible 85 percent of the year. At no time will the public access to the sidewalk promenade be fenced, screened or blocked off by any structure. Completion of the improvements to the public access pier will be required prior to the issuance of a final Certificate of Occupancy for the expansion to the Hilton San Diego Bayfront.

TABLE 10 Precise Plan Land and Water Use Allocation							
CENTRE CITY EMBARCADERO: PLANNING DISTRICT 3							
LAND USE	ACRES		WATER USE	ACRES	TOTAL ACRES		%OF TOTAL
	Existing	Revised			Existing	Revised	
<b>COMMERCIAL</b>	<del>408.4</del>	<u>111.1</u>	<b>COMMERCIAL</b>	35.8	<del>444.2</del>	<u>146.9</u>	33%
Commercial Fishing	5.4		Commercial Fishing Berthing	13.1			
Commercial Recreation	<del>403.0</del>	<u>105.7</u>	Recreational Boat Berthing	22.7			
<b>INDUSTRIAL</b>	29.2		<b>INDUSTRIAL</b>	61.5	90.7		21%
Aviation Related Industrial	22.3		Specialized Berthing	43.3			
Marine Terminal	6.9		Terminal Berthing	18.2			
<b>PUBLIC RECREATION</b>	<del>60.2</del>	<u>58.2</u> <u>[64.4*]</u>	<b>PUBLIC RECREATION</b>	4.7	<del>64.9</del>	<u>62.9</u> <u>[69.1*]</u>	<del>15.14</del> %
Open Space	0.5	<u>0.7</u>	Open Bay/Water	4.7			
Park/Plaza	<del>64.9</del>	<u>49.9</u> <u>[56.1*]</u>					
Promenade	7.8	<u>7.6</u>					
<b>PUBLIC FACILITIES</b>	<del>47.5</del>	<u>46.8</u>	<b>PUBLIC FACILITIES</b>	93.9	<del>441.4</del>	<u>140.7</u>	32%
Streets	<del>47.5</del>	<u>46.8</u>	Boat Navigation Corridor	29.6			
			Boat Anchorage	25.0			
			Ship Navigation Corridor	15.1			
			Ship Anchorage	24.2			
<b>TOTAL LAND AREA</b>	<b>245.3</b>		<b>TOTAL WATER AREA</b>	<b>195.9</b>			
<b>PRECISE PLAN LAND AND WATER ACREAGE TOTAL</b>					<b>441.2**</b>		<b>100%</b>
* Includes 6.3 acres of rooftop park/plaza & inclined walkway      ** does <u>not</u> include 6.3 acres of rooftop park/plaza & inclined walkway							

Note: Does not include State Submerged Tidelands 22.6 acres

Revised acreage includes: San Diego Convention Center Phase III Expansion and Expansion Hotel PMPA – CCC on XXXX XX, 2013

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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 AND MARINA: <u>Relocate buildings (including ticket offices, marina offices, and public restrooms) and parking (of which at least 12 will be dedicated for short-term public parking).</u> <del>site, construct buildings, piers to the west on former Spinnaker Hotel site. Prepare-maintain pedestrian access and extend continuous (minimum 25'-wide) waterside promenade to connect to south towards Embarcadero Marina Park South; add public plaza (minimum 1,900 sf) east of the relocated water transit center building; maintain landscape improvements to and along the San Diego Bay shoreline; accommodate water-based transportation including a ferry landing, water taxi access, transient-oriented berthing (including yachts), and public boat access.</del>	36	T	N**	<del>2007-10</del> 2015-2018
7. <del>HILTON SAN DIEGO BAYFRONT CONVENTION CENTER HOTEL COMPLEX AND MARINA:</del> Construct 4000 <del>to hotel tower with up to 1200 rooms, 1200-room hotel tower,</del> a lobby, ballroom, meeting rooms, retail shops, restaurants, other ancillary uses, above-grade parking structure, <del>marina, public access piers, ground-level and elevated pedestrian access to the waterfront, boat access, park/plaza, and landscape improvements; expand hotel with second hotel (not to exceed height of existing hotel tower) adjacent to and on top of parking garage (and outside of Park Boulevard view corridor) with up to 500 rooms, a lobby, up to 55,000 net sq. ft. of ballroom/meeting rooms, up to 2,500 sq. ft. retail space, other ancillary uses, and landscape improvements.</del>	36	T	Y	<del>2006-08</del> 2018
<del>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</del>	<del>36</del>	<del>T</del>	<del>Y</del>	<del>2007-10</del>
8. CONVENTION CENTER PHASE III: Construct third phase of regional convention center to provide contiguous expansion, including adding up to 400,000 sq. ft. of exhibit area, meeting rooms, and ballrooms, 560,000 sq. ft. of support spaces, and approximately 15,000 sq. ft. of visitor-serving uses, infrastructure upgrades, landscape improvements, realign Convention Way to the south (bayward), add 5-acre public rooftop park/plaza on top of expansion.	35	T	N	2015-2018
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	34	P	N	2009-10

landscaped areas, walkways, as well as other park/plaza features.

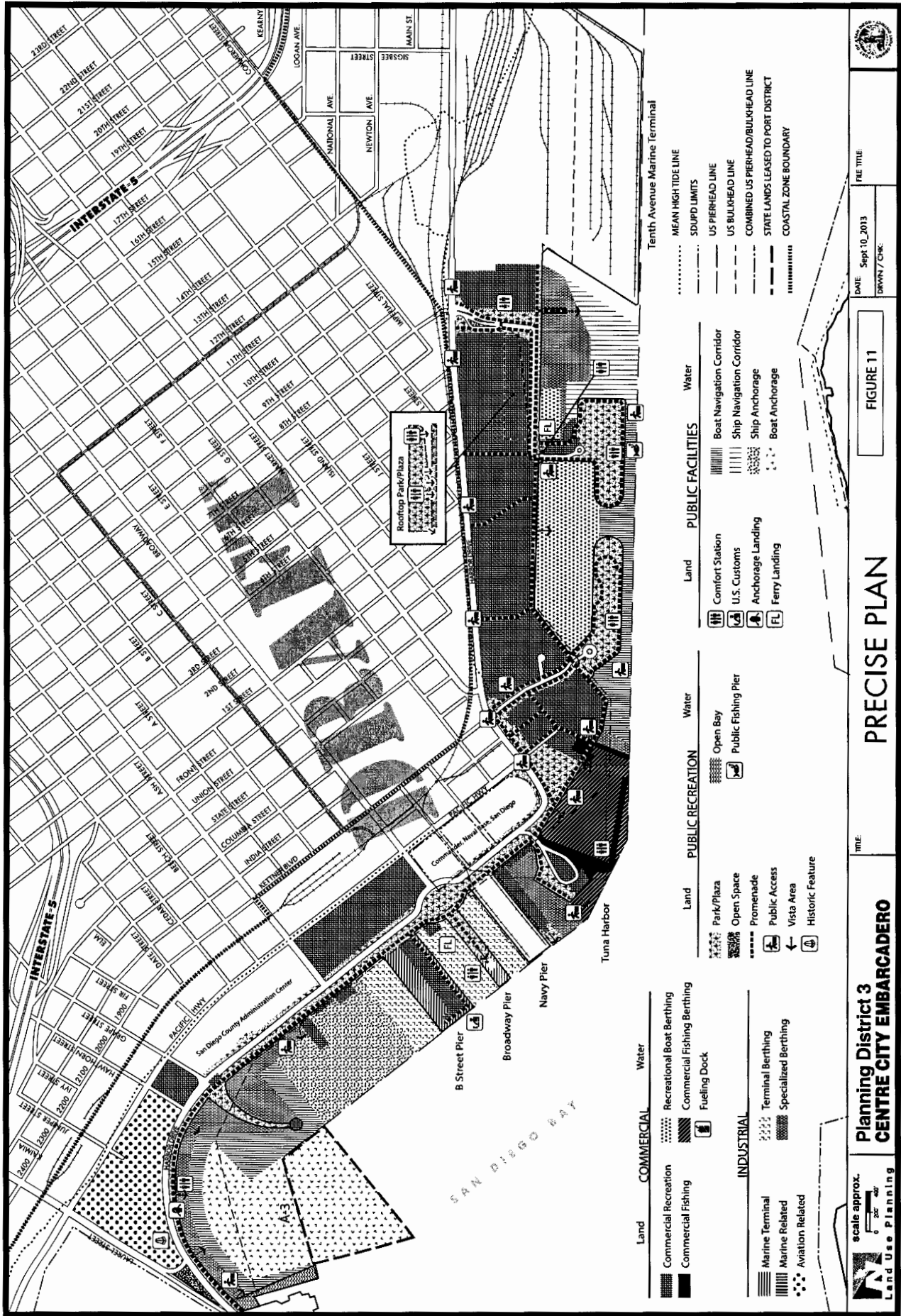
14. MARRIOTT HOTEL MEETING SPACE EXPANSION: Demolish and reconstruct Marriott Hall; create new outdoor hotel/public space ("Marina Terrace"); construct improved and widened Marina Walk walkway; improve public amenities, including public views towards the bay and pedestrian access; modify parking configuration; install landscape and hardscape improvements.

