

Click here to go to  
original staff report

Th 16a

## **BRIGGS LAW CORPORATION**

*San Diego Office:*  
814 Morena Boulevard, Suite 107  
San Diego, CA 92110

*Telephone:* 619-497-0021  
*Facsimile:* 619-515-6410

*Please respond to: Inland Empire Office*

**RECEIVED**

FEB 10 2014

CALIFORNIA  
COASTAL COMMISSION  
SAN DIEGO COAST DISTRICT  
10 February 2014

*Inland Empire Office:*  
99 East "C" Street, Suite 111  
Upland, CA 91786

*Telephone:* 909-949-7115  
*Facsimile:* 909-949-7121

*BLC File(s):* 1434.13

The Honorable Members of the  
California Coastal Commission  
45 Fremont Street, Suite 2000  
San Francisco, CA 94105-2219

**Via Personal Delivery in San Diego**

Re: Opposition to Item 16a on Agenda for February 13, 2014 (Port Master Plan  
Amendment no. 45, San Diego Unified Port District)

Dear Coastal Commissioners:

On behalf of the San Diego Navy Broadway Complex Coalition, I am writing to urge you to take no action on the above-referenced matter until it can be scheduled for a meeting in the San Diego region.

The project has regional significance, and indeed that is why the public hearing last October was scheduled for San Diego. Furthermore, many members of the public who are troubled by the proposed revisions to your decision are unable to travel such a long distance to Pismo Beach in order to testify in person. Your own regulations weigh in favor of my client's request for a local meeting because there is nothing impracticable about holding another meeting in the San Diego region. See CAL. CODE OF REGS., tit. 14, § 13630 ("Where practicable, public hearings on a port master plan should be held near the port involved."). The same way that the public deserved to have your initial decision made in the San Diego region, the public deserves to have any future decision on the project made in this region.

Anticipating that you will ignore this request, I want to offer some preliminary objections for your consideration. I was recently informed by Diana Lilly thus: "Coastal Act section 30315.1 requires the commission to vote on findings and the commission must hold a public hearing prior to voting on items." Public Resources Code Section 30315.1 makes no mention of a "public hearing" and does not authorize a subsequent meeting. You closed the public hearing on this project last October.<sup>1</sup> To hold another public hearing and accept new evidence would be illegal and expose your agency to further litigation.

The items included in the agenda materials posted on your website confirm that you are planning to accept new evidence into the record. Several pages of the materials, including but not limited to drawings from Johnson Fain, were not previously included in the administrative record. I know this because I was provided with a copy of the administrative record just a few days after your October decision was made, and most if not all of what's now on your website was not included in those materials. Because the new materials appear designed to allow you to re-write key

---

<sup>1</sup> Despite allowing others to testify after the hearing was closed, you refused to allow me to respond on the record to what the others had told you.

procedural and substantive aspects of your decision and its evidentiary history, you must either ignore the new materials or at least re-open the public hearing on this project, hold another public hearing in the San Diego region, and allow the public to respond to the new materials. To do otherwise would, at a minimum, violate my client's and the public's right to due process, Code of Civil Procedure Section 1094.5, and the Coastal Act.

Along the same lines, the public hearing last October included proposed findings that my client and the public were allowed to address before the record was closed. Knowing what findings are proposed enables participants to focus on the key issues (to adequately exhaust their remedies) and make the best use of their limited speaking time (and hopefully avoid the need to sue). Changing the findings 180 degrees without giving anyone the opportunity to address those findings while the public hearing was open is itself a violation of due-process and fair-hearing requirements.

Another problem with your further consideration of this matter is that you already notified the public that the decision was final. Based on that notification, my client filed suit. You do not get to read the lawsuit and then go back and try to fix the many mistakes that you committed in approving the project in the first place, as if the lawsuit had never happened. Any attempted correction would have the effect of holding another public hearing without proper notice to my client and other members of the public and without giving them an opportunity to respond to and rebut the new materials--all in violation of their rights to due process and a fair hearing.

Also troubling is the fact that the Port of San Diego has not held a single public hearing on the version of the Port Master Plan Amendment that you will be considering this week. The version before you now (included with the agenda materials) was created after your meeting last October, with no public hearing on it being held by the Port. This violates your regulations. *See* CAL. CODE OF REGS., tit. 14, § 13627.

Lastly, the findings you're being asked to make are not and cannot be supported by any evidence properly included in the administrative record for this project. Changing the staff's analysis and adding documents to the record is illegal and violates my client's and the public's right to due process and a fair hearing. Apart from that, there is no additional evidence you could possibly add to the record--whether it's the agenda materials on your website or other evidence that anyone tries to introduce--that would support the findings that you were required by law to make. This project is irreparably inconsistent with the Coastal Act, your regulations, and the California Environmental Quality Act for all the reasons given at the October meeting.

Accordingly, I urge you to do the right thing and hold any further meetings on this project in the San Diego region and without violating any of the applicable procedural and substantive legal requirements.

Sincerely,

BRIGGS LAW CORPORATION

  
Cory J. Briggs



6

**CALIFORNIA COASTAL COMMISSION**

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



# TH16a

January 30, 2014

**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 February 12-14,  
2014.**

---

## 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 5.2-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 reduce the size of 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, to approximately one acre and the existing 4.7 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 to approximately 1.8 acres. The 5.2-acre rooftop park proposed to replace the loss of these existing open spaces would not be visible from any surrounding inland streets but will have signage and other wayfinding assistance to insure public use of the park and would result in a net addition of approximately 1.7 acres of open space in the PMP when compared to existing conditions.

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 to 410 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 as originally submitted had 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 hotels rooms for visitors, and the SDCC expansion may allow for new, larger conventions to come to San Diego, bringing additional visitors to the shoreline. The rooftop park will create new expansive views of the water and add new recreational opportunities, similar to the High Line in New York and the Moscone Center and gardens in San Francisco. The current non-pedestrian-friendly back of house and truck delivery area on the bay side of the proposed expansion will be replaced with the expanded convention center and visitor-serving amenities.

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 and public parking 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 to help enhance and improve public access and draw the public to the new rooftop park; 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-45-13, 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 8. 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, c~~Constructing 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 8. The main findings for certification of the amendment begin on Page 9.**

---

**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.

At the Commission meeting on 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, in compliance with Section 30714 of the Coastal Act and the Commission’s regulations, including California Code of Regulations, Title 14, Section 13634. The revisions to the PMPA submitted by the Port either were not material, in that they further enhanced the PMPA’s consistency with Coastal Act policies, or were made

available for public review through the published addendum in advance of the hearing and were the subject of adequate public comment at the public hearing.

---

**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 and as amended before the vote 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.

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

The proposed amendment was the subject of an Environmental Impact Report under the California Environmental Quality Act. The Environmental Impact Report associated with the plan amendment was subject to public review and hearing and was adopted by the Board of Port Commissioners on ~~December~~ 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 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. While the Convention Center Expansion contains visitor serving uses, such as a minor retail component, art galleries or museum use, this is an ancillary and



incidental use to convention operations. 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. 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 5.54-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 5.54-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 5.2 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, into a portion of 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 approximately 15,770,000 sq.ft. of visitor-serving retail uses 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 5.2-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 5.2-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.~~

~~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 be constructed. Approximately 12 parking spaces at this location could be designated for public parking, in addition to the water transit center parking. The PMPA could be revised to clearly indicate that a continuous public accessway would be created along the waterfront adjacent to the water transit center connecting to the existing promenade around Embarcadero Marina Park South.~~

The existing “stub” recreational pier at the foot of Park Boulevard could 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 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 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 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 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 be located on the southwesterly facing (bayward) façade of the SDCC. Several crosswalks could 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 be significantly expanded to include specific requirements for street furniture and amenities such as telescopes and benches. The plan could 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 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 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 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 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 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 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 portion of the amendment related to the Hilton Hotel expansion conforms to the following applicable Chapter 3 and Chapter 8 policies of the Coastal Act and that the portion of the amendment related to the Convention Center expansion conforms to the 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 was out of order while awaiting repairs, and the steep stairs are a significant impediment to access, and are not widely used except by runners and walkers for exercise. 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~~ challenging, 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 5.54 acre waterfront grassy park, a public restroom, and a small amount of publicly 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 serve as an additional deterrent rather than induce or invite the public to the water.~~

In addition, the proposed project would ~~eliminate~~ reduce the size of the existing 5.54 acre waterfront park, and the 1.6 acre landscaped area on Harbor Drive. ~~However, t~~The PMPA includes construction of a 5.2 acre park on top of the expanded SDCC, which would result in a net increase of 1.7 acres of open space in the PMP. The proposed rooftop park, with the various "rooms" and design features is an appealing feature. The Port envisions a park similar to the High Line in New York or the Moscone Center and adjacent rooftop gardens in San Francisco. The rooftop park will be accessible from six exterior access points and one interior access point. ~~, 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 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 to 410 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 ~~Hilton~~~~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, c~~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 potentially drastically improve 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~~ a bridge at 4<sup>th</sup> Avenue. 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. The Port also maintains that the bridge is infeasible because portions of the bridge would be outside of both the Port's jurisdiction and the coastal zone and in the City of San Diego's jurisdiction and thus, not under the Port's control or in the Commission's jurisdiction. As such, the Port could not guarantee that the portion outside its jurisdiction would be constructed.

~~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. With regard to other expansion alternatives, the Port has consistently maintained that only an expansion of the existing SDCC building can address the center's demand for contiguous 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. However, prior to the EIR process, between 2003 and 2009, there were extensive studies done to determine a site for the convention center expansion. In total, 11 sites were evaluated including sites that are attached or contiguous and those that are noncontiguous. Each of these alternatives sites were determined to be infeasible either because they did not provide for a contiguous expansion or because of environmental or other security concerns. In addition, the EIR analyzed and rejected for further consideration four alternative expansion sites, including a site east of PETCO Park, a site under the existing Hilton Hotel and 5 acre park/plaza, a site at the northern corner of the Tenth Avenue Marine Terminal Site, and a site at the Embarcadero Marina Park South, based on the determination that they were infeasible because they would not allow for a contiguous expansion. Ultimately, the Port determined that a contiguous expansion is a critical need to the convention industry, and that none of the off or on-site alternatives would meet the project objectives, and thus, could not 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. In total,

these revisions will mitigate the impacts to public access, public recreation, and visual quality associated with the original proposal.

The southwest corner of the proposed SDCC expanded building has been pulled back slightly and angled from what was originally proposed to preserve some 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 (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 large 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 will be an improvement over the existing parking lots located in this area, and should now be an attractive, welcoming public space. In addition, the proposed Parking Management Plan will distribute parking throughout the area. As proposed, both the Convention Center and Hilton hotel operators are required to implement the Parking Management Program incorporated into the PMP to address potential impacts to public access. In addition, the site is well served by alternative forms of transit including the Trolley, the Ferry Landing, and the Port’s summer bayfront shuttle program. Thus, the PMPA will not adversely impact public access.

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. Thus, while the distance between the Hilton and the Convention Center will be reduced, overall, the enhancements provided in the PMPA will preserve and enhance visual and public access to and along the waterfront, consistent with the Coastal Act. In order to emphasize and reinforce the pedestrian connection from the existing Harbor Drive overpass to the waterfront, the Hilton expansion will create an exterior public walkway from the overpass, through the existing hotel porte-cochere and down a new “Grand Stair” directly to the bayfront promenade. This new public access walkway and stair will greatly enhance the public’s ability to have direct pedestrian public access to the waterfront.

This walkway will facilitate views to the waterfront, using transparent materials as railings. The public amenities along the expansion hotel's edge, including outdoor dining and retail uses, will also increase the public recreational experience along the waterfront.

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 PMPA also will ensure consistency with San Diego Air Pollution Control District's requirements upon amendment of the Air District's growth projections to reflect the increased growth anticipated in the Port Master Plan area.

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.

The PMPA also will improve the pedestrian experience along the waterfront by moving truck operations to the interior of the building and locating approximately 15,000 sq.ft. of visitor-serving uses, such as retail, museum, art gallery, vitrines (glass display cases), or other activating uses, along 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 "occupation" 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, and then 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. The CCPAP will ensure public access and recreational opportunities to replace the existing park and recreational uses between the SDCC and the bay are provided.



In addition, 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. Thus, while construction of a bridge at 4<sup>th</sup> Avenue would have provided an additional access point to the roof top park, with the multiple other access points provided and the improved wayfinding measures required in the PMPA, the Commission can be assured that sufficient access to the shoreline will be provided.

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 designates 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 an 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~~ and the Commission is a 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.~~

***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 #1

Final Proposed & Approved

PMPA #45



**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>TOTAL</u>		<u>% OF TOTAL</u>	
	Existing	Revised		Existing		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 Berthing	18.8					
Commercial Fishing	8.3		Recreational Boat Berthing	341.0					
Commercial Recreation	396.6	398.2	Sportfishing Berthing	11.1					
Sportfishing	4.3								
<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>409.5</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>242.4</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 setback requirements along Pacific Highway. (See Visionary Plan Figures 4.5, 4.6, 4.7 and 4.8.)

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

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

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

### Tuna Harbor

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

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

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

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

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

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

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

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

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

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



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

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

### Marina Zone

The Marina Zone, located along Harbor Drive from ~~Market Street~~ 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 wWater 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 water's edge along the entire promenade in Subarea 36 shall be provided. A 120 foot diameter public plaza is located at the center of the Fifth Avenue Landing site. The promenade is extended into the Embarcadero Marina Park South on the south-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 899 of the 2000 maximum parking spaces in the parking structure shall be provided for Convention Hotel guest use. The remaining parking spaces shall be designated for general public use. The 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 feet wide with 12-foot wide planting strips between the Eighth Avenue right-of-way and the pedestrian walkway and a 12-foot wide planting setback between the walkway and the hotel development. Pedestrian-oriented uses compatible with the Commercial Recreation land use designation, such as visitor serving retail shops and restaurants, which may include outdoor seating, shall be 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 feet 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>498.4</del>	<u>111.1</u>	<b>COMMERCIAL</b>	35.8	<del>144.2</del>	<u>146.9</u>	33%
Commercial Fishing	5.4		Commercial Fishing Berthing	13.1			
Commercial Recreation	<del>493.0</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>	60.2	<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	9.5	<u>0.7</u>	Open Bay/Water	4.7			
Park/Plaza	<del>51.9</del>	<u>49.9</u> <u>[56.1*]</u>					
Promenade	7.8	<u>7.6</u>					
<b>PUBLIC FACILITIES</b>	47.5	<u>46.8</u>	<b>PUBLIC FACILITIES</b>	93.9	141.4	<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 not 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*

Draft

**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. <u>WATER TRANSIT CENTER AND MARINA: 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**2007-10	2015-2018	
7. <u>HILTON SAN DIEGO BAYFRONT CONVENTION CENTER HOTEL COMPLEX AND MARINA:</u> <del>Construct 4000-to-hotel tower with up to 1200 rooms, 1200-room hotel tower, a lobby, ballroom, meeting rooms, retail shops, restaurants, other ancillary uses, above-grade parking structure, 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	2006-08	2018
8. <del>SPINNAKER HOTEL: Construct 260-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>	36	T	Y	2007-10	
8. <u>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.</u>	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.

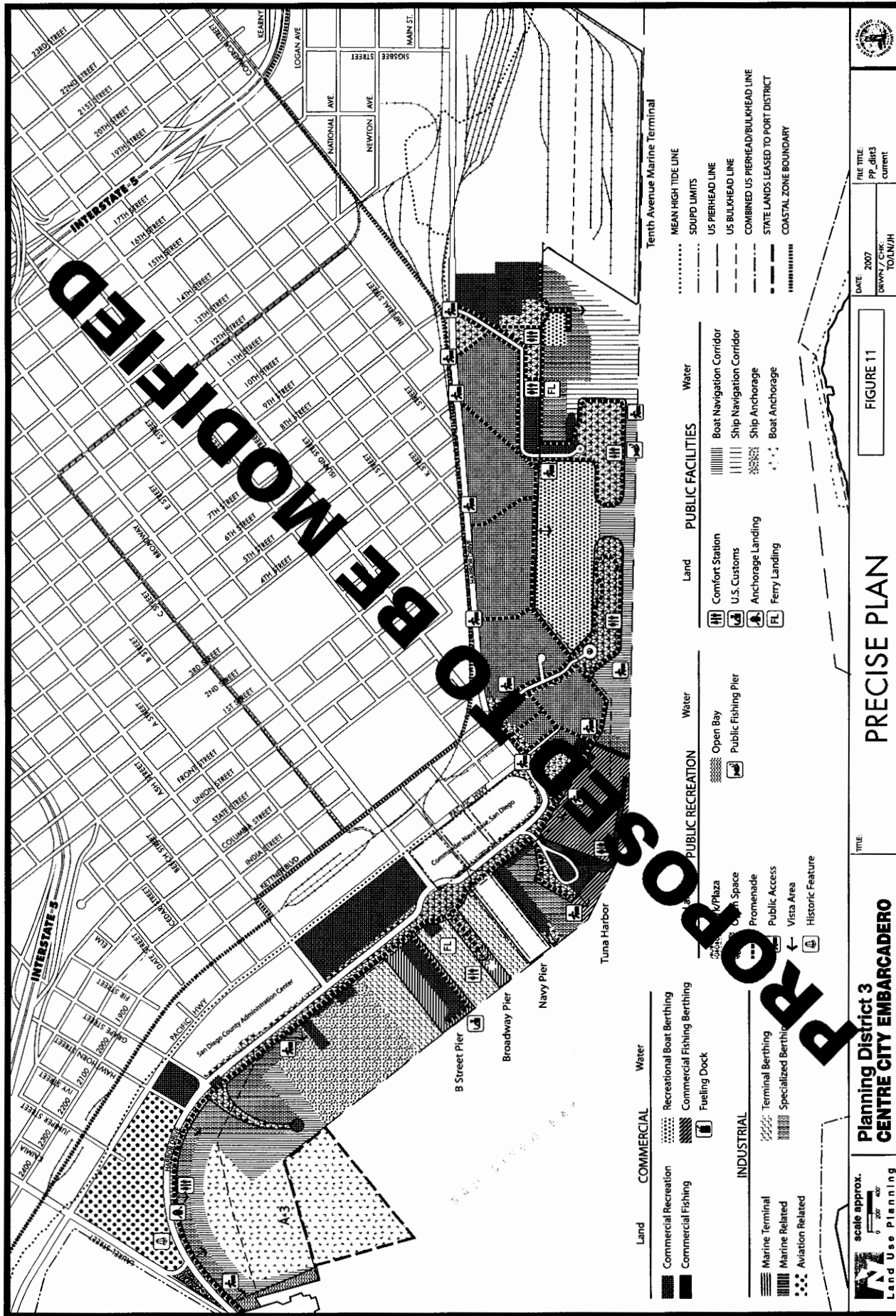
14. MARRIOTT HOTEL MEETING SPACE EXPANSION: Demolish and reconstruct Marriott Hall; create new outdoor hotel/public space ("Marina Terrace"); construct improved and widened Marina Walk walkway; improve public amenities, including public views towards the bay and pedestrian access; modify parking configuration;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

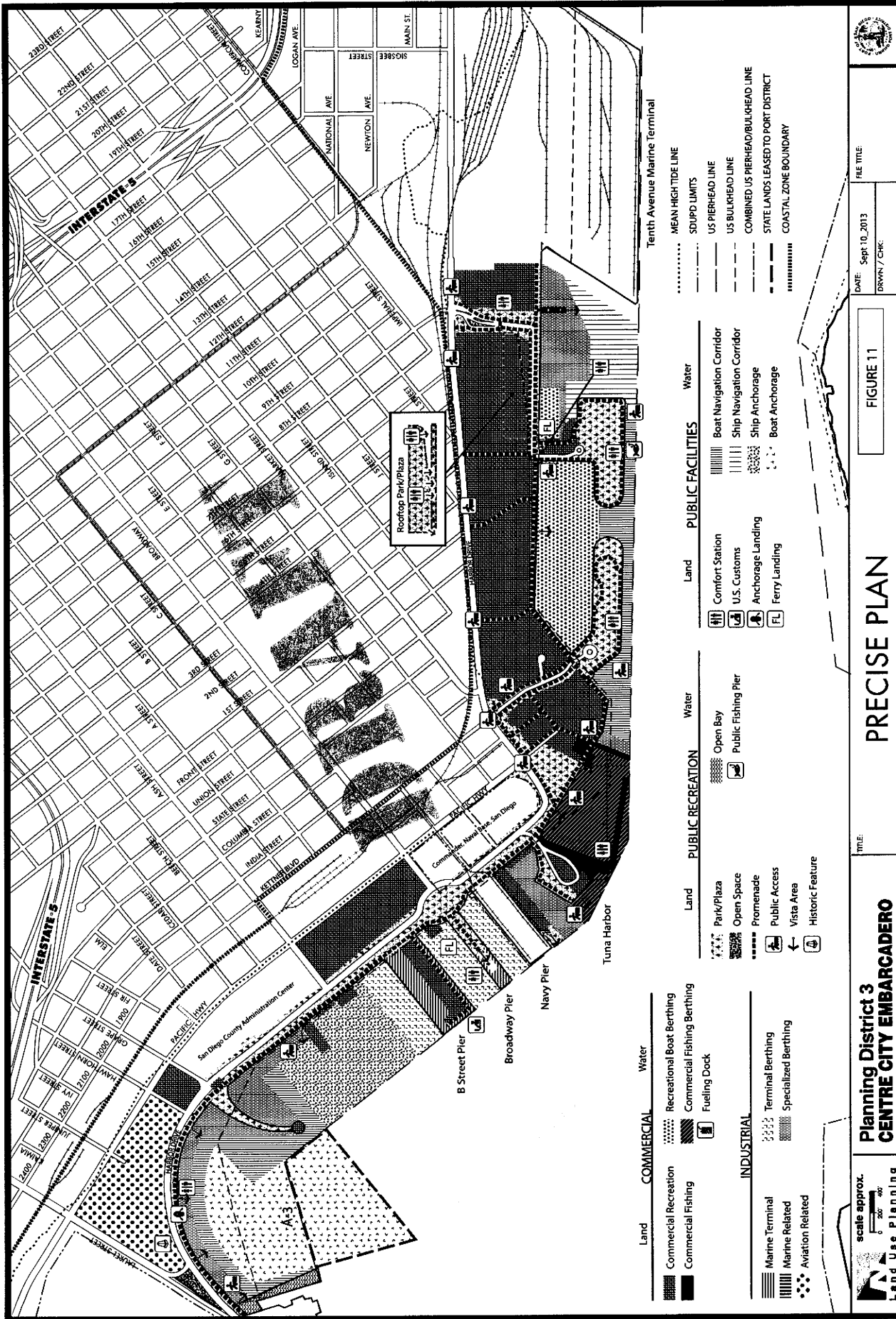
35 T Y 2013-14

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

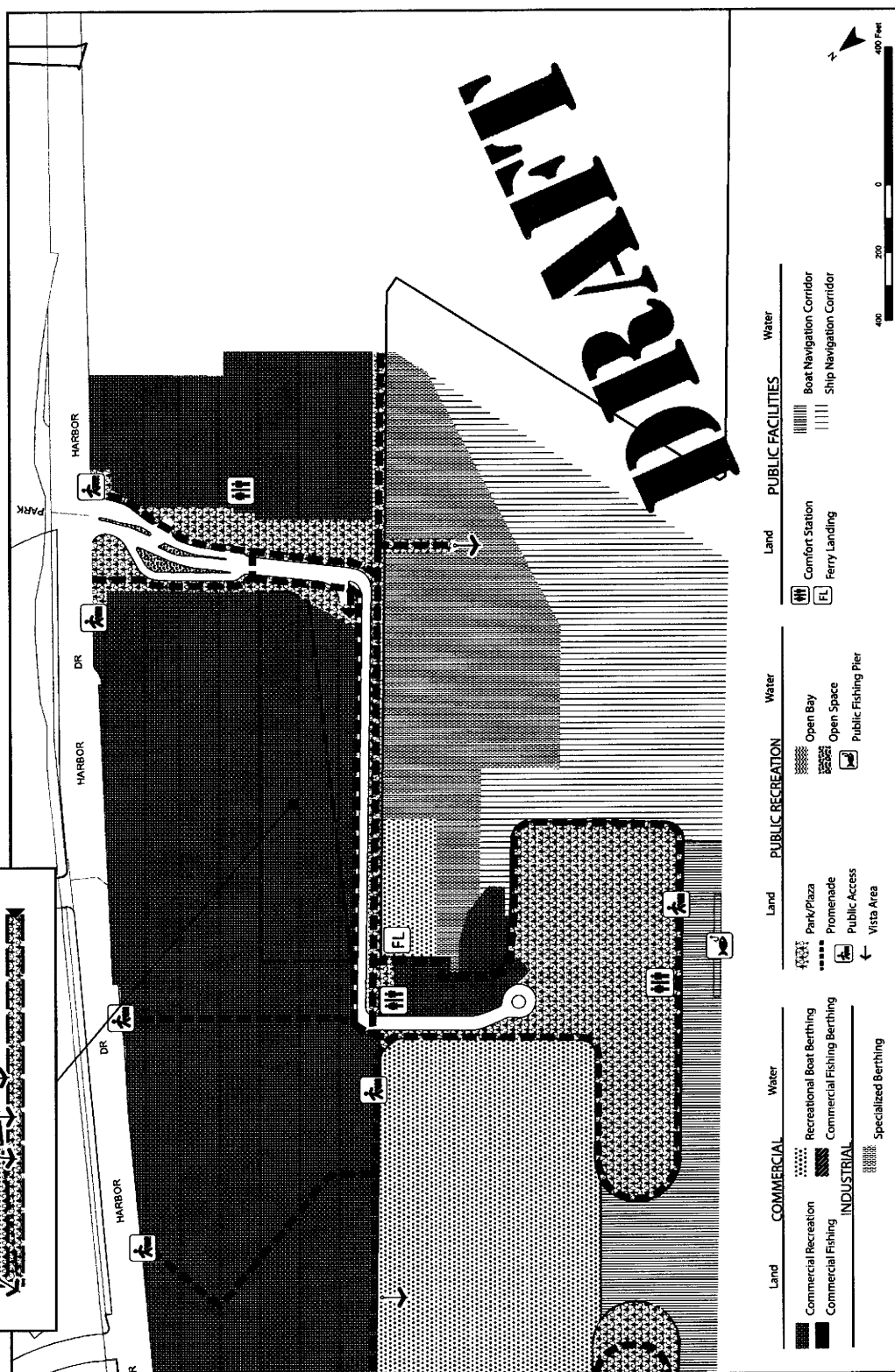
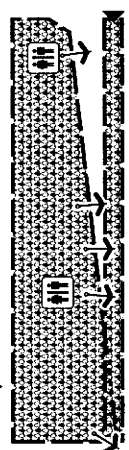
\* "Vista Points" and Broadway Pier infrastructure improvements are non-appealable projects.

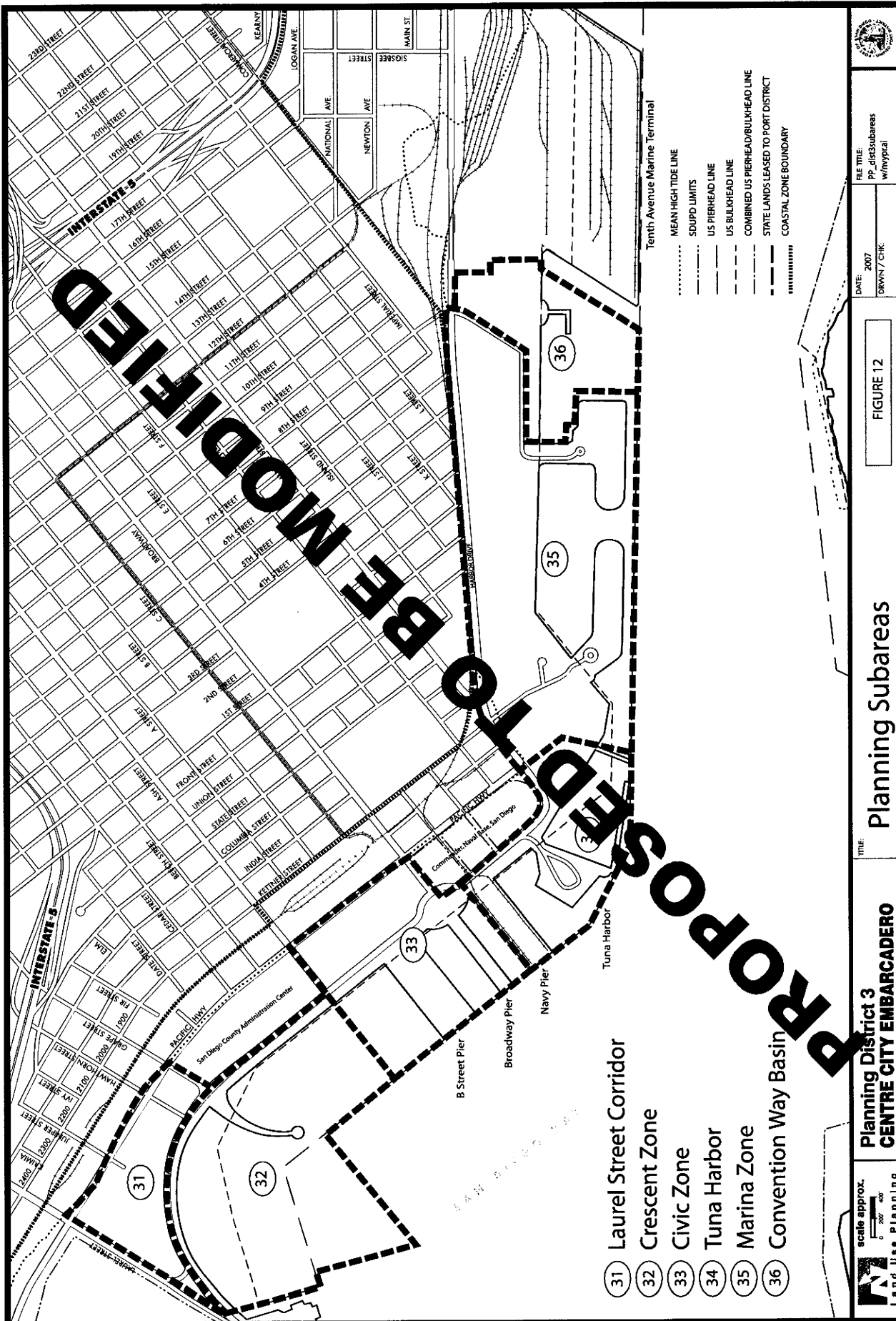
\*\* Any modifications to the marina for "recreational small craft marina related facilities" is an appealable project.





## Rooftop Park/Plaza









# 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>	<b>3</b>
<b>The Public Access Program Concept .....</b>	<b>5</b>
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>	<b>16</b>
 <b>FIGURES</b>	
1      Title	After Page
Illustration of Concept: Public Access Program.....	17
 <b>ATTACHMENT</b>	
A      Public Realm Design Principles and Programming Plan	17

---

# Executive Summary

---

## 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

---

## THE PUBLIC ACCESS PROGRAM CONCEPT

### 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~~ 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, conventioners, 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.

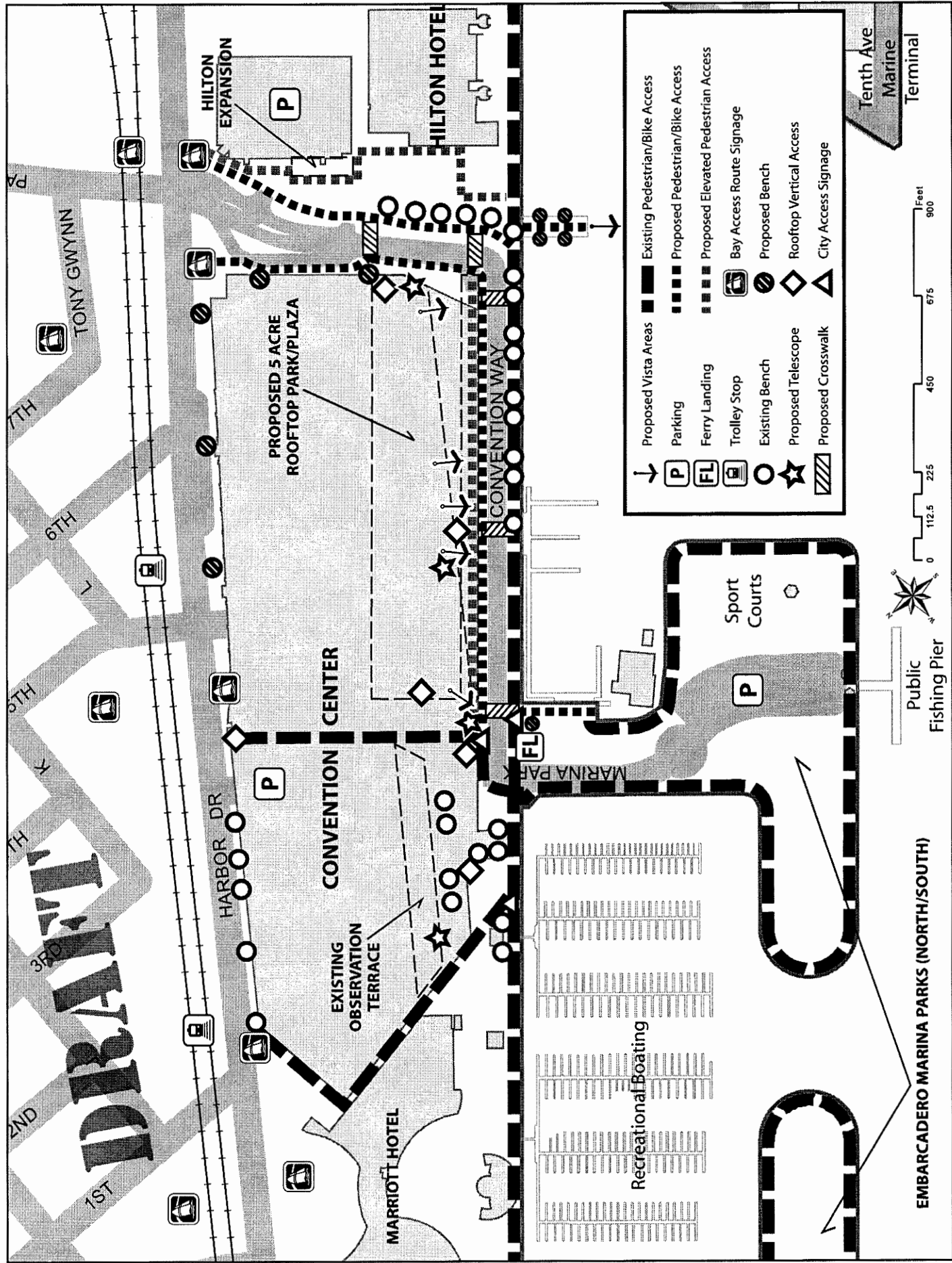


Illustration of Concept: PUBLIC ACCESS PROGRAM

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.