35 T Y 2013-14

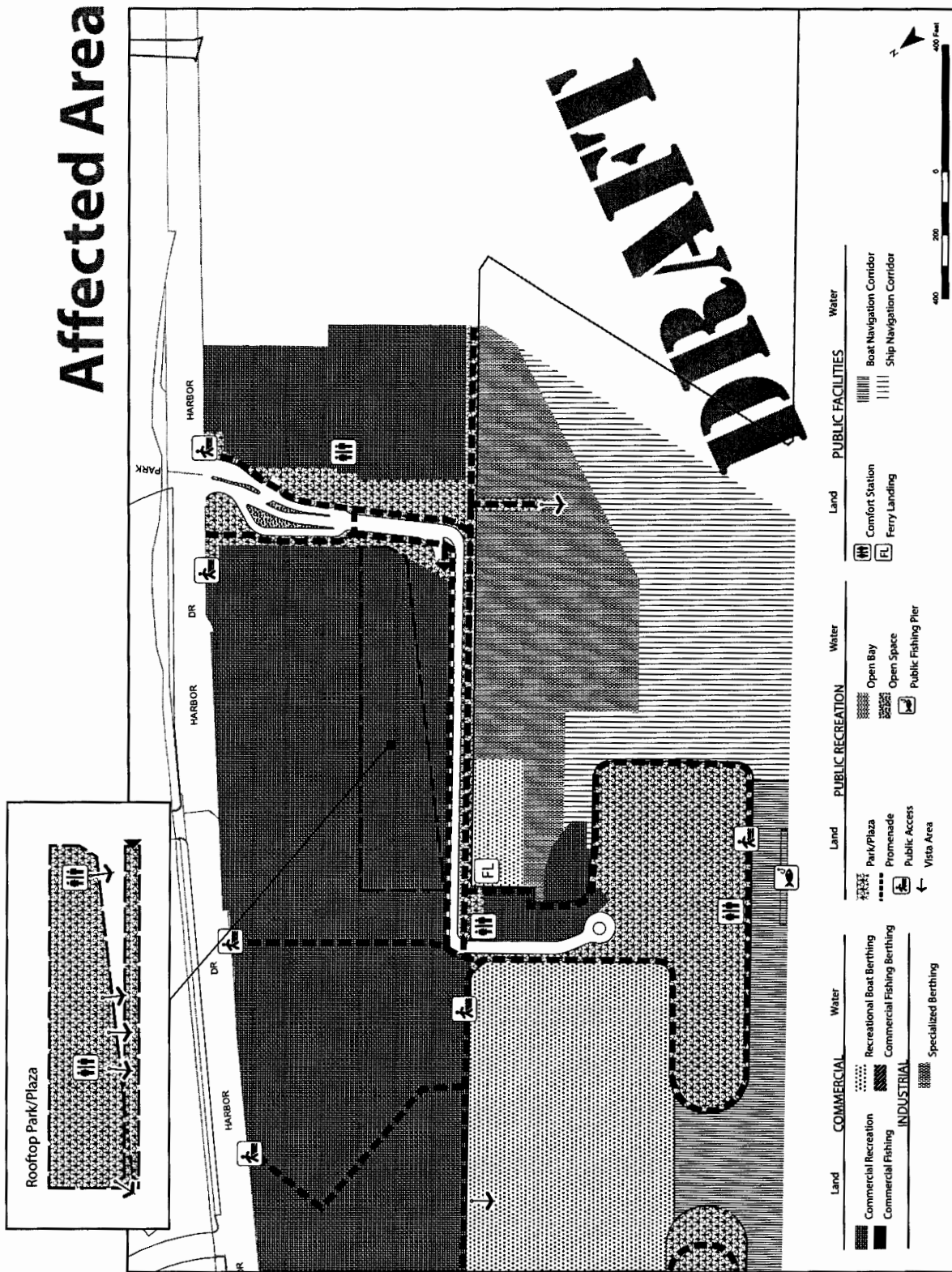
P- Port District T- Tenant N- No Y- Yes

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

\*\* Any modifications to the marina for "recreational small craft marina related facilities" is an appealable project.



# Affected Area







# San Diego Convention Center Public Access Program

A Supplemental Document to the ~~Convention Center~~  
~~Expansion~~ Port Master Plan Amendment

~~Revised~~ May 2012  
*Revised 10/10/13*

# Convention Center Expansion Public Access Program

TABLE OF CONTENTS	PAGES
<b>Executive Summary</b> .....	3
<b>The Public Access Program Concept</b> .....	5
Corridors, Linkages, and Routes.....	5
Convention Center Accessways .....	6
First Avenue Corridor .....	6
Fifth Avenue Corridor (Skywalk) .....	7
Eighth Avenue Corridor .....	8
Park Boulevard Corridor.....	8
Rooftop Public Space.....	9
Embarcadero Promenade.....	11
Linkage to the City's Linear Park .....	11
Linkage to Public Transit .....	12
Kinds and Intensity of Uses .....	12
Markings and Guides .....	13
Coastal Access Signs .....	13
Guide Displays .....	14
Brochures .....	14
News Media .....	14
Reservation of Public Service Capacities for Recreational Purposes.....	14
Implementation Schedule .....	15
<b>Compliance with Coastal Act Policies</b> .....	16

## FIGURES

	Title	After Page
1	Illustration of Concept: Public Access Program.....	17

## ATTACHMENT

A	Public Realm Design Principles and Programming Plan	17
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# ~~Executive Summary~~

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## Executive Summary

This San Diego Convention Center Public Access Program is a supplemental document to the Port Master Plan and is proposed to be amended for the Phase III Expansion to the San Diego Convention Center, as described in the Port Master Plan Amendment for the San Diego Convention Center Phase III Expansion and Expansion Hotel. This document supersedes the November 1995 Public Access Program for the San Diego Convention Center Expansion. This Program identifies the existing and proposed geographic areas proposed for accommodating maximum and direct public physical access to the shoreline in the vicinity of the expanded Convention Center. This Public Access Program is a segment of a larger, comprehensive system of public access for District lands on San Diego Bay. The access corridors and routes established in ~~the~~ this Program include the reservation of public service capacity for the kinds and intensity of uses for all the public, consistent with public safety needs, guidelines of the current version, Americans with Disabilities Act, the protection of public rights and the rights of private property owners. Access provisions have been coordinated with the carrying capacity of coastal resources and public improvements to avoid overuse and overcrowding.

The foundation of the Public Access Program in the Convention Center area begins with the identification of the nearest public roads to the shoreline, consisting of Kettner Boulevard, First Avenue, Fifth Avenue and Park Boulevard extended to the shoreline. ~~and Eighth Avenue extended.~~ These ~~two~~ streets provide vehicular and/or pedestrian access to the shoreline on the bayside of the Convention Center. Three pedestrian ~~accessways exist connecting these routes to the shoreline.~~ are located at either end of the proposed Convention Center building as well as a special elevated skywalk and extended terrace that will provide scenic vantage points for viewing the coastline and maritime activities on San Diego Bay. One lies immediately on the western edge of the Center, one traverses the top of the Center via a stairway and an automated funicular at Fifth Avenue, and another, which exists at the eastern edge of the Center aligns with the new pedestrian bridge crossing over Park Boulevard to the shoreline. This easterly approach lies entirely within a protected view corridor that follows Park Boulevard to the shoreline, and, notably, the easterly extension of the Convention Center itself has been held well back from the western edge of this view corridor to provide a wide view of the bay from the elevated pedestrian bridge over Park Boulevard.