DRAFT

**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 ~~Eight 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	7	1600 LF	P,B,Rb:ha	p,,w,l,tl,b,tb,s
	(includes 0.7 acre Hyatt Plaza)		32000 SF		
Segment 7	Hyatt Hotel 1/2	8	600 LF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
			48,000 SF		
			100 Spaces		
Segment 8	Marriott	9	600 LF	P,B,Rb,Ed,A:ha	p,t,w,l,tl,b,tb,s
			18000 SF		
Segment 9	S Emb Mar Park	10	4075 LF	P,B,B/Ap,Rb:ha	VP,p,t,w,l,tl,b,tb,s
			44500 SF		
			132 Spaces		
Segment 10	Conv Cntr/Exp	11	3350 LF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
			37500 SF		
Segment 11	5th Ave Landing	12	1200 LF		
			7200 SF		
Segment 12	Campbell	13	700 LF		
			4200 SF		
B. Tuna Harbor	Harbor Drive	14	800 LF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
			45000 SF		
			200/85		
C. Urban Plaza	South of side of Harbor Dr; North side of OPH	15		Plza,P,A:ha	p,t,w,l,tl,b,tb,s
			1 Acre		
D. Waterfront Park	S of Harbor Dr	16	See 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	B=Bikepath	B/Ap=Bike/Auto parking	CF=Commercial Fishing
Ed=Envrn. Education	P=Pedestrian walkway	Pg=Playground	PLZA=Plaza
PRK=Park	Rb=Roller Blade Accessible	SA=Shaded Area Available	SF=Sport Fishing
VP=View Point	ha=handicapped accessible	l=lighting	p=path s=sign
sp=parking spaces	t=toilet facility	tb=table/benches	tl=telephone
w=water available			

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

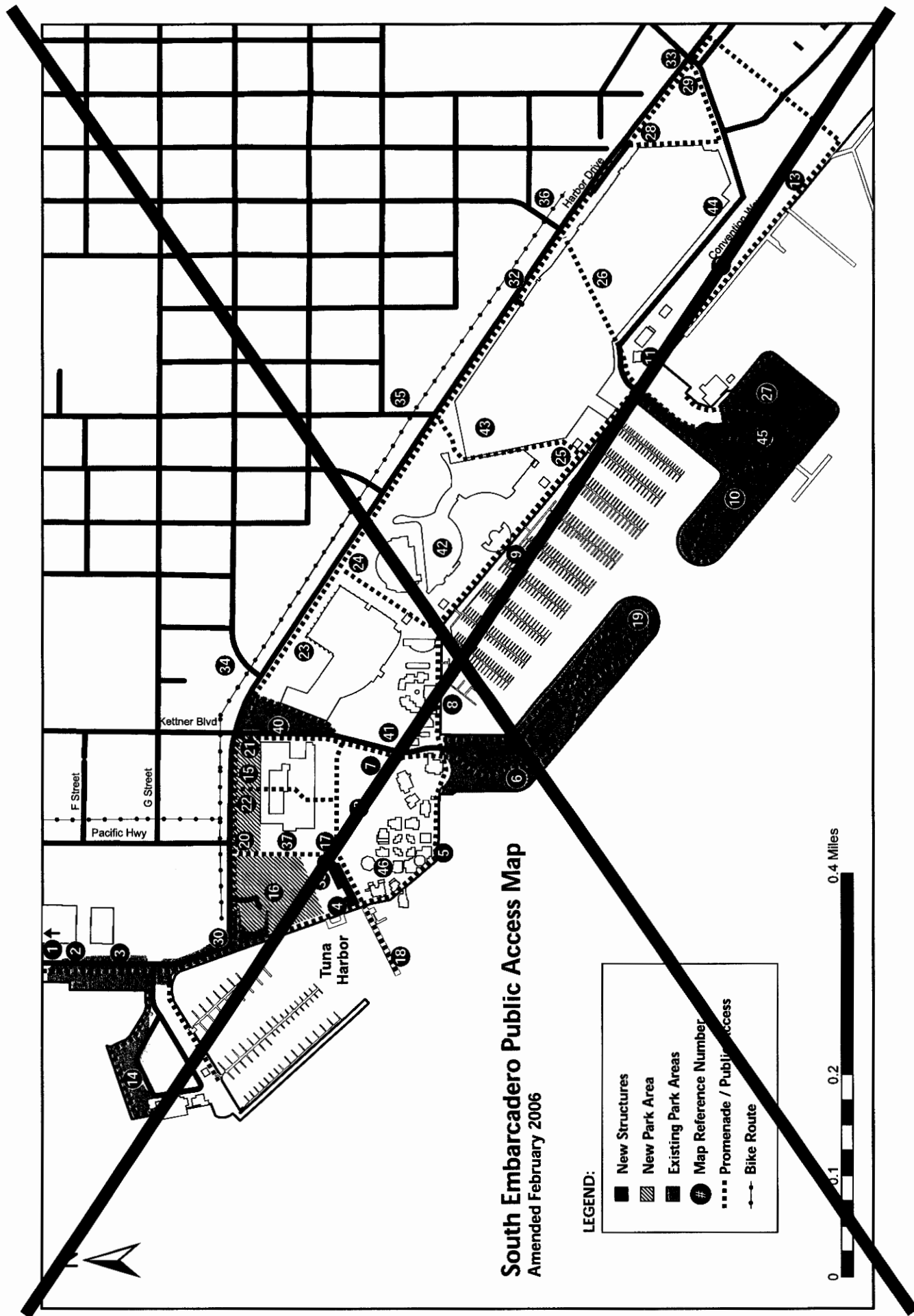
# **SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM**

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

<b>NAME</b>	<b>LOCATION</b>	<b>MAP REF. NO.</b>	<b>SIZE/PARKING</b>	<b>USE TYPES</b>	<b>FACILITIES</b>
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 Seq. 9 12 Acres	Prk,P,Pg,B/Ap,A:ha SF	VP,p,l,w,l,t,b,tb,s
P. 8 <sup>th</sup> Ave Park Blvd Plaza	Harbor at 8 <sup>th</sup> Park	28	See Seq. 10 30000 SF	Plz,P,B/Ap,A:ha	p,s,t,w,l,t,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, l, SA, l, tb

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

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

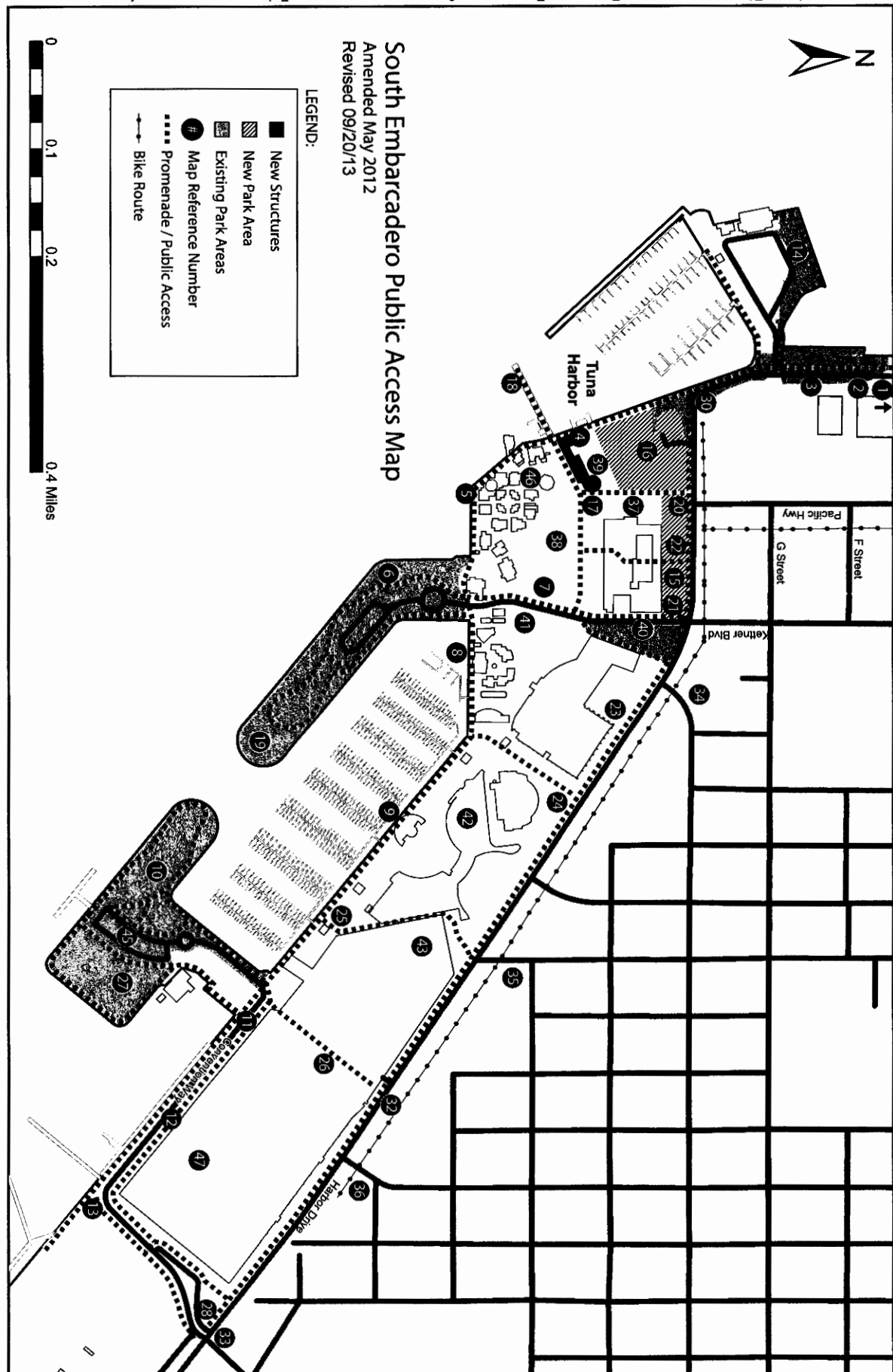


# **South Embarcadero Public Access Map** Amended February 2006

## **LEGEND:**

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

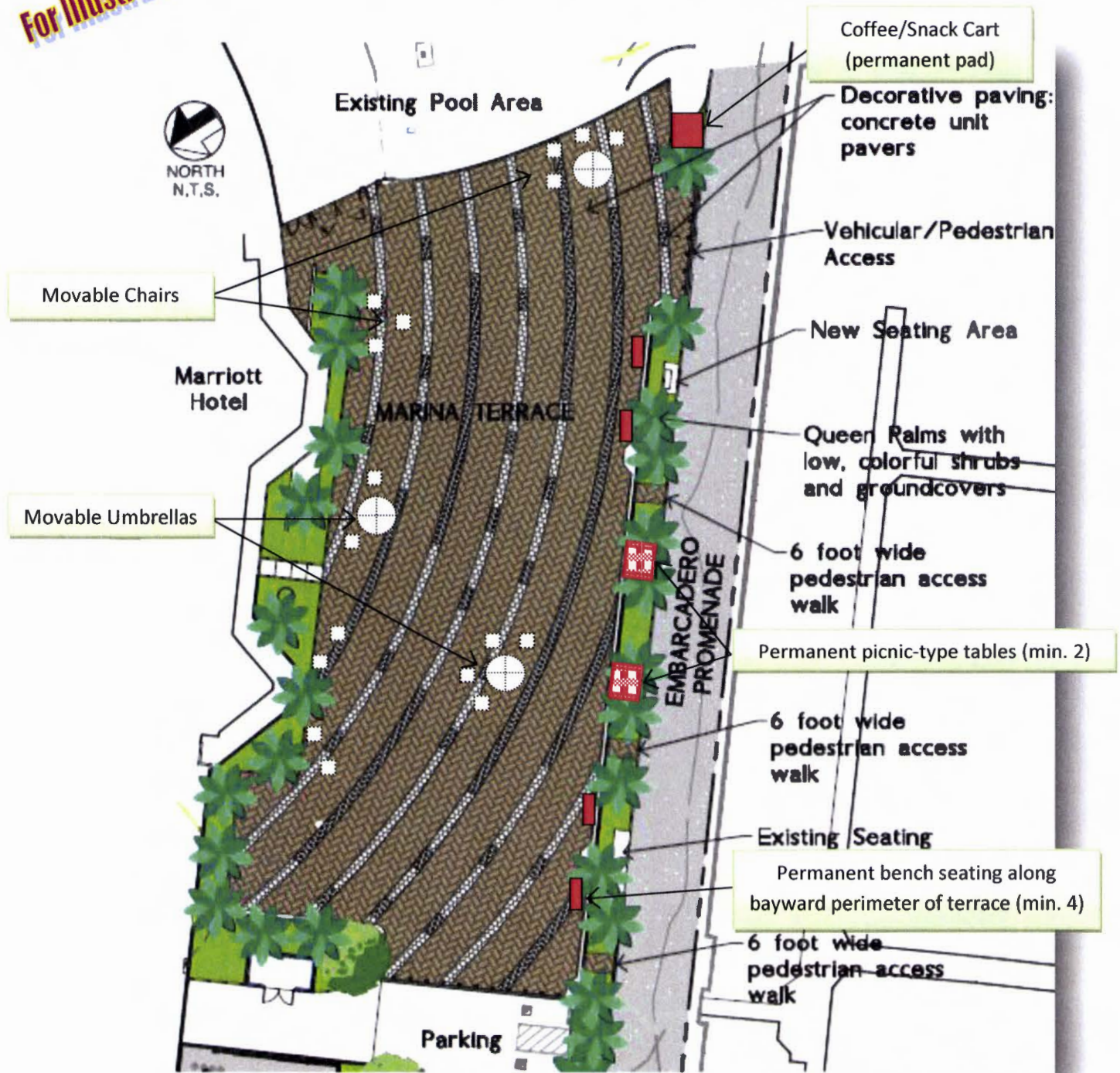






**For Illustrative Purposes Only**

## 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.

SHALLENBERGER: All right I'd like to call the California Coastal Commission back to order to welcome everybody in. I think I want to begin with just some rules of engagement here on how the Commission runs its meetings. There's... I know there are a lot of folks here, as many as can take their seat, I'm sure the Fire Marshal would be pleased with that. Additionally, I'll ask that at no time would please... approach the staff table and certainly not behind it. The staff is actually working during this so if you can stay to the other side of the cameras maybe from them. Additionally, like a lot of meetings at the Coastal Commission... well like a lot of meetings that you've been to there's a lot of people in this room care very, very deeply and sincerely about the issue that we're going to be addressing for the next few hours, but I ask that you please... if you feel the need to express how much you like what's being said, you can wave your hands and if you don't like it, you can do this or any other thing you feel is appropriate as long as it's quiet. Whenever, whether it's the staff or commission or a member of the public dais, we give them our undivided attention and respect for the position that they have, so... with that I will turn to staff for the next item.

FEMALE: Thank you Madame Chair. This is item 25d, it's Port Master Plan amendment number 45 and it's the convention center expansion 3. I do want to draw your attention to the addendum. There are some revisions to the staff report and there are some letters of opposition, as well as support. There are some revisions in this addendum that were a revision to the submittal as a result of negotiations that have occurred between your staff and the port and the city and these revisions were incorporated after the release of the staff report. Diana Lilly will be presenting this item and she will go into more detail about what those are, but I would like to take this time just to express my appreciation for the efforts that have been made between all the parties involved, the Coastal Commission staff, the port staff, city and convention center representatives to get to where we are today and with that I will turn it over to Diana Lilly, she is the analyst that has handled this item in the commission office.

LILLY: Thank you. So turning to our Power Point. The proposed Port Master Plan amendment would allow for an approximately 740,000 square foot addition to the existing San Diego Convention Center and construction of the new 500 room hotel tower at the existing bay front Hilton Hotel. The convention center and Hilton are located on San Diego Bay inland of Harbor Drive in Downtown San Diego. The new 372 foot high Hilton tower would be located next to the existing parking garage and a new ballroom would be constructing over the existing parking garage. The convention center expansion would extend the existing building up to approximately 275 feet closer to the existing Hilton Hotel in the area now occupied by a 1.6 acre landscaped open space, public art and Park Boulevard and approximately 180 feet... 185 feet bayward in the area currently developed with a grassy bay front park, a 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 Convention Way would be located immediately adjacent to the existing pedestrian walkway. The water transit center would be relocated to the corner of Convention Way and Marina Park Way. The roof of the Convention center expansion would be developed as an approximately five acre public park and plaza. The park would be accessible from a ramp walkway located on the back of the convention center,

EXHIBIT #2

Unofficial Hearing Transcript

Provided by Port District

 California Coastal Commission

as well as from a variety of access points including the existing stairs and skywalk built with the first expansion of the center and elevators. The rooftop park and plaza would include a mix of hardscape and landscape including lawns, gardens, pavilions and restrooms. There's a great deal of debate in the tourism industry and among academics about the value of expanding convention centers, the glut of convention space and public funding. Staff's analysis did not examine any of these issues. If it is the will of the Port and the City of San Diego to expand the Convention Center, the question that must be resolved by the Commission is whether the proposed Port Master Plan amendment is consistent with the public access and public resource protection policies of the Coastal Act or if there are feasible alternatives or mitigation measures that should be implemented in order to reduce the impacts on public tidelands.

The exiting convention center was approved by the Commission in 1984. This picture from 1994 shows the original building and it's relation to the shoreline. At that time there was direct access to South Embarcadero, Marina Park from Fifth Avenue. The area next to the convention center was surface parking and the shoreline area was developed with marine industrial uses. In 1996 the Commission approved a two level approximately 800,000 square foot expansion on the southeast side of the existing structure roughly doubling the size of the center. The expansion spanned and thus required the closure of Fifth Avenue. Then, as now, the Commission was concerned about the public's ability to reach the shoreline, the public promenade and the Embarcadero Park, so the expansion included a skywalk on the roof of the proposed expansion consisting of stairs and a funicular on the Harbor Drive side of the building to allow people to get up and over the building, as well as providing access to terraces on the backside of the building. In addition, the southeast end of the building was angled to provide views down to the shoreline from Harbor Drive and upland areas.

In 2001 construction of the Hilton Hotel was approved as well as construction of a 5.5 acre waterfront park. The existing plan... the existing Port Master Plan also allows for construction of a hotel in this area here on the corner. The proposed convention center expansion program is problematic in several ways. It will have a significant impact on public views. As describe the expansion will eliminate this 1.6 acre landscaped area that was specifically created with the first convention center expansion to maintain views and the feeling of open space from upland areas looking toward the water. This is the existing view from Harbor Drive and this is an approximation of where the expansion would be located. The combined convention center 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 building 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 reviews particularly from the pedestrian bridge spanning Harbor Drive at Park Boulevard and this is the view from the existing pedestrian bridge at Park Boulevard and this is an estimation of what the new building would look like, at least as initially proposed by the Port. Now the Port has since revised the project to make a small reduction in the size of the proposed addition on the southwest corner of the building and these two slides show this area here in red that would be removed from the proposed expansion and it would be that much more



open, so the change does reduce the proposed view blockage, but there will still be a significant impact to views.

The expansion will also eliminate the existing 5.5 acre ground level waterfront park which was created in part to help offset the impacts to public access and recreation resulting from construction of the existing Hilton Hotel. This waterfront park is one of the few grassy waterfront parks in Downtown San Diego and is 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. This is a view looking north at the existing promenade and the public park available is shown in this slide. The expansion will push the convention center and the street right up against the public promenade significantly diminishing the spacious open feel of the existing public access way and may contribute to the sense that the shoreline is part of the convention center. This slide is looking now south towards the existing hotel tower and this is an approximation of where the new expansion will be located. Construction of a building of this size so close to the waterfront would be unprecedented in San Diego County because setting buildings back a reasonable distance from the shoreline ensures that the public has both visual and public... visual and physical access to the waterfront. As noted, the project does include construction of a 5 acre rooftop park to replace the existing ground level park. The concern is that since this park would not be visible from any of the surrounding inland streets, most people would not be aware of its existence, nor will they be willing to travel up and around to the top of a building to stroll and recreate.

The back side of the convention center where the park would be located is not currently an easy place for pedestrians to get to and the expansion may make it that much harder. And this shows how it's... from Harbor Drive it's more than 1000 feet around the building on either side and that's from the middle of the building, plus another 1000 feet plus to get to the water. Now the most direct route is clearly over the building on the skyway, but in order to get to the convention center from where most of the people are, which is the busy Gaslamp District at Fourth and Fifth Avenue requires crossing trolley tracks, train tracks and five lanes of traffic, that gets people to the 70 foot high steep stairs or a small funicular. There is very little indication at this point that there is water nearby or that there is any reason why somebody would go up and over the building. Thus this access way is very underutilized. The existing convention center does have terraces and tables located on the water side of the building which are open to the public, but are rarely used by the public because it requires scaling the building to get to them and they appear to be private amenities of the convention center. It's possible that in its current configuration the proposed new rooftop park would be similar vacant, except for private functions held by the convention center and the Hilton. Now there are alternatives to the proposed expansion. Commission staff met with port, city and convention center staff repeatedly to urge that off site alternatives be seriously considered and analyzed; however, all off site alternatives were rejected before the EIR stage because convention center staff maintained that only an expansion that involves creating new contiguous space will meet their needs. So although various private parties have suggested that there are feasible off site alternatives, none were examined in the project EIR.

A smaller expansion was briefly analyzed, but the project that was looked at in the EIR had the same footprint as the proposed expansion, so no alternative that would have, for example, preserved the existing public park was looked at. A possible onsite expansion alternative might have been to add another story to existing building; however, this alternative was not examined in the EIR either. Since the amendment was originally submitted to the commission for review, port and commission staff have worked together to incorporate some significant revisions into the project to mitigate some of the projects impacts. These include the minor revision to the corner of the proposed expansion that I described earlier that (inaudible) signage all around, more pedestrian scale landscaping, public art, the addition of retail spaces on the back side of the expanded center to help activate the area and mitigation for the impacts associated with adding new high end hotel accommodations. However, one significant potential mitigation measure was not included in the project in the Port Master Plan amendment and that is construction of a new pedestrian bridge linking downtown to the Convention Center at Fourth Avenue. A pedestrian bridge at Fourth Avenue could drastically improve the connection between the busy downtown area and the shoreline that was essentially eliminated by the first Convention Center expansion. A bridge provides the best possible announcement of a pedestrian destination simply through its existence. The existing pedestrian bridge at Park Boulevard gets a great deal of use even though the inland side of the bridge lands at a vacant lot. A pedestrian bridge adjacent to the City's Gaslamp District would attract tremendous amount of attention not only to the waterfront, but also to the proposed rooftop park which as noted may not receive much public use if it's difficult to get to and not visible from surrounding areas.

Construction of a pedestrian bridge at Fourth Avenue was originally part of the proposed project and has been fully examined in the project EIR. It was not included in the Port Master Plan amendment because the Port has indicated that there is no funding for a bridge at this time. However, even if funds to construct a pedestrian bridge at Fourth Avenue are not currently available, the Port could incorporate the pedestrian bridge as a proposed project in the master plan and incorporate language into the plan committing to a feasibility study and pursuing funding for implementation of the bridge over the next few years. If it does ultimately prove infeasible the Port could return to the Commission with an amendment 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 master plan at this time. In your addendum, the Port has submitted some possible additional language regarding conducting studies of public utilization of the site; however, the language does not include any attempt to find funding for a pedestrian bridge or make any commitment to provide alternative means of improving access around the building. Thus, as proposed, the amendment would allow 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. There are alternatives and mitigation measures that could reduce these impacts, but the Coastal Act does not provide for the addition of suggested modifications to a Port Master Plan amendment. Therefore, staff is recommending denial of the Port Master plan amendment. That concludes staff's presentation at this time.

SHALLENBERGER: All right. Excuse me, thank you. We'll come back to the Commission for ex parte on this item starting on my left.

MITCHELL: On October the 1st I had a conference call with Steve Cushman, Carol Wallace, Steven Johnson, Kip Howard, Susan McCabe and Anne Blemker. We reviewed the Power Point that they were going over and also said that they would continue to work with staff to work out the details. We did cover that the pedestrian bridge that the staff was proposing that they supported, but they just didn't have any funding for it, so...

SHALLENBERGER: Commission Bochco?

BOCHCO: Yes, on October 1st at 3 o'clock I had a telephone call with Susie McCabe, Anne Blamker... I'm sorry, Blemker, Steve Johnson, and I'm not sure if some of the other people that Commissioner Mitchell mentioned may have been on the line, I'm sorry about that, I forgot to write it down. Anyway we went over the Power Point and by the time I spoke to them, almost all the issues had been worked out with staff, except for the pedestrian bridge which is as Commissioner Mitchell said.

SHALLENBERGER: Commission Zimmer.

ZIMMER: I'm sorry, I can't access mine. I'm going to have to try and get a copy from (overtalk) and come back.

SHALLENBERGER: Okay, Commissioner Cox.

COX: Thank you Madame Chair. On October 3rd at 2:30 in the afternoon I had a chance to get together with Lesley and (inaudible), Bill Blair, Bob Nelson, Tom (Mazoko), Sherie (Eshbar), Carol Wallace, Steve John, Kip Howard and Susan McCabe to have a discussion and then a tour of the Convention Center site. I received a briefing book and what I think is a part of record and again I was focusing on the issues of the reduction and site plan and the bridge and kind of a presentation in regard to the Hilton Hotel expansion.

SHALLENBERGER: Commissioner Kinsey.

KINSEY: Thank you. On, excuse me, October 4th I had a discussion with the same individuals that have been mentioned, Anna (Bezates), Steve Cushman, Carol Wallace, Steve Johnson, Kip Howard, Anne Blemker and Susan McCabe. We discussed the Port Master Plan amendment, receiving the briefing. They described the plan. They described the purposes of the convention and hotel... convention center and hotel expansion. They explained that they were continuing to work with our staff and that many of the concerns had already been resolved and there were several that were remaining. Most notably the issue of the pedestrian bridge and the reduction in the view corridor from Park Avenue and they indicated that they recognized the merits of the bridge concept, but that there was insufficient funding for the project at this time. In addition to that, on the 30th of September, Monday, I had a phone conversation with (Zara Juan) who expressed concerns about the project on behalf of interested members

who she was representing and it wasn't clear to me who that was, but expressed some concerns about it and wanted to support our staff's recommendations. Thank you.

SHALLENBERGER: Commission Brennan.

BRENNAN: Thank you Madame Chair. My ex parte is on file for this, but it amounted to the... the discussion was the same substance reported by the other commissioners on the dais.

SHALLENBERGER: Thank you. Commissioner Groom.

GROOM: Thank you. On October 4 at 8:30 a.m. I had a telephone conversation with all of the people mentioned Ms. Nishihira, Anne (inaudible), Steve Cushman, Carol Wallace, Steven Johnson, Kip Howard, Susan McCabe, Anne Blemker. Our conversation was very similar to the ones that have been previously reported. Again the project... the budget of this project has been reduced already to 520 million dollars and a pedestrian bridge would add 41.9 million to it. So they are opposed at this time to doing that. As the project stands, public access and coastal view benefits include a 5 acre rooftop public park, 35 foot wide promenade along the waterfront, greater connectivity between the parks and improved access along Convention Way and Park Boulevard.

SHALLENBERGER: Commission Flores.

FLORES: Yes, on October 4th at 3 p.m. I had a phone communication with all of the same people that were just recently mentioned from Commission Kinsey and the substance is relatively the same as with the other commissioners, but there was emphasis definitely on the representatives recognizing the merit of the bridge concept, but that the insufficient funding was... would not allow them at this time to add language that would have the pedestrian bridge.

SHALLENBERGER: Commissioner Garcia.

GARCIA: Thank you. Madame Chair I also had a ex parte communication on October 8th at 11 o'clock a.m. with the same folks everyone else talk... chatting about representing the Port of San Diego, City of San Diego, San Diego Convention Center Corporation and the Hilton. The call was led by Susan McCabe and her company and went over the... essentially the briefing that they're going to go over with us, the Power Point. The rest of the contents were described by other commissioners.

SHALLENBERGER: Thank you. Commissioner Vargas.

VARGAS: Yeah, on October 3rd at 1 p.m. I had a conversation with the same folks that the other 10 commissioners seemed to have and I'll repeat them although I'm sure at this point the audience can recite it by heart. Lesley Nishihira, Steve Cushman, Carol Wallace, Steve Johnson, Kip Howard, Susan McCabe, Anne Blemker and we received... I received a briefing on the Port Master Plan amendment. I also had a communication October 9th at 5:45 p.m., a telephone conference with Tom Lemon regarding the perspective of the San Diego County Building and Construction Trades

Council with regard to the proposed Port Master Plan amendment. The Building and Construction Trades Council is strongly in support of the PMPA. Thanks.

SHALLENBERGER: Thank you. Commissioner Zimmer.

ZIMMER: On October 7th from 9 to 9:30 a.m. I had a telephone conference with Lesley Nishihira of the Port San Diego, Kip Howard of the Hilton, Steve Johnson and Carol Wallace of the Convention Center, Steve Cushman, a special assistant to interim Mayor Gloria. The substance of it was mostly the same as with the other commissioners, but there was emphasis on discussion of the bridge, that the bridge would land in the Gaslamp District and they felt that landing it in the public park would require a vote of the people of the city, Mr. Cushman believes. The bridge was one of many alternatives that looked at by Mayor Sanders' taskforce and the bridge helped bring the project price to 750 million and they could only support 520 million, therefore, the bridge was eliminated. They have not been able to craft language with staff that they could support because they do not want to come back to amend the Port Master Plan if the bridge proves to be infeasible and they don't want to imply that they had committed to build a bridge. Ms. McCabe emphasized that everyone thinks the bridge is a great idea and they were specific in saying that there were no obstacles to the bridge other than the financing question. We discussed also the functioning of the funicular over the north side, getting access to the south Embarcadero Park, it's been down an average of 30 days a year, but Ms. Wallace indicated it has now been up a majority of the time and that it does intend... excuse me, serve its intended purpose. There are two lawsuits pending. One of them is an issue of the vote of the (inaudible) which is a Mello-Roos type of vote and the issue... excuse me, is whether it needs a vote of the people and the city had... or the proponents had prevailed at the trial court and that's on appeal and we didn't get into what the second lawsuit was about. Thank you.

SHALLENBERGER: Thank you. Commissioner Kinsey.

KINSEY: Thank you. I just want to make a correction. I was incorrect when saying that I had an ex parte with Zara Juan, it was for an item that is on tomorrow's agenda, item 7a and I take that back. Thank you.

SHALLENBERGER: No wonder you were confused about who she was representing.

KINSEY: Exactly.

SHALLENBERGER: So okay.

KINSEY: Because I couldn't figure it out, but (overtalk).

SHALLENBERGER: You will by tomorrow yeah. All right thank you. Any other ex parte on this item. All right seeing none I will open the public hearing and call Lesley Nishihira and ask how much time would you like?

NISHIHIRA: 25 minutes please, 20 for presentation, reserving 5 for rebuttal.



SHALLENBERGER: All right.

NISHIHIRA: We'll try and wrap sooner too. Good afternoon Chair Shallenberger, Vice-Chair Kinsey, members of the Coastal Commission. I'm Lesley Nishihira, Project Manager for the Port of San Diego. With me today as part of this presentation is Port Vice-Chair, Bob Nelson and Interim Mayor of San Diego, Todd Gloria. We are very proud to be presenting a project that is fully consistent with the Coastal Act and is of tremendous importance to the San Diego region. Over the past five years we have worked collaboratively with the public and with coastal staff on all aspects of this project. Refinements have been made working hand in hand with staff and the project is now better because of it. I'd like to thank Dr. Lester, (Sherilyn Sarb), Debra Lee and Diana Lewy for their dedicated efforts to bring this PMPA before you for your consideration today. Today's presentation will provide you with a brief background of the project, highlight the components of the PMPA, as well as affirm the project's consistency with the Coastal Act. This graphic shows the location of the project situated in the City of San Diego in the northern portion of San Diego Bay. This is an aerial view of the site. The project is located in an urbanized waterfront area. As the Diana described in her presentation, the required PMPA includes two project components, an expansion to the San Diego Convention Center and an expansion to the Hilton Bay Front Hotel both of which will be lead certified. The project site is outlined here in yellow and in peach is the footprint of the existing convention center. The left side originally opened in 1989. When it was expanded to the right in 2001, we did so with Coastal staff's recommendation for approval. The facility has been so successful that there is the need to expand again and a need for contiguous meeting space is what is required by the convention industry. In pink is the proposed expansion which will realign Park Boulevard and Convention Way as shown here in orange. In yellow is the existing 1200 Hilton Bay Front Hotel which opened in 2008. In green is the location of the proposed 500 room hotel tower and ballroom space. Focusing on the convention center for a moment. Prior to the EIR process between 2003 and 2009 determining a site for the convention center expansion was studied extensively. In total, 11 sites were evaluated including sites that are attached or contiguous and those that are noncontiguous. Ultimately it was determined that a continuous expansion is a critical need to the convention industry. In particular to retain current clients of the convention center. This was the same finding as the previous expansion, but a contiguous expansion has other benefits as well including being able to utilize current back of house amenities such as the kitchen and loading areas which ultimately reduce costs and land space from duplication. This project not only provides for the needs of the convention industry, but will also create an enhanced experience for visitors to the region, especially considering its dramatic improvement over existing conditions shown in these photos. You can see that today's state of the site dominates the waterside frontage with back of house uses and truck loading along Convention Way. The project will improve the pedestrian experience along the waterfront by moving truck operations to the interior of the building and placing up to 15,000 square feet of new visitor servicing uses such as retail or museum space along the waterside facing portion of the structure to attract the public and activate the area. This feature is one of many that demonstrate compliance with the Coastal Act's policy addressing public recreation, views and access. The Coastal Act public recreation policies are being met by the project. For example, the Hilton will develop or designate its fair share of onsite or off

site lower cost visitor accommodations or pay an (in move) fee based on a study conducted by the Port.

A new reactivated public access pier will be opened at the terminus of Park Boulevard. Also the rooftop park will be a much needed amenity for the downtown area. In fact the rooftop park will be the highlight of this project. The park is over 5 acres in size and is situated on top of the convention center expansion. As shown on this slide, this rooftop park plaza will be accessible from seven exterior access points including two sets of stairs in the funicular, three elevator banks, and an inclined walkway with a gradual, better than ADA compliance slope. In addition, the rooftop will be accessible from inside the convention center. These multiple access points will provide a variety of ways for people to get to, around and over to the waterfront and existing parks. The rooftop park will be a high quality design with a variety of spaces including areas that are large and programmable and areas that provide a more intimate setting. There will be seating areas and observation vistas and landscaping similar to that of a coastal bluff. Also ground water will be reused to irrigate the rooftop park. The rooftop park will innovate with nearby public spaces and the Port will continue its successful activation of these areas with exciting events. Not only will the quantity of public park space increase from existing conditions, but the quality of park space will improve with a unique waterfront destination that will draw residents and visitors to the region.

The Coastal Act visual act quality policies are being met by the project. The berms at the terminus of Park Boulevard will be removed immediately opening up water views. An area... an open area of more than twice width of the required Park Boulevard view corridor will be preserved and new views of the water and city skyline from the rooftop park will be added. From atop the rooftop park you will see panoramic water and city views. Here are examples of the views looking towards the bay. In addition, some of the existing waterside public terraces on the original convention center site will remain. The project has been designed to be located outside of the 120 foot wide Park Boulevard corridor which is shown here in orange. In fact, the project would far exceed the required width as indicated by the additional view area shown in yellow. In addition to creating views, we are also creating a pedestrian scaled environment with landscaping and amenities such as benches and public art. Bicycle and pedestrian access is available in this corridor and will enhance connections to the waterfront promenade and at the terminus of Park Boulevard there will be a newly activated public pier of nearly a quarter acre in size. Since the PMPA was submitted to coastal staff we have been working diligently and collaboratively to ensure the project is consistent with the policies of the Coastal Act. As outlined in their addendum we have resolved 10 of the 11 potential revisions identified by staff. There discussions led to a very difficult decision to take a notch out of the convention center which is outlined here. This reduction results in a loss of two truck loading bays, 40 feet of dock space, two meeting rooms, 4000 square feet of storage space and 1500 square feet of usable park space amounting to a total reduction of 20,700 square feet to the convention center. This was done so we could demonstrate our commitment to further enhancing this corridor by protecting and preserving views and access to the bay and to be responsive to staff's requests.

The Coastal Act policies regarding public access are also being met by the project. The project will include a comprehensive way finding signage program to guide people to and from the water and back to downtown, including clear way finding signage at the funicular. The waterside promenade will be completed with the project linking to Embarcadero Marina Park south. The Park Boulevard corridor will be enhanced to be more pedestrian friendly and an elevated access route from Harbor Drive to the waterfront will be improved. This graphic shows how all of the public access routes work together connecting the access to the rooftop park previously shown to provide access through and around the entire site. Missing connections will be completed to provide continuous linkages throughout and an existing elevated access way along the frontage of the Hilton will be improved to encourage use of this alternative route from Harbor Drive. As a special condition of the respective coastal development permits, all of the public access features described must be completed prior to final occupancy for both the convention center and the Hilton expansions. These enhancements will not block, isolate or privatize the area. Rather the project will improve existing conditions and attract people to the waterfront making these areas new public spaces to enjoy. As part of their review, coastal staff identified 11 issues to be resolved. As mentioned 10 of those have been successfully addressed, however, coastal staff continues to question public access to the rooftop park and has suggested an addition access point in the form of a bridge. The other public access points described demonstrate that the bridge is not necessary for public access to the site. There's also a concern that portions of the bridge are outside of the coastal zone and outside of the Port's jurisdiction and it is not financially feasible to add a pedestrian bridge to this project. Although this PMPM will ensure... PMPA, will ensure full access to and utilization of the rooftop park and the bay, we are committed to pursuing strategies and funding to increase public areas, access to these areas, as demonstrated by the Port's letter dated October 7th included as exhibit 20 to staff's October 8th addendum.

As presented, the improvements to the project resulting from collaboration with staff established this PMPAs compliance with the Coastal Act. The PMPA as submitted can be found to be consistent with the act and no additional features, including a pedestrian bridge are necessary for compliance. We recommend that you approve the PMPA as submitted. The project team including representatives from the Port, City of San Diego, Convention Center Corporation and Hilton are available if you have any questions. Now I will it over to Port Vice-Chair, Bob Nelson who will be followed by Interim Mayor Todd Gloria to provide our concluding remarks.

NELSON: Good afternoon Chair Shallenberger, Vice-Chair Kinsey, Dr. Lester. My name is Bob Nelson, I'm Vice-Chair of the San Diego Unified Port District. We are a unique state agency entrusted with the tidelands of five cities. Our legislative mandate specifies the purposes of those lands and directs both convention centers and parks. Today we ask that you help us fulfill our legislative purpose by approving a convention center expansion that enjoys overwhelming public support. This project is a model of balancing urban coastal planning. It provides needed meeting space and a new public park and just one indication of how well it is received is, printed on two sides, here are over 2000 letters from people throughout the San Diego region including 13 cities from throughout Southern California who join with us in asking that you support this project. Here today are several people who feel as strongly supportive as I do. You're going to

be hearing from some of them, but I particularly wanted to know my member of the state assembly Majority Leader Tony Atkins and also Assembly Member Lorena Gonzalez. Between the two of them, they represent the entire project, it actually divides down Park Boulevard. This Port Master Plan allows us to enhance California's most vibrant coastal destination. It also creates a dramatic 20th public park overlooking our bay enabling visitors to access for free what most people can now enjoy only if they have a room in a high rise bayside building. Prior to being a port commissioner, I served five years on the convention center board. Every client, every client or prospective client I have met since 2006 wants a contiguous expansion. For larger conventions, those drawing 10s of 1000s of visitors to the bay front, clients we have already lost to larger facilities and those like Comic-Con that we will lose if we do not expand, contiguous space is more than just desirable, it is critical to their mission. If we build it, they will come. This means convention center visitors and equally as important or perhaps even more important other visitors to San Diego's downtown waterfront. We urge you to approve this amendment. I'd like to thank you for your attention and for your service to our state. Now you'll hear from San Diego Interim Mayor, Todd Gloria and these will be incorporated by reference into the record.