The use of these accessways will be promoted and enhanced by the conspicuous posting of coastal (Bay) access signs as well as informational and locational signs; placement of seats, benches, trash receptacles, and other pedestrian access amenities; and the

distribution of visitor brochures and media information services. The City of San Diego and the operating entity of the Convention Center will retain primary responsibility for the maintenance ~~and liability~~ of the access ways, except as otherwise indicated.

Any construction activities associated with the Convention Center Expansion shall minimize impacts to public access. Access to the promenade and Embarcadero Marina Park South shall remain available during construction.

# THE PUBLIC ACCESS PROGRAM CONCEPT

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## THE PUBLIC ACCESS PROGRAM CONCEPT

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### *CORRIDORS AND LINKAGES*

#### *Corridors, Linkages, and Routes*

The expanded Convention Center pays particular attention to creating a dramatic expansion of public access to the Bay itself – both physically and through the development of approximately five acres of easily accessible, permanent public space on the roof of the expanded Center. This expansion will offer the public an amount of public space on the Bay that is unprecedented in downtown San Diego, and will offer the public views of the Bay, Coronado, North Island and the maritime activity which are not available anywhere except from private residences, hotels and clubs.

The nearest public roads in the vicinity of the Convention Center and the shoreline are the nearest public roads to the shoreline are Harbor Drive, Kettner Boulevard, Fifth Avenue and Park Boulevard, and Eighth Avenue extended (Convention Way). Both Kettner Boulevard and Convention Way Each provides vehicular and pedestrian access to nearly to the shoreline, with ample pedestrian ways extending beyond the vehicular domain to the shoreline itself, and the public shoreline parks, which comprise roughly totaling 22 acres 27 acres (including 22 acres of existing parks plus 5 acres of rooftop public space on the expanded Convention Center), on the bayside of the Convention Center. Figure 1 graphically illustrates the comprehensive public access system embodied in the Program.

The Embarcadero Promenade has been expanded to connect from Kettner Boulevard at Seaport Village to the Hilton Hotel at Park Boulevard with a 35-foot wide promenade for pedestrians and bicycles on the bayside of the Convention Center expansion. and Convention Way, the two public streets, are linked, for public access purposes, by a 14 foot wide pedestrian and bicycle access easement developed and used by the public as a shoreline promenade. This promenade maintains its shoreside location for six miles from the Convention Center to Spanish Landing Park. Ultimately, the promenade terminates along the shoreline of Shelter Island. The entireThis route ultimately extends north to Shelter Island and is designed and lighted for evening use and is compliant accessible under with the provisions of the Americans with Disabilities Act. It is lighted for evening use.

#### Convention Center Accessways Access Ways

~~The~~This Access Program provides three public pedestrian routes over and around the Convention Center, plus a total of four elevator access points to provide access to the new rooftop public space above the expanded Convention Center. ~~Three~~Two of these routes exist, on the west end of the center, over the top of the center at 5<sup>th</sup> Avenue via the existing funicular and stair, and across the new Harbor Drive pedestrian bridge at Park Boulevard.~~the third will be constructed as part of the Convention Center expansion.~~ ~~The circulation options around and through the convention center building are illustrated on~~ The access ways are shown in Figure 21. These ~~vertical access ways~~ connect the Embarcadero shoreline promenade with existing sidewalks along Harbor Drive and Downtown San Diego. The three public access ways~~routes~~ connect to all three of the improved public street crossings of the railroad tracks that are closest to the Convention Center at First Avenue, Fifth Avenue and Park Boulevard ~~Eighth Avenue.~~

The pedestrian crossings across over Harbor Drive at First and Fifth ~~and Eighth~~ Avenues are supplemented by the new pedestrian bridge over Harbor Drive at Park Boulevard, and together these routes provide direct access to the four elevator access points to the top of the Center and the Rooftop Public Space. ~~currently are the primary means of access to the three vertical access routes.~~ All street crossings (except Park Boulevard) are at existing grade level and are signalized to enable them to be activated by in-road vehicle sensors or by pedestrian push buttons. ~~Under the proposed Program~~ The existing Harbor Drive is also somewhat ~~will be partially depressed to provide access to parking below the Convention Center.~~ permit vehicular entrance directly into the existing Convention Center underground parking structure from Harbor Drive. ~~With a safer and more direct path,~~ The total of these pedestrian access improvements plus the new Rooftop Public Space are expected to attract ~~it is expected that an increasing proportion of access to the shoreline by cyclists and pedestrians.~~ number of people will elect to walk to the Convention Center and the Bay from the Gaslamp Quarter and Downtown.

#### First Avenue Corridor

The First Avenue Corridor begins at the south end, or foot of First Avenue. Pedestrians can cross to the south side of Harbor Drive by utilizing a vehicle or pedestrian-~~actuated~~ activated traffic signal. A pedestrian access easement extends east along Harbor Drive. ~~250 feet southeast to a point just west of the Convention Center.~~ This section of the route is an 8 foot wide concrete sidewalk on the south side of Harbor Drive. At the Convention Center, the route turns right (west) and follows a sidewalk a 13 foot wide easement along the side of the Convention Center. It then continues along a ~~for approximately 200 feet.~~ It then descends eight steps and continues along a 12' wide path to the Marriott Hotel building, where it turns left (south) and continues along a 13' wide easement, path following along the side of the Convention Center. The ~~5' wide~~

concrete path through this section meanders through well-maintained landscaping consisting of palms, ferns, trees, and shrubs. ~~It continues through the Marriott Hotel's parking lot on a 10' wide easement, where the pedestrian has a choice of walking across the parking lot to a small 4' wide sidewalk with no curb cut, or walking slightly right (west) to the handicapped parking access aisle and proceeding along a 10' wide~~ The path then proceeds to the Embarcadero Promenade. This route is in compliance with the Americans with Disabilities Act.

~~The route is accessible to wheelchairs except for the eight steps mentioned above. An alternate route for wheelchairs has been provided across the vehicular entrance into the Convention Center's parking garage, however this is not on the designated route. The Program objective is to provide an accessible ramp at the steps to make the route completely accessible, as required in the Americans with Disabilities Act (ADA). Wheelchair ramps (curb cuts) are provided at all curb crossings.~~

The Program ~~contemplates furnishing~~ has provided appropriate public (Bay) access signs at both ends of the route; at Park Boulevard (former Eighth Avenue), Imperial Avenue, and Harbor Drive; and at every change of direction when guidance is needed.

The route is open to the sky along its entire length, except for three sections where a portion of the Marriott Hotel is cantilevered over approximately half the width of the walk. These sections still provide 8' foot high clearance along the walkway. The route is lighted with ambient light provided by nearby buildings and parking lots, and by light fixtures attached to the Convention Center and Marriott Hotel. ~~Since most of the route is on the Convention Center property, the center maintains that section. The Marriott Hotel maintains the remainder of the route.~~ It is estimated that this public access route segment is about 900 feet long from Harbor Drive to the Embarcadero Promenade. ~~It is the objective of this Program to make it better known and utilized.~~

#### *Fifth Avenue Corridor (Skywalk)*

The Fifth Avenue Access Corridor begins at the south end (foot) of Fifth Avenue. Pedestrians cross to the south side of Harbor Drive by utilizing the vehicle or pedestrian-~~actuated~~ activated traffic signal.

The existing Convention Center ~~includes expansion plan envisions~~ a pedestrian way ~~with a minimum width of 20 foot width~~ feet ascending the building by means of stairs and a funicular ~~and~~ elevators to a viewing terrace, which will be equipped with seats, telescopes, interpretive signs, public art, and other attractive features. The seats, telescopes, and signage will be installed prior to the issuance of the final Certificate of Occupancy for the expansion. The location of the benches, telescopes, and signage is shown on Figure 21. The subject matter of the terrace signage on the expanded, as well

as existing, Convention Center will contain information on landmarks, maritime activities, Bay history and Bay coastal ecology.—The Stairs and an elevators—will accommodate a direct descent to the Embarcadero Promenade. The total elevation gain is roughly ~~will be about~~ 57 feet. The total length of the route is between ~~estimated to be approximately 400 to and 500 feet depending on the route selected by the individual.~~ Illustrations of the Bay Access Skywalk Corridor, prepared by the Convention Center Design-Build Architectural team, are presented in Figures 3, 4, 5, and 6.

This access way ~~was provided~~ is designed to allow the public to cross over the expanded Convention Center and to provide access to the scenic vista points offered by the Center's bayside terraces without creating conflicts with Convention Center meeting and other functions. It ~~is~~ will still be possible, ~~however,~~ for conventioners to entering the building ~~Convention Center~~ from Harbor Drive ~~to also be able to walk through the building to the southwest side and access the Embarcadero Promenade down the Center's bayside stairs.~~ Coastal access signs have been ~~will be~~ installed ~~where appropriate along this route.~~ The funicular, stairs, and terraces and route are ~~will be~~ maintained by the Convention Center operator.