GLORIA: Thank you Commissioner Nelson. Good afternoon ladies and gentleman, Madame Chair, Dr. Lester and your staff. It's a privilege to be before this body as the Interim Mayor of the City of San Diego to advocate for a project that is incredibly important to my city's future and one that I'm incredibly passionate about. I think (inaudible) shared by the people that I am proud to represent. I want to put it into some context in terms of what this means for our community. This project stands to deliver us 7000 permanent jobs. This of course is really important for local economy. We believe we will have an annual economic impact of 700 million dollars to our region and it will help create 13.5 million in new tax revenue for our City of San Diego. This project is regional in scope, 13 different cities in our county have weighed in, in support of this project. It goes beyond the City of San Diego's interests. I know that this commission of course is interested in public access and I would argue that this project actually helps improve public access. The way that it does that, of course, is helping us to capture a year's worth of business that wants to be in San Diego, that wants to experience our wonderful coastline, but who are currently not able to be accommodated because of the size of our convention center. Those are people that want to be here, but cannot be unless this project is allowed to move forward. You've heard a great deal about the rooftop park. I will tell you as the council member who is lucky enough to represent Downtown San Diego, this park will be transformative for the people of downtown and particularly the folks of East Village who live nearby and of course this will attract visitors to the waterfront, folks who won't currently go because they're not truck drivers, they're not loading or off loading vehicles, they're citizens who want to enjoy their waterfront. This project in its pedestrian promenade, it's retail opportunities will give them that chance. I have to tell, ladies and gentleman, this project is the product of blood, sweat and tears and for many, many years we have brought together a united front San Diego... a coalition of San Diegans who want to see this project happen. It's something that I frankly haven't seen at a great deal of time in my... in my time in elective office, but it's something that we've been able to achieve today and I hope that you will join us in the consensus that this is the right project at the right place and that you will support this project and allow us to move forward for all the reasons I

stated, that Commissioner Nelson and the port staff have represented. This is a great project and it's worthy of the Coastal Commission's support. Thank you ladies and gentleman for your time.

SHALLENBERGER: Thank you. For those who are short of memory, let me remind you that we ask that you not cheer, clap or in any other way verbally indicate how happy you are with testimony. You're welcome to wave your hands, but... but thank you. All right does that conclude the Port's presentation at this time? All right. Senator Marty Block and from here on members will have two minutes apiece and you may cede time, some folks have done that.

WARD: Good afternoon Chairwoman and commissioners and congratulations to the newest member of the commission our supervisor, Greg Cox. My name is Chris Ward, I'm the Chief of Staff for Senator Marty Block. I'm here to read a brief statement on his behalf. Senator Block occupies a senate district in which the site of the project is of this item in question. The project has been a long time in the making and it comes down to today. Your decision will improve public facilities, generate good paying jobs and give San Diego and California the edge to attract convention business and sustainably grow our economies. I strongly urge your support of the master plan amendment as submitted by the San Diego Unified Port District to allow the expansion of the San Diego Convention Center and Hilton Bay Front Hotel. This project will expand and enhance bay access for residents and visitors alike. It holds the promise of becoming an iconic public space for San Diego and the state. The expansion and rooftop park would add a new and unique outdoor venue for concerts, other artistic productions, fairs and family outings that would add to the quality of life in our city and to the appreciation of our bay and the waterfront. Equally exciting is the use of green features such as energy efficient lighting, landscaping that will filter and clean water and a state of the art storm water retention and filtration system to minimize water demands on the city system. Rerouting of truck traffic will help create a broad vista and greater access to the waterfront. Inclined "waterways", elevators and stairs also will assist in expanding access. Another important consideration, as our Interim Mayor mentioned is the economic impact, up to 7000 jobs and combined new revenue of 14 million dollars generated by transient occupancy tax and sales tax. The additional hotel rooms and public meeting space will keep San Diego competitive as a venue for large conventions. With that I want to thank you for your time and urge your approval of this important project.

SHALLENBERGER: All right thank you very much. Tony Atkins.

ATKINS: (Overtalk).

SHALLENBERGER: (Overtalk) somebody has ceded their time to you so you'll have four minutes.

ATKINS: Oh thank you, I'll go from the one minute speech to the two minute 40 second speech.

SHALLENBERGER: Well we're not rejecting the one minute.

ATKINS: I understand. I'm less than four. Good afternoon Chairwoman, thank you so much. Vice-Chair, commissioners, Dr. Lester, staff, I want to thank you for being in San Diego today. As has been said, I represent the 78th Assembly District which encompasses most of San Diego County's coastline from Solana Beach all the way to Imperial Beach including the Downtown San Diego area in which our convention center is located. I want to thank you for the opportunity to speak to you in support of this very important proposal to enhance our Downtown San Diego coast area... coastal area while at the same time generating jobs and economic benefit for our region. San Diego is a destination, more than 32 million visitors from all over the world come here every year to enjoy beaches, the zoo, Balboa Park, Sea World, Gaslamp District and all that our Southern California lifestyle has to offer. Tourism is the second largest non-government, non-military contributor to San Diego's local economy right behind our biotech industry. 13 percent of the jobs in San Diego County are related to tourism. Our pristine and breath taking coastline is a huge part of the reason that people come here. It's also integral to our own way of life and is a treasured part of who we are in San Diego. Many visitors come here as part of a convention and our convention center is a key element in this important aspect to our local economic strength. It's a great... it's a good facility, but it could be even greater. I'm very excited about the new and innovative ways the next phase of the convention center will really put the welcome mat out for the public in a manner the current convention center doesn't do. You've heard how the view corridor from Park Boulevard to the bay will be opened up. The rooftop park will offer panoramic views of our urban waterfront that are not available from ground level. The promenade will encourage walkers, it already does, but this will make it better. Signs and walkways will draw people to the water, visitors and residents alike will know that the bay front is ready to welcome them. This new phase will be a huge step forward in integrating people, structures and our coast and it's only the next step. I am really committed to working with my colleagues at the city, the convention center, the port to develop additional ways to increase public access this area. This is an issue that I think you know personally matters to me. Public access is critical and every project we do on the coastline needs to ensure that. Your decision today is very important to me and to the San Diegans that I represent. It's also of great importance to my San Diego legislative colleagues who, as you know, earlier in September submitted a joint letter to you in support of the expansion proposal. I brought a copy of that letter with me, I know you received it, but I brought you another copy. I would respectfully ask for your support of this proposal to improve public access to San Diego's bay front. Thank you very much.

SHALLENBERGER: Thank you very much. Assembly Member Lorena Gonzalez. And you also have somebody ceding their time to you as well.

GONZALEZ: I'll try to be quick. Commissioners, thank you so much for giving me the opportunity to come speak to you all. I've had the...

SHALLENBERGER: What's your name for the record?

SHALLENBERGER: Oh, thank you. Lorena Gonzalez in the 80th Assembly District, Assembly Woman. Lorena. I've had... I've had the great honor to sit up on that stage and I know that these are always tough decisions, but let me tell you how I got here and why this is so important. Not only to San Diego, but particularly to the working



class neighborhoods that I represent which is South San Diego, actually the Hilton all the way south to the border and I'm happy to see my supervisor up on this board. I know it's a blessing, right? So... so the way I got here is for years we've been working on this project and I worked on it from a different perspective. I was head of our Central Labor Council and it wasn't always an easy project to work on because for years San Diego has taken advantage of the tourism workers and the tourist industry, although large, hasn't really respected the fact that San Diego, unlike other parts of the state, haven't been able to raise the lives of those workers, but this project for the first time ever does that. We have a construction phase that's going to have local hire, that's going to have healthcare for the workers, training opportunity, helmets to hardhats, (living) wages. We have an expansion of a hotel that pays the best of any hotel downtown, including full family healthcare and a little bit for retirement. We have middle class jobs in a convention center that allow stagehands and decorators and teamsters to be able to feed their family and put a roof over their head. We're going to expand that. This is unprecedented in a city like San Diego. It took years and years of people coming together and trying to create a project that was good not only because when we talk about access, I got to be honest, the folks in my neighborhoods, they don't go up to this area even though it's blocks away because they're working so dang hard they don't have the time to go access the waterfront. What they want is a good job that will help them get further, pay the bills, and make sure their children can do just a little bit more. That's what this project does and that's why I support it and hope you will too. Thank you.

SHALLENBERGER: Thank you. If I could ask you please not to clap and not to call out. If you're... if you appreciate what's been said, indicate by waving your hands. Thank you. Council Member President Pro Tem Sherri Lightner... and as she's coming forward, Ms. Miller, we're well into the public hearing at this time and so we're not going to be accepting anymore speaker slips.

ASARI: Good afternoon commissioners. My name is (Nadish Asari), I'm here speaking on behalf of San Diego City Council President Pro Tem Sherri Lightner. While the Council President Pro Tem was unable to attend this afternoon, she would like to express her full support of the proposed Port Master Plan amendment for the expansion of the San Diego Convention Center and the Hilton Bay Front submitted by the San Diego Unified Port District. The plan has already been approved by the San Diego City Council and the Port District and for very good reasons. The public benefit will be numerous including a 5 acre public park with passive recreation opportunities and vastly improved pedestrian access to our beautiful waterfront. The convention center expansion will also bump... pump money into city coffers and spur local business expansion and much needed job creation, a top priority among our residents, many of whom are still struggling in this tough economy. In addition to the 7000 permanent jobs that will be added, thousands of other construction related jobs will be created during the two year building process putting dollars into workers' pockets that can flow back into local shops, restaurants and services. It is estimated that over 12.7 million dollars in new annual transient occupancy tax revenues will be generated for the city's general fund, plus up to one million dollars in new sales tax revenues. That's a huge economic booster to our city. With these dollars be reinvested into vital neighborhood services. Beyond the contributions the expanded convention center will bring to the local

economy, there is great value in the types of events it can bring to San Diego, well beyond Comic-Con to include major high tech, bio-med and clean energy shows. Events in these key industries should come to San Diego because this is the place where innovation and intellectual capital exist and if San Diego is going to be a leader, a 21st century knowledge based world class city we need to be able to have these events here in our expanded convention center. This plan before you today is the result of an exhaustive process that included countless stakeholders, most importantly the general public. There has been a very united and broad based community behind the expansion efforts with almost (unprecedented) cooperation...

SHALLENBERGER: Thank you very much. We appreciate it. All right next is Corey Briggs and Corey you have many people who've ceded their time to you. You've asked and I've granted 20 minutes for your testimony. Is Corey here? Can't get through the crowd. Oh, okay, thank you.

BRIGGS: Madame Chair, Mr. Vice-Chair, I'm Corey Briggs and I'm honored today to be speaking on behalf of the San Diego Navy Broadway Complex Coalition. For the record, we provided a letter with our detailed comments, as well as several exhibits so that you can see the drawings. I think they've been handed out. It looks like you have them up there. I'm going to show you up on the Power Point specific documents that are included in the... documents that are in the record. I didn't want to give you the hundreds of pages of the record, I wanted to give you the shorter version. You need to deny certification of this Port Master Plan amendment. It's not because an expansion is bad, it's because this expansion is bad and you've heard lots of reason so far and you're going to hear lots of reasons again today. I acknowledge right now it is going to be a PR landslide against my client today. However, Vice-Chair Nelson from the Port got it right. He said what matters today is legislative purpose. He and I agree with that, on that one point today. The reason can't certify this Port Master Plan amendment is twofold. The principal reason is that it is blatantly illegal, for lots of reasons it's blatantly illegal and secondly approving it actually goes against the very vision for San Diego South Embarcadero that was put in motion by the Port and by this commission almost two decades ago. Excuse me can I get you to... thank you very much.

First thing I want to show you is that you can't make the findings of consistency. Exhibit one (Bates) page 47 in the record. This is the Port's own finding. It says, the project would be inconsistent with the existing Coastal Act and Port Master Plan due to insufficient parking. Those are the Port's words, not mine. They're going to give you a lot of talking points, I'm going to show you their documents today. Next slide, oh sorry, I forgot I get to do this. Next slide, this is from their final EIR, it's exhibit two, Bates pages 49 and 50. They repeatedly say that this project is inconsistent with the Coastal Act, for air quality reasons, for parking reasons, these are their own findings. You don't get to reject their findings. It is what they came to you with. You also have your own staff report that says that the project violates the California Environmental Quality Act. That's on page 24 of the original report. The next reason this would be illegal is because it doesn't minimize a substantial adverse impacts which you have to minimize under the Coastal Act. There was extended discussion about the bridge which is necessary. It doesn't accomplish enough, but just the fact that there's an argument about this bridge



and whether it's needed and the other ways in which the Port's going to go about addressing this issue tells you that they're not minimizing the adverse impacts and furthermore, they tell you that traffic is insignificant... is a significant impact and it is unavoidable. That is not minimizing adverse environmental impacts. You just can't make the findings legally.

The next problem you have is that you've been presented with multiple Port Master Plan amendments. You have one from May of 2012 which the Port approved in September of last year. That is the Port Master Plan amendment that you ought to be looking at today and the reason is because the Coastal Act is clear that the public gets to participate along the way and that the Coastal Commission does not get to impose conditions or make changes to the Port Master Plan amendment that is proposed. The principal reason being doing so would exclude the public from the opportunity to participate in the governance of its waterfront, of its coastal resources and the discussion you heard about your staff and the Port, all well meaning, I don't pooh-pooh that, but their well meaning discussions to address 10 of the 11 impacts is going on away from the public. If you accept that you are conceding the very point I'm making. You should have had the one and only Port Master Plan amendment in front of you from the beginning and you don't. We're just going to go through a bunch of pages here because I wanted to show you all the times that they're giving you something different. I'll just keep clicking until I get to the next item. The other thing I want to tell you is that the Port Master Plan amendment, the latest version in front of you changes language from the one that you were... that the Port initially approved September of last year and it does that when it talks about the public access program by getting rid of references to dates and inserting, as revised. That, for those of you who are new to the commission and don't know how many times I've been telling here telling you about the Port pulling fast ones on the public, I know a number of you do. What that is, is an opportunity for the Port to change that program without coming to the Coastal Commission and telling the public, well we revised it and the Coastal Commission allowed it because we didn't put an actual date on the plan. That is a problem. I'm going to just keep jumping through here because it shows you all the... all of these plans that are different. See, you can see here amended November 2012, it was approved in September of last year folks. They should not be giving you this one.

Next point, they are trying to get you to approve the convention center expansion as non-appealable. They can't do that. It has to be appealable. The reason it has to be appealable is because it includes offices and shopping facilities. They're not going to tell you that, but their own documents tell you that. For example, on exhibit 7, it's Bates pages 111 and 114 and I really am trying to click to there. It tells you that this is going to be commercial recreation land use designation. On Page 270 of that same exhibit, it tells you that the project is going to include shopping opportunities, shopping opportunities, those are their words and on page 30 of that same exhibit, exhibit 7 it says they're going to have visitor serving retail opportunities. That's shopping facilities. We had this discussion back in June over the Ruben E. Lee and whether the restaurant was a shopping facility. We don't have a restaurant here today, we have what is explicitly shopping facilities. It has to be an appealable permit even if you certify. The next problem we have is that the Port is misrepresenting to you how much public space it's going to give and I'm sorry to keep clicking these documents (inaudible). The Port...

the footnote in the table, it's table 10 to all versions of the Port Master Plan amendment that you received says that it's going to be 6.3 acres. That's table 10. If you read the narrative, it tells you that it's going to be about 5 acres. However, if you look at exhibit one... sorry that's not exhibit one, we have the wrong exhibit number, it's actually going to be... it is exhibit one, it's Bates page 15, it's going to be 172,220 square feet. That's 3.95 acres. That's not this magnificent 5.0 acre or roughly 5 acre park on the roof that people are talking about. Their own document, it's exhibit one that I've given you, Bates page 15 says it's 172,000 and change. That's a significant reduction and it is typical of what the Port does. It promises one thing and it does something else.

I do need to point out in my letter, the list of problems in paragraph 8, there's a typo in the last sentence. I said, does not clearly met and I should have written, does not clearly meet, okay. Now you've already heard from your staff about how the Port did not look at a reasonable range of alternatives. They dismissed alternatives by saying that they will not be contiguous and that being contiguous is absolutely essential. I'm sorry, it's not absolutely essential and here's why... can we blow up this particular document at all? Can you blow up the red square? This is a letter from Port Commissioner... former Port Commissioner David Malcolm. In 1995 he was one of the port commissioners who approved the phase two expansion and in his comment letter he says and I'm paraphrasing because we can't see it on this screen too well, but he says, when we were presented with phase two we were told that phase three would be on the other side of Harbor Drive and if we had... if we had been told that it would be contiguous, we would never have done it because there was to be no more walling off of the waterfront. That's a former port commissioner who pulled the lever in favor of phase two telling you what he thought about phase three when this was presented and it's entirely consistent with what this commission did in approving phase two and I'm going to show you that in a little bit when we get to those nice maps in front of you, but during a telephone conversation I had a couple of weeks ago with staffer Diana Lilly, she said, Corey, this comment that Commissioner Malcolm made, we've asked the Port for the documents backing up his comment and we don't have any, the Port said they don't have any and Diana said, you know we asked twice and they didn't have any. Well the Port, now we can make it normal size, full page please. Just put the whole thing on.

The Port is actually not playing it straight with you. Take a look at exhibit 8, I handed this out. These are the drawings, the architectural plans done by Tucker Saddler, a major architecture firm in the city and they have the convention center's name all over them. The public has these and if you flip to page 3 you'll see that in 2003, unlike what they told you up here on their slide a few minutes ago going back to 2003 you now have the document that shows in November 2003 they were looking at alternatives, they looked at a contiguous one and they looked at two... they looked at seven other alternatives and if you look at the last page of this exhibit, it shows you that they rejected a contiguous alternative and approved options 1 and 7, both of which are noncontiguous across the street. So when they tell you it can't be done, the Port is misleading you and misleading the public because they actually started to do it, which is consistent with what Commissioner Malcolm said. So when I started to see this stuff, I went and I said to the people... the property across the street, JMI Lennar, who's property wasn't looked at as an alternative, I said is it possible that these folks have

done some work and it turns out they have. I sent a letter to their top guy and I said have you done any work on this and if so can I see your plans and they wrote back and you can't see this too well, but it says, we can confirm for you that nobody at Ballpark Village has been contacted by the City, the Port or the Convention Center to talk about the feasibility of our site and he emailed me, attached to his email is what I've given to you as exhibit 10. Now exhibit 10 are the drawings that they were doing to show that their parcel D... their parcel D... is this a pointer as well?

MALE: Yes.

BRIGGS: Which part is the pointer?

MALE: (Inaudible).

BRIGGS: Oh the one that says pointer. In this parcel D the lower white square, that's parcel D. You can see from the plans I gave you that they actually looked at this. They did the work to see if Parcel D would serve as a noncontiguous expansion site. They were never contacted and you now have the schismatics to see that they've done a lot of work, the very sort of work that the Port should have done. They give you floor plans, layouts, all sorts of things to see that this would have accomplished a big part of what the Port is trying to do. Now there's another point that needs to be made and that is in the staff report it refers to what's known as parcel C. Sorry let me go... Parcel C is this one right here. It's described as an unappealing parking lot in the staff report. Today it is an unappealing parking lot that's true, but what the Port neglected to tell your staff is that that site is just months away from breaking ground and becoming a dynamic beautiful mixed use facility and we gave you exhibit 11 so that you can see what they're planning to do there. They're just a few months away from breaking ground. So, yes, it's true that today's it not all that pretty, but it's only months away from becoming part of a broader vision and so this... it's difficult to see here, but here's what was envisioned back in '95 and in 2003 by the Port, the Coastal Commission and the public. There wasn't supposed to be an expansion here where the park is. The expansion was supposed to go across the street into what we call East Village or Ball Park Village. That's the reason they built the bridge on the south side of Park, so that people who are on the waterfront and using this park can easily get into where phase three was going to go. The whole point was to activate the waterfront. This park was the beginning of that process because the center of gravity for convention center activity and tourist activity was supposed to be where they want to put phase three because that bridge is connecting parcel C and D to the phase two expansion and the South Embarcadero Park. The vision was to activate this and now what they're tell you today in (Aurelian) style is that they're activating it by eliminating it and putting a box on the parking lot. Yeah, the parking lot is ugly, it ought to be a park. If you want to activate it make it a park, not a box. You don't the roof on this... you don't put the park on the roof.

That action was supposed to be done here in this park and that's what's being eliminated. Why did they build a bridge if they weren't thinking about moving the development over here for parcel C, D? That's exactly what they were thinking and further proof that they were thinking that comes from the City of San Diego who is a co-sponsor today, right, they're all... they're all for it. The comment was made about the

new bridge being outside the Port's jurisdiction, yeah, in the City of San Diego. Most of the city council contingency is here today in support of it. It wouldn't be difficult to get the city to say, yeah, you can put the bridge in the city. They're part of this today. Anyways, this last document, this was from the Downtown Community Plan. It's the land use plan that governs downtown development from 2006... 2006, after the 2003 beginning that they're telling you about for contiguous sites and what did the City of San Diego say? They said park is to be preserved as a view corridor and what is now a park, you can't see it well because of the lighting in here. It's green on the exhibit and it's recognized as park and open space because even in 2006 the plan remained to preserve the views on Park, to activate what's east of Petco Park, keep this park open because that's how you're going to get people using the waterfront and we're going back on that and when you look at exhibit 11, the last big handout I gave you, this is the parcel C development that I mentioned for JMI. They had to step back their properties along Park Boulevard. They start low, they get progressively higher as they move away in order to preserve this view. That's why they had to develop that way and that's happening now.

So we have Commissioner Malcolm in '95, we've got the Convention Center's own documents being approved by the Downtown Community Group for two non-contiguous alternatives in 2003, we've got the City in 2006 making this a view corridor and you've got this discussion about some committee who concluded that they couldn't do contiguous. That was the Mayor's select committee. It was not done as part of the (SEQUA) process. It was a committee put together by politicians, picking people who already knew the conclusion they wanted, it wasn't done as part of the SEQUA process, it wasn't done as part of a scoping process. The reason they concluded their work in 2009 before this EIR started is because that conclusion was preordained. It's not essential. They can get 98 percent of what they want by going across the street and that's why your staff acknowledges that one of the defects is the failure to look at feasible alternatives. So in sum there are lots of legal reasons you can't certify this today. As good as it might sound, the Coastal Act doesn't give you luxury of saying no to the Port's own findings of inconsistency and just as a practical matter, this commission spoke almost 20 years ago when everyone was united on what the vision should be. Today the Port and the City are trying to pull the rug out from the... from underneath all of us. Don't let them do it. Reject it. Thank you.

SHALLENBERGER: Thank you very much. Now I apologize there are several local elected officials here that we... got buried in the stack, so if you could come forward and be ready to take the mic one after the other. Kevin Faulconer, Marti Emerald, Scott Sherman, Laurie Zapf, Mark Kersey, and then State Controller Chang and I don't actually carry the order, if you just come one after the other, that'd be great. Your name for the record.

FAULCONER: Well thank you. I'm council member Kevin Faulconer and I actually think this is a pretty good project and I'm... I'm delighted to be here with my colleagues from the city council and our Interim Mayor Todd Gloria. We're united on this and we don't always agree on everything, but we're here today in very strong support to respectfully ask you to move forward today on a project that is very important to not only the City of San Diego, but to our entire region. We have an opportunity to

create really (inaudible) jobs for tens of thousands of California families and these days all of us are all talking about how do we do that? How do we create jobs in our state? And I would suggest to you that the project in front of us today accomplishes this very objective. The convention center had delivered proven financial results for the region by fueling one of San Diego's strongest and cleanest industries, tourism. More than 160,000 peoples' jobs, that's one in eight jobs here in San Diego, depends on tourists to keep them employed and these San Diegans are depending upon our city to keep our competitive advantage and this expansion is how San Diego keeps up and moves forward. This project is our... Mayor Gloria said alone will create 10,000 local jobs, 6800 of them will be permanent jobs for San Diegans and I'm proud to be a strong supporter of expanding the convention center because it will bring an amazing return on investment, increasing tourism and sales tax revenue that the City of San Diego can use to hire police officers, pave our streets, provide dollars for our parks and recs centers in every single neighborhood of the City of San Diego. Conventions not only put heads in beds, but people come into our city, eat at our restaurants, shop in our small businesses and it puts San Diegans to work. We have the chance today to create real economic opportunities for thousands of San Diego families. So I respectfully ask you to join me and my colleagues and would urge your strong support for this very important project. Thank you.

SHALLENBERGER: Thank you. Next?

EMERALD: Good afternoon Chair Shallenberger, members of the commission, commission staff. My name is Marti Emerald. I'm on the San Diego City Council. I represent the 9th District of our city. Many of our older, mid city neighborhoods and... and I've got to tell you the people who live in my neighborhoods want to see this convention center expanded. It means jobs for them in the tourist industry, in the transportation industry and... and the trades' people you see here today who will actually build this center and maintain it. This design that you have before you today is the... is the product of more than 100 public meetings where men, women were able to offer input and help to create the fine design you have before you today. So on behalf of the residents I represent, I can tell you there's a great deal of support. This will be an economic engine, thousands of jobs are at stake in this expansion plan. My constituents also like to visit San Diego Bay and this is a beautiful improvement over what they saw many years ago. I can tell you I'm an old reporter, worked in television and radio for 30 years, most of them here in San Diego and when I was covering stories down on the San Diego Bay waterfront there were often stories about crime, about blithe, about the problems we see in urban environments. Today it is a much, much different environment and with this expansion it will be even more attractive, far safer and a greater draw, not only for local residents, but for tourists, for conventioners, for many people to come and visit and in a sense is a threshold to the California waterfront. People coming here will be greatly impressed and I think that it can mean great new revenues for the entire state of California. I ask you please approve the plan today, allow us to get started building it. I know the men and woman in this room would like for that to happy.

SHALLENBERGER: Thank you. Thank you. Thank you very much your time really is up.

ZAPF: Thank I'm Laurie Zapf. I'm a city council member, City of San Diego, 6th District. Thank you very much for the opportunity to speak before you today. I wanted to come in person and show my strong support for this convention center expansion. I did write a letter and it is in the backup materials. As Ms. Emerald was speaking I remembered as I was campaigning some four years ago, going door to door, there was common theme in literally the thousands of people I spoke to and that was they wanted this convention center expansion. I'll tell you that's probably the only thing that the people that I spoke to really agreed on and here we are. I've been working on it for three years, lots of meetings, lots of iterations of this plan, so it's not just me as I stand up here, it is really a community, the 6th District that I represent. I am speaking on their behalf. I do disagree with your staff. I believe this plan actually does increase access to the bay. The new promenade improves the connectivity to Embarcadero Marina Park South and of course the addition of that 3.3 acre park will include multiple access points. There needs to be a balance between the access issue and the expansion issue that benefits the entire region of San Diego and it will not only bring more and larger conventions, but it will enable us just to keep the ones that we have which is critical to our economy and as you see the project has support from just a wide range from, you know business community, labor, everything in between, hoteliers, elected officials and so forth. So I would respectfully ask your support and urge your strong support for this project that really does have the support of the entire region of San Diego. Thank you.

SHALLENBERGER: Thank you.

SHERMAN: Thank you my name is City Councilman Scott Sherman. I represent... can you hear me now?

SHALLENBERGER: Yes, thank you.

SHERMAN: Perfect. City Councilman Scott Sherman, I represent District 7 which is the area which you're sitting in currently. This is my district.

SHALLENBERGER: Thank you very much, we like it.

SHERMAN: I've been in office now for... for 10 months and before that I was a small business owner. I insured different businesses around San Diego and we all talk about the direct impact of tourism on the city, but we forget about a lot of the ancillary businesses along the way. I mean if you look at it you're... I mean even my business in insurance, I ensure the very businesses that this convention center will help support. I have some friends, to give you an example, who came in from Colorado for the last Comic-Con. They spent three extra days; they went to the Zoo, they went to Sea World and they did some sport fishing, all of which brings money into the City of San Diego which we need. You know our pie isn't getting any bigger right now and we need to be able to conserve as much money as we can and this will bring in some much needed revenue to actually grow the pie a little bit and get San Diego back on the right foot. You know it's been contentious at city hall for the last 10 months, but the one thing this council has been unanimous on is our support for this convention center. It's what San Diego needs, it's the shot in the arm that we crave and I urge you to pass the convention center expansion. Thank you.



SHALLENBERGER: Thank you. And finally Mark Kersey. Is Mark here? All right I'm going to call out three or four names at a time. If you... it doesn't really matter what order you come to the mic and if you could come forward and be prepared to take the mic right away that would be great. Janet Boujwa, Mike Magallanes, Jessie Jenkins and Tom... Tom Lemon.

BOUJWA: Thank you very much, I'm Janet Boujwa and I live at 253 10th Avenue. So I overlook Petco Park and I just wanted to make a couple of comments. The staff seem to think that the view was going to be blocked, but the current convention center already kind of blocks that view. So I don't see that with the... the expansion going in back of it is going to make things really worse. I went to a lot of the meetings, so there was a lot of public input and when the Fourth Avenue pedestrian bridge was presented I thought at the time it was very ugly. I thought it was way too long, people wouldn't use it and I just didn't think it was needed. Now I live as I say... I walk the pedestrian bridge that's at Eighth Avenue and Park, so I walk down by the grassy belt that they're talking about, how wonderful that park is. That is almost never used. People walk the Embarcadero. They walk the, you know walkway and the benches are there. so I think if the roof park if it is activated with free concerts, art shows things like that, that will be activated more, not less. They also talked about the visibility that you can't see it, well unless you walk all the... excuse me, all the way down Park Boulevard you don't see the little green expanse now. So I objected to that. One other thing, the concrete block that's by the Hilton, I always wondered, what the heck was that for? So to activate that would be fabulous, that would be great and they talk about ADA, you'll be able to go out on that, have fencing around so... as I say I live in the area, I don't represent anybody other than me, but I would definitely like to see the expansion go forward and the notch I agree with that, they are making modifications so that view is, you know improved, so... thank you very much.

SHALLENBERGER: Thank you and I, you can color me embarrassed and mortified, but is State Controller Chang here? The speaker slip was just sitting off here to the right and I apologize. All right I don't have to be quite so embarrassed.

MAGALLANES: Good afternoon.

SHALLENBERGER: Go ahead.

MAGALLANES: Good afternoon.

SHALLENBERGER: With your name.

MAGALLANES: Mike Magallanes. I'm representing the Southwest Regional Council of Carpenters. I know the majority of the board is not from San Diego, so I don't know whether you realize the impact this project would be to the local economy. Not only will it support... bring some good construction jobs to San Diego, it will also bring permanent jobs to the area which will help our economy tremendously. That's not even to mention the larger conventions that will be coming to San Diego and that will help the businesses in downtown. So I encourage you to vote for this project. Thank you.

SHALLENBERGER: Thank you and I see that Carlos... Jessie Jenkins is ceding his time to someone else, so we'll go on to Tom Lemon, Eric Kristen and Neda... ooh I should have practice that name first, I'll call it in a minute.

LEMON: Thank you. Tom Lemon, San Diego Building and Construction Trades, AFLCIO. I'm delighted to be here today to support this very worthy project on the bay front in San Diego. A game changer for San Diego and a game changer for San Diego's economy and the construction workers which I'm so lucky to represent and we've got so many different ones here today. If I could just get them to stand, all the guys here that are going to be affected by this project on the construction side. Also we have a lot of folks here that are going to actually do the work in the convention once it's up and running. I urge you to move forward with this project and thank you so much for your time.

SHALLENBERGER: Thank you. Thank you very much. Eric Kristen, Geronimo Gungan, Rafael Castellanos, any of you come forward in any order. Go ahead.

CASTELLANOS: Honorable commissioners, good afternoon. My name is Rafael Castellanos. I'm a port commissioner with the Unified Port of San Diego, but I'm not here speaking to you today as a port commissioner. I'm speaking to you as someone who has lived within just a few blocks of the convention center for almost seven years. I'm also speaking to you as someone who was urged into public service because I understand the needs and the concerns of a portion of the community that is often without a voice and even more so, often without access to outdoor public amenities that all urban residents should have access to. This area that is the subject of the convention center expansion, it's a special place, but not just because of the natural beauty of the San Diego Bay. It's uniquely special because it's the place where the magnificence of the bay meets the magnificence of our urban home and community and it's literally my backyard, my stomping ground, where I work, where I play, where I've spent countless hours admiring and contemplating it. I've literally observed thousands upon thousands of visitors interacting and enjoying this great space. I've even skateboarded around it and in the truck loading areas. I hope there's no one from the Harbor Police to hear that. Here is what I know unequivocally that people from as far as the other side of the world and from as near as my home and the tidelands adjacent barrios, they come to this portion of the water's edge to marvel in amazement at the bay and the magnificent structures created at its edge and when they come they want to know that there are places to eat, drink, shop and stroll and that there are amazing and unique vistas for them to enjoy and that while they're there doing all that good stuff, that they're in a public place for the public to enjoy regardless of their station in life and that's it's free. This project once completed I know that thousands of it will come from... to it from all over the world, that it will benefit generations in a multitude of ways including with mas trabajos para la gente (more jobs for the people). Please support this project, thank you.

SHALLENBERGER: Thank you. Eric Kristen and Geronimo Gungan. Either one here? All right we'll go on to Phil Blair and there are many speaker slips attached to yours, when you get to the mic if you would put your name in the mic and tell me how you'd like to proceed. Are these... are you speaking for all of these people, or... how would you like to proceed?



BLAIR: I'm speaking only for me.

SHALLENBERGER: You are?

BLAIR: Phil Blair and I'm Chair of the Board of the San Diego Convention Center.

SHALLENBERGER: All right well let me ask you these other speaker slips that are attached, Carol Wallace and Nicky Clay and Steven Johnson who is ceding his time to the other speakers.

FEMALE: (Inaudible).

SHALLENBERGER: All right that's two ceding their time.

BLAIR: Okay I'll only... I'll only need a (inaudible).

SHALLENBERGER: All right great, thank you.

BLAIR: Good afternoon commissioners. We have worked tirelessly for years to make sure this project is exactly what our client's need. Beyond the much needed additional meeting space, public parks and water front access, we also need to focus on how the numbers speak for themselves in regard to the impact an expansion will have on our community. The Convention Center opened 24 years ago and has already generated 22.9 billion dollars in economic impact. This is money the visitors bring into town that stays in San Diego long after they leave. It goes on to support our beloved beaches, parks and essential city services like police and fire. By voting yes today you will be saying yes to a nearly 700 million dollar additional economic benefit to the City of San Diego each year. You will also be saying yes to getting San Diegans back to work. It is true that nearly 7000 permanent jobs and thousands of addition construction jobs will be created from this expansion alone. This project is absolutely critical to keeping San Diego a top meeting and convention destination well into the future and ensuring we can build on the center's current fabulous success. This is the right project at the right time and for all the right reasons. Thank you very much for your attention.

SHALLENBERGER: Thank you and just so I'm clear, Carol Wallace, Nicky Clay do not need to speak or are... go ahead. Yeah.

WALLACE: Good afternoon commissioners and Dr. Lester and staff. I'm Carol Wallace, President and CEO of the San Diego Convention Center Corporation. Since the expansion plan started over 10 years ago, listening to our clients and the community have been a top priority. Our clients have told us over and over again that continuous exhibit space under one roof is absolutely critical. (Inaudible) Media recently released a study and they an independent entity. They surveyed the industry and over 98 percent of our clients and prospective clients said, contiguous expansion is important, critical or very important and being in a scenic venue is absolutely necessary. The plan you're going to review today meets the needs of our clients and would allow many of them who are outgrowing the existing building to stay in and book San Diego

for the future. In addition to meeting the needs of our clients, the project is also beneficial to visitors and residents alike. The new 5 acre park will offer unobstructed 360 views of the beautiful San Diego Bay and it will be a new... the largest green space in Downtown San Diego and will be a welcome place for community events, concerts and festivals. Bay access will also be enhanced by the pedestrian promenade linking the Hilton Bay Front and the South Embarcadero energizing our wonderful water front. I ask you to carefully consider all who would benefit from this expansion project and please vote yes to move it forward. Thank you for your time.

SHALLENBERGER: Thank you. Nicky Clay?

CLAY: I will cede my time.

SHALLENBERGER: Thank you ever so much. All right Kip Howard and then Jeff Graham and then Sharon Cloward, I think and then Bill Hall.

HOWARD: Good afternoon. My name is Kip Howard with the (inaudible) Development representing the Hilton expansion project. I'm not going to speak at this time, but just wanted you to be aware that I am in attendance along with David Sloan of Sunstone, majority owner of the hotel, and we're available to answer any questions that you might have concerning the hotel itself. Thank you and we urge your support.

SHALLENBERGER: Terrific. Thanks so much. All right.

GRAHAM: Good afternoon honorable commissioners. Jeff Graham, President of Civic San Diego.

SHALLENBERGER: And you have somebody ceding their time to you?

GRAHAM: Yes, I need three minutes if I can please.

SHALLENBERGER: Sure.