#### ~~Eighth Avenue Corridor~~

~~The existing Eighth Avenue Corridor that previously provided pedestrian access across Harbor Drive to the Convention Center has been replaced due to the development of the major league baseball stadium, Petco Park. The newly constructed pedestrian bridge over Harbor Drive at Park Boulevard replaces this access route to the shoreline, begins at the south end (foot) of Eighth Avenue, utilizing a vehicle or pedestrian activated traffic signal. Pedestrians will be able to cross to the southwest side of Harbor Drive and access the urban plaza located at the southern end of the expanded Convention Center and proceed to sidewalks along both sides of Eighth Avenue. A 5 foot wide concrete sidewalk presently continues west along Eighth Avenue to Convention Way, where it turns right (northwest). The sidewalk continues along the northeast side of Convention Way until it reaches the Convention Center. The path crosses the service entrance into the Convention Center and continues on the street for about 30 feet until it enters the pocket park at the south corner of the Convention Center. A paved section of the park leads to the Embarcadero Promenade.~~

~~The entire route will be accessible under the Americans with Disabilities Act. The estimated length is 1500 feet. Under the Program, coastal access signs will be installed. Lighting is provided by street lights and ambient. New lights will be installed with the Convention Center expansion project. This route will be maintained by the Port District.~~

#### Park Boulevard Corridor

The Park Boulevard Corridor (formerly Eighth Avenue) has an above-grade signature pedestrian bridge that crosses over Harbor Drive. This important linkage leads pedestrians directly down a stairway to Park Boulevard and Convention Way south of Harbor Drive. Access is also available to wheelchairs via the elevator within the parking garage directly from the southerly end of the bridge. This linkage is an important step in establishing a long-discussed "Bay to Park" link connecting San Diego Bay to Balboa Park. An expansion to the Hilton Hotel will also provide an elevated public pedestrian accessway that will link the pedestrian bridge with the Embarcadero Promenade. The elevated pedestrian accessway will culminate with a new staircase from the existing porte-cochere to ground-level adjacent to the Embarcadero Promenade.

The pedestrian route south to the Embarcadero is via a generous concrete sidewalk that connects directly to the 35 foot wide concrete Embarcadero Promenade at the Hilton Hotel and adjacent park area. This access way will remain under this Program.

This program will add additional access ways to link Park Boulevard to a new, east-facing entry to the Convention Center. Pedestrians will be able to travel from the Park Boulevard route to the Hilton Hotel across the Convention Way via at-grade crossings that are controlled by vehicle or pedestrian activated signals. This existing route is confusing and challenging for pedestrians due to a very wide cross section of Convention Way and a lack of traffic controls. A new intersection will be established that will link a vehicle drop off area in front of the east face of the Convention Center to Convention Way, creating a more clear and comfortable pedestrian access to the west side of Convention Way.

On the west side of Park Boulevard there will be a concrete sidewalk leading along the east face of the Convention Center from Harbor Drive to a new public lobby at the Convention Center. This public lobby will provide access to the Rooftop Public Space in a pair of elevators that will have only two stops – ground level and rooftop level. This lobby will be glass-enclosed, well-lighted, and visible from Park Boulevard to maximize a welcoming appearance to the public. This lobby will not be connected to the Convention Center east doors, to allow the operation of the public elevators and lobby to be managed independently from management of the Convention Center east entry. These facilities will be maintained by the Convention Center.

The Park Boulevard corridor is equipped with seats, public artwork, and landscaping.

#### Rooftop Public Space

This program will provide approximately 5 acres of accessible public space on the rooftop of the expanded Convention Center. This space will be designed as a "green

roof" as well as a place for events, daily relaxation, special performances, and gatherings of several scales. In most ways it will act as an urban park, however it will be managed and maintained by the Convention Center.

The Rooftop Public Space will be accessible in several ways, and has been designed to encourage strolling and movement between the many access points. This movement is key to the enjoyment and daily activation of the space, providing comfort, interest and personal security by virtue of the presence of people. On the eastern end of the space the public elevators that lead directly up from the Park Boulevard public lobby will open directly onto the rooftop and an overlook of the Bay. This view will provide an experience to the public that is not available today from other public locations. Sweeping views of the 10<sup>th</sup> Street Marine Terminal, across the Bay to Coronado, and up toward North Island will all be available.

The rooftop public space will include spaces of open lawn, for gathering or play; garden areas of a mix of perennial flowering plants and shrubs, groves of small trees to make garden "rooms", and a system of pathways that will provide for interest and a choice of routes through the gardens. The intention of the Program is to create a social space that will offer experiences that are not available in Downtown, where park space is sorely lacking. This space will be open to the public and managed for public access during hours similar to that of other Port parks and will be publically accessible 85 percent of the year.

The Rooftop Public Space will be accessible by three additional elevator access points in addition to the existing funicular and Skywalk from Harbor Drive: a new elevator access point and stair on the south end of the Skywalk, an elevator access point that will rise from a public lobby on the Embarcadero Promenade directly to the rooftop approximately in the middle of the park and along the southern edge of the expansion building and an elevator access point that will rise from the Park Boulevard area from a public lobby on the east end of the expansion building.

In addition to these mechanical lifts, which provide full accessibility under the provisions of the Americans with Disabilities Act, direct access from the Embarcadero Promenade will be provided along a sloping walkway that meets the Embarcadero Promenade at the southeast corner of the expanded Convention Center. This walkway will be a minimum of 20 feet wide and will include periodic planted areas, resting and viewing areas. It will be sloped at a maximum of 1 foot rise for every 20 feet of travel, a slope which qualifies as an accessible route under the Americans with Disabilities Act. This walk will travel to the southwest corner of the Convention Center expansion, meeting the southwest corner of the new Rooftop Public Space. Together, the numerous elevators and walks that reach the rooftop will be interconnected with walkways within

the Rooftop Public Space that will facilitate multiple routes through the rooftop lawns and gardens.

The Rooftop Public Space will be designed to include a performance area on its western end, near the location of the existing skywalk. A new freight elevator will be provided to bring equipment, supplies and people from the Convention Center loading dock level and interior areas directly to the rooftop. This will enable setup and breakdown for performances and special events of several scales with minimum disruption to the usability of the public space. Management and programming of this space will be by the Convention Center.

The primary purpose of the rooftop park/plaza is to provide passive public recreational opportunities; however, on occasion, portions or all of the 5-acre rooftop park/plaza may be utilized for organized events. At these times, only portions of the area would need to be secured or cordoned off for ticketed admittance. Such events could include large concerts associated with corporate incentive type groups consisting of up to 4,000 individuals. Other events could include receptions with light music; outdoor catered banquets of various sizes; chef's table tastings; and commercial photo, video, or movie shoots.

Completion of the rooftop park/plaza will be required prior to the issuance of a final Certificate of Occupancy for the Convention Center Expansion.

Upon completion and opening of the Phase III Convention Center Expansion rooftop park/plaza, written quarterly reports will be provided to the California Coastal Commission by the appropriate entity having responsibility for such matters on the following:

- Utilization of the rooftop park/plaza and promenade for all public and private events during the prior quarter;
- Information on park programming and activities implemented to invite the public to access the rooftop park/plaza, promenade and coast;
- Marketing activities and signage to enhance way-finding and public usage of the rooftop park/plaza, promenade, and coastal access.

Responsibility for the above described items will be addressed in the subsequent coastal development permit issued by the Port to the City of San Diego and other agreements entered into by the parties.

Quarterly public meetings will be called by the Port subject to the Ralph M. Brown Act (Government Code Section 54950, et seq.) at the San Diego Convention Center to pursue strategies and funding to encourage public utilization of the rooftop park/plaza,

promenade, and coastal access. Those invited to participate in these quarterly meetings shall include, but not be limited to, elected officials or officers representing the City of San Diego, San Diego Convention Center Corporation or any successor corporation or public agency, and the State Assembly Member and State Senator representing the Public Trust Land on which the convention center is located. Notice for and minutes of these meetings will be sent to the California Coastal Commission in accordance with provisions of the Ralph M. Brown Act.

No later than five years following completion and opening of the Phase III Convention Center Expansion, a report will be provided to the California Coastal Commission on the roof top park, promenade and coastal access utilization and potential opportunities that may be pursued by the appropriate entities that could enhance public access to the roof top park and waterfront promenade including possible additional access points and related infrastructure. This report will be an informational item and does not subject any of the entities involved in this Project, including the Port and the City of San Diego, to commitments regarding financing any such infrastructure or improvements.

Further, in order to ensure public access to the rooftop park/plaza, the subsequent coastal development permit issued by the Port to the City of San Diego will require the City of San Diego to reprioritize \$500,000 of the City's construction budget in consultation with the Executive Director of the California Coastal Commission to implement alternative access measures to activate the rooftop park/plaza. In prioritizing the use of these funds, consideration will be given to enhancements to the existing stairways and skywalk (including paving treatments, public art, etc.).

#### *Embarcadero Promenade*

The Program will incorporate the recently completed 35-foot wide promenade from the Hilton Hotel to the existing promenade near the entry to South Embarcadero Marina Park. The promenade will be a continuous 35-foot wide concrete public space, with lighting, benches and periodic planted areas to provide comfortable use and access for pedestrians and cyclists.

The Promenade will be located just south of the extended Convention Way, which will run between the Promenade and the Convention Center building as expanded. The roadway will be roughly 25 feet wide with one lane of vehicular traffic in each direction. There will be a sidewalk 10 feet wide on the north edge of the roadway, with lights and periodic plantings. This walkway will be attached to the face of the building which will have occupied space to be leased by the Convention Center to retail or other tenants. This use along the Embarcadero will activate the bayfront, creating a destination and services that will support public use.

#### *Linkage to the City's Linear Park*

The Convention Center accessways provide a link to the Martin Luther King Jr. Promenade linear park which runs parallel to, and north of, Harbor Drive. The City of San Diego ~~has~~ will be developing ~~developed this park as a system of public greens, parks, water features and plazas from First Avenue to the Ballpark on 7<sup>th</sup> Avenue. a major civic pond and park at the foot of Front and First Avenues, which will attract a large number of diverse people.~~ People who use this park, visitors and residents of the Gaslamp District will be able to use this Program's many access ways and public spaces to enhance their access to the shoreline, Embarcadero Promenade and Rooftop Public Space. Many of these visitors may desire to be near the Bay, and so can use the First Avenue Corridor for that purpose. The City of San Diego, included through the Centre City Development Corporation, has agreed to implement an appropriate bay access signage and information program in the park, as well as in the Gaslamp Quarter and other adjacent major visitor facilities.

#### *Linkage to public transit*

Links to public transit also form an important element in encouraging people to use the coastal access routes. The San Diego Trolley runs along railroad tracks just north of Harbor Drive. The Gaslamp/Convention Center trolley station is located at Harbor Drive and Fifth Avenue, directly across from the Convention Center and the ~~proposed~~ Fifth Avenue ~~Corridor~~ funicular and Skywalk coastal (bay) public access route. Public transit buses stop one block away at Fifth Avenue and K Street. Bus patrons can also use the Fifth Avenue crossing of Harbor Drive to reach the coastal access routes.

### **KINDS AND INTENSITY OF USES**

Once pedestrians gain access to the Embarcadero Promenade through any of the three ~~vertical~~ coastal access routes they have several recreational options. One is to stroll along the promenade, enjoying the views of sailboats in the marina, activities on Embarcadero Marina Park and the Bay in the distance. Another is to walk to the north or south end of the Embarcadero waterfront Promenade and enter either ~~the north or south~~ arms of Marina Park. Here are landscaped picnic areas, basketball courts, a public fishing pier and wide lawn areas. At the north end is Seaport Village, a popular specialty shopping area. The south arm also contains ~~the Chart House~~ a full-service restaurant. Some people may want to use the Promenade to access the Convention Center's elevated terraces, elevated vista points, Rooftop Public Space ~~or the skywalk~~ or to visit the marina or the ~~two~~ hotels and restaurants at either end of the Promenade, along the

~~way to Seaport Village. Appropriate comparable public access amenities will be provided on the terraces of the existing Center.~~

~~These uses determine the composition and intensity of the pedestrian traffic expected to use the access routes. The Port District surveyed pedestrian traffic along the Embarcadero Promenade on Friday, August 19, 1994, a typical summer weekday. A total of 613 people passed the Convention Center steps during the eight daytime hours surveyed, an average of 77 people per hour. The maximum was 129 per hour. Seventy-three percent were walkers or stroller, 14% were bicyclists and 10% were joggers.~~

~~Based on the kinds of uses arrayed along the Embarcadero Promenade and in the Rooftop Public Space, it is estimated that coastal access path users would be composed of residents of nearby downtown housing, ~~conventioneers~~, patrons, downtown workers, tourists, and employees of the hotels, restaurants, and marina along the walk. Given the scale, views, and intended programming of the Rooftop Public Space it is further expected that the rooftop will be a destination that attracts users from a wider area than Downtown that will further populate the waterfront with activity. The rooftop public space will be integrated into the public spaces in the South Embarcadero. The Public Realm Design Principles and Programming Plan (see Attachment A) describes and defines how the use of the public spaces will be enhanced, encouraged and synergized.~~

~~Existing peak use during the summer is generated by the San Diego Symphony, which attracts from three to five thousand people to each of the approximately sixty four Summer Pops concerts on Embarcadero Marina Park South. It is expected that Eighth Avenue will continue to be used as the major access corridor for these concerts, as well as by recreational users of Embarcadero Marina Park South.~~

## **MARKINGS AND GUIDES**

~~All public access routes, including the existing Convention Center Bayside terraces and the Embarcadero Promenade, have been will be adequately marked with appropriate public access and directional signs and pavement markings. ~~Because of the close proximity of the existing Center and the Marriott Hotel,~~ Special attention will be given to marking coastal access routes and directions with the modifications along Convention Way and the Rooftop Public Space elevators and access walkways. signing and enhancing the First Avenue public accessway to the Bay.~~

~~The Port District's and City of San Diego/Centre City Development Corporation multi-media public access information program, when taken together with significant new public access stairs, skywalk, urban plaza, Harbor Drive crossing and Convention Center~~

bayside terraces, will significantly enhance public awareness and practical accessibility to these major public access resources. The Convention Center Design-Build team will include pavement markings as part of the design treatment in the Convention Center Expansion area, including the skywalk, to guide the public to the Bay. The City is responsible for compatible pavement markings in upland areas.

#### *Coastal Access Signs*

~~The Standard "Coastal (Bay) Access" Public access signs will be installed in clear view along the coastal access routes and at changes of direction along these routes; and at the entrance to each of the vertical routes; and at each end of each lateral route. at the entrance to each of the vertical routes and at each end of the lateral route.~~ Signs will be installed at every change in direction, or every 300 feet, whichever is less. Pavement markings will be used to direct pedestrians across open areas, such as the new intersection at Convention Way and the Hilton Hotel. ~~parking lot on the First Avenue Corridor or the skywalk. The San Diego City Manager has also expressed the City's support for and commitment to implementing the Public Access Program inland of Harbor Drive in conjunction with the Centre City Development Corporation. The proposed locations of directional Bay access signs that the City of San Diego is responsible for erecting in the downtown area are illustrated in Figure 7.~~

An integrated wayfinding program that will recognize the partnership with the Port, City of San Diego, and Coastal Commission shall be developed prior to issuance of a Coastal Development Permit for the Convention Center Expansion; the wayfinding program will be prepared by Permittee. The comprehensive signage package will address size, location and placement of public access signage, including directional signage to/from the bay and city. The program may include replacement of existing signage to better facilitate a comprehensive wayfinding system.

#### *Guide Displays*

The Port District has erected a number of "You Are Here" displays around the Bay, to help visitors identify their location and obtain directions to desired destinations. The coastal access routes will be added to the displays that are in appropriate locations.