GRAHAM: Thank you. Civic San Diego is a public benefit, nonprofit corporation created by the City of San Diego to oversee downtown's long range planning, economic development and implementation of the Downtown Community Plan. Last month Civic San Diego Board of Directors unanimously voted to support the proposed expansion of the San Diego Convention Center. We believe that the location of the proposed expansion is ideal and it will activate currently under utilized space along the rear of the existing facility while creating improved access to the water front. Visitor serving restaurants along an expansive promenade and acres of iconic public park space. The Downtown Community Plan contemplates the need for and creation of many new parks to accommodate the anticipated growth in downtown residents to 90,000 by the year 2030. Signature urban parks will help meet that need and the one proposed atop the convention center expansion will be enjoyed by visitors around the world. We believe the convention center park will significantly improve access to and enjoyment of the water front by San Diego residents, workers and visitors alike. A lot of attention has been given to constructing a pedestrian bridge, although it's not part of the proposed project. As the planning agency responsible for downtown... for the

downtown planning area, we appreciate the opportunity to comment and provide our insights. The Downtown Community Plan does not contain any references to another bridge across Harbor Drive and it's not an identified project in our public facilities financing plan. In fact, we believe that constructing a second pedestrian bridge across Harbor Drive contradicts the vision of the Downtown Community Plan. Specifically guiding principal 5.1 states "discourage skywalks above all streets." In fact, Civic San Diego has been working with the state of California to remove the final set of sky bridges across downtown streets as soon... as it's soon to be replaced Superior Court building located along C Street will be replaced by a new structure. In addition, what's missing from this discussion is the fact that Civic San Diego recently completed a pedestrian bridge immediately south of where Coastal staff is requesting a second bridge be constructed. Speaking from experience and often painful experience, I can tell you how difficult, time consuming and costly that effort was. We would no doubt face the same challenges at this new proposed location. The design and construction of that bridge involved collaboration and approval by many federal and state governmental agencies and the rail uses. Construction of portions of that bridge structure was only permitted to occur during the wee hours of the morning when rail use was at a minimum and the conditions for approval of its construction were documented by a web of complex agreements. Civic San Diego believes that the walkability of San Diego's downtown combined with the accessible design of the proposed convention center expansion will ensure enjoyment of its amenities and the water front by millions in the years to... years ahead. Therefore, we respectfully request your approval of the project. This is an important asset to our city and the state and we will be available to answer any questions that you may have. Thank you very much for your time.

SHALLENBERGER: Thank you so much. All right...

CLOWARD: Hello my name is Sharon Cloward and we have speaker slips filled out for Bill Hall, as well as Sophie Sylvestry and we're ceding our time to Bill Hall and he's going to speak on behalf of our Port Tenants Association.

SHALLENBERGER: Great. Thank you very much and Mr. Hall how much time would you like?

HALL: I'll probably need no more three minutes.

SHALLENBERGER: Great.

HALL: Okay.

SHALLENBERGER: We'll give you four just in case.

HALL: Thank you ma'am, that's very kind. Madame Chair, honorable commissioners, Dr. Lester and staff, I am Bill Hall. I'm Chairmen of the Port Tenants Association, Board of Directors. Our role is not only to champion and promote jobs that help sustain our regional workforce and our families, but also to help maintain and promote the environmental health and access to the bay. My compadres and Ms. Sharon Cloward, Sophie Sylvestry on behalf of the San Diego Ports Tenants Association have orchestrated Operation Clean Sweep. For most of its 14 year history

and each year and I have been one of (many) citizen volunteers that joined forces to remove debris from the shore and the depths of the bay. My family and friends have enjoyed each park, each promenade, each nook accessible by sail, by kayak or by foot around San Diego Bay for almost 40 years. The current convention center not only attracts visitors, supporting hotels and restaurants along the water front, it enables and generates the revenue that helps create and maintain the parks and the public spaces around the bay. A robust expanding business base translates into more and better maintained parks, promenades, public art and even a better tidelands habitat because the Port shares in the revenues and the public shares in the environmental stewardship, access and amenities that are priorities and priority investments for the Port. Commissioners I know that you look downstream beyond the convention center expansion to the revenue flow that enables a robust coastal business base that in turn provides the funding to support new exciting elevated viewing venues, well maintained parks, access friendly promenades, clean water and clean beaches and enhanced bay habitats. We all thank you for your service and your stewardship and urge your yes vote. Thank you.

SHALLENBERGER: Thank you very much. Jody Blackington... Blackington, Mike McDowell and then Ronald Polk who is also here with some other representatives of the Hilton Hotel.

BLACKINGTON: Good afternoon Chair Shallenberger and members of the commission. My name is Jody Blackington and I serve as the president of the San Diego County Hotel Motel Association. On behalf of our 225 members and the 17,000 employees we represent, we respectfully request your support for the convention center expansion project. The convention center is a vital lifeline for the visitor industry. Our industry that serves as an economic anchor for the entire San Diego region. Our success is directly tied to the success of the convention center and we know firsthand how important the expansion is for San Diego. We have a unique opportunity here today to accomplish so many great goals with one project. We're meeting global demand for contiguous space and keeping San Diego competitive. We're also providing visitor serving uses along the water front with the ground floor retail and other amenities and we're also providing a brand new public park for visitors and residents alike. Today is a great day for San Diego. We appreciate your consideration and ask for your support. Thank you.

SHALLENBERGER: Thank you. Is Mike McDowell here? Ronald Polk? Now I have Ronald Polk, Alan Bushman and Gary Floyd all representing the Hilton Hotel, are you all... you all each want your two minutes or are you going to speak for all three?

POLK: Each two minutes.

SHALLENBERGER: Great.

POLK: Excuse me. Hello my name is Ronald Polk. I am a team member at the Hilton San Diego Bay Front where I have great benefits, great pay and endless opportunities. Opportunities that should be shared with other people in my community. Don't... don't just look at this project as expanding a building, allow this project to be the expansion of livelihood and opportunities in our San Diego. Thank you.

SHALLENBERGER: Thank you very much. Is Alan Bushman here? And then Gary Floyd can come forward as well. Be ready to take the mic.

BUSHMAN: Good afternoon. My name is Alan Bushman. I'm an employee of the San Diego Bay Front Hilton and I'm also a shop steward of the International Union of Operation Engineers and on behalf of union members at the Hilton, the expansion is good for the economy, good for Comic-Con, good for the citizens of San Diego, good for employment and good for tourism. The expansion must happen. Thank you.

SHALLENBERGER: Thank you.

FLOYD: Madame Chairman, commissioners, my name is Gary Floyd. I'm a bellman at the Hilton Bay Front Hotel. I represent the Hotel Workers' Union 30. I'll give you three scenarios. Imagine what you already know, the convention center fabulous. Imagine it as not being a convention center, go back to the '70s. All the things that have been said here today about all the different entities that benefit from the San Diego Convention Center I'm one of those beneficiaries. I'm in a tip-based industry and the Hilton Bay Front Hotel is doing extremely well. Now how do you make better something that is already phenomenal? The expansion of it. The expansion of this convention center is going to be the third scenario. It's going to make things absolutely fabulous here. Opposed to many people here I probably see hundreds of thousands of people on a daily basis from all over the world. I talk to many of these conventioners that come into town. They all love San Diego, they love what San Diego has to offer, they all hope that they have additional time after they leave their conventions and their various meetings so that they can spend time in San Diego, all the things that are available. This is what it's all about. I hear this from these people, they give me this information. It's vitally important, not just because I work for the Hilton Bay Front Hotel and we will be expanded of course, that's a given, I want that to happen, but I think San Diego would benefit phenomenally from what the convention center expansion will offer us. We also want the ball park down here as well. Thank you.

SHALLENBERGER: Okay. Thank you very much.

VARGAS: Could I ask question... Madame Chair?

SHALLENBERGER: Sorry, who's speaking.

VARGAS: Sorry over here.

SHALLENBERGER: Could we wait until the public... public (overtalk).

VARGAS: I wanted to ask a question of him actually.

SHALLENBERGER: After we've closed the public hearing.

VARGAS: Okay sure.

SHALLENBERGER: Thank you. Sheryl Kendrick, Richard Barerra, Gary Smith and Laurie Garrett. Any... all of you would come forward and take the mic in any order. Sheryl Kendrick here? Richard Barerra? Gary Smith?

STARK: I'll be Laura Garret. It says Laura, Pat Stark, I'm Pat Stark representing the DCPC which is...

SHALLENBERGER: Did I call your name?

STARK: Well Laura Garrett and I are interchangeable.

SHALLENBERGER: Does she agree with that?

STARK: Yes.

SHALLENBERGER: Wow.

STARK: She does.

SHALLENBERGER: Yeah, not a lot of women would give into that, but okay. All right I need your name again, what you... is there a speaker slip here for you?

STARK: Yes.

SHALLENBERGER: Okay your name again?

STARK: Pat Stark and Laura Garrett is the chair of the DCPC the Downtown Community Planning Council. I'm the vice-chair of the DCPC. We're the local planning group, the elected, nonpaid representatives for the people who actually live and work downtown and we're the group that the community plan that you saw up there, it's our job to enforce that and to evaluate this. We take the view corridors, we take access, we take parks very, very seriously and as we looked at this particular project, we are supportive of the park and access and open space. We use..., you know this is the... the convention center stairs, we walk up and down the stairs, we exercise there, we take our evening walks there. Anyone who lives down knows about the stairway up and over the convention center. On the Fourth of July, this past Fourth of July, everyone in San Diego knows about the convention center and the... the public access that we have there. So I fully envision the open space on the roof would be enjoyed by many people, the DCPC supports the project and asks that you move it forward. Thank you.

SHALLENBERGER: Thank you.

BARERRA: Hi, I am Richard Barerra, I'm the Secretary Treasurer of the San Diego and Imperial County's Labor Council representing about 200,000 working families in the San Diego region. We're here in strong support of the expansion of the convention center. You know the San Diego economy is an economy that often is a difficult one for working families. We have a very fragile middle class in this region. We have about a third of working people that have a tough time making ends meet and paying their bills month to month and we've got a decision as a community as we develop this economy that's often based on tourism and construction, do we develop an economy that works for all us or do we develop an economy that excludes folks. What this project presents is an incredible effort where people have come together, working people have come together with business, with electives, with the community to say that the economy, the way that we grow the economy in San Diego needs to benefit all of us

and that's exactly what this project does. This project creates 7000 permanent family supporting jobs, 3000 family supporting construction jobs. It's a model for the way that we grow this economy in San Diego and I would very quickly also say that as a representative, as a member of the San Diego Unified School Board I represent 130,000 young people who will have improved access to our bay front from use of this... of this roof top park. We strongly support this project and we encourage the commission to approve it. Thank you.

SHALLENBERGER: Thank you.

SMITH: Good afternoon Chair Shallenberger, commissioners. Gary Smith, I'm the President of the San Diego Downtown Residents Group. If you remember the first speaker Jan or two speakers ago Pat talking about the convention center itself, it's something you really need to experience if you haven't had the opportunity. Putting in the extension of the Embarcadero on the south side will make a tremendous difference to the connectivity along the water front and will let people (get about) more easily. On the issue of the bridge, we have a bridge, we just built one on the south end and the staff now wants one on the middle. Well what if the next bunch of staff wants one on the north, I mean we got to build two more bridges. I think that one is sufficient. It's a really nice bridge. If you haven't been across it, I urge you to try it, tremendous views. Not only that it's fun. I take issue also with your staff saying it lands in a lot. Okay, it's a paved parking lot, that is the largest, cheapest, long term parking reservoir in the city. There are over 2000 parking spaces there for as little as three dollars all day long and despite Mr. Briggs saying it's already going to be developed, half of those reserved basically in perpetuity as tailgate park for Petco Park. Oh parking and traffic, we move 48,000 people into and out of Petco Park across the street in less than two hours. There is plenty of parking. There are 67,000 parking spaces in downtown. They don't have to be immediately adjacent. (Inaudible) has nice little blocks, it's easy and convenient to walk. I urge you all to go down and try it some time because it's nice and that little triangle park, nobody goes there, they go to the bay. Thank you all very much.

SHALLENBERGER: Thanks so much. Chris Mitchell, Robert Gleason, and Joe Terzi.

MICHELLE: Good afternoon honorable commissioners, I'm Chris Michelle, President and CEO of the Downtown San Diego Partnership.

SHALLENBERGER: And you have somebody else with you or is she ceding her time, Janelle (overtalk).

MICHELLE: Janelle Riela?

SHALLENBERGER: Yes.

MICHELLE: Yes, Janelle is speaking as well.

SHALLENBERGER: Going to speak as well or ceding your time.

MICHELLE: She would like to cede her time she's telling me.



SHALLENBERGER: Thank you.

MICHELLE: Okay great. I'll be brief. I have 800 of my closest friends coming to dinner tonight, so we'll be...

SHALLENBERGER: Lucky you.

MICHELLE: Yes, yes and you're welcome to join us at our dinner, but one of the decisions, the best decision this region has ever made is to build the convention center and the second best decision was to expand it. Now the region has the chance to do it again and we urge your support of this. We understand there are really two issues that have been discussed. Does it need to be located there? Is contiguity really important? Well I was the chief of staff to then Mayor Jerry Sanders when the taskforce started and the first phase of the discussion. While we did not do SEQUA meetings, we certainly had over 100 public meetings because we felt it was important, but the conventions, the tourism and those the taskforce said that 86 percent of their customers said that the ideal location is contiguity, keeping it as one exhibit hall and that if you decided to build it across the street to them it would essentially be just two completely different buildings and would not achieve the result and secondly at the partnership I represent over 35,000 residents and it's those 35,000 residents that would like this park and we believe it will expand their access to our water front. So respectfully we urge you to support the project today, thank you.

SHALLENBERGER: Thank you.

GLEASON: Good afternoon Madame Chair and commissioners. My name is Robert Gleason and it is my honor to chair the San Diego County Regional Airport Authority. San Diego International Airport is a major economic engine for the region with almost 18 million annual passengers and 7600 jobs on the airport we generate over 9 billion dollars a year in annual economic impact. Along with many of the partners you see in the room here today the convention center is one of our key strategic partners. Our board voted on September 23rd to support the expansion before you today. In the last quarter for which we have information which was the second quarter of this year, 28 percent of all passengers at San Diego International Airport were in San Diego to attend a convention. Last year 42 percent of the passengers visiting San Diego were here for business travel. Having a healthy mix of business and leisure travel is key to attracting and maintaining air service including international air service. There are current 55 nonstop destinations served at San Diego International Airport by the 23 airports... or airlines resident there including flights to eight foreign cities. We estimate that if this convention center expansion is "improved", that will result in 157,000 extra passengers a year which is equivalent to two daily arrivals and departures, important for San Diego and for our region and for our economy. So with that we urge you to support this project. Thank you.

SHALLENBERGER: Thank you.

TERZI: Good afternoon Madame Chair and commissioners. My name is Joe Terzi. I'm the president and CEO for the San Diego Tourism Authority. The San Diego Tourism Authority is the official marketing organization for the San Diego region



and responsible for the sales and marketing of the convention center. As is in California, tourism is one of the key drivers of economic health and job growth in San Diego and the convention center is one of our most important assets. As a person responsible for the team that is out there every day selling our destination and convention center, I can tell you that we are at a critical crossroad. Your positive vote today will send a much needed signal to the dozens of critically important conventions that are waiting to confirm San Diego for future rotations. Contiguous expansion space is the only thing that will allow us to maintain our competitive advantage and grow our position. Those that are speaking about other options just don't have the facts. Nor have they interacted with our key customers that have told us constantly that noncontiguous space in a building blocks away from the existing convention center would not meet their needs. In fact, as of today our other major competitive destinations of Chicago, Seattle, San Francisco, Los Angeles and Anaheim are all busy planning expansions to their existing facilities. The choice is clear. A yes vote will allow San Diego to drive economic health and jobs for our region by maintaining our competitive advantage. A no vote will force those waiting on the sidelines to make a decision to take their business not just to another city, but to another state. On behalf of our clients, our community and the 163,000 hard working men and women of the tourism industry, I urge you to make the right decision, vote yes today. Thank you very much.

SHALLENBERGER: Thank you. Christopher Neals and then Laurie Madigan and then Stath Karras and then we're going to take a break. Any order.

NEALS: Thank you Madame Chair and distinguished commissioners. My name is Christopher Neals. I am the general counsel and board member at the San Diego Regional Chamber and here on their behalf.

SHALLENBERGER: And clipped with yours is also Janelle Hawkin. Are you speaking for you, is she ceding her time?

NEALS: Yes. Yes, if necessary. The Chamber has almost 3000 members. That's big businesses and small businesses. They represent almost 400,000 employees, we... lots of jobs. We like jobs. We like union jobs, we like nonunion jobs, all jobs are good jobs. We believe this project is vitally important to the best interest of this region. It's crucial to the useful expansion of our tourism industry. It will have a major ripple effect on small businesses throughout the region. As you have heard, this project represents almost 7000 new permanent jobs and that's to say nothing of the thousands of construction jobs along the way. This project is projected to increase cash revenues by 13.5 million dollars and as previously stated will have an economic impact of almost 700 million to the region. The current CEO of the Chamber former Mayor Jerry Sanders led the citizen's committee that spent nine months and as Chris Michelle said, almost 100 meetings studying all aspects of this project including alternative locations. They concluded that contiguity is the best solution and that was their recommendation and as you've heard from Carol Wallace and others, their clients believe that to be true as well. As to this bridge, 42 million dollars is an awful lot of money. The project budget doesn't have it and as you have heard from other testifiers this bridge really isn't necessary. There is an existing bridge about a block away. I mean how many bridges do we need? The Chamber likes the idea of a joint use

stadium, but not at the expense of this convention center project. Once this contiguous expansion project is underway and rolling, the Chamber will be happy to be part of a large public input and gathering to examine all factors necessary to deal with a new stadium and we hope that goes forward and we hope it will be successful. So here we are after five years, 100 public meetings, the Chamber is proud to stand with labor, with elected politicians, with other community leaders and other business organizations and strongly urge you to vote yes. We thank you for your attention and we welcome you all to San Diego.

SHALLENBERGER: Thank you.

MADIGAN: Madame Chairwoman and commissioners. My name is Laurie Madigan and I let Chris go first because he's taller. I am the Executive Director of the San Diego Business Leadership Alliance. We're also known as the BLA. I'd simply like echo what others have already expressed in support of this really vitally important project for our region. I'd like to briefly explain who participates in BLA because... and by the way we... our organization voted unanimously to support the project because our support is indicative of the regional range and the regional importance of this project way beyond the boundaries of the City of San Diego as was mentioned by Interim Mayor Todd Gloria. BLA is comprised of 44 member organizations. We represent over 10,000 businesses and hundreds of thousands of employees from the very far north of our county to the south to the east covering our whole region. Our members including chambers of commerce from as far north as Vista and as far south as Chula Vista. We include economic development councils from the northeast, the central locations and we represent or include as our members diverse trade associations from the Hospital Association to the Asian Business Association to the Environmental... Environment Association. Our purpose is to identify and support the projects and policy issues that we all agree throughout the region will create jobs, and that will grow our economy. As the tourist economy will be strengthened by this project, so will our local economy. This is why BLA supports the project and why I'm here to deliver that message. On a more personal note, as a resident for 11 years in the East Village adjacent to the ball park I...

SHALLENBERGER: Thank you very much.

MADIGAN: Thank you very much.

SHALLENBERGER: You bet. Stath Karras.

KARRAS: Good afternoon I'm Stath Karras. I am the Chairmen of the San Diego Regional Economic Development Corporation and assume for a minute that I have a blue and yellow sticker that says yes.

SHALLENBERGER: Okay and Laurie Sahba...

KARRAS: Sahba.

SHALLENBERGER: Is she... are you speaking for her, is she ceding her time?

KARRAS: I am and I... I don't think I'll need her time, but if I do I'll take it.

SHALLENBERGER: Okay. Thank you.

KARRAS: San Diego Regional EDC is a nonprofit organization. We're funded by companies from Oceanside to Tijuana and everywhere in between. Our mission is really clear, succinct and focused. Job retention and job creation. What the people appreciate about San Diego is our enviable lifestyle, our thriving industries and our access to global markets and the convention center enhances each one of these. We talked a lot, we heard a lot about the benefits both short term and long term for job creation, construction jobs and permanent jobs, but here's another thing to consider. A convention center like this brings businesses from throughout the world to San Diego and many of these companies that come have very talented individuals associated with them. Many for the first time see San Diego and when they leave, they spend the next two years of their lives thinking about how the hell do I get back to San Diego and become part of that thriving economy and bring my intellect to help grow San Diego businesses. So there is a huge tangential opportunity here with the expansion. We encourage you to support this expansion, it enhances access to the water front, contributes significantly to our economic vitality and exposes San Diego to many world class companies and highly talented individuals who would love to bring their companies and themselves to San Diego. Thank you.

SHALLENBERGER: Thank you. Okay, well we're going to do a little time check here because by my count we have nearly 200 speaker slips left and if you count two minutes apiece and how long it takes to get to the mic, that's between seven and a half and eight hours worth of testimony in front of us. So here's how I'm going to ask you all to proceed to work with the commission and with the staff on this. There are several of you that I can tell woke up in the same mood this morning and all put on the same shirt. I'm only guessing that you probably all have the same message that you would like to impart to us, so during the break if I could ask those people who all woke up in an orange mood, could you gather in a corner and see if perhaps you can agree on one or two spokes people to speak for all of you and then there's another group who woke up this morning in the mood for a blue shirt. So if you happen to have on a blue T-shirt could you all gather in the lobby and see if you can agree on one or two people to speak for all of you. I would really appreciate that. It makes it messy up here for speaker slips, but I'll take... I'll take it and finally if I could ask the Port and their representatives if you... you know the other folks here that are here to support this project, if you could perhaps get them organized. We are going to move at this time for individual speakers to a minute each instead of two and the reason I'd like you to organize is it's... first of all it would be good if the commission had some brain cells left by the time we actually deliberated, but equally important everybody's voice is important to us and for those people at the bottom of this pile, if they have to wait through 200, 150 people to testify it isn't really fair to them either. So it's not anybody's fault, that's just the way it works when a lot of people care very much about a subject. So we're going to take about a 15 minute break and I would ask those people again who woke up in the same mood or the same color on their mind to organize and ask the Port to do and their representatives to do the same thing. Thank you very much. *(Break)*. Okay, thank you very much I'd like to call the Coastal Commission back to order and thank I think almost everybody for being so incredibly cooperative about organizing your presentations and having people speak for several of you, so in advance I thank you for that. We're going to begin with

Kevin Tildon and then Kevin Leep and then David Glanzer and if you all could be ready to take the mic you'll have a minute each.

TILDON: Good afternoon chair members and board, I'm Kevin Tildon, thank you for your time today. I first want to draw your attention to the list of more than 2000 supporters that's being distributed to you and secondly I want to share two perspectives that not everyone will have. One is the convention center is at 101 West Harbor (inaudible) 111 (inaudible) 101. So as other downtown residents told you the access to the bay will be improved and there will be visitor serving amenities (inaudible) giving people a reason to go to Convention Way that doesn't exist today. Also from 2000 to 2008 I was on the Convention Center Corporation Board and I served as chair. That was the time period that was discussed in Mr. Briggs presentation and I need to tell you that in some areas he told you part of the story and in other areas meetings I was at, discussions I was a part of I have a different recollection of the history. Thank you very much.

SHALLENBERGER: Thank you.

LEEPER: Well you guys are troopers I got to tell you. Well done. My name is Kevin Leep, I'm the producer of the San Diego International Auto Show. We've been in residence at the convention center since 1989 and plan to continue doing so in perpetuity. My organization represents the new car dealers in San Diego County. We have... we represent over 7 billion dollars in sales, 12,000 employees, 565 million dollars in payroll and we also represent about a half a billion dollars in taxes in the state of California. Every year we produce the auto show at the convention center. One of the things I really wanted you to take into consideration is that the auto show happens there every year and it's for San Diego. It's not for conventions, it's not for people that are coming in from out of town. 97 percent of the people are here. They live here, so this is one of the few opportunities that they really get to come and enjoy the facility and the more that we can bring to the show, the better it will be from a manufacturer standpoint. So I encourage you to vote yes and thank you very much.

SHALLENBERGER: Thank you so much.

GLANZER: I'm David Glanzer with Comic-Con. Comic-Con has been held in downtown San Diego for nearly all of its 44 years and I'm happy to say that wonderful changes have made downtown a much more accessible area now than it was when we began so many years ago. However, as you may know we've outgrown the convention center and struggle to make do with the current space we have. While our decision to remain in San Diego is dependent upon the number of issues including affordable hotel room rates and other economic factors, the ability to have a facility that can accommodate our size is something we cannot ignore. We are convinced an expanded center will help to keep and attract larger conventions like Comic-Con and it can be a real benefit to the city as the expansion would allow for multiple smaller conventions and events to be held concurrently. This could translate into increased hotel bookings, restaurants being filled with visitors and more revenue for the entire city. We hope you will approve the expansion and thank you very much for hearing our comments.

SHALLENBERGER: Thank you very much. Okay, now then we're going to go to Carlos Cota, Matt Kriz, Johnny Simpson, Shelly Alsup.

COTA: Good afternoon. My name is Carlos Cota, I'm the business representative for the International Alliance of Theatrical Stage and Plays here in San Diego and we along with the Associated Trades at the convention center are tasked with taking the truck loads of equipment and building the shows that go on at the convention center. So I just wanted to make a couple of comments. If I could, I have maybe 30 or 40 speaker slips, could I get ceded maybe two more minutes, get through in three, is that possible.

SHALLENBERGER: I thought we had agreement on this? We don't. All right you can have...

COTA: We don't... I got comments from all of our guys and I (overtalk).

SHALLENBERGER: I understand, take another minute.

COTA: Okay, perfect. So we are in a unique position to where we work alongside the various production companies and associations and meeting planners that put on these shows, so we spend 8, 10, 12, 16 hours a day working with them to make their dream of what their show is a reality and with that there's two things that are clear. One, I can tell you with absolute certainty that there's a huge demand for more space in San Diego. We hear it over and over almost on every single show that we do, most..., you know notably is Comic-Con, but also a lot of large medical shows and I've been working around the convention center for over 20 years. So I've seen a lot of shows outgrow us and move on and I know the other centers in the other groups that do them in the various cities where they can hold them. So that I think is the most important point. It's simple, economic, supply and demand, we have our customers that are demanding more space. We have a great thing going in San Diego and I think it is, you know very important that we honor that. The second part is with regard to contiguous space, I can tell you that absolutely it has to be contiguous space. There's three major parts to most conventions, they're almost all conventions. You have a general session where everybody meets, you have breakout rooms for the smaller meetings that are going on and at the same time there's an exhibit floor going. So in between those schedules and in between you know small areas of times and breaks...

SHALLENBERGER: All right (overtalk) time is up, thank you.

COTA: It has to be under one roof and that's coming directly from our customers.

SHALLENBERGER: Thank you. Matt Kriz, Johnny Simpson, Shelly Alsup.

KRIZ: You did very good, it is Matt Kriz.

SHALLENBERGER: Really?

KRIZ: With the Trade Show and Sign Crafts, Local of 831.

SHALLENBERGER: If you had any idea how bad I am at names you'd... you've made my day, thank you.

KRIZ: And with that I'm with Local 831, Trade Show and Sign Crafts, Painters and Allied Trades, District Council 36. I have 30 years of experience in the trade show and convention industry in both executive management for one of the largest trade show general service contractors, as well as working with the unions. I want to tell you contiguous space is important. It doesn't show up in the reports, but it's because it adds value to the promoters that are booking the convention center. They have two clients, exhibitors and attendees. They need exhibitors in their show and the exhibitors want attendees and both of them want to have contiguous space so that it's convenient for them to walk the exhibit floor and do what they're doing there, marketing their goods and services. If they have to be bused, it adds cost, so that's why it's so important that the contiguous space that's discussed is done. Please vote yes on this expansion. Thank you.

SHALLENBERGER: Thank you very much.

SIMPSON: Good afternoon, I'm Johnny Simpson, I'm the business manager of the International Brotherhood of Electrical Workers here in San Diego, Local 569 and on behalf of all the blue shirts here, you can take all of ours out of it and we just have two speakers. We'll start with our agent that represents the commission center, Jeremy Abrams.

SHALLENBERGER: Okay thank you.

ABRAMS: Good afternoon. My name is Jeremy Abrams. I'm a state certified electrician and an IBW Local 569 business agent. I worked at the convention center for a trade show company for four years before coming into the office so I'm extremely excited about what the expansion would do for jobs at the convention center downtown and all throughout San Diego. Working with all the different associations from around the world putting on these shows here in San Diego they all said the same thing, we love it and we can't wait to come back. IBW represents the electricians that will build the expansion, the electricians that move in and tear out trade shows, but also maintain the convention center on a 7 day, 24 hour work week. The convention center is truly a win for everyone in the City of San Diego. We can all do this expansion in a way that is good for local workers and the San Diego environment. This proposal today is a way to do just that. I hope that the Coastal Commission will pass the Master Amendment today and move it one step closer to becoming a world class convention center destination. Thank you.

SHALLENBERGER: Thank you.

MALE: On behalf of my members we represent 3000 construction electricians here in San Diego and Imperial counties. On behalf of Local 47, IBW represents about 13,000 IBW members statewide and on behalf of local 465 that represents about 3000 IBW members here in San Diego working for SDG&E, we hope that you'll go ahead and pass this. I personally worked on the first phase of the convention center, I was able to feed and clothe my family, pay my taxes, do all the things that construction workers do.

I worked on the second phase, my young son is impressed with the IBW and I hope that he is able to work on the third phase. Our members pay their taxes, our members work hard, our members that work in the convention center are full time and these are good jobs, these are family sustaining jobs. In fact, one of our ladies who's a construction electrician full time employee of the convention center right now was employee of the month last month, (Mesina) Brown, very good electrician, has four kids and we hope that you'll expand this and we can... we can continue to feed our families. Thank you.

SHALLENBERGER: Thank you ever so much. I appreciate it a great deal.

ALSUP: Good afternoon, my name is Shelly Alsup with the International Brotherhood of Teamsters. We took your advice and I'm the only colored shirt that you're going to see up for the almost 9000 members in San Diego that we represent. As an agent for the Teamsters Local 542, we represent the behind the scene freight and dock workers that move in and move out all of the trade show events respectfully including Comic-Con and the auto show. We also represent the asset protection and guest service agents that are on the frontlines that ensure safety and assist anywhere from clients and their attendees to the residents of San Diego just merely using the facility as a public property. Currently there are approximately 125 teamster members employed and performing work at the San Diego Convention center. Annually an additionally two to four hundred residents of San Diego all obtain casual employment due to various trade show events on a steady basis. There's are good paying jobs with benefits such as health and welfare (overtalk).

SHALLENBERGER: A minute flies doesn't it?

ALSUP: Huh?

SHALLENBERGER: A minute flies doesn't it? Thank you. Okay... Val Baseo? Okay and Toby Jared. Okay.

BASEO: Madame Chair, commissioners. It's truly an honor here to come up here. Johnny I can do the same thing. I would like to ask if we can put this motion to the floor and get this thing done... oh, just kidding. No seriously, I want to thank all the professionals on all sides of the spectrum here, both commissioners, council members, you name it. Everybody that's been involved in this process. I truly want to thank everybody on behalf of Local 89. I have personally been involved in this, we were involved in the community workforce benefit agreement with the local hire and all the good stuff in it. I sincerely ask that we get away from this shut down... government shut down type mentality and continue to be on the same page with each other and put people to work. Thank you very much. God bless.

SHALLENBERGER: Thank you very much and Toby Jared.

JARED: Good afternoon, my name is Toby Jared. I... I'm here to speak on behalf of all my brothers and sisters of Local 229, iron workers' union. As you can see here today you've heard from dozens and dozens of people representing hundreds of thousands if not millions of people that approve this and want to see this happen. I counted one person opposed to it so far. Tons of work, we've heard from residences,



the view thing is... I think it's a nonissue; people don't go to that park. I've lived in this down for 37 years; people access that area north of the convention center off of Kettner through Seaport Village and walk down. As far as environmental goes, I don't know what environmental hazard it's going to be, it's a green building, it's going to have grass and a park on the roof that cuts down on energy, heating, cooling and their using reclaimed water to irrigate that stuff. I just... I ask you guys to please approve this for us. Thank you.

SHALLENBERGER: All right, thank you very much. Now I have some other folks, Nick (Burnevich), (Vaughn) Marie May, Joan Dalin, Chuck Kaminski and Don Wood and with the agreement of the project proponent I ask them, they are willing to let each of you have two minutes apiece so... your name for the record.

BURNEVICH: Good afternoon commission, my name Nick Burnevich. I am a private citizen. I was a member of the Citizen's Corp (inaudible) at Urban Planning Organization and I was also a planner for the County of San Diego for 32 years involved in North Embarcadero and the original project manager for the county parks, so I've been engaged personally in the water front. I don't want to be here against something, what I'm here for is good planning and this water front has had a history of piecemeal planning. I can just name a few eyesores, piecemeal planning, the Broadway Pier, piecemeal planning not considering what we're going to do when the entire area of Navy Pier. County does their thing on the water front park, Port does everything. What we need to do is step back I believe and look at what we're doing in this water front such as the Port is doing with their comprehensive master plan. Step back and look is this really the right thing to do where we want to be 50 years from now. There may be alternatives and what I was hearing from the staff presentation, there wasn't really a serious look at an alternative to this location. You know there's been talk about a Charger stadium. That may be an alternative that may be more acceptable from an environmental standpoint. We're talking about a half a billion dollars and it's not their money, it's our money as tax payer. We need... I think we need to step back and say is this really what we want to do, do we really want to create this at this location, look at it comprehensively and that's really what I'm asking for the commission to consider today because this is a decision that this region will have to live with long beyond many of us who are in this... on this earth. Thank you.

SHALLENBERGER: Thank you.

MAY: Good afternoon, thank you for tolerating all this and you have a big job ahead of you. My name is Vaughn Marie May. I'm a long time member of Water Front Coalition and Advocates. I support the staff recommendation and I believe there is no mitigation for the loss of public use, public access, public views on public land. No one in this development is buying any land. This land is owned by the State of California, this land is owned by me and a few others. The Port has a (inaudible) past on mitigation and the staff discussed some of the mitigation measures. Each project that is almost always a Port Master Plan amendment are supposedly mitigated, but what happens along the South Embarcadero is the serial disappearance of mitigation. Each project trumps the former projects mitigation and I wonder is there such a thing as mitigation for the loss of mitigation and what is the shelf life of mitigation? A few years back I wrote an (op ed) piece published in the San Diego Union Tribune called Another



Brick in the Wall. This was between the first expansion and the huge, long, protracted fight to save the old police headquarters which by the way came to you and you approved it. It's now going to open next month, it's brilliant you must see it. It's fabulous and it was going to be a complete scrape. Right now there is a solid wall from Kettner to Park Boulevard. This is unconscionable. I'd like to read something that President Teddy Roosevelt said when he visited San Diego for the Panama California Exposition in 1915. He said and it was his bully pulpit. I hope you in San Diego whose city is just entering into a great period of development...

SHALLENBERGER: Thank you very much.

MAY: Will recognize what so many other communities have failed to recognize...

SHALLENBERGER: Your time is up thank you.

MAY: Poor Teddy.

DALIN: Good afternoon Madame Chair and commissioners. My name is Joan Dalin. I am speaking in favor of the Coastal Commission staff recommendation and in opposition to the Port Master Plan amendment to expand the convention center. I have long been concerned with San Diego land use and planning issues having served on the San Diego Planning Commission many years ago during Mayor Pete Wilson's administration and on various civic committees and organizations. I am opposed to the expansion of the convention center from a land use, planning and financial perspective. Expanding the convention center will further wall off our treasured harbor, further blocking views and public access to the bay. Why does the convention center need to be on the water front in the first place? It is not water dependent, it is not water linked, it is not water front enhancing. This use does not conform to the California Tideland Public Trust Doctrine, nor does it serve the public interest. It is a mistake to further compound the original bad decision. Who will pay for this 550 million venture and who will benefit? Through clever maneuvering the hotel tourism industry has structured a legally questionable mechanism whereby the citizens of San Diego will be liable to pay for a facility primarily benefitting the hotel industry through transit occupancy tax and general fund dollars that would be better used repairing our crumbling infrastructure. The citizens of San Diego did not vote for this, but they will pay. Meanwhile, public water front that was intended to serve as mitigation for earlier land abuses will be further exploited to create addition convention space even though market studies show that there is a glut of convention space, especially on the west coast where cities, Anaheim, San Jose, San Francisco and Los Angeles are steadily expanding the supply while slashing prices. It is insane to blindly follow this foolish trend. It is short sided to assume that Comic-Con will continue to appeal its appeal. Change is inevitable. Thank you for your time.

SHALLENBERGER: Thank you.

KAMINSKI: Hi, Charles Kaminski. I've been asked to Vaughn's completion of her quote for her. So Teddy said, keep your water front, develop it so that it will add to the beauty of your city. Do not let a number of private individuals make it hideous

with buildings and then force your children to pay an exorbitant sum to get rid of what they have created. It's hard to argue or debate with the blues, the oranges. It is about jobs. It is about employment. It's hard to go up against practically every politician in the city, in the state, the business leaders of this state, but I am David here against the Goliath. I looked at this arrangement and said are you the park and is this the rope that's going keep the public out of the park. So my question is, who's going to manage, who's going to operate this park, how am I going to get in there, can I protest up there. I haven't heard any of that piece of the public access and part of the public trust and that's part of the whole mitigation efforts that have occurred and you've heard it now from three speakers. Little bits are given, but they're not really specifically stated. I've heard the stairway, the funicular is really... everybody knows where it is, but that's the access? I've heard that the Navy Pier is supposed to be a park, hasn't been done yet. So there are a series of mitigation efforts across the water front. Convention center, expansion one, expansion two, you know this is what it means. I support the staff recommendation and I think you as the commissioners need to find out how is this park going to be run and operated and I think the illustration that the Port has handed out says it all. If you build it, they will come, if they can find it. Just look at the image. The image of the building says here is the rooftop park and this is from the harbor front, so nobody's going to know it's there. Thank you.

SHALLENBERGER: Thank you. Don Wood.

WOOD: Two minutes right?

SHALLENBERGER: Two.