#### *Brochures*

Brochures that illustrate and describe the public access routes will be produced and distributed to businesses and tourist attractions around the Convention Center. In particular, the Gaslamp Quarter businesses have been, and will continue to be encouraged to display the brochures, since many of the potential users of the accessways are visitors wanting to walk from the Gaslamp area to the Bay. The access ways have will also been added (and will be updated) to other Port maps and guides, where coastal access is featured. ~~A sample brochure concept is attached as Figure 8.~~

### *New Media*

The Port District will continue to utilize a wide variety of media, including but not limited to radio, television, website and ~~the printed~~ media to advise people of the various coastal access routes. Feature articles about the new Convention Center expansion will highlight the enhanced efforts being made to provide public recreation, activity and access to the Bay over and around this structure, and to point out the public views and activities on the Rooftop Public Space, terraces and walkways. ~~from the new and existing access terrace and elevated vista points at the Convention Center expansion~~

## **RESERVATION OF PUBLIC SERVICE CAPACITIES FOR RECREATIONAL PURPOSES**

Coastal Act policies encourage community plans to reserve sufficient capacity within their circulation system, or within other provided public service facilities, to permit the public access to coastal recreation resources. For example, coastal access roads should be adequate to allow for the expected traffic generated by visitors to a public park. In the case of the Convention Center expansion, the capacity of the vertical and lateral access routes are expected to be adequate to allow unrestricted passage by the expected volume of pedestrian traffic. Based on estimated volumes of traffic, sufficient capacity has been designed into the routes to permit continued public access. ~~Further studies will enable the Port District to determine more accurately the actual use of the access routes, and to evaluate whether additional public access improvements may be required in the future.~~

### **IMPLEMENTATION SCHEDULE**

All The existing access ways will remain open to the public throughout the construction period for the expansion of the Convention Center. Existing access ways along First Avenue and Fifth Eighth Avenue Corridors will not be disrupted during the construction. The Rooftop Public Space with its access walkways and elevators will open with the completion of the Convention Center expansion. ~~require additional work to improve them to the plan standards. The stair ramp required to bring the First Avenue Corridor up to ADA standards will be completed in 1996. The signs and pavement markings for these existing routes can be installed within the same time period. It is anticipated that construction of the Convention Center expansion will require some redesign of the~~

~~Eighth Avenue Corridor to accommodate entrances into the expanded portion of the Convention Center, while providing parallel public walkways on both sides of Eighth Avenue and Convention Way to Embarcadero Marina Park South. The public information portions of the Public Access Program, including the brochures, will be timed to coincide with the completion of the Convention Center expansion project. Public access signage for the new public access areas will be completed at this same time, however, will be improved at Harbor Drive and Eighth Avenue during Fiscal Year 1995-96.~~

~~The schedule for the opening of the Public Access Program's major element, the Fifth Avenue Corridor skywalk and Convention Center expansion terraces and urban plaza, will be tied directly to the issuance of the Convention Center occupancy permit (estimated in mid 1998).~~

## **Port Master Plan Amendment**

~~Public access issues are addressed in the following portions of the Convention Center Expansion Port Master Plan Amendment:~~

~~"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" (page 88).~~

~~"Pedestrian linkage to the uplands is proposed around and over the convention center. North of the complex, an access walkway currently exists between the Marriott Hotel and the convention center. The center expansion proposal includes another public access connection with a minimum of 20 feet over the convention center connecting Fifth Avenue with the shoreline walkway. At the intersection of Eighth Avenue and Harbor Drive, the promenade connects with the adjacent Gaslamp Quarter pedestrian and trolley facilities from an extension on the south end of the convention center expansion and along both sides of Eighth Avenue and Convention Way. The District, in conjunction with the City of San Diego, will implement a public access program of signage, pavement markings, amenities and public information to inform and invite the public to the waterfront, as is more specifically shown in the District's "Public Access Program", November, 1995, which is incorporated by reference into the master plan." (page 89)~~

~~The graphic illustration of planned land use and circulation for District lands in the Centre City and Embarcadero area is shown in Figure 9.~~

## **Compliance With Coastal Act Policies**

This Public Access Program supplements the Port Master Plan Amendment for the San Diego Convention Center Phase III Expansion and the Hotel Expansion project, in which it is included by reference. The Amendment is governed by the California Coastal Act, Chapter 8, Ports, which provides that all port-related development, such as the Convention Center Expansion, shall be located, designed, and constructed so as to provide for other beneficial uses consistent with the public trust, including recreational uses, to the extent feasible. (Section 30708(d).) The proposed amendment is consistent with that Section because it implements the Coastal Act public access standards and objectives.

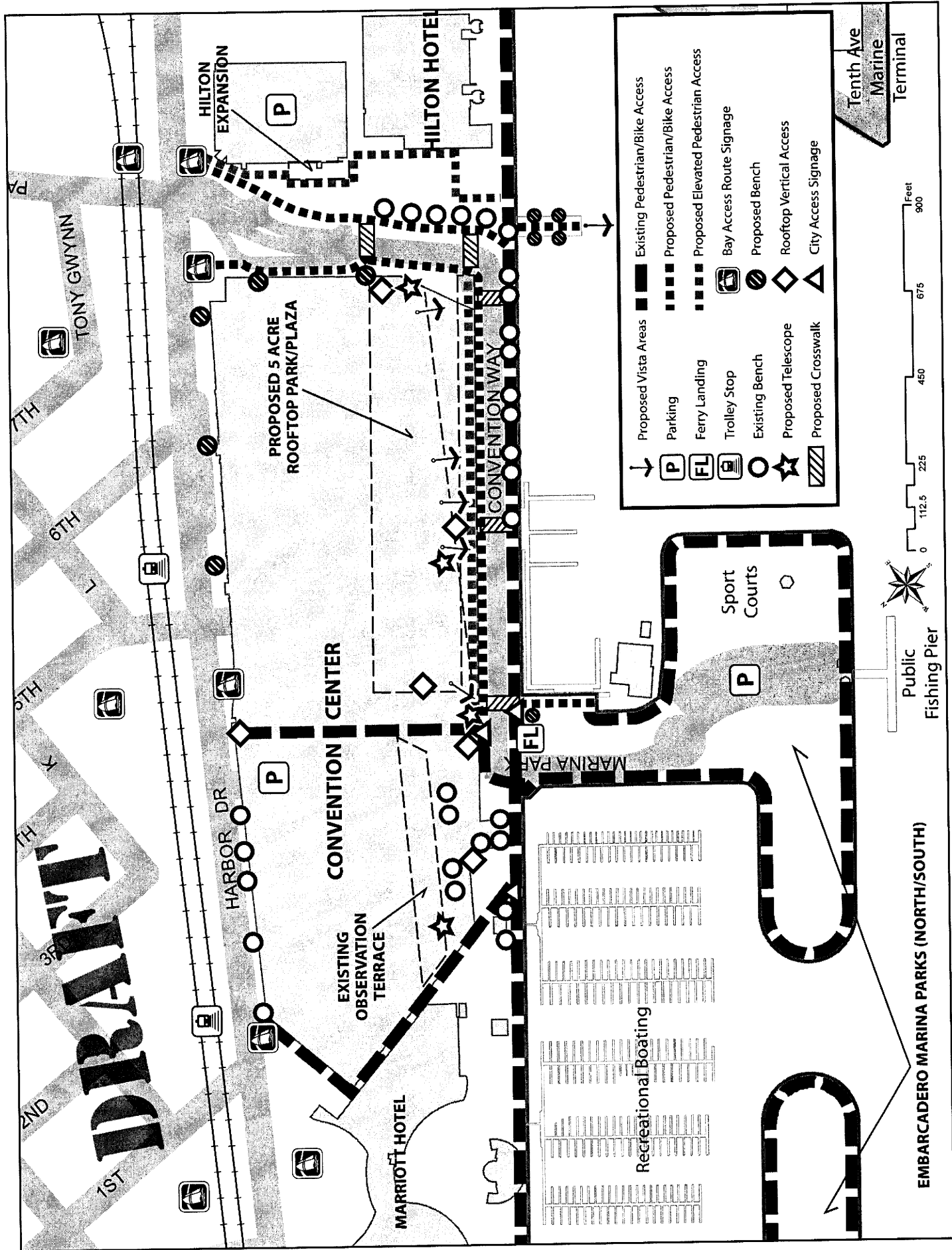


Illustration of Concept: PUBLIC ACCESS PROGRAM

Figure 1  
10/07/13

## Attachment A

### San Diego Convention Center Phase III Expansion Public Realm Design Principles and Programming Plan

#### Purpose and Intent

The purpose of this plan is to describe and define how public use of the public realm spaces to be developed and improved by the San Diego Convention Center Phase III project will be encouraged and enhanced. For the purposes of this plan, the public realm is the rooftop park/plaza and ground level public spaces including Embarcadero Marina Park South.

The design of the public realm shall be integrated into the South Embarcadero to create a cohesive waterfront visually and experientially connecting the rooftop park/plaza with the ground level public spaces, the promenade adjacent Convention Way, the Water Transportation Center, Embarcadero Marina Park South, and the promenade adjacent the San Diego Marriott Marquis & Marina and the Hilton Bayfront Hotel.

The public realm will be multi-functional, flexible, and balanced in design to be conducive both to daily public use and special events, while still respecting the need to maintain the daily operations of the San Diego Convention Center and maritime operations of existing (and historically used) water-dependent uses at the Water Transportation Center. The design of all public realm spaces will be integrated to promote visual and experiential connectivity and will include a variety of features designed to create an attractive and welcoming pedestrian experience such as paving surface color, paving treatment and texture, lighting, and furniture.

The San Diego Convention Center applicant shall participate in the Port's special event waterfront program under a master special events permit consistent with the Port's then-applicable guidelines. Programming shall include a wide range of non-profit and for-profit activities to attract local residents and visitors to the public realm year-round and will allow the adjacent Hilton San Diego Bayfront Hotel to participate in the use of the rooftop park on a limited basis for special events. The public realm shall be programmed to encourage a variety of low to no-cost recreational activities and designed primarily with public use in mind. Fencing, utilities, and other obstacles to visual and physical access will be minimized to the extent feasible and shall only be allowed as necessary for security.

#### Design Principles

The San Diego Convention Center applicant must comply with the following design principles:

1. Maintain the flexibility and availability of the public realm for public use and special events.
2. Include surface color, treatment, and textures that promote recreational opportunities and the feeling of connectivity between the public realm spaces such as the rooftop park and entrance to Embarcadero Marina Park South.
3. Integrate surface design features to encourage continuous walking, jogging, and biking.
4. Promote activity zones such as child play areas, games, dancing, art exhibits, yoga, and designated bay vista areas.

5. Implement and promote design features and amenities reflecting the history of San Diego Bay and the environmental benefits of the public realm spaces, specifically the rooftop park, in partnership with local educational and environmental organizations.
6. Coordinate with event planners and special event organizers to enable suitable public realm spaces for concerts, festivals, and other public events.
7. Incorporate San Diego Bay and coastal access signage at key areas including Canyon Path, Embarcadero Marina Park South, and Park Boulevard.
8. Integrate the design of the public realm into the broader South Embarcadero.
9. Design the public realm spaces to enable maximum use for the general public but allowing for special events such as public meetings, nonprofit events, Port-sponsored events, and private events as permitted.
10. Comply with other design principles developed through public outreach.

#### Programming Criteria and Special Events Programming

The San Diego Convention Center will develop and manage a special events program for activation of the public spaces within the project area. The program will be developed in collaboration with the Port and will, wherever possible, include integration with broader Port-sponsored special events around the Bay generally with special emphasis on the South Embarcadero area. Although the program will be developed around major Convention Center and South Embarcadero events, it will emphasize the use of public spaces within the project area as venues for public events and as public gathering places as opposed to venues for the exclusive use Convention Center delegates.

The program will include a wide range of non-profit and for-profit activities to attract local residents and visitors to the Bay for a year-round use of the public spaces within the project area will be program to encourage a variety of low to no-cost recreational activities. Special events could include, but not be limited to, festivals, art shows, weddings, receptions, and group fitness activities.

The San Diego Convention Center as the site manager for the City of San Diego will prepare and submit to the Port on an annual basis a report detailing public use of the public spaces within the project area for the prior year the success of its special events programming. The submittal may take the form of a written report or digital report published to the San Diego Convention Center's website, a link to which will be delivered to the Port annually. The annual report will address attendance at major events as well as a breakdown of the events in the following categories: general public—ticketed admission, general public—free admission, Convention Center delegates only, and private events—no general public admission. In addition, the annual report will also include suggestions and programming alternatives designed to increase public use of the public spaces within the project area.

#### Retail Merchandising, Design and Activation

The retail portion of the project area on Convention Way will include a mix of retail establishments designed to complement the public use and programming of the project area. Design of the retail

spaces will emphasize creation of a unified waterfront design for the Promenade and Convention Way by including the following design elements to promote activation along the Embarcadero.

1. Include outdoor seating tables and chairs, benches, lighting, plants, bicycle racks, signage.
2. Provide public restrooms.
3. Through signage, building materials and design, promote visibility and use of public elevators for rooftop park access.
4. Pedestrian scale roadway of only two traffic lanes.
5. Multiple wide pedestrian crossings.
6. Traffic calming design features and raised table-top pedestrian crossings to visually and experientially connect the Promenade and retail area.
7. Convention Center event trucks restricted to entrance/exit only on Park Boulevard.

**SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM**

**SOUTH EMBARCADERO  
PUBLIC ACCESS PROGRAM**

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

MAY 26, 1998  
~~Amended FEBRUARY 2006~~  
Amended NOVEMBER 2012 (includes Marriott revisions)  
Revised 9/20/13

## **SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM**

- Contents:
1. South Embarcadero Public Access Program, as amended ~~February 2006~~ May 2012
  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 linear feet of San Diego Bay in Planning Subareas 34 (Tuna Harbor), ~~and~~ 35 (Marina Zone), and 36 (Convention Way Basin), 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 Old Police Headquarters (OPH) 1.0-acre open space Urban Plaza, 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 Hyatt tower, will connect Harbor Drive, between California Street and Kettner Blvd, with existing Embarcadero Marina Park North. The open space areas will create visual and physical linkages from the OPH to the 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**

The proposed Phase III Expansion to the Convention Center will include an approximately 5.0-acre rooftop park/plaza, approximately 50-100 feet above grade. The rooftop park/plaza will be accessible from at least six access points, including: the grand stairs and funicular at Harbor Drive, the grand stairs and elevator at the southwest corner of the rooftop park/plaza, elevators at the south midpoint of the rooftop park/plaza, the landscaped inclined walkway, and the elevator along Park Boulevard, as well as one access point from within the Convention Center. The rooftop park/plaza will include a mix of hardscape and landscape, including lawns, grasses, wildflowers, shrubs, trees, wetland plants; and pavilions and formal and non-formal gardens with lighted paths and fixed and movable furnishings. Observation vistas will be placed at opportune locations throughout the rooftop park/plaza to provide views to the Bay and uplands skyline. Support facilities such as restrooms and power and water service will also be provided.

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~~Park Boulevard Plaza along Eighth Avenue~~Park Boulevard to Campbell Park and on to the Campbell Pier the waterfront.~~ 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 Park Boulevard (former 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.

## **SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM**

Adjacent to the existing approximately 10-foot-wide mechanical equipment enclosure on the Hyatt leasehold, the public access corridor may 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. At the project level, minor adjustments and revisions to the corridor, parking areas, and driveway may be made to increase the width of the walkway and improve connectivity between Marina Walk, Marina Terrace, and the Embarcadero promenade. 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, signage, 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.

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

### **SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM**

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 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~~ Hilton Bayfront Hotel), 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. Port District implementation of the bayside shuttle system 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

**SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM**

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.

As part of the redevelopment of South Embarcadero, the pier adjacent to the Hilton San Diego Bayfront will be publically accessible 85 percent of the year. Perimeter railings and seating will be extended onto the public access pier, which will also be made ADA accessible. Completion of the improvements to the public access pier will be complete prior to the issuance of the final Certificate of Occupancy for the Hilton San Diego Bayfront Expansion.

Any construction activities in South Embarcadero shall minimize impacts to public access. Access to the promenade and Embarcadero Marina Park South shall remain available during construction.