WOOD: Thank you my name is Don Wood. I coined the term Wall on the Water Front in 1984 when I was fighting against what my ex-friend Roger Hedgecock. Mayor Roger Hedgecock was promoting the construction of a giant concrete convention center on the water front and I pointed out that that would be the first brick in a wall that would eventually wall off downtown from its own water front. We're getting very, very close. Yesterday's paper, a young architect was quoted very well, he said, there's a tendency in San Diego to want as much space as possible without regard to esthetics. The mentality is so weird here. We're trying to change that mentality a bit. San Diego has always been a predatory port town. Since the 1800s Navy ships pulled into a pier at the foot of Fifth Avenue and sailors on leave piled down into the (Stingaree) neighborhood. There they were sold liquor, prostitutes, (inaudible) or killed for the money in their pockets. The money from those illicit activities went into the pockets of wealthy local property owners who ran the bars and brothels there. These parties used the money to buy local politicians and control the local police force. Local San Diegans never went down there for fear of being mugged. Today not much has changed. The Navy sailors have been replaced by wealthy midwest tourists on holiday. They still buy booze and prostitutes and sometimes get killed or mugged for their money. When the Stingaree District began denitrifying today's Gaslamp District the predators moved closer to the downtown water front. They bought up the votes of local and state politicians, port commissioners, unions and even some coastal commissioners and built a monstrous concrete convention center complex and giant hotel complexes that walled and fenced the bay front off from downtown and only let's in paying tourists. Local San Diegans can visit their water front only if they're willing to spend several hundred dollars

a night for hotel room, restaurant and drinks. That makes our downtown water front off limits to most local residents and their families. Now... you are appointed to uphold the California...

SHALLENBERGER: Thank you very much, time is up. Thank you. All right well that is... that is the response to my request before the last break. People organized and so is there anybody in the room who feels that they were not part of any of those organizations and feel a need to come forward at this time? Would those two people, three people whoever get in line and give us your name and you'll have one minute apiece. We're working on the honor system here so if you were part of the agreement with the supporters and the opposition...

SALLAS: My name is Gary Sallas. This is Jim Cunningham. We're from Local 230, Plumbers and Pipefitters.

SHALLENBERGER: Sorry you need to speak into the mic and give us your name.

SALLAS: My name is Gary Sallas and this is Jim Cunningham. We're from Local 230, Plumbers and Pipefitters here in San Diego. This is a positive thing. I've heard a lot of negative little things here in and I apologize for some our people in town, they don't get it. It's time to build. It's time to move forward. It's time to make jobs. This nation is in trouble right now and if we don't turn things around we ain't going to be there.

SHALLENBERGER: Thank you.

SALLAS: Thank you.

CUNNINGHAM: Yes my name is James Cunningham and I'm business representative of the Plumbers and Pipefitters, Local 230 and I rise in support of the expansion of the convention center. It will create the jobs that we need and we would really appreciate your support in this and also I realize you're a very smart lady. You're on to us, you figured out that we were going to try and make you too numb to even figure out what you were voting for. So anyhow, we appreciate you, everyone's time here and thank you very much.

SHALLENBERGER: Thank you. Had you fooled didn't I?

ESPARZA: My name is Victor Esparza. I'm a safety rep for Heavy Equipment Union, Local 12. I just want to say something to Mayor Todd Gloria. If you guys are willing to give them a bridge permits and stuff, I would put that in my pocket because let me tell you, permits are hard to get. So I hope they save that. As... as this job moves... if it gets voted in I mean it's going to create the jobs for the building trades and that's what I'm part of, the Heavy Equipment Union and then the long term jobs, those are... I think the wages are living... or I can't think of the word, but they're sustainable wages that will be long term for 7000 people, but these people actually and all of us pay taxes to the City of San Diego and a little story just say, I come from Jamul, I act like a tourist, I go down to Seaport Village, I walk down the side and that's a beautiful area

and the view that we see from there we're looking at the water front on the side that we're walking down from Seaport Village going I think south...

SHALLENBERGER: Thank you very much.

COBB: Commissioners, commission staff, my name is (Efung) Cobb. I'm here on behalf of the...

SHALLENBERGER: Could you spell that last name for me please?

COBB: Sorry, C-O-B-B. I'm here on behalf of (inaudible) Local 30, we are Hotel Workers' Union and we're here to voice our support for the contiguous plan to expand the San Diego Convention Center. We believe this plan will provide much needed good paying jobs for people not only in downtown, but in San Diego at large and thank you very much and have a good afternoon.

SHALLENBERGER: Thank you.

HAZAN: Commissioners, my name is David Hazen and I'm President of East Village Association which is...

SHALLENBERGER: Would you mind spelling your last name as well?

HAZAN: H-A- Z as in zebra or Zagnut, A-N as in Nancy.

SHALLENBERGER: Thank you.

HAZAN: Anyway, I'm President of the East Village Association which is a business improvement district that encompasses 120 blocks of Downtown San Diego. The proposed expansion of the convention center is not only necessary for the continued economic growth of the region, but also for the amenities it will provide for the counties residents, businesses and visitors. Staff is concerned about bay front views. What better way to view the bay than from the 5 acre park that will be built atop the expanded center and provide much needed green space in downtown, a serene place to relax and watch the passing parade of boats on the bay and the people strolling on the new pedestrian promenade, an upgraded walkway that will provide safe public access to the Marina Park South and rid the bay front of unsightly truck parking and staging for conventions. Please support this matter.

SHALLENBERGER: Thank you very much.

FAGIN: Hi, my name is Bill Fagin, F-A-G-I-N.

SHALLENBERGER: Thank you.

FAGIN: And I'm a union member. I grew up in Orange County and I know you guys probably helped the wetlands at Bolsa Chica exist the way it does regardless of the oil industry there and I applaud you for that, but I do have a concern with the future of San Diego because there is a lot of people who would like to work a little more hours than we do and the future would be... with an expansion we could get bigger

shows that would come here that choose to go to cities like Chicago, San Francisco or any place that's a little larger and I know I've been up to San Francisco and the Moscone Center added another part of it, the west hall to its existing hall and it, you know is connected and I'm sure that makes a difference to attendees and exhibitors and I hope you consider that. Thank you.

SHALLENBERGER: Thank you.

MILLER: Good afternoon, I'm Mark Miller with PSAV, Presentation Services and my company being the largest audio visual and event technology contractor in San Diego, touches this from a lot of different angles. We enjoy a preferred partnership with the convention center as their preferred audio visual technology provider and we've got that same type of partnership with about 20 hotels in the market. I work for the San Diego branch, so I'm one of the ones who's talking to the meeting planners coming into San Diego to deal with their audio visual technology needs and we partner up with our Local 122 here for union labor as necessary and we're very proud of that partnership. We're here in support of the convention center expansion as such. Thank you very much for your time.

SHALLENBERGER: Thank you.

CHRISTEN: Commissioners, hello, Eric Christen with the Coalition for Fair Employment in Construction.

SHALLENBERGER: Could you spell your last name for me?

CHRISTEN: C-H-R-I-S-T-E-N.

SHALLENBERGER: Thank you.

CHRISTEN: I'm here today speaking in support of the project, however, not the way in which a project labor agreement was brought about to govern the construction of it, something we've actually had to go to court to fight because of the abuse of the SEQUA process that unions have engaged in. I'm here to encourage you to take a look at the (green mail) that is going on, on all projects like this where over 700 pages in June of last year of union concerns about this project are submitted, but as soon as a project labor agreement is agreed to, they all melt away. As long as the PLA is signed, all these environmental "concerns" by our friends in the unions melt away. We believe that a PLA is unnecessary. All workers should be allowed an open to work on this project, not those that have a union card only and last year... June of last year 58 percent of the citizens of this city voted to ban project labor agreements. We're in court now to see that this PLA doesn't hold up, but you need to look at this long term and this abuse of the SEQUA process. Thank you.

SHALLENBERGER: Thank you. Are we... oh let's not end on that note, come on. I believe I see nobody else at the dais, so I'll go back to the Port, and you requested five minutes for rebuttal.

NISHIHIRA: Thank you, I'm Leslie Nishihira representing the Port of San Diego. With respect to issues raised by the opposition, I'll start with the permit category for the convention center expansion project. Pursuant to the Ports Coastal Development Permit Regulations and the Coastal Act, the convention center is a non-appealable category permit of over one million square feet in proposed new building area, only 15,000 square feet is proposed as ancillary retail use. The inclusion of this ancillary retail use does not qualify the project for an appealable permit category. Next, an issue was raised regarding park acreages that is not accurate. Figures referenced in staff's report were based on a table from the EIRs project description. The 172,000 square feet... square foot figure is actually in reference to pre-function space. That same table also includes a figure of 228,000 square feet for the rooftop park. That exceeds 5 acres in size. This error was raised to staff, but due to time constraints staff was not able to make this correction in the addendum. Third, a question was raised about changes to the Port Master Plan amendment after the (inaudible) Port Commissioner's approval. Those changes resulting from our work with Coastal staff are clearly documented in the public record. The public has had a chance to review and consider those changes and some have commented today. There is adequate information in the record for you to make a decision and the board resolution approving the Port Master Plan amendment allows for consistent changes to be... to the proposal through the Coastal review process. These changes are all consistent with the original proposal and SEQUA analysis. Next, Steve Johnson, who will address...

JOHNSON: Commissioners, staff, my name is Steve Johnson, I'm the Vice President of Public Affairs at the San Diego Convention Center Corporation. I've been working on this project since 2006. I really want to speak to claims that other sites have not been addressed. Between 2003 and 2009, nine sites were addressed and from 2009 during the Mayor's Taskforce, two additional sites were addressed resulting in the site we've chosen to bring before you today. At a cost of nearly a million dollars we studied those sites and due to environmental concerns or security concerns like building over a railroad track, they were dismissed and pulled off. So I want to make sure folks are understanding that we did try to find alternative sites. This is the best site. In particular because our clients who have told us overwhelmingly that a contiguous expansion is what they need to stay in San Diego. Thank you. I'll turn it back over to Leslie.

NISHIHIRA: And that's it. In closing, again we respectfully request your approval of the PMPA as submitted. Thank you.

SHALLENBERGER: Thank you. Go back to staff?

LILLY: Thank you Madame Chair. I'd just like to briefly go over why... where we got to with the negotiations with the Port and why you are facing a staff recommendation of denial. We're not against the expansion of the convention center. We're against its impacts and we think the impacts to existing access and views are obvious. The structure will encroach further into the corridor that provides the only meaningful views to the bay from Harbor Drive. This is a significant view shed that's provided from the new pedestrian bridge that's over Harbor Drive. It will also remove almost all of the water level open space park that was created to maintain the view corridor down Park Boulevard from Harbor Drive and to offset the impacts of the hotel

towers that are anticipated in the Port's Master Plan. The staff direction to the Port was that the project should go no further bayward and there should be no encroachment into the Park Boulevard corridor, but the Port and the City indicated that that's not possible to do and allow expansion on the site and meet their contiguous space requirements. So based on that we moved towards working to identify those measures that could be incorporated into the Port Master Plan to offset the adverse impacts on views and access with this proposal and many additional enhancements to the water front area that will remain open to the public use as... after this project is built have been made part of the plan and that's a result of our review, but the key impact and concern still is associated with the bayward expansion and the replacement of the 5 acre water level open space park with a 5 acre rooftop park and the primary concern is that it won't work for the public. We've heard with the second expansion that the elevated skywalk and the terraces would allow the public to enjoy the water front and offset the impacts to access and views from that second expansion and it's been clear over the years, that that's just not the case. So the staff identified that the pedestrian bridge would be a means to help assure the public's usability of the park and this was a component that was analyzed in the EIR as part of the project, it was just not incorporated into the project because of funding. We think it would bring the people from downtown up to the level of the park and very much increase the usability of the park. What... what they have not done is a feasibility analysis or looked at any other less costly alternatives that would provide more direct access to the park and the public access amenities on the water front. We asked the Port to incorporate the bridge into the Port Master Plan amendment and to identify a process that would exhaust the feasibility question. Build the bridge if it's feasible and if it's not that would be subject to a future Port Master Plan amendment that would address alternatives and they were not willing to incorporate either the bridge or a commitment to any alternative measures at this time. And the letter that they submitted that's in the addendum, it is obvious... or evident what they are willing to do and that was to report to the commission quarterly upon completion and opening of the convention center on the actual utilization of the park, the programming and activities and the marketing activities for the park, but they make clear in that letter that it would be an information item only and that there would be no commitment... where is it? That it was an information item only and the Port would not subject any of the entities involved in this project including the Port and the City of San Diego to commitments regarding financing or any infrastructure improvements. So we reached an impasse. There was no commitment for any additional measures to provide that direct access and we think without those measures the project should be denied. That concludes my comments.

SHALLENBERGER: All right that concludes staff. All right, I'll come back to the commission and call on Commissioner Cox.

COX: Thank you Madame Chair. I would move that the commission certify the San Diego Unified Port District Master Plan amendment, number 6-PSD-MAJ-45-13 as submitted by the port and I would recommend a yes vote and I'd like to reserve the opportunity to comment if there's a second.

GARCIA: Second.

SHALLENBERGER: That was Commissioner... all right moved by Commissioner Cox, seconded by Commissioner Garcia. Would you like to speak to your motion?

COX: Thank you Madame Chair. Obviously I want to thank all those speakers that came down today and while it... it wasn't unanimous, it was near unanimous support of moving forward with this... this project. I want to commend staff for the great job that they've done and working on this project with the Port District and trying to get to a point of being supportive of the Port District's Master Plan amendment, but I appreciate the fact that we couldn't quite get there. I've been a lifelong resident of San Diego County and in fact I was mayor of Chula Vista when the first Port District Plan was brought forward and I have to tell you having watched the evolution of Downtown San Diego the... probably the single greatest thing that has occurred to the downtown area has been the focus on tourism, the jobs that have been created, not only through the construction, but also through the revenues that have been generated for the Port and the City of San Diego. I will take exception to Mayor Gloria's comment and I will call him Mayor because there's nothing interim about him, that it's not (inaudible) incredibly important just to the City of San Diego, it is important... incredibly important to the entire San Diego County region that this project be allowed to move forward, 7000 jobs that have been reference, the 700 million dollar economic impact, the 13.5 million dollars in new revenues to the city and port. All of those are important, but obviously that's not what our job is here to determine; although I would never take anything away from that. It's been a tremendous success story over the 24 years, almost a billion dollars a year in economic impact to this region has been extremely significant. Now in regard to the... to the two points of contention that have existed between the Port's original submittal and the staff, I don't think there's any doubt in my mind that there's a need for additional convention space and of course we can get arguments from experts on both sides of that issue, but I think it only stands to logic particularly given the input from their own customers that the space needs to be contiguous. If you're going to have an expansion it's... it's I think beyond logic to think people are going to walk across the existing bridge or on any subsequent bridge in order to get over to a continuation of their convention activities, it just doesn't seem logical to me at all. You know the one thing about the existing convention center that has always kind of bothered me is obviously there's the presence on Harbor Drive and what you see there is what you see. On the bay side of it, frankly it's kind of an ugly presentation right now because you've got all the trucks and operational endeavors and the deliveries occurring which is, you know frankly what people see as they go along the promenade. That promenade is extremely well used by not only people going to the convention center, but by residents, by visitors, by people staying in all the various hotels and one of the things I think that will come about as a result of this project if it's approved is the fact that it will be an enhancement to that. As many of the people in this room know, I've been a long time advocate of completing the Bayshore Bikeway around San Diego Bay and this will be an integral part of trying to tie that in to Harbor Drive and then south of the Hilton Hotel. So from that standpoint I think it's going to increase public access. The main bone of contention is the... the bridge and, you know I think that all other things being equal, sure it would be nice to have a pedestrian bridge that would go across from the midpoint of the convention center over to the Gaslamp District, but you know what, the expansion we're talking about is almost all on the south



end and I don't see the direct nexus to the expansion of the convention center of why that... that bridge needs to be included as a requirement for this project. I would hope in the future maybe there would be the opportunity and I think the Port and the City of San Diego could look at that at a subsequent time, but to add an additional 8-10 percent cost to this project I think it's a deal killer, I mean it's... it's tough enough now to get any project fully funded. They've worked very hard through a pooling of different resources from the Port District, from City of San Diego, from revenues that will be coming into the Port over a period of time to package this together so that they can have a viable project. I think if you add in that additional requirement, even if you add in a requirement to come back and take a look at it later, right now with no specifics I think, you know means this project doesn't move forward. I want to see this project move forward. The last thing I want to just make reference to and I would, you know I guess this would be recuse if I could to ask Leslie Nishihira to come back up to the lectern if that's all right Madame Chair?

SHALLENBERGER: Yes.

COX: I am not convinced at all that there is a need to delete the 20,700 square feet that has been proposed in creating the notch in the building. The fact of the matter is if their original submittal was maintained you'd still have a corridor on Park Boulevard running down, a visual corridor that would be 270 feet wide. 270 feet, you know it's kind of hard to visualize, but it's... it's 10 yards short of a football field and when you look at the photos that were submitted by one of the opponents, I mean if you look down Park Boulevard you're going to have a seven foot corridor... a 700 foot corridor that will go all the way down... excuse me a 270 foot corridor that will go all the way down to the bay, the existing berms that are there that block off the visual connection will be removed. The notch that is being cut into the building I don't think adds anything to it, particularly given when you consider that the people on the north side of Harbor Drive, you've got the ball park blocking off a major portion of that view corridor. You've got the small park that is there that I have never seen, people utilize other than just to kind of walk through as they're getting to the promenade or coming back from the promenade. So I just don't think that there is a need to eliminate that... that 20,000 square feet and again it's 5000 square feet on floor level and what I wanted to do is to ask Leslie if it was the pleasure of this commission to go back to your original submittal and to basically approve it with the additional 20,700 feet is that something that would be acceptable to the Port District?

NISHIHIRA: Leslie Nishihira for the record, thank you commissioner. That is where the project started when we began this process and if it is the desire of the commission, it would be our pleasure to put the notch back into the project.

COX: I kind of thought that might your answer and let me ask our council if with that... that statement on the record if it was the pleasure of this commission to basically eliminate the implementation of the notch, do we have the ability to move forward on this action today with that statement?

FEMALE: The commission has the ability for a straight up and down vote on the proposal. If the Port... the Port has a proposal that was presented by staff and by the Port earlier today, if they are changing that, then the commission may have an up or

down vote on that changed proposal, but the commission can only vote on the entire proposal at one time. So if the commission would like to discuss that and give the Port an opportunity to... if somebody would like to give the Port an opportunity to... to clarify what their proposal is at this point I think that... that would be helpful for the commission.

SHALLENBERGER: I'm sorry, as the Chair I need clarification on this process now. Could you say that again in a different way so I can understand it?

FEMALE: Yes, the commission may only vote up or down on the proposal.

SHALLENBERGER: Exactly and we have a proposal before us.

FEMALE: Yes, it was not entirely clear to me if the Port was changing their proposal at the questioning of Commissioner Cox.

SHALLENBERGER: And they... they are free now to change their proposal from the dais? I'm just trying to get the process clear here.

FEMALE: The Port may change its proposal before the roll call vote.

SHALLENBERGER: Okay, thank you. So I think Commissioner Cox perhaps you need to ask your question a little differently.

COX: Okay, I guess the question I would ask...

SHALLENBERGER: Or would you like to hear from the other... rest of the commission on their sense of this? It's up to you, I... it seemed like a...

COX: Okay we can do that.

SHALLENBERGER: All right thank you. So are you done speaking to your first?

COX: For right now.

SHALLENBERGER: For now sure. Commissioner Garcia, to your second.

GARCIA: Hold on, this mic... there you go. Okay. I also want to just thank everyone. I know our staff has put a lot of work into this and I think that obviously everyone that came out today has put a lot of blood, sweat and tears, particularly all the residents that obviously were involved in a lot of community planning meetings. I want to thank you all for coming out. I want to just briefly talk about my first experience at the convention center and actually the area that we're talking about was 17 years ago at my very first Comic-Con and I may be the only person... maybe as a commissioner, but I've been to 17 Comic-Con in a row since then.

SHALLENBERGER: We went to one and that was enough for me.

GARCIA: I actually... I actually know probably every square inch of that convention center, the surrounding area, the entire... the entire neighborhood, the

development of Gaslamp, being not just a passive user of San Diego, I'm from Long Beach and I enjoy coming down, but also I know the convention center and the area around it very, very well and I... quite frankly just having spent a lot of time in lines and observed what has happened there at the convention center and Comic-Con, the area that we're discussing behind the convention center quite frankly is A, a parking lot and B, a loading zone. I mean that's really what a lot of this area is. The green space that we discussed as well and I've seen it many times, I don't know if I would call it an active park, I mean I think it's been... it's very passive green space, it's definitely green space, but it's not... it's not something I think has been heavily used quite frankly. On the question of the rooftop park and I wanted to say this, I think there was comment saying that no one will be able to get to the rooftop park, it's elevated it's too high. I want to also just remind..., you know remind us that probably one of the most successful recent parks of all time in the City of New York is Highline Park which all elevated and you can't see it from the ground, but in fact through good public signage and through the promotion that's become one of the most famous parks in the world. You have people from all around the world come to see this elevated and I think that elevated parks and use of particularly roof space and other areas for public gardens and for park space is really I think the future of urban planning and particularly good public park planning so I commend the convention center for that and I saw in some of the design work some nods actually to Highline... to Highline in New York and I think that was evident to me in the design. I think that's a very exciting use and it's certainly a way to have views and incredible views of the coast there. I want to go back to the public access question because there's no question that the economic benefit is there, there's no question that this will bring jobs, it will create good jobs, it will be an economic benefit, there's certainly an impact to hotels and to the restaurants, but I want to come back to the public access questions because I think that's what we're really here to discuss. I personally would never have gone to that part of the San Diego coast if I wasn't a conventioneer at the convention center. So I think when you're talking about public access, what better way of increasing public access than bringing in hundreds of thousands of people every single year to come see the San Diego coast and quite frankly a lot of people that come to these conventions, that is their first experience with any part of the coast, particularly in San Diego and granted it's an urban piece of it, but I still think it's... it's significant and so I think that that is... there is a public access question here and I do think that with good signage and other good mitigation and planning that's happening I think some of those public access questions can be answered. I also have a couple... a couple questions on the public access issue and I'm not sure if these should be directed to the Port or to the City or the convention center, but perhaps Madame Chair will ask the question and then whoever they think is appropriate could come up. My first question is on the staircase that runs between I believe it's a sales pavilion and the phase two expansion and I don't know if we can get that screen if there is a... if we can get a shot of the convention center. Can someone from the convention center or the Port please come forward?

JOHNSON: Steven Johnson with the San Diego Convention Center.

GARCIA: So I don't know if we're able to get the slide up, maybe we can't, but... (overtalk). While that's... while that's coming up so as a casual observer or a conventioneer of what you're doing, I think one of the challenges... great, one of the...

one of the public access challenges I think is that the... that middle access way which is an access way that separates the two halves when you go... essentially you go over and I've used it, you know a hundred times probably is I think for a lot of people they don't realize that it's actually an access point. So I think that there is an opportunity to do whether it's some creative, not just signage, but I think it needs to go maybe even beyond signage, but some creative ways of encouraging that that is really accessible to the public. Currently it is, correct?

JOHNSON: That's correct.

GARCIA: But often times during... during conventions and I would include Comic-Con in this, it's either A, closed or B it almost feels like if you're not wearing a convention badge you really shouldn't go across the stairs.

JOHNSON: Yeah...

GARCIA: And I know... and so I think that as part of this discussion and as part of expanding public... to me that is an incredibly important public access point that I think is being greatly underutilized and so I guess my first question is, is there a plan to... for any enhancements there and what do you think could be done to increase that?

JOHNSON: I think one of the challenges is, is that visually you see the original building staircase coming up and those have glass doors on them because they are an access way between the two buildings and then the new expansion, phase two, created a different access point up above and beyond. So it looks like people down below are not accessing or having access to the water front because that is the access way between the two buildings, but in fact the public access way is up and over the phase two expansion.

GARCIA: And so for me... because that is... that is the... the most direct connection to this great park you guys have there and I understand the discussion that staff's had about the bridge which I think is a key component of the recommended denial and I would feel personally... I'm very supportive of this, but I would feel if there was a plan to address and improve and enhance that access point that literally is your straight direct shot to the park I think that'd go a long way of increasing direct access to the water.

JOHNSON: And I'll let Leslie... Leslie speak to this, but we are committed to working with the Port on the programming and the accessing and the activation of not only the park, but people accessing the park.

GARCIA: Okay and I'd like... and I'd also like some type of commitment that you're going to look at not just signage, but design... some design, I think there could be some creative... whether it's as simple as paint and other sort of architectural constructs that you could do there to encourage that walkway, can I... would you comment on that?

NISHIHARA: Leslie Nishihira with the Port of San Diego. First with respect to signage, as part of our public access program one of the additions to this program in

working with coastal staff is the inclusion of a new comprehensive sign... way finding signage program that in cooperation with Port, the City of San Diego and with the Coastal Commission we'll identify all of the appropriate locations and agree on the signs, so they'll be bigger, more attractive signs where in the past maybe they wouldn't have been noticed before, but then other additional methods to get people over, things like pavement treatment, that is certainly something that could be done and likely at a low cost, I'll look at our applicants to make sure they're all in support. We also have public art features installed there today. We've discussed adding signage to let people know who the artist is, what the art is all about and there's other ways to incorporate public art too and that's a good draw to make clear and pull people over as well.

GARCIA: Okay and I think that that will be important to look at. Question four, I know Comic-Con is your largest convention, so it probably encompasses most of the conventions. During conventions like Comic-Con and ones that happen, you know almost every weekend at the convention center, is there public access through that stairway?

NISHIHARA: I'll turn it over to Steve Johnson.

JOHNSON: Yes, there's public access all the time. It's never closed off.

GARCIA: Great and I think that we can... we definitely then can do a better job and I think sometimes during those conventions I think that half the conventioners don't know that or members of the public often times they're being rerouted, you know along the whole length and so I worry if there's an expansion and we don't address that piece of it that it could add to that, so I just want to, you know...

JOHNSON: Great feedback.

GARCIA: Just some... just some thoughts from one of your customers as well I guess. And I also want to question about the piece that Commissioner Cox had mentioned which is the little carve out, the 20,000 square feet, question for the... I don't know if the Port or the convention as well, what was the intended... was there an intended use? I know you had mentioned part a loading dock, part convention space, but was there something unique there or what... what's... what was the thinking? What are you losing from that?

JOHNSON: Well the ballroom... 80,000 square foot ballroom on the top of that is right in that corner and there's gathering and walkway, public assembly space that surrounds that ballroom, etc., so it takes away additional assembly space and pushes the ballroom further. A couple of meeting rooms on the floor immediately below that are removed which are an essential part of our ability to market to the medical meetings market which is our market, in addition to Comic-Con and the below deck is the loading docks which are essential to be able to have the facility to turn overnight quickly, move in, move out and keep it functioning fast.

GARCIA: Okay and then just a... thank you for that and I'd also be interested in seeing what the other commissioners' thoughts on it, I certainly am willing to have a discussion about... about that piece. I think... to me having stood at that... at that

entrance way and looked at the... you have a pretty incredible view there. I think that there's... there's plenty of view there. I want to also commend the retail along the promenade on the backside. Right now your view is a loading dock and so to activate that with shops I think does a great... a great deal for getting the public, the residents, others that come down, have a sandwich, sit down at the water and enjoy the water front. One question for staff as well, one of the gentleman mentioned... I'm not sure where he was from, but he had mentioned that there is some type of maybe San Diego vote or discussion about this project labor agreement that is tied into this... this project. I'm one of the... I'm one of the newer commissioners, so I don't know if this has come up before, but I do have a question, maybe it's a simple answer. Does... has the commission ever imposed project labor agreements as one of its conditions and can it?

FEMALE: The commission doesn't have any authority over labor agreements.

GARCIA: Okay, so that's all done as part of the... through the applicant process? Okay, thank you. And... I think that's all I have for now. Thank you.

SHALLENBERGER: Commissioner Vargas.

VARGAS: Thank you. Well first of all I want to thank the folks that have been sitting in the audience for gosh I don't even know how long, at least three or four hours. I appreciate your patience and your commitment to civic engagement and for being here. I certainly want to thank the staff, especially on this one it looks like there was a lot of work that went into it and a lot of cooperation with the applicant with the convention center to get a lot of the disagreements resolved and the fact that we're only kind of focusing on, you know a couple of things is... represents a tremendous effort from our staff to... to work on what is a large project and kind of resolved a lot of the conflicts. I want to thank... I just think this is a tremendous opportunity for the City and the Port. I'm jealous, I'm from L.A. and I wish I could have something which is clearly a world class project that you guys are envisioning with a rooftop park with the activation of that water front space. It's clear to me that that is going to have a tremendous impact, not only on activating that water front space, but on bringing lots of people to the water front and to enjoying the coastline, so... and that's what we're supposed to be doing. There's... I just want... I want to kind of also address because I think when we're up here on the dais, you know it's easy for us to kind of just look at the lens of, you know how do these things apply in the Coastal Act and we look at, you know kind of just, you know straight within the boundaries of, you know are we just looking at this on preserving coastal access or are we preserving... protecting the environment and those are all important things that we have to look at and sometimes we disregard or we have a tendency to try and disregard or want to disregard economic benefit and all of the thousands of jobs and I just... I want to kind of see if I can bring back as an example Mr. Floyd, if you don't mind. I know that you came to... you just spoke I think two hours ago and you're sitting patiently so I really appreciate you sticking around. I wanted to ask you a question back then, you stuck around, so I really appreciate you being here.

FLOYD: My pleasure.

VARGAS: If you can... I think you said that you were a hotel worker at the Hilton correct?

FLOYD: Hilton Bay Front, yes.

SHALLENBERGER: I need your... your name for the record.

FLOYD: Gary Floyd.

VARGAS: How long have you been working at the Hilton?

FLOYD: I opened the Hilton Bay Front, we will be five years old this December. I came from Las Vegas back to San Diego.

VARGAS: Wow. So I don't know if that makes you a resident or a visitor or both, but thank you for staying.

FLOYD: Thank you.

VARGAS: My question that I wanted to ask you is, do you... do you take your friends and your family to the hotel or to the water front area for recreation?

FLOYD: I do. My parents were here. I originally started at the Embassy Suites Hotel in 2005 and my parents came to town. I got them a room there. We did Seaport Village, we went to Sally's at the Hyatt, we went all up and down, all through the Gaslamp Quarter, yes, very much so.

VARGAS: Great. I'm willing to bet that a lot of the hotel workers at the Hilton also bring their friends and family either to the hotel or to the water front right in front of it for recreational purposes, right?

FLOYD: Yes.

VARGAS: I mean it's almost a source of pride.

FLOYD: We go to games, gone to Fox Sports Grill. I invite people down to the hotel all the time, my sister was just here a year ago, I got her room on the 20th floor and I spent my lunch breaks looking at the view from her room because we're not always able to be up there, but yes, it's... it's quite often and as I was telling you earlier conventioners come to town and when they leave one of the things that I tell them is, please tell your friends, your family, your co-workers when they are in San Diego they must stay at the Hilton Bay Front because I work there, but come back and enjoy San Diego when you don't have work, when you don't have to go to meetings and be in seminars. You need to come back and really enjoy San Diego.

VARGAS: See and that's what I'm talking about. See the... the workers that work in the service industry, in the hotel and convention center almost become ambassadors and I... I work in the construction industry and I know that when I work on a construction project the electrical workers, the pipefitters, the iron workers, the tradesman that are working on that building they have a sense of ownership and pride and they will bring their friends and family back forever and say you know what, I built that.

FLOYD: I want to suggest one issue just ever so quickly, the gentleman who was...

SHALLENBERGER: I'm sorry this is a time... the public hearing is closed, so you're in a position to actually answer questions specifically.

FLOYD: Answer questions, forgive me. Forgive me Madame Chairman, I do apologize.

SHALLENBERGER: That's quite all right.

VARGAS: So any way I'll... the reason I'm bringing all this up is like I said, it's easier for us to kind of only consider these issues that fall within the boundary of Coastal Act that... and to try and say that jobs and economic development don't fit in that analysis, but I see it as... for me it's kind of clear that there's thousands of people that work at the convention center and the hotels right now, there's thousands more that will help build this expansion and this is... this is... these are the folks that are going to be enjoying and utilizing those coastal amenities. When we talk about fighting for coastal access opportunities and amenities, these are the people who we are fighting for and so I don't... I hope we don't easily dismiss economic development and jobs because it's real... it's real people and it's people that enjoy the coast. Thank you.

FLOYD: Thank you.

SHALLENBERGER: Commissioner Kinsey.

KINSEY: Thank you. I appreciate every one as well, both for your time here today with us for the Port and the City and all the other partners who have worked closely with our staff and to our staff for having worked through a number of challenging issues to try to find that spot where we can have support and be consistent with the Coastal Act and the vision that San Diego has and it's a bold, exciting vision and I think that this project has the opportunity to be consistent with the Coastal Act and to improve this part of the bay. The... I think that if it's implemented as it's currently proposed it will increase public access, I think it will expand visual resources in a number of ways and upgrade the way finding opportunities which I think is really important. It also will participate in and extend the multi-modal approach that the City has taken. It allows both pedestrians, bicyclists and folks who are willing to use transit an opportunity to get to the coast, as well as the water transit that currently exists. So for those reasons I think that it does have benefits to access. I think that there's no question in terms of visual aspects that the current situation is not ideal. You're looking at the back of the house of the convention center, a lot of trailers and tractor trailers and equipment, a fenced in parking lot. This, although it brings the mass of the building closer to the Embarcadero Promenade it also cleans up a lot of the visual resources in that regard and I think that there is a striking opportunity to move through space as you get to that garden and I feel like properly marketed, that it has the opportunity to be a real destination for visitors and community members alike. In that regard, I do appreciate the letter that was included with our packet on page 72 of our packet, there's a letter that Ms. Leslie, I'm just going to say Leslie for the moment, but... Leslie Nishihira, excuse me, had submitted offering to make quarterly reports on your outreach efforts



and I think that is an important part of your proposed amendment and I certainly embrace that as a good way for you to keep us involved and for us to keep you accountable for how you will make this a really vibrant part of your efforts. You know to the issue that is on the table, I would say that I would strongly encourage you if you want to have a notch in your belt today to keep the notch in the building because it is important, it's certainly important to this commissioner. It's important under the Coastal Act, the Coastal Act says that the scenic and visual qualities of the coastal areas shall be considered and protected as a resource of public importance and permitted development shall be cited and designed to protect views and I think that the intention of working together and when you came to the willingness to keep that notch in that was your way of responding to our staff's determination to keep looking for ways to be consistent with the Coastal Act. The Port Master Plan also says 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. When a prior commission approved phase two, they made the challenge of windows to the water very much more challenging, more difficult, more limited and I think that the opportunity to take advantage of what remains to make it even more attractive to the folks who are on the existing bridge is a useful modification that you made and it would be worth it for whatever sacrifice in square footage and I think with that I will certainly be supportive of the position you've taken around the bridge not being affordable at the present time and I know that to the extent that this city cares about moving visitors that it isn't something you'll walk away from. Thank you.

SHALLENBERGER: Commissioner Zimmer.

ZIMMER: Thank you. I too want to thank everyone for coming and I was very impressed by all of the testimony on both sides of the question. The first thing I want to say is that I think that the expansion is necessary and appropriate and I think I can support a contiguous expansion, but in order to do so I need to be convinced that not only are the offsite alternatives infeasible, but also that all... all efforts possible really have been made to pursue a bridge which I was told in the ex parte everyone things a bridge is a good idea and that it would be important for access and to improve the connectivity between the Gaslamp District and the convention site and the water site and that the only objection was that they felt that it was financially infeasible. So I've been thinking a lot about that issue as the testimony has been progressing and also listening to the folks... being cognizant of not wanting to hold up this project in order to solve the impasse that seems to have occurred between our staff and the project proponents, so I've been trying to think creatively here. I was impressed by Commissioner Garcia's comments because I have similar concerns as I understand them to have been expressed that what the actual commitments that have been made thus far really don't compensate for the impacts to access, the visual impacts, the encroachment, the views and so forth and so I've been sitting here trying to figure out in light of the Port District's understandable desire for certainty and completion in terms of what their obligations are and as I understand it you were not willing to come back for an amendment to a master... Port Master Plan, I understand that concern. So I'm trying to look at well how can... how can we ask you or how can I ask you if you would be willing to consider amendments to your plan that would give us an enhanced equivalent mitigation to the bridge if indeed it is impossible to build to a bridge, if you find that it's

impossible and so what's behind that is I'm listening to the testimony about jobs and of course I don't see it as a the polarity in this case at all. I think what this commission would like to accomplish is... well the old phrase that came to mind was Bread and Roses. I don't know if anybody still sings that song, but that came out of the textile workers' strike in New York in 1912 where the banners were all carried by immigrant women and to me coastal access is the roses, so all the workers that have come here today advocating for the new jobs, what I would hope that we can see is not only the jobs, but also the enjoyment for your families in the future and looking past the construction phase and the immediate benefit. So that's where I'm coming from in trying to push this discussion a little further. So I have one question and I don't know who should answer it, maybe it's the Hilton, I don't know. My question is what is current market value of the parcel on which the hotel expansion will be built or is it a single parcel or let's call it the property, ballpark?

SHALLENBERGER: Whoever feels best equipped to answer that.

FEMALE: We're determining that (overtalk).

SHALLENBERGER: Take your time.

HOWARD: Good afternoon, Kip Howard with Allegis Development representing the Hilton. The short answer is I have no idea. We have not done that analysis. The way these negotiations transpired was by relinquishing...

SHALLENBERGER: Actually you just... just answer the question. You may get a follow-up question, but...

HOWARD: Okay. Okay.

SHALLENBERGER: I think I... I think you did answer.

HOWARD: The short answer is we don't know. We have not done that analysis yet.

ZIMMER: Okay, well what I'm hearing is that the bridge would cost... it keeps changing, but the last item... number I heard was 41 million. I've heard that it's gone up in the last week, I don't know, but assuming that's correct, so... that's why I'm... I'm trying to get a comparison, all right you can't... you can't afford to provide the access through a bridge because that number would be too high. Is there a way for you to provide alternative mitigation? I know that you had been talking with staff about perhaps an endowment for youth education, youth environmental education, access programs for lower income youth, that's the kind of thing I'm trying to get at. It's part of the bouquet for the community I think that's affected, so do you have any... any response to that in terms of... and I don't know if anybody else on this commission... I haven't been talking to anybody about it, I've been thinking about it as we're listening, so... do you have any response to that kind of alternative? I'm trying to find certainty for you, I don't think enhanced signage compensates for the impacts and the other concern I have I can just express it before you respond is Mr. Briggs and several other public speakers alluded to the fact that they felt that mitigations had been imposed and had

been agreed to in prior projects and that somehow those mitigation measures had been sacrificed and that specifically with respect to this park which I think is about an acre and a half that's going to disappear when the hotel expands that that itself was a mitigation measure for a prior expansion, so... that's my concern. I want... I want...

SHALLENBERGER: You need to ask a specific question.

ZIMMER: Okay, well I'm trying to... I'm sorry, it's late. Can you do an endowment for some kind of youth education program that would be a meaningful sum of money that would be an annual endowment? I think the number 500,000 had been mentioned.

NISHIHIRA: Yeah, I apologize, I'm not aware of any discussions with regard to youth endowments or...

SHALLENBERGER: We need your name for the record again.

NISHIHIRA: Leslie Nishihira with Port of San Diego, I apologize.

ZIMMER: Well maybe I could have some help from staff here because I thought I had been told that staff had engaged in conversation with your representatives about that.

LESTER: All right yes, Commissioner Zimmer, (Sherilyn Sarb) and I had conversations in the final week of the run up towards our staff... staff report preparation with representatives of the Port and the City and discussed various ways to incorporate a commitment to assess the feasibility of the construction of the bridge since as has been said by others we were also hearing that the main issue with the bridge was the financing, so we had those discussions and at one point we were also discussing if follow some process of evaluation of the feasibility of the bridge it was concluded that it was not feasible to construct a bridge that some alternative access enhancements could potentially be provided through a Port Master Plan amendment. Ms. Sarb mentioned that earlier in her presentation coming back to the commission to provide alternative access enhancements or mitigations offsets in lieu of the bridge and some of those alternatives included additional ways to activate the rooftop park including an escalator which at one point had been suggested by representatives of the Port as an additional way to ease access to the rooftop park and I don't believe that's been included in the final package of agreements that they had made and other measures to enhance access along the water front area. There were some..., you know a variety of concepts being talked about in that last six or seven hours of phone call meetings we had. I don't recall all the specific details, but at one point in an interest in gaining certainty in that discussion there was a suggestion from the Port side of the discussion of perhaps allocating an amount of... a dollar amount to those future amenities and I think 500,000 dollars was the amount that was discussed. There wasn't any further detailed discussion of that and it was not... I don't think it was an annual amount at that time and so those were the discussions that we had.

ZIMMER: So I guess my question to the Port now is would you be willing to amend your plan to include a specific endowment, you would be gaining the certainty

that you need and I think the community would be gaining some mitigation that this plan is lacking.

CUSHMAN: Good afternoon, I am Steven Cushman, C-U-S-H-M-A-N. I'm the special assistant to the Interim Mayor of the City of San Diego and I am the gentleman that Dr. Lester was speaking of that was involved in those lengthy negotiations and I must tell you, Dr. Lester and Sherilyn Sarb were tremendous. We really worked hard, we got through 10 of the 11. We just couldn't get the last one. Ma'am to your specific point as far as an endowment for something else, unfortunately, the way the financing plan is designed the 520 million can only be used to pay off the bonding. So the answer to that question, unfortunately, is it's not possible for us to do that. However, as Dr. Lester said one of the items we discussed, the Chairman of the Port (inaudible) and I who were the negotiators with the two of them, one of the items we had discussed to help activate the park on the top, the City of San Diego is willing to commit, one time, as a condition of the Coastal Development Permit, we will commit a requirement that the city will reallocate 500,000 dollars of the existing construction budget to additional access features. We would propose to do that as part of the process that Sherilyn talked about a few minutes ago where we will come back, we will report to this committee, to the Coastal Commission, we will have local meetings on a quarterly basis once we open up. We will evaluate the utilization of the park, the activation of the park, whether in fact we are doing... the park is doing what we all hope and pray that it will do. In addition to everything we've already proposed in way faring signs and everything else we've discussed, we are saying that we are willing to reallocate 500,000 dollars additionally to help activate that park. We would propose to do that once we see whether it's being used, not used. We would come back to you and talk to you about that. Is that (inaudible) sir?

LESTER: That's what I recall also, yes. That's what I recall we had talked about.

ZIMMER: Thank you... thank you for that response.

CUSHMAN: Thank you.

ZIMMER: Okay and so I think the rest of commission I hope understands my concept and as far as the notch is concerned that was represented to me to have been something that the Port had agreed to and in fact they had and I agree with Mr. Kinsey that it is really important to keep that additional amendment that was offered because of the diminishing public views and we really need to protect everything that we possibly can. Thank you.

CUSHMAN: Madame Chair, could I add... I misspoke on one thing.

SHALLENBERGER: Yes. I need your name again.

CUSHMAN: Steven Cushman, special assistant to interim Mayor of San Diego. Dr. Lester as you recall in our conversations, we had proposed to do that now that we would make it part... we would not wait until after, so when I use the word, after, I misspoke and fortunately our attorney reminded me. So we would add... we would

reallocate that 500,000 as we go through the process prior to the opening of the convention center. So you get it sooner rather than later.

LESTER: As a condition of the CDP that was issued?

CUSHMAN: Yes sir.

SHALLENBERGER: Thank you for that clarification. Yes. Commissioner Brennan.

BRENNAN: Thank you Madame Chair, I too want to thank all the folks who gave up a day of work to come here and express their opinions. I think either... perhaps some got paid, some didn't, but the fact that they're here to acknowledge how important this is to the downtown and to this community I think is very, very important. I wanted to just add in a couple of things. Fellow commissioners, Commissioner Garcia, thank you for bringing up the activation of the walkway, I too have gone by there and it looked like basically a stairway to heaven practically going up that level, but I just seemed to... must be a private area, so I think it was nice to hear there are projects or way finding or something that would literally pull people along there and perhaps as it... make it a memorial to Comic-Con and that way I think they would always have to come. You wouldn't have to worry about them going anywhere else, but it could be fun, it could be part of something they do when they come every year, but somehow I think that could really make it work. I do want to express in regard to the notch, I think Commissioner Cox has asked and I would just weigh in that I think too that was negotiated, I think that we're trying to get to yes up here and balance the Coastal Act and while we've kind of moved and moved buildings and taken away some things that were mitigation before, we're trying to I think, you have added... brought some things to the table that the rooftop I think is tremendous, I mean to be able to get up there and see the views from up there and really activate and use and see the water front I think is a huge piece of it, but I do have concerns about the notch coming... going back and (inaudible) in. I think you agreed to that and any facility my fellow Commissioner Kinsey is an architect, would tell you that some of those things are mechanical rooms, meeting rooms, two loading docks, while they are all important, I think those can be moved around or maybe made accommodation for, but I think you cannot accommodate for view once it's taken away, so I think this is a big part of the Coastal Act and I want to thank really everybody that worked on this project. While you couldn't get to 11 for 11, you got 10 for 11 and I'm telling you if you bat, you know two for four in the... you make nine million dollars a year and you basically have done more than that, so I want to thank everybody for coming forward on that and I wanted to express my thoughts on the notch that I could not support the motion when I want to with the notch going... being taken out. Thank you.

SHALLENBERGER: Commissioner Bochco.

BOCHCO: Yes, thank you. Thanks to all of you for all of your hard work, thank you for being here to testify. It's always very gratifying to see when people are really committed to getting things done and I really wanted to thank staff because I feel that these kind of projects are very hard for us under the Coastal Act because by their very nature it seems to push against the Coastal Act because we are usually trying to

protect the natural resources and the views and in this case I think the public access was very well handled. I think you guys came up with some wonderful plans including that park, but I just wanted really to speak to this notch issue. I think it's very important wherever we can and you obviously felt comfortable in doing it, that we do keep as many views as we can because as we know, if we were all left to our own devices and didn't have the Coastal Act to respond to then we would probably all just build, you know enormous blocking views because that's the land that's worth all the money. So I really do hope that we keep that condition in and I want to thank everyone for being here. Thank you.

SHALLENBERGER: Thank you. Commissioner McClure.

MCCLURE: Yes. Thank you. I think in the... I think that the discussion of the discussion of the notch is... I know that they... there was an agreement for the notch, but I know that if I had been negotiating I would have probably felt like if I don't do this, it's not moving forward. So that would have been I think my position and I think too, two loading bays, since a year ago I was able to tour the entire convention center and there was not a bay open because they were... they were moving one convention out and another convention in and it was... it was a busy, busy place. I really like the promenade side of the building now because it did look... it didn't look really inviting before and I think that the commercial shops are going to be very helpful. I would vote in favor of replacing the notch because I was also absolutely amazed when I stood on Harbor Boulevard at the opening, I couldn't see the bay. I couldn't see it because there are all these berms and knolls and, you know I couldn't... I couldn't... I had no idea, I thought I was... probably that path led to the hotel. It didn't tell me that there was a... that there was a bay and the new plan now tells me that. So I think it's an enhanced view (shed) that we're actually looking at and so to me the notch isn't there and I think staff had a slide that showed the view from the street with the notch in and with the notch out and I would just urge that we could maybe put that back up and that my fellow commissioners could take a look at that and see what we're talking about here in relationship to the office space or the... or the secondary or the other... the other conventions and conferences that go on that that space is necessary and that the trucking space is necessary because it was so extremely crowded. So I would support the notch, but I do hope that every commissioner weighs in on if they support or not because it's a slippery slope if the... if the Port put in that they would agree to amend their... their application today and added the notch back and then it was voted down it will be a denial of the project. So I would hope that my fellow commissioners will verbally state their position in relationship to the notch prior to the... prior to the vote.

SHALLENBERGER: Commissioner Groom.

GROOM: Thank you Madame Chair. I'd like to make a comment on the bridge. If I recall right there were seven access points and the... this bridge was on the opposite side of where most of the access points were, but perhaps..., I mean if this is... if this expansion is the success that's it's been described, perhaps the coalition of the business and convention and executives that we heard from today might be willing to (inaudible) want to put an amendment in today, but they might be willing to continue working on the idea of a bridge down the road with... as funding becomes available because it probably... you can never have enough access. I'm... I guess I'm... the notch

thing is... I could go either way with the notch. I think that you enhance your ability to be more successful when you have more space. I think that's just how it goes with convention centers. As to the rooftop garden and the contiguousness, there's a very successful convention center in San Francisco called Moscone and across the street from it is the Yerba Buena Gardens which are elevated and has beautiful gardens, beautiful performance centers, all (inaudible) as Moscone seems to be expanding every day, every month there is... but it is contiguous and it's within one street, several blocks and so you can see conventioners walking in, it does make it a lot easier without having to get on shuttle busses and go to other convention sites. I think this is a... I think there is a balance on this project between meeting the needs of a successful convention center and still making sure that we've... we keep access and view corridors open on the water front. Thank you Madame Chair.

SHALLENBERGER: Thank you. Okay, well I just want to add my thanks to everybody who... to be here, that came and as well as those who left early to go home for dinner and I have some questions for staff for clarification. I just want to say that a vast majority of the testimony had to do with jobs and the economy and I am very sympathetic with those things and I care about those things; however, for the commission we have a very specific standard of review that is in the law of how we need to be looking at these things and they are specifically whether or not it's consistent with the policies in Chapter 3 and Chapter 8 of the Coastal Act and jobs and the economy are... while they're very important, they are not included in Chapter 3 and Chapter 8, so I'm not going to... I understand why there's this huge support for those things and I don't necessarily disagree with the need for the... I mean in fact I agree with the need for the expansion of the convention center, but I am going to stick simply to the job before us which is, is it consistent with Chapter 3 and Chapter 8. So there were a couple of things that were brought up in the hearing which I would like staff to kind of refresh our memory on. One was this... this idea of kind of rolling mitigation, that this isn't the first time that there has been mitigation on the water front which has then been kind of taken over and the mitigation rolled down the road in terms of... and that is what it seems to me at least as I read in the staff report that to remove this... the park on the water open space, but that was mitigation for an earlier project, is that right?

LILLY: The park was mitigation... I'm aware that the park, the water front park was mitigation for the South Embarcadero (inaudible) where their proposal included two hotel towers, the Spinnaker and the Hilton and in exchange for those two hotel towers being part of the plan the open space park was the view corridor that was supposed to be maintained.

SHALLENBERGER: Right and that's what's now being taken over and rolled forward to being the rooftop park.

LILLY: That's correct.

SHALLENBERGER: So it is a rolling mitigation in that sense that that park was specifically an action by this commission for mitigation for the earlier hotel projects.

LILLY: Yes it was part of the Port Master Plan amendment.



SHALLENBERGER: Okay and so that to me means that it is very, very important to be sure that the value of that mitigation is equal or enhanced that the rooftop park is as valuable because it's really mitigation for an earlier project. So there was also testimony that perhaps they weren't equal in size, the rooftop park and the water front park. Are they both the same number of acreage or not?

NISHIHARA: The existing park is 5.5 acres and the proposed is 5... 5 acres.

SHALLENBERGER: All right so the proposed one is slightly smaller than the one on the ground that was mitigation for an earlier project?

NISHIHARA: Yes.

SHALLENBERGER: Okay and then the other question was one on appealability. Could you clarify for us what the status is of appealability of this project going forward?

NISHIHARA: The convention center is identified on the project list as a non-appealable development.

SHALLENBERGER: Okay, despite the fact that there will be retail in it?

NISHIHARA: That's correct.

SHALLENBERGER: And shopping and that kind of thing.

NISHIHARA: (Overtalk).

SHALLENBERGER: All right. That doesn't change the appealability?

NISHIHARA: That has... that has not changed.

SHALLENBERGER: Okay. Well this one is troubling to me and I hate to be the only one up here that's apparently troubled by it and... and it is because of this idea of walling off of the water front. I look at the picture... I mean the standard isn't... is it better to move the convention center waterward in order to get rid of some visual which is currently unappealing, that's not the comparison we're talking about. I mean once we go water... toward the water front and it looks like a big wall and the walkway is going to be smaller, it's... I think it is a diminution of the future of public access there and so it really for me revolves on these other issues and that is getting really very welcoming and inviting access up to the park on the top, it can't just be a token, it needs to..., you know the glass doors need to be opened, people need to feel welcomed, they need to see that it is all public and even in the middle of Comic-Con as frightening as I found so many of the people walking the halls, you know somebody like me needs to feel welcome in the middle of Comic-Con to go up to that park. So that is very important and the other Coastal issue so that you know the two Coastal issues we're talking about are access and visibility (inaudible), so I would be absolutely opposed to any reduction in view from what the convention center has already agreed to. They've... they've agreed to it, they clearly... they find that how many loading docks there are in all of that is something they could live with and so the argument that somehow we have a gut feeling that it would make the project infeasible just doesn't ring true to me. So I would



have a very strong opposition to rolling back from what I see as they've already agreed to so that's kind of where I am and... Commissioner Cox.

COX: Thank you Madam Chair. I appreciate the comments of all my colleagues and the motion on the floor is to... to move for the commission to certify the Port District Master Plan. The discussions about the notch I think has been... been helpful. I'm not sure that I would totally agree that the Port... well they did agree to it, but I think it was probably under duress in order to hopefully move the ball forward. So I'm not going to... I'm not going to force that issue, I mean I... the last thing I want to see them is to agree to... to something and then have it go down on a short vote. I'd much rather have a unanimous or near unanimous vote for the project as... as has been negotiated with staff with the exception of the... the pedestrian bridge and again I think that it's... it's a project that I think will still enhance and improve public access. The screening off of the water front, I mean that ship left a long time ago with the original approval and the second phase. I think the third phase is... is really fairly diminomous in regard to the... the screening off or walling off of the area from Harbor Drive. So I would... I would hope we could move forward on the vote on the motion before us and get this approved today. Thank you.

SHALLENBERGER: All right thank you. Commission Groom.

GROOM: Madam Chair I'd like to just say one thing... one addition about economic development if I may. Section 3001.2 discusses economic development and section 3001.5 actually has a sentence in it that says, to assure orderly balance, utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state of California. So I think that we can make a... we can use economic development as one of the cases for approval. Thank you.

SHALLENBERGER: All right thank you. I think we are ready to vote. Let me ask staff, the maker and the seconder are both asking for a yes vote which is different than staff recommendation. Is there anything else that we should be... sometimes we need to think about additional findings or whatever, anything else at this time before we take a vote.

LILLY: Well thank you Madam Chair. I think we do need clarification as to what is part of the submittal because at this point the letter that... the proposal that's in their letter was not submitted as part of the submittal by the Port. They said that they would agree to accept that and so I think we need clarification that that has become part of the submittal, the reporting and the... also then what they've added today is they would commit as a condition of the Coastal Development Permit that they would reallocate 500,000 of additional budget to public access improvement and there has... I think there should be some clarification as to what those public access improvements may include or should include because there was a discussion about the youth program, but none of that was incorporated into what is actually part of the submittal at this point in time. So I think that we need to have that clarification from the Port as to what they're proposing.

SHALLENBERGER: Thank you.

NISHIHARA: Leslie Nishihira representing the Port and, yes, to both, exhibit 20, the proposed language submitted by the Port is... will be incorporated into our submittal, as well as the discussion with regard to the 500,00 dollars.

MALE: Yes, ma'am, committed.

NISHIHARA: We amend our proposal.

SHALLENBERGER: And staff is that sufficient? You were saying you needed more guidance perhaps on what that would... the 500,000 would be spent on.

LILLY: Well if the commission would desire to have that clarification that would be something that I think that you might want to consider asking them to do.

SHALLENBERGER: Okay one of... one of my thoughts before we go to other commissioners is can we put this in here? I mean I don't think we can come up with ideas from the dais, we haven't talked about it, but perhaps to make sure that staff, the executive director, we do this in a normal condition for permits we say, you know that the executive director needs to agree that this is an adequate plan. Is that something that is possible to put in here?

LESTER: As I understand it what has been included would have this process of evaluation and series of meetings and then a report to the commission about additional... possible additional access points related infrastructure and other enhancements that could be pursued and that we could have a requirement that the proposal for what... how to enhance access further would be submitted to the commission for review and approval or the ED for review and approval if that's acceptable to the board.

SHALLENBERGER: To the ED.

LESTER: We would work... obviously we would coordinate with the Port and the convention center through that process of meetings to find a mix of enhancements that make sense.

SHALLENBERGER: Is that acceptable? I think... it's just a way of closing the loop with the commission if you submit to the ED.

NISHIHARA: I mean... Leslie representing the Port. Returning to the language that we submitted that was included in the addendum, it states that we would participate with the Coastal Commission through this process, but that it would result in informational... I'm looking at the paragraph that's before you and it's different from what Dr. Lester just suggested. It wouldn't be subject to the review and approval of the executive director.

LESTER: Right that would be the suggestion in response to the commissioner that you would... it seems now the Port has made a specific commitment of at least 500,000 dollars to this provision that they've also submitted and that we would work together on how that might be allocated and that would be subject to the

review and approval of the executive director, that... in consultation with the Port and convention center.

SHALLENBERGER: Is that acceptable to you?

NISHIHARA: Discussion and consultation would be acceptable.

SHALLENBERGER: All right thank you. All right Commissioner... something else. Commissioner Garcia? Do you need (inaudible)?

GARCIA: No just a... just a friendly suggestion that...

NISHIHARA: But not approval. I'm being told (inaudible).

LESTER: I think they were clarifying that...

SHALLENBERGER: That's it's consultation and...

LESTER: In consultation, but it would not be subject to approval by the executive director.

SHALLENBERGER: Your approval. All right.

GARCIA: Okay, Chairman I...

SHALLENBERGER: I'm not sure that Dr. Lester is finished speaking.

LESTER: Well if that would... they would be changing the project to say that they would develop these measures in consultation with the Coastal Commission, this... the Executive Director of the Coastal Commission.

MALE: Yes, Dr. Lester that would... consultation is acceptable, yes sir.

SHALLENBERGER: All right and...

LESTER: So that's..., you know we leave it back to you to make the judgment about whether that's...

SHALLENBERGER: Whether it should be approval or not, right? Commissioner Garcia.

GARCIA: It's just a friendly... a friendly suggestion my last bite of the apple at it. Part of that money I think could go a long way in improving some of that public access way and that stairwell. So whether it's infrastructure or other things, I think it's a huge return there in public access.

SHALLENBERGER: All right. Is there any unwillingness to vote?

BRIGGS: Madam Chair may I may an objection since you're changing things?

SHALLENBERGER: I'm afraid it doesn't fit with our... our normal procedures.

BRIGGS: So is that a no?

SHALLENBERGER: It's a no. Thank you. Sorry.

BRIGGS: Okay.

SHALLENBERGER: Is there any unwillingness to vote? Is there any unwilling... the maker and the seconder are asking for a yes vote, is there any unwillingness for a unanimous yes vote on this? Seeing none, the... I can't read it, the commission hereby certifies the San Diego Unified Port District Plan... no, that... I'm reading... they certify it. They're happy we're done. We're going to take a break while the room clears.

## SAN DIEGO CONVENTION CENTER PHASE III

&gt; CUSTOMER ADVISORY BOARD

NOVEMBER 21, 2003

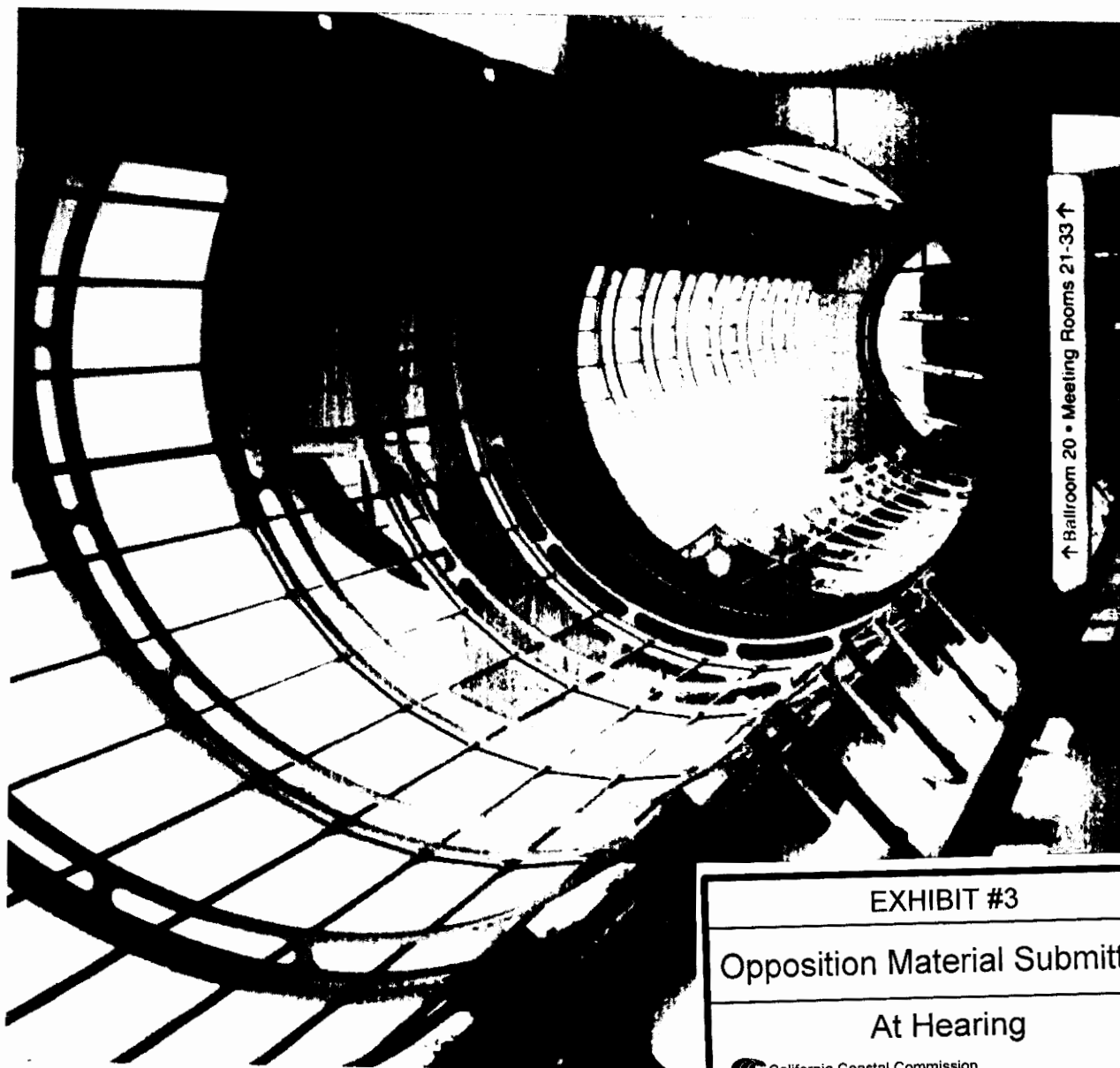


EXHIBIT #3

Opposition Material Submitted

At Hearing

 California Coastal Commission





## PHASE I 1984 - 1989

HISTORY  
PHASE III EXPANSION - SAN DIEGO CONVENTION CENTER  
NOVEMBER 21, 2003



TUCKER SADLER NOBLE CASTRO ARCHITECTS





Both phases were built on land owned by the Port Authority of San Diego.

Therefore, they did not require planning review by any San Diego Agency.

## PHASE II 1991 - 2001

HISTORY  
PHASE III EXPANSION - SAN DIEGO CONVENTION CENTER  
NOVEMBER 21, 2003



TUCKER SADLER NOBLE CASTRO ARCHITECTS



# SDCC PHASE III EXPANSION

## BACKGROUND: 2003 SITE OPTIONS



**OPTION 1**  
"ABOVE RAIL YARD"  
ABOVE THE EXISTING  
MTDB RAIL YARD



**OPTION 2**  
"ON RAIL YARD"  
ON GRADE AT EXISTING  
MTDB RAIL YARD



**OPTION 3**  
"ADJACENT UNDERGROUND"  
UNDERGROUND  
EXTENSION OF THE EXISTING  
CONVENTION CENTER



**OPTION 4**  
"PORT SITE WITH SEPARATION"  
ALONG HARBOR DRIVE WITH  
SEPARATION FROM EXISTING  
CONVENTION CENTER



**OPTION 5**  
"PORT SITE CONTIGUOUS"  
LINEAR EXTENSION  
ALONG PARK BLVD



**OPTION 6**  
"HARBOR PENINSULA"  
PERPENDICULAR TO EXISTING  
CONVENTION CENTER



**OPTION 7**  
"TAILGATE PARK"  
ADJACENT TO THE SAN DIEGO  
NEW MAIN LIBRARY



**OPTION 8**  
"CONCOURSE"  
AT THE CIVIC PLAZA



## INITIAL SITE ANALYSIS

- Eight site options were evaluated
- The eight options were presented to the Downtown Community Plan Update Steering Committee
- Options 1 and 7 were approved by the Committee

## OUR CURRENT GOAL IS...

To preserve all of our most viable options, without committing the City to any one site in particular  
The City will make a decision at a later date.



OPTION 1



OPTION 2



OPTION 3



OPTION 4



OPTION 5



OPTION 6



OPTION 7



OPTION 8



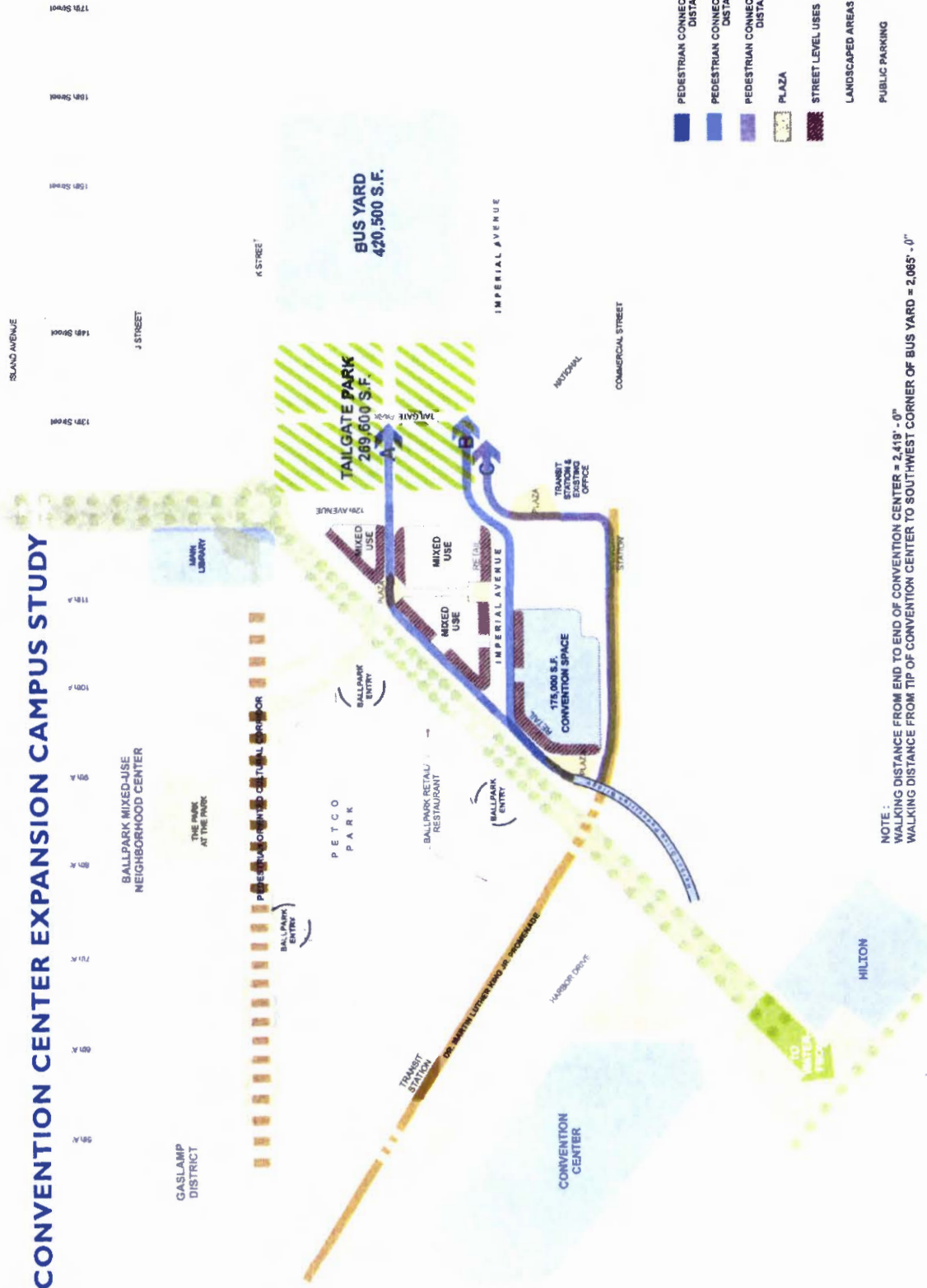
TUCKER SADLER NOBLE CASTRO ARCHITECTS

SITE DUE DILIGENCE

PHASE III EXPANSION - SAN DIEGO CONVENTION CENT

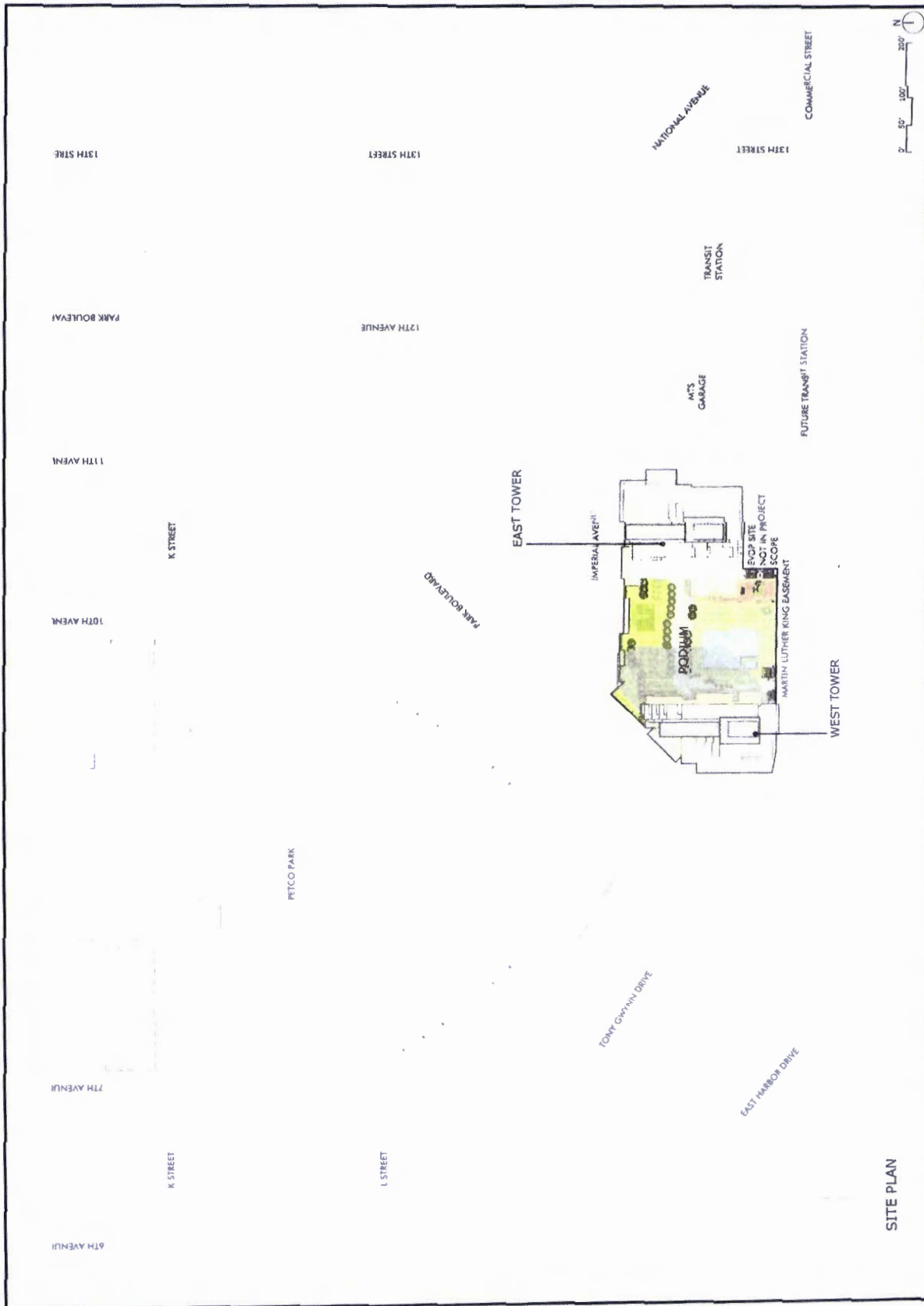
NOVEMBER 21, 2011

# CONVENTION CENTER EXPANSION CAMPUS STUDY



- PEDESTRIAN CONNECTION ALT. A: PARK BOULEVARD  
DISTANCE: 1,482'-0"
- PEDESTRIAN CONNECTION ALT. B: IMPERIAL AVENUE  
DISTANCE: 1,312'-0"
- PEDESTRIAN CONNECTION ALT. C: MILK PROMENADE  
DISTANCE: 1,343'-0"
- PLAZA
- STREET LEVEL USES
- LANDSCAPED AREAS
- PUBLIC PARKING

NOTE:  
WALKING DISTANCE FROM END OF CONVENTION CENTER = 2,419'-0"  
WALKING DISTANCE FROM TIP OF CONVENTION CENTER TO SOUTHWEST CORNER OF BUS YARD = 2,065'-0"