# **SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM**

## 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 (includes 0.7 acre Hyatt Plaza)	7	1600 LF	P,B,Rb:ha	p,,w,l,tl,b,tb,s
			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 Seq. 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		
G. N Emb Mar Pk	S of Central Pk	19	See Seq. 5	Prk, P,Pg,B/Ap,A:ha	VP,p,t,w,l,tl,b,tb,s
			10.7 Acres		
			87 Spaces		

**Legend:**

A=(public) Art Ed=Environ. 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 PROGRAM**

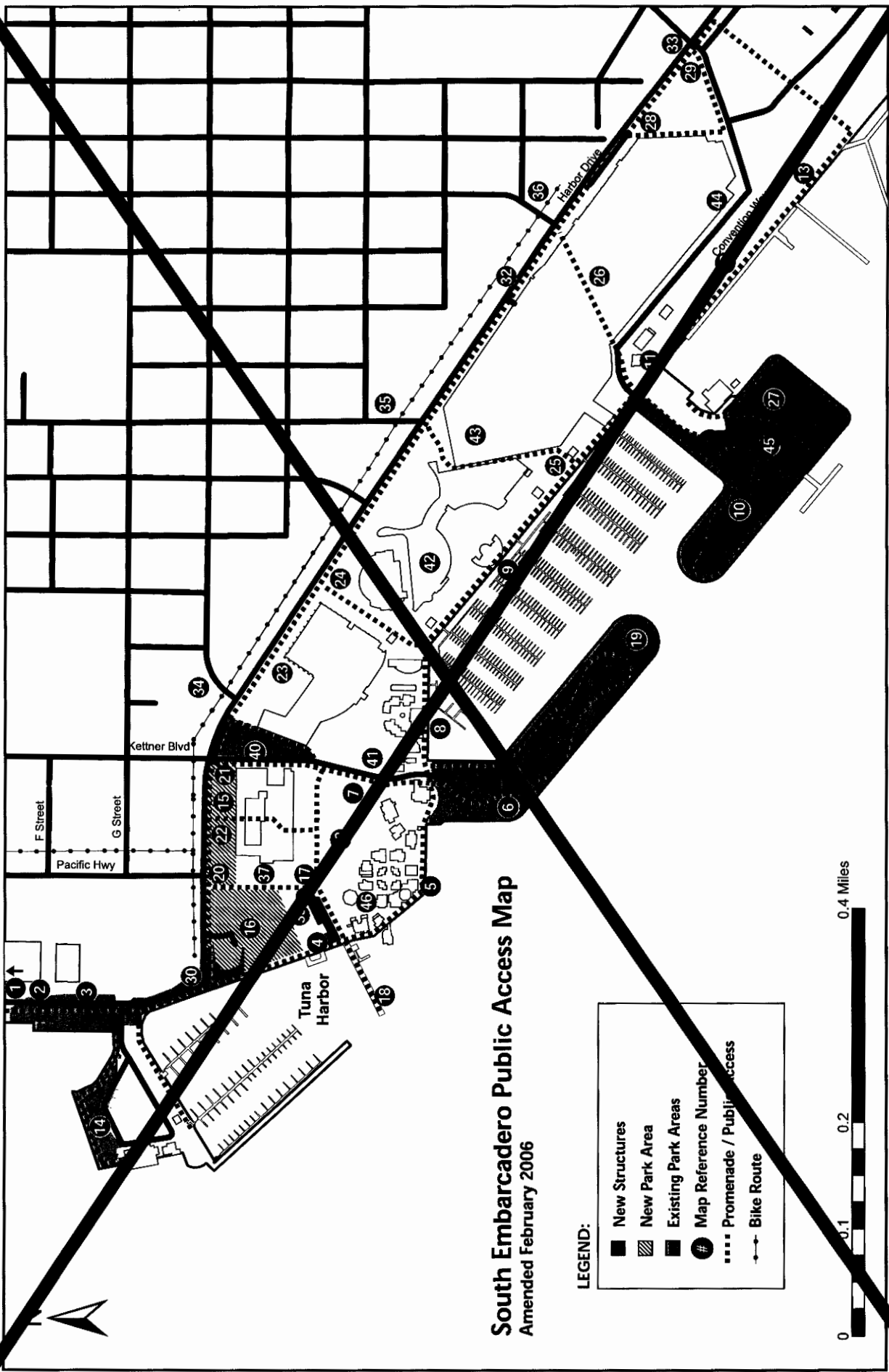
## TABLE A - PLANNING DISTRICT 3, ACCESS AND RECREATION COMPONENTS

NAME	LOCATION	MAP REF. NO.	SIZE/PARKING	USE TYPES	FACILITIES
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 <sup>th</sup> 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 <sup>th</sup> Ave Park Blvd Plaza	Harbor at 8 <sup>th</sup> Park	28	See Seg. 10 30000 SF	Plz,P,B/Ap,A:ha	p,s,t,w,l,tl,b,tb
Q. 8 <sup>th</sup> Ave Walk	W. of Harbor at 8 <sup>th</sup>	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 <sup>th</sup> 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 <sup>st</sup>	35	NS/East Line	P,B,Ed:ha	p,s
	Trolley S @ 5 <sup>th</sup>	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 <sup>th</sup> 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
V. Conv Cntr Rftp	Rooftop of Conv Ctr Phase III Exp	47	5 Acres	PRK, P, ha, PLZA	VP, w, t, SA, l, tb

**Legend:**

A=(public) Art Ed=Environ. 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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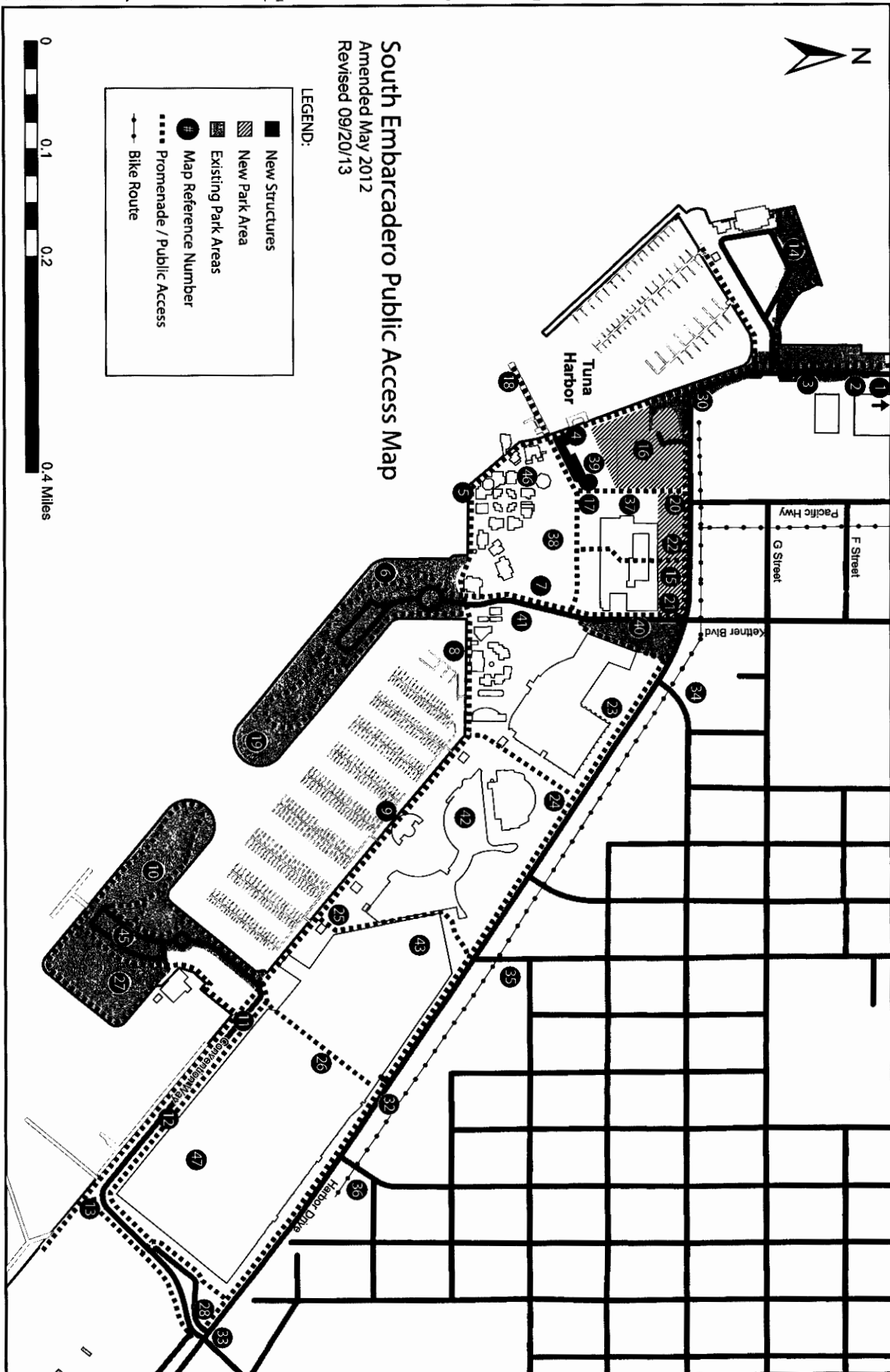


**South Embarcadero Public Access Map**  
 Amended February 2006

**LEGEND:**

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





**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.