SITE PLAN



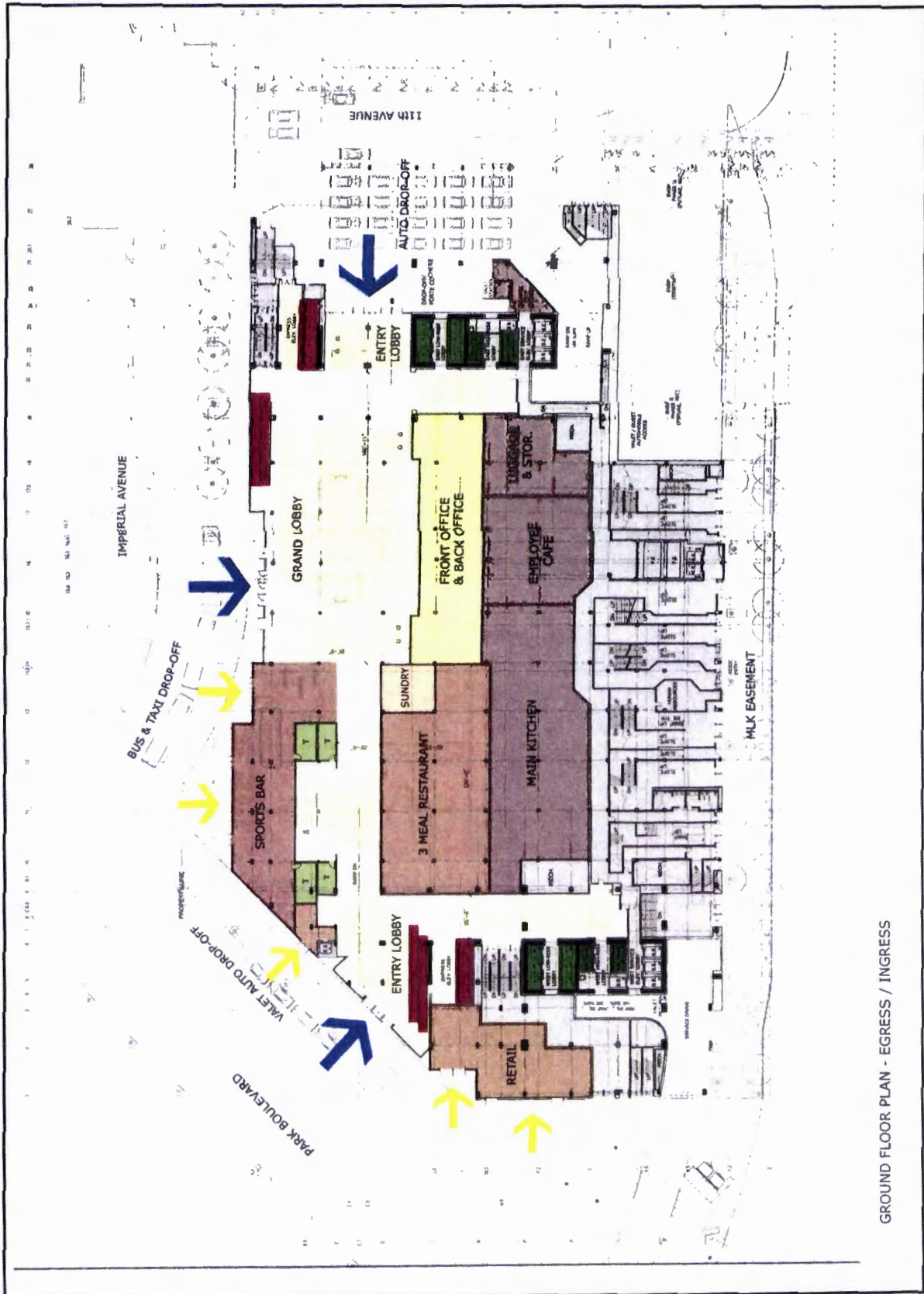
General	
Number of Rooms	1832
Number of Bays	1966
Number of Parking Spaces	941
Podium Height	102'-6"
Check-in Lobby Location	Ground Floor
Fitness / Spa-sq. ft. & location	10,000 (6th floor)

Ground Level	
3 Meal Restaurant-sq. ft.	7,740
Sports Bar / Lobby Bar-sq. ft.	5,450
Sundry-sq. ft.	928
Retail at Bridge Plaza-sq. ft.	3,713
Retail at Park Blvd-sq. ft.	0
Retail at Imperial Ave.-sq. ft.	0
TOTAL	17,830

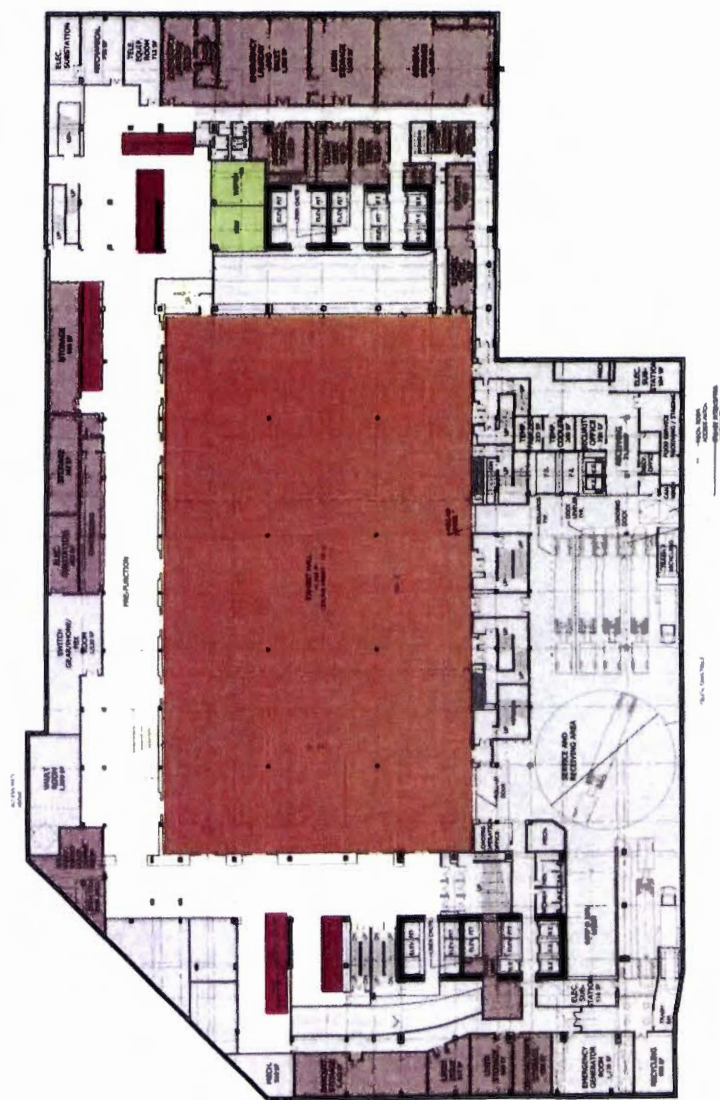
Meeting / Event Space	
Exhibit Hall-sq. ft. (ceiling height)	41,669 (16'-6")
Grand Ballroom-sq. ft. (ceiling height)	43,058 (27'-0")
Ballroom-sq. ft. (ceiling height)	24,702 (25'-0")
Junior Ballroom-sq. ft. (ceiling height)	10,906 (17'-0")
Meeting Rooms / Breakout Space-sq. ft.	55,561
TOTAL	175,896

Miscellaneous Pre-function-sq. ft.	88,893
------------------------------------	--------

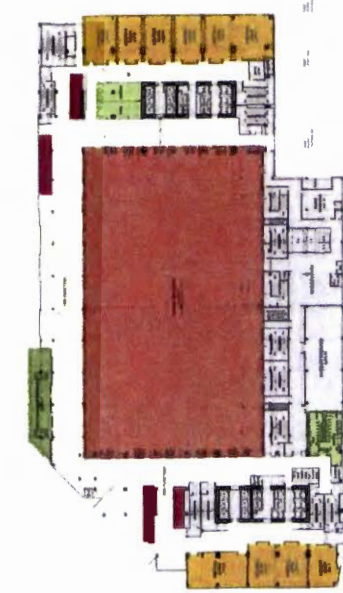
# PROGRAM ELEMENTS



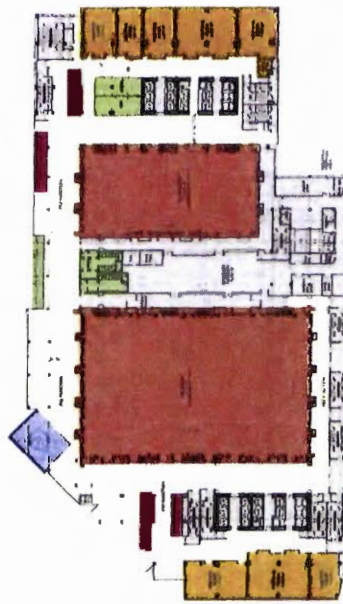
GROUND FLOOR PLAN - EGRESS / INGRESS







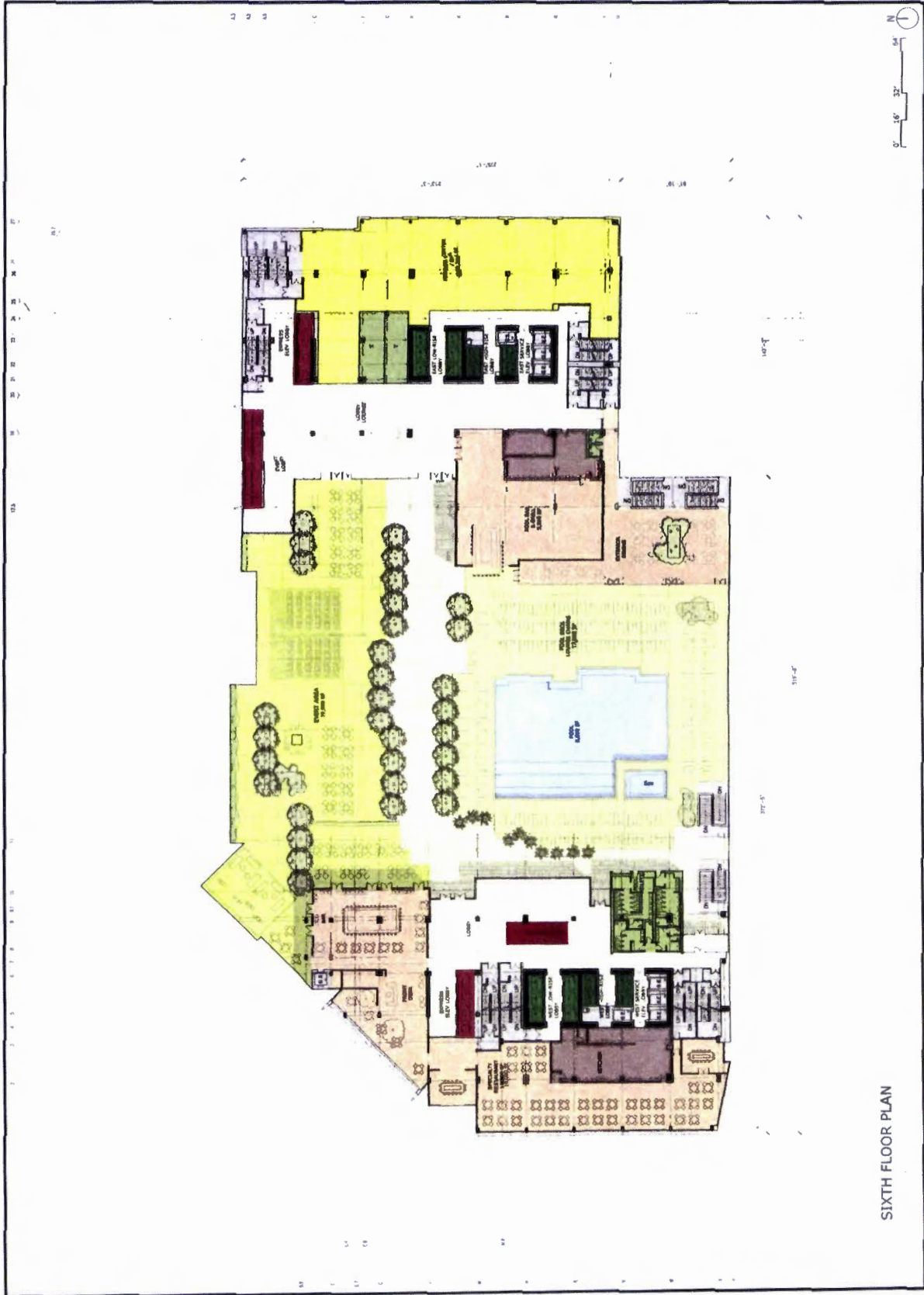
SECOND FLOOR PLAN-GRAND BALLROOM



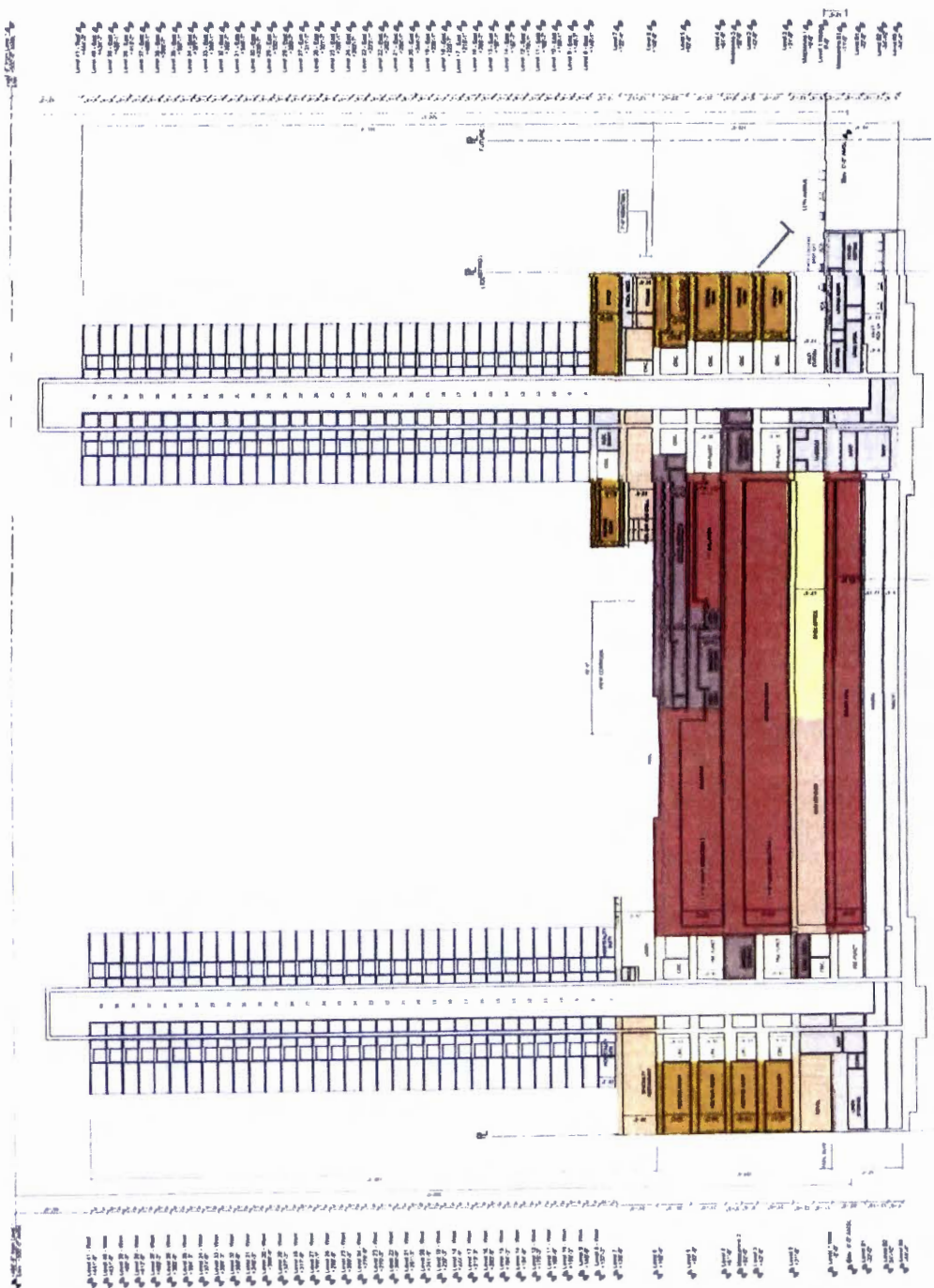
FOURTH FLOOR PLAN-BALLROOM, JR. BALLROOM







SIXTH FLOOR PLAN

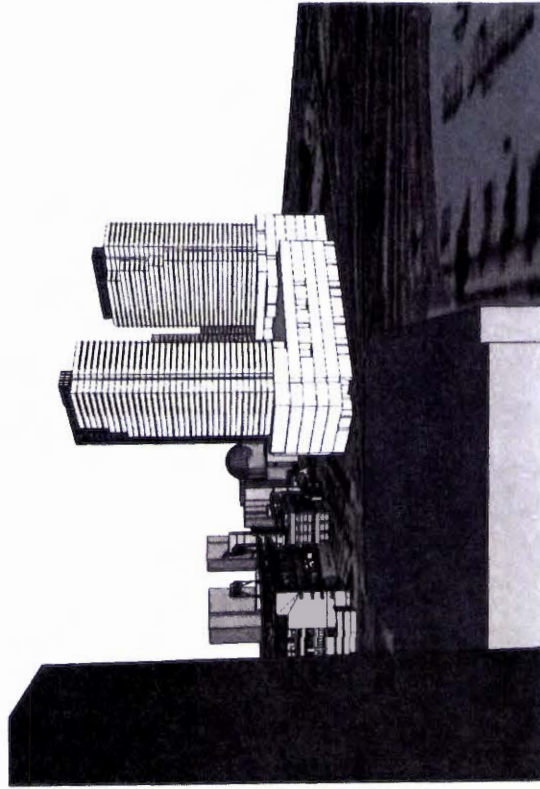


BALLPARK VILLAGE CONVENTION HOTEL

CONCEPT DESIGN PRESENTATION  
09-01-2011



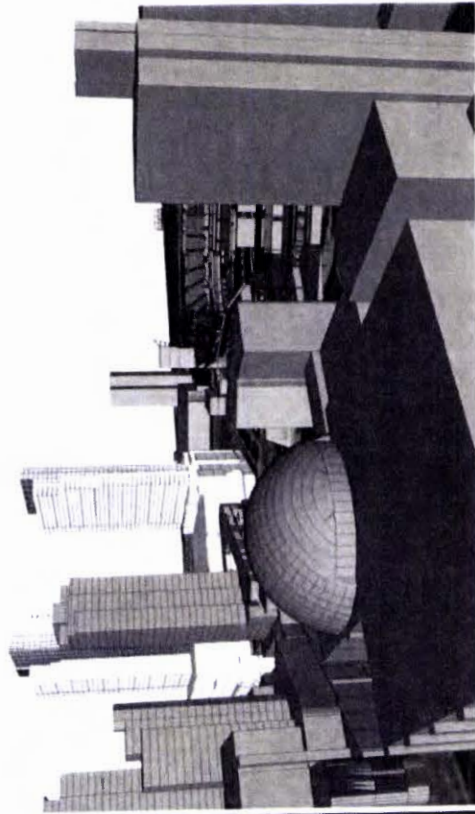




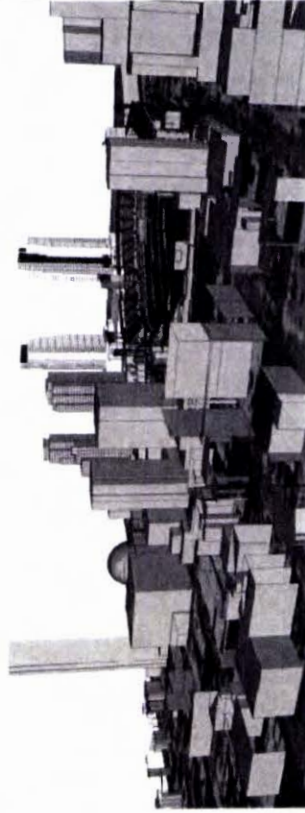
VIEW FROM SOUTHWEST



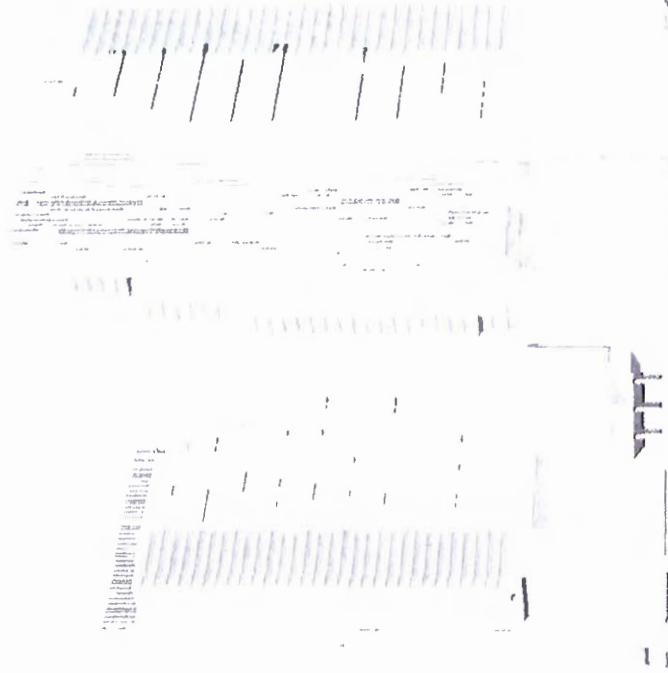
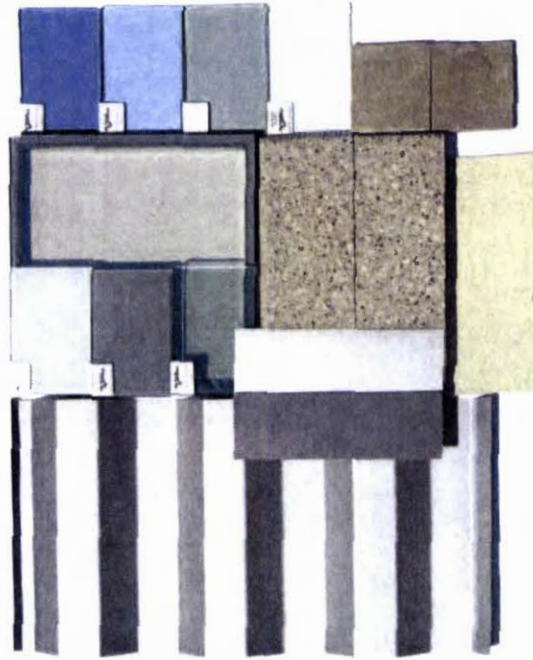
VIEW FROM SOUTHEAST



VIEW FROM LIBRARY READING ROOM

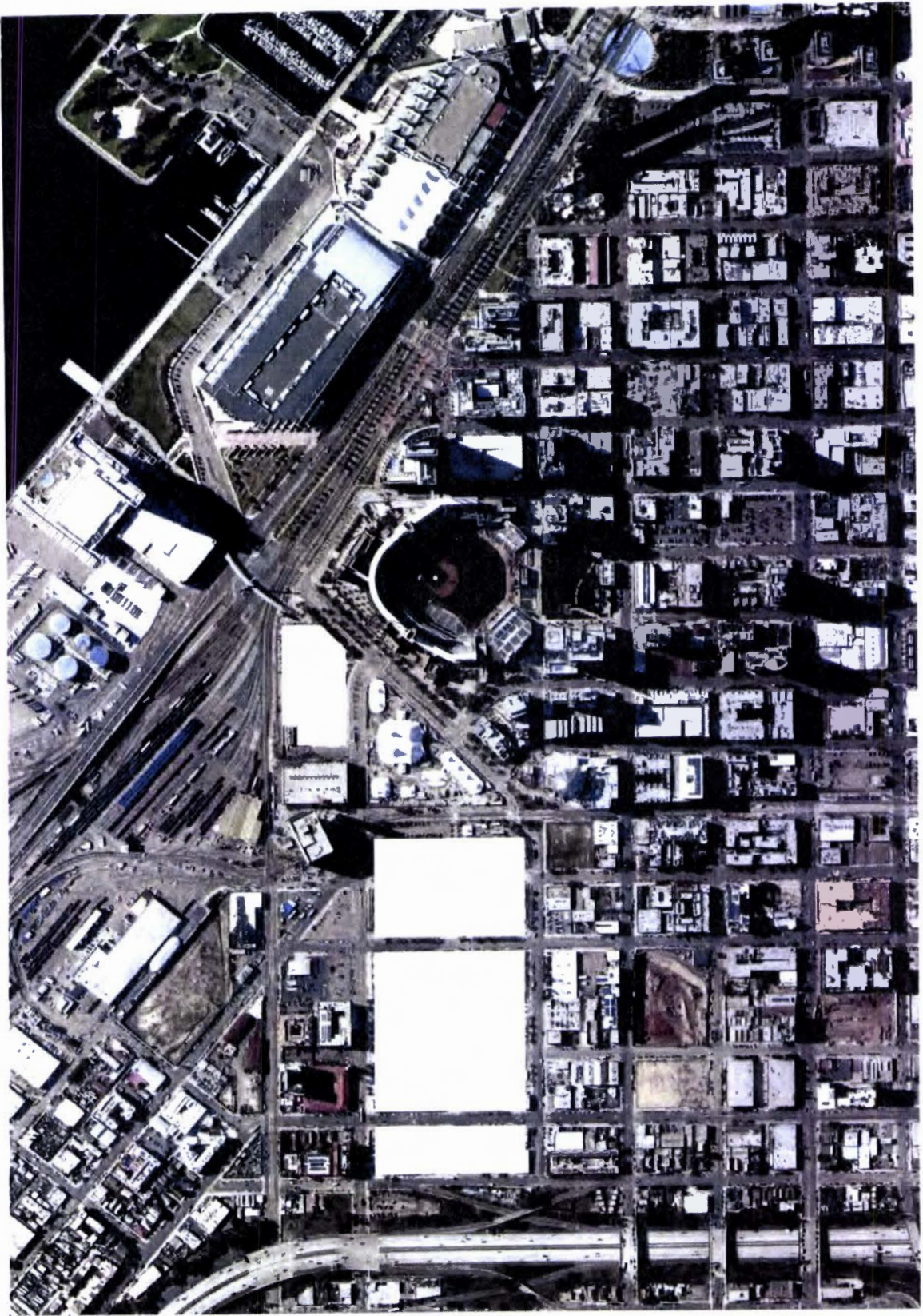


VIEW FROM MAYOR'S OFFICE

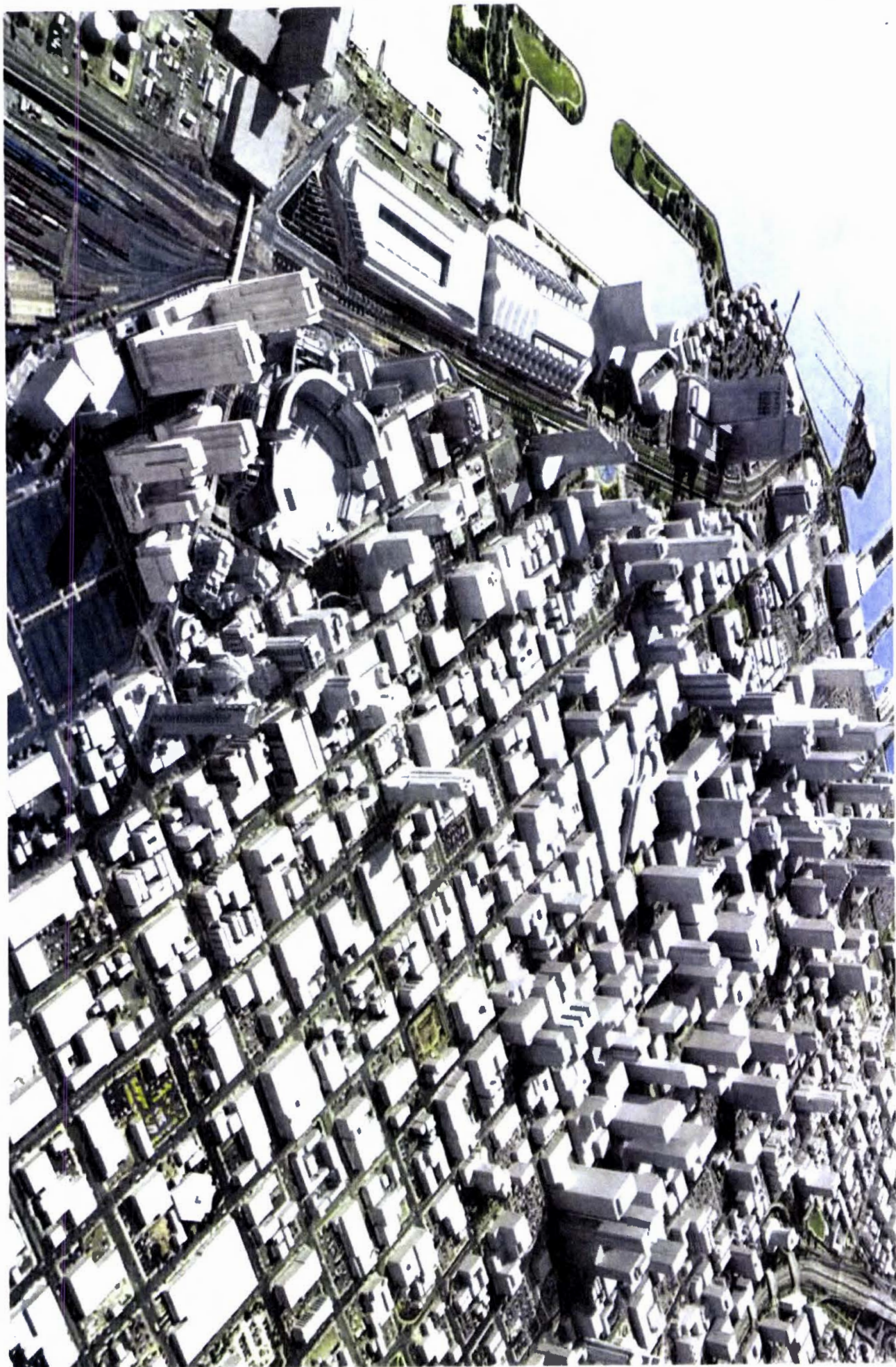


MATERIAL BOARD



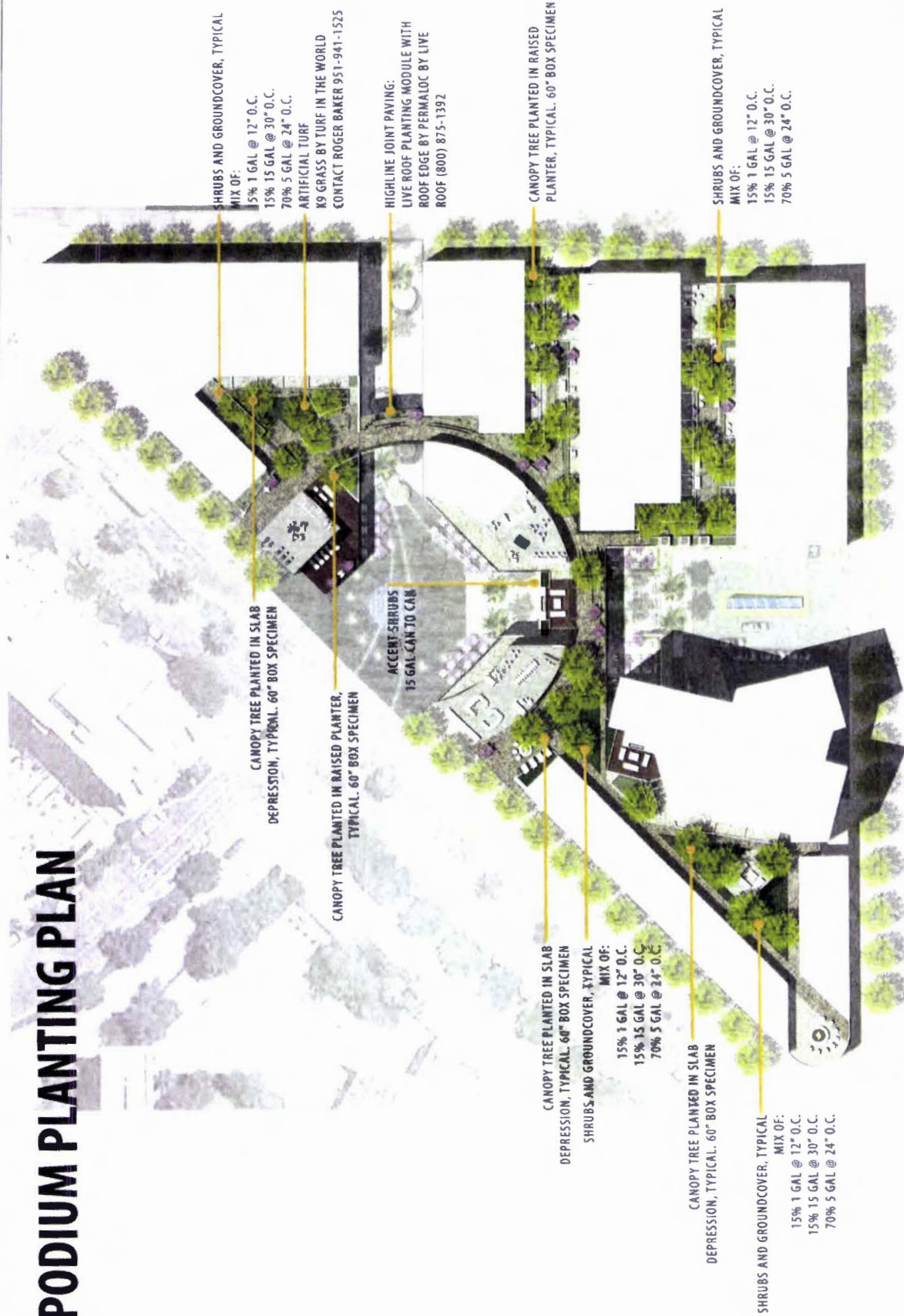








# PODIUM PLANTING PLAN





carrierjohnson + CULTUR3

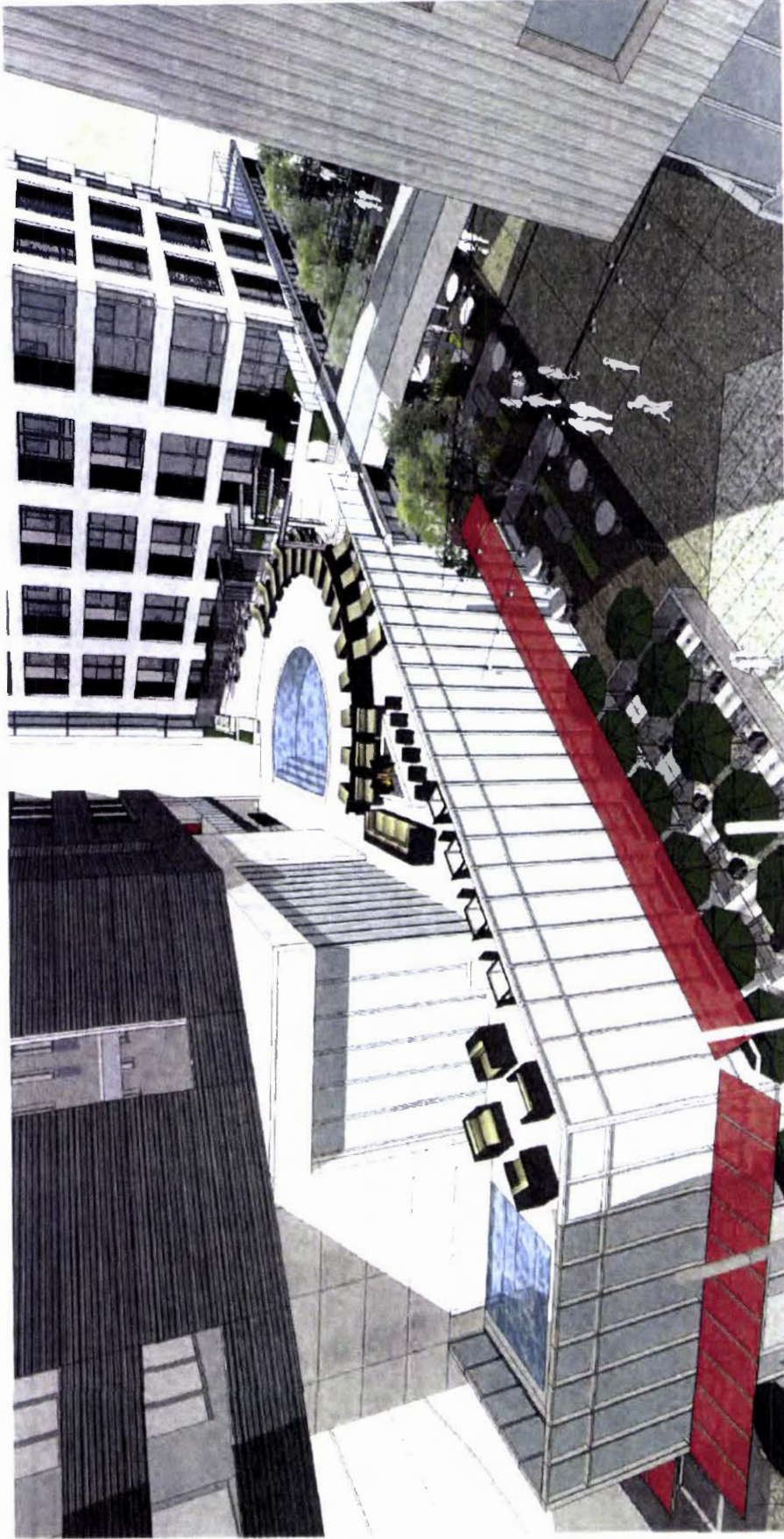
**BALLPARK VILLAGE | PARCEL C**  
East Village, San Diego CA

10th Ave Plaza Perspective B  
6341.00

September 30, 2013

A6.4





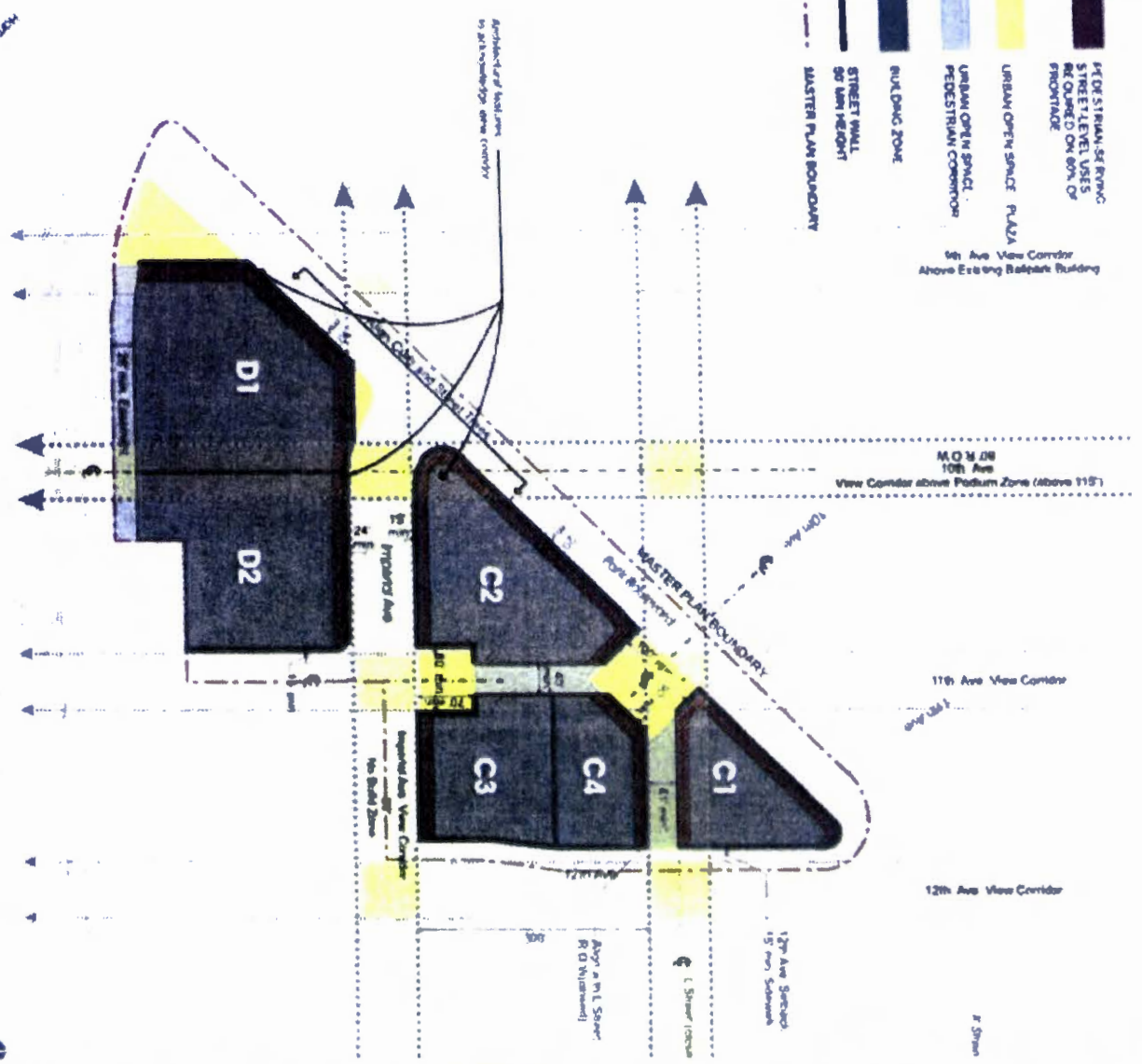
- PRE-STRIP, SE-RVING  
STREET-LEVEL USES  
BELOWED ON 80% OF  
PROTRUDE
- URBAN OPEN SPACE PLAZA
- URBAN OPEN SPACE  
PEDESTRIAN CORRIDOR
- RULED ZONE
- STREET WALL  
50' MIN HEIGHT
- MASTER PLAN BOUNDARY

9th Ave View Corridor  
Above Existing Balgare Building

MO 3.08  
10th Ave  
View Corridor above Podium Zone (above 115')

11th Ave View Corridor  
11th Ave

12th Ave View Corridor  
12th Ave



1000' Ave



Tower marking  
significant corner  
and bridge  
landing plaza

TOWER ZONE  
(Above 90')



Stepped-Back  
Upper Podium

MID ZONE  
(up to max 90')

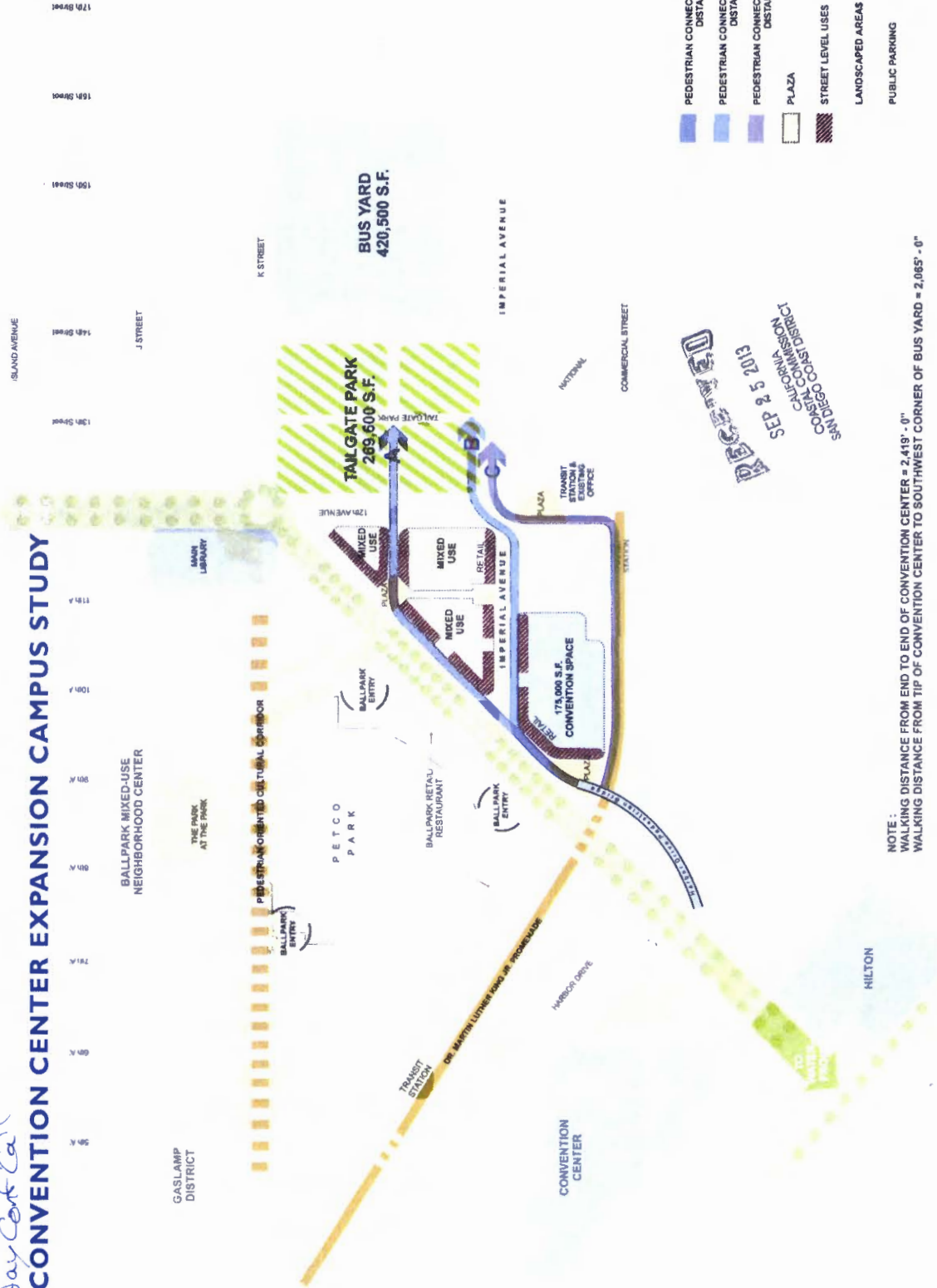


Open Space  
Recreation on  
Top of Lower  
Podium



Diana Lilly  
Thursday Conf Call

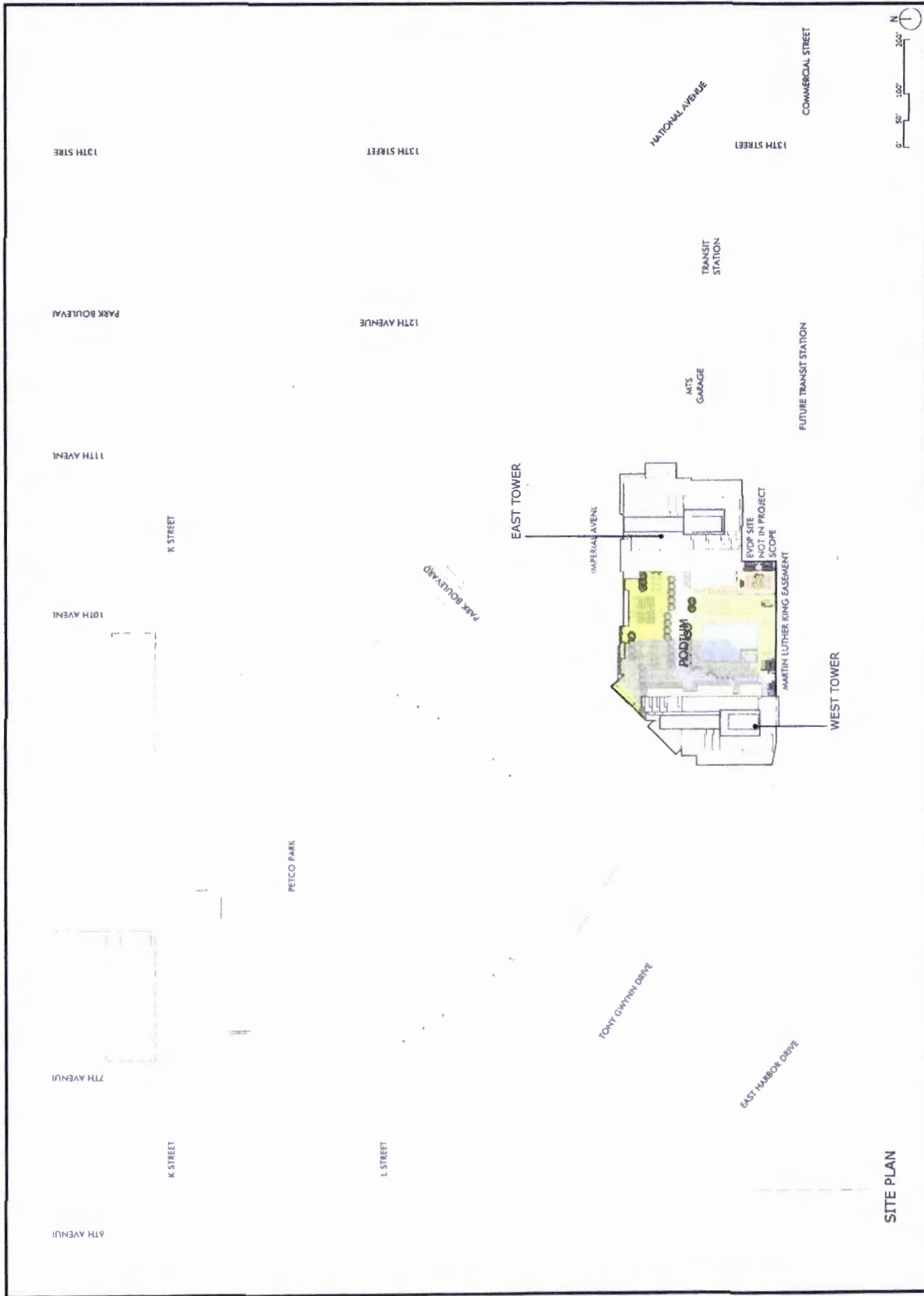
# CONVENTION CENTER EXPANSION CAMPUS STUDY



SEP 2 5 2013  
SAN DIEGO COUNTY DISTRICT  
CULTURAL ANTI-DEVELOPMENT







SITE PLAN



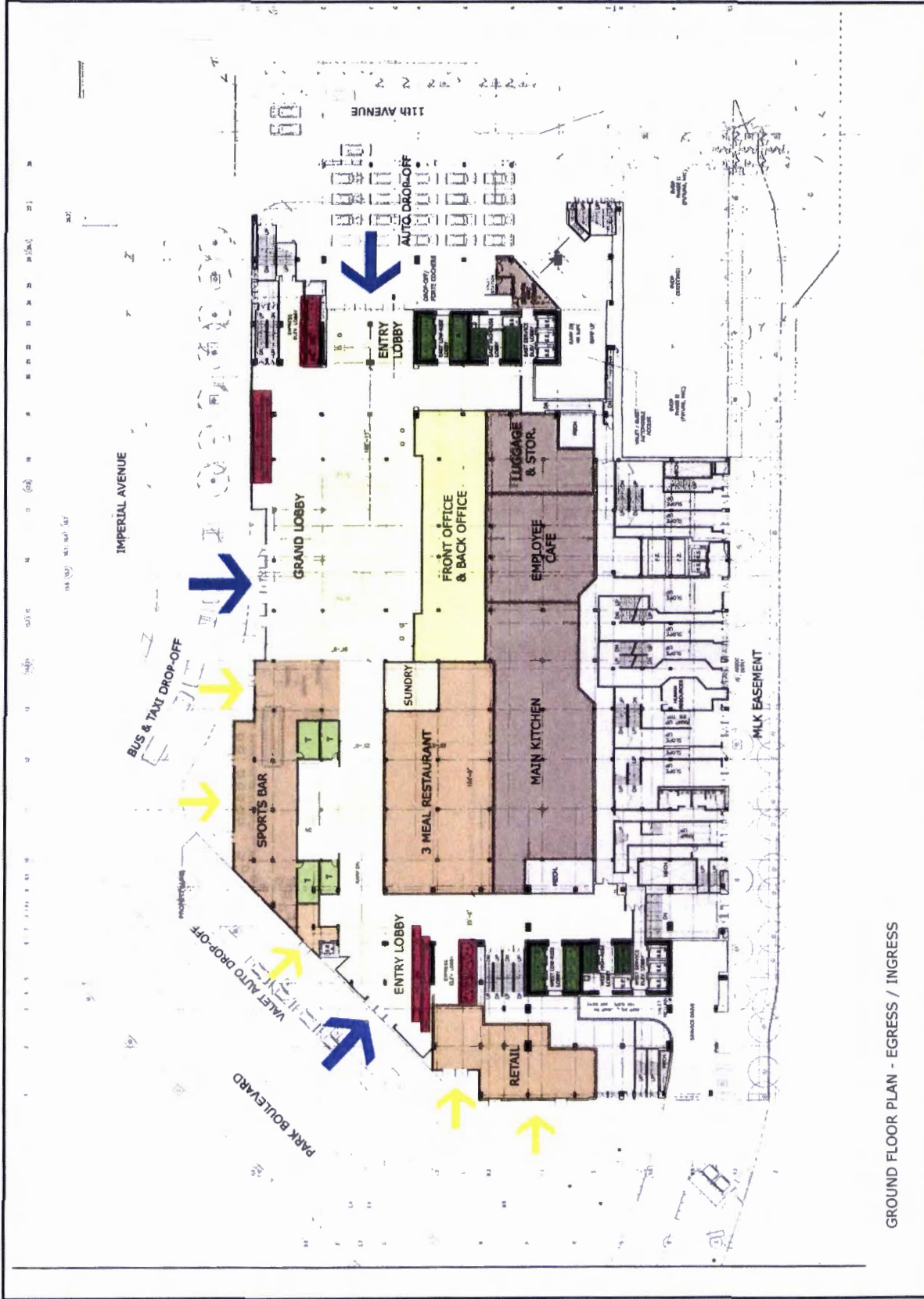
General	
Number of Rooms	1832
Number of Bays	1966
Number of Parking Spaces	941
Podium Height	102'-6"
Check-in Lobby Location	Ground Floor
Fitness / Spa-sq.ft. & location	10,000 (6th floor)

Ground Level	
3 Meal Restaurant-sq.ft.	7,740
Sports Bar / Lobby Bar-sq.ft.	5,450
Sundry-sq.ft.	928
Retail at Bridge Plaza-sq.ft.	3,712
Retail at Park Blvd.-sq.ft.	0
Retail at Imperial Ave.-sq.ft.	0
TOTAL	17,830

Meeting / Event Space	
Exhibit Hall-sq.ft. (ceiling height)	41,669 (16'-6")
Grand Ballroom-sq.ft. (ceiling height)	43,058 (27'-0")
Ballroom-sq.ft. (ceiling height)	24,702 (25'-0")
Junior Ballroom-sq.ft. (ceiling height)	10,906 (17'-0")
Meeting Rooms / Breakout Space-sq.ft.	55,561
TOTAL	175,896

Miscellaneous Pre-function-sq.ft.	88,893
-----------------------------------	--------

# PROGRAM ELEMENTS



GROUND FLOOR PLAN - EGRESS / INGRESS

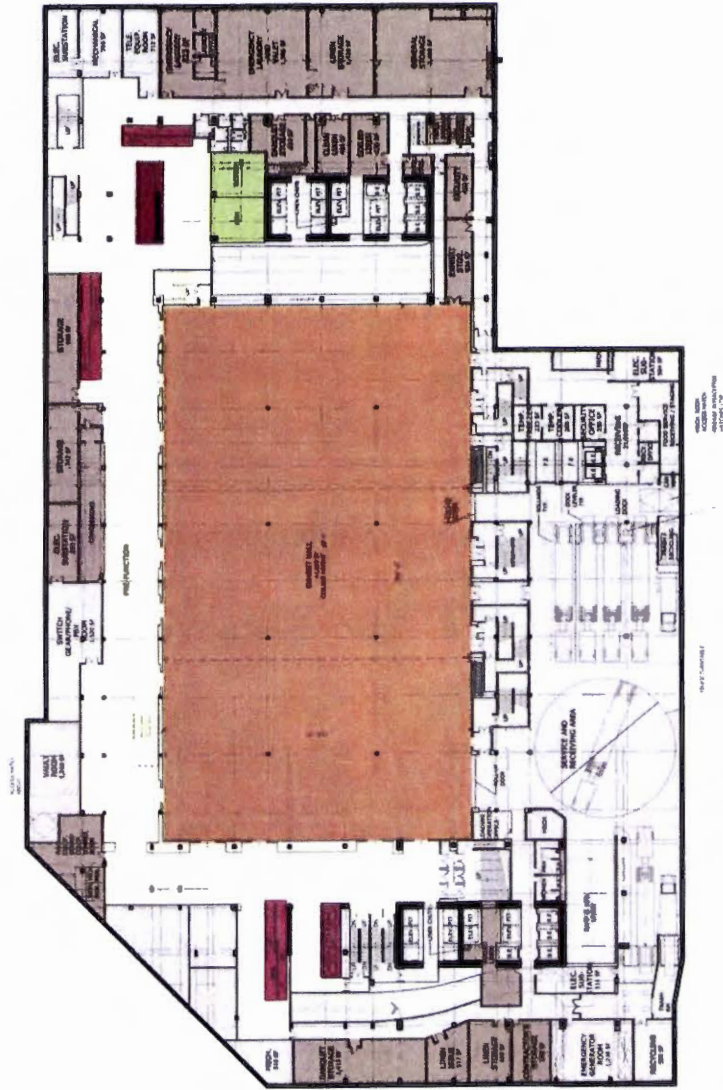
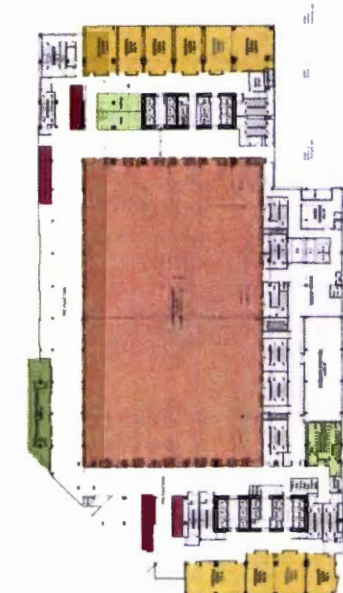
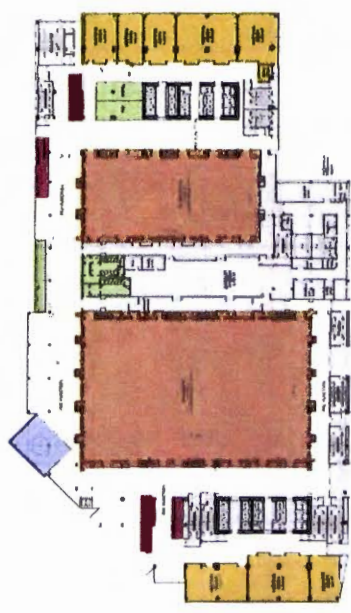


EXHIBIT HALL FLOOR PLAN



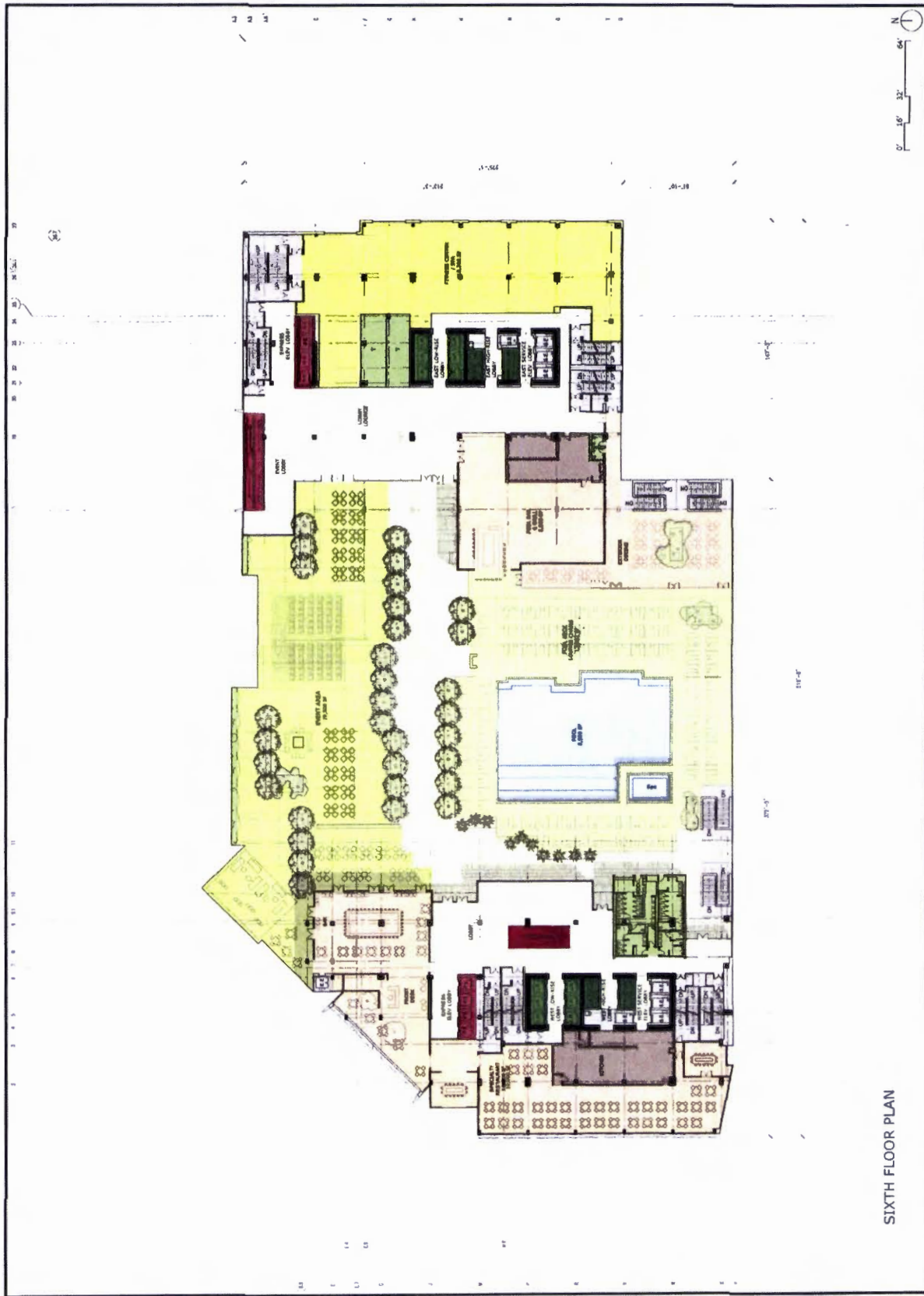


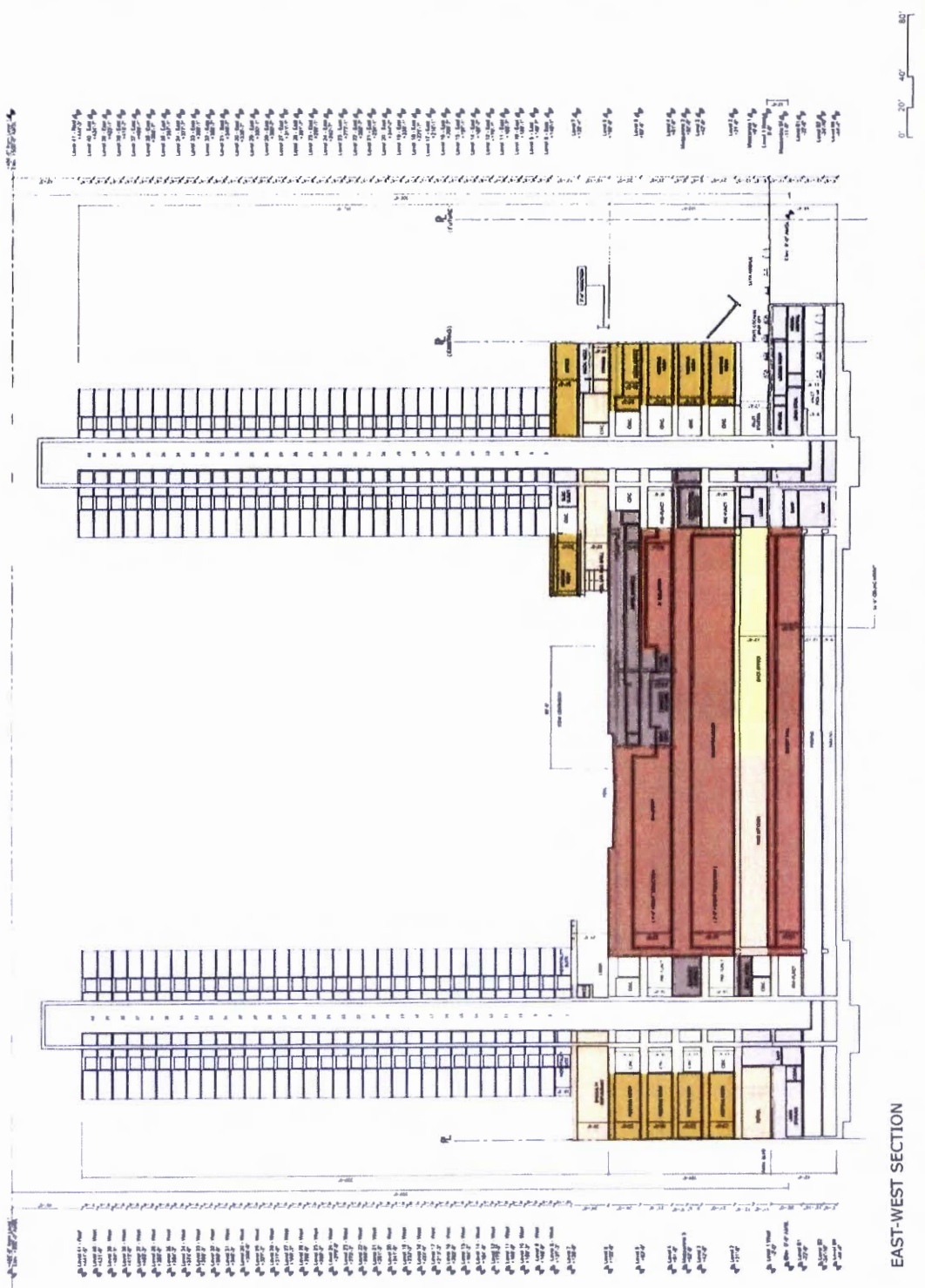
SECOND FLOOR PLAN-GRAND BALLROOM



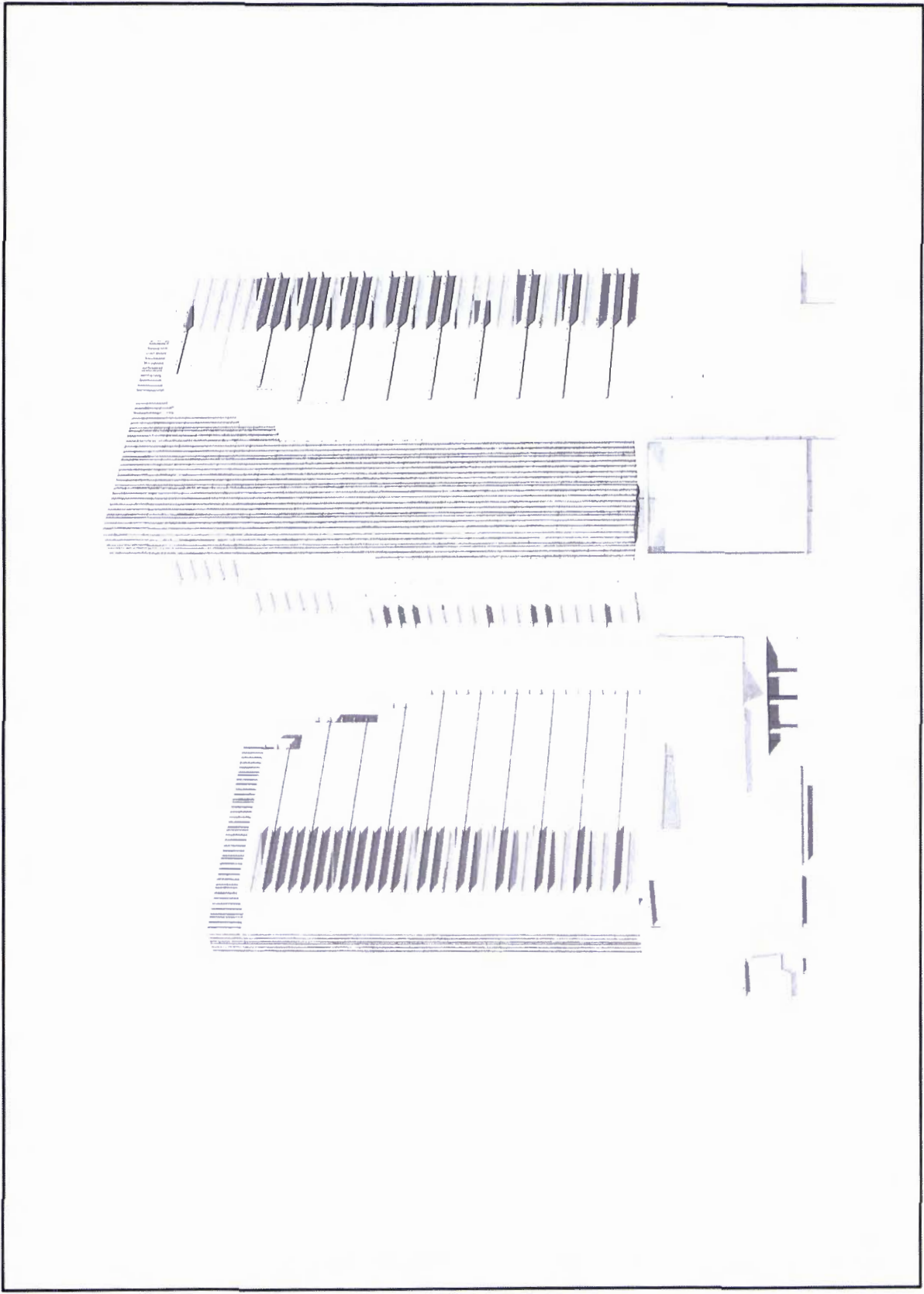
FOURTH FLOOR PLAN-BALLROOM, JR. BALLROOM



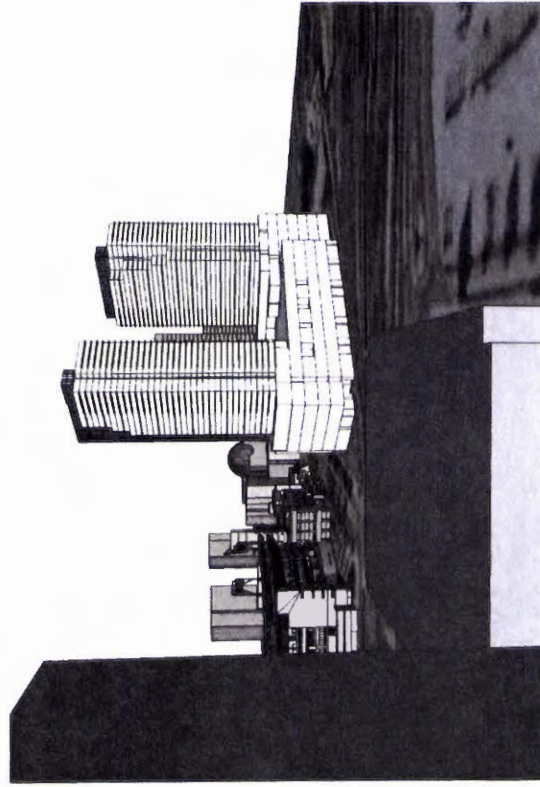




EAST-WEST SECTION







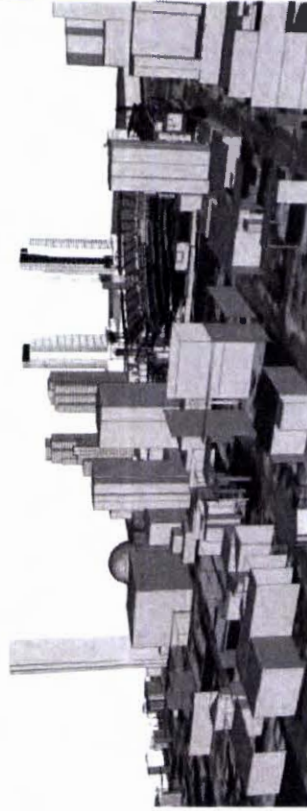
VIEW FROM SOUTHWEST



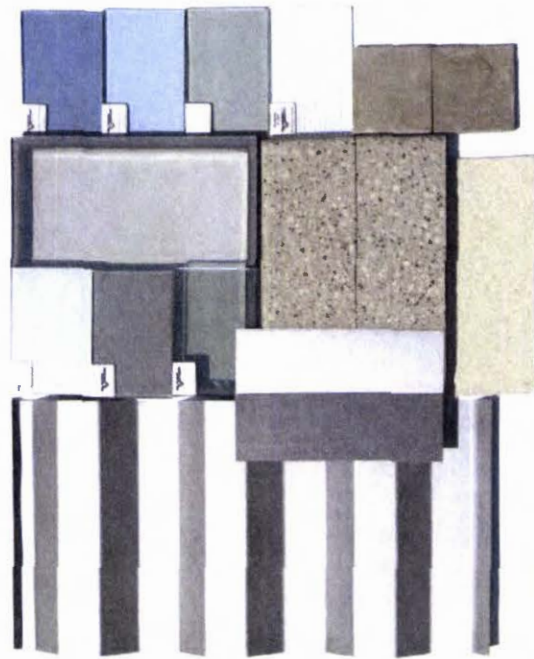
VIEW FROM SOUTHEAST



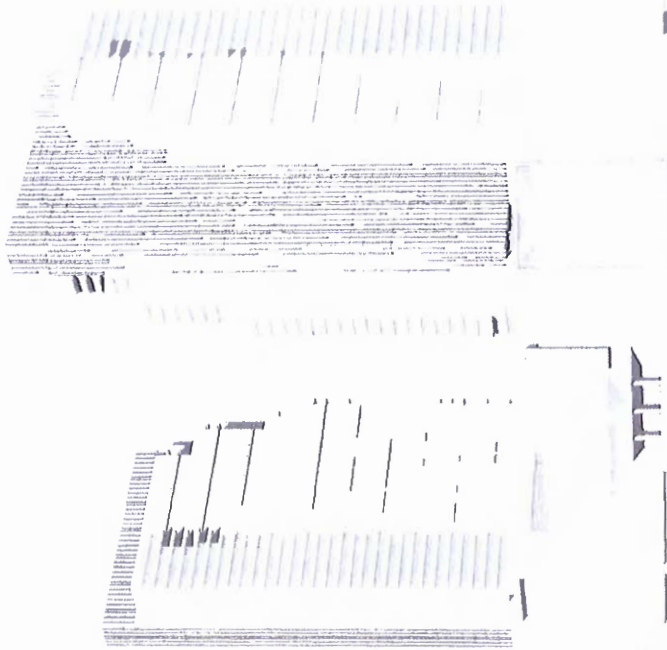
VIEW FROM LIBRARY READING ROOM



VIEW FROM MAYOR'S OFFICE



MATERIAL BOARD



**JMI**  
JOHNSON FAIN  
ARCHITECTS

BALLPARK VILLAGE CONVENTION HOTEL