



Citizens Advisory Committee Meeting

for the NORTH EMBARCADERO PORT MASTER PLAN AMENDMENT
and DRAFT ENVIRONMENTAL IMPACT REPORT

March 30, 2011

Agenda

- Introductions and Welcome
 - Chairman Scott Peters
- Review of 2010 Workshop Components
- Review of Workshop Schedule
- Review of Handouts
- Goals and Policies; Compare Original 1998 North Embarcadero Alliance Visionary Plan (NEAVP) and 2005 North Embarcadero Visionary Plan (NEVP) Schematic Design to California Coastal Act and State Land Commission Policies
- Background on 1998 NEAVP – Owen Lang
- Background of 2005 NEVP Schematic Design (including Working Waterfront and 10 Places), Elaine Nesbit of Ehrenkrantz, Eckstut & Kuhn Architects (EEK)

Project Components to be Studied



NOTICE OF A PUBLIC SCOPING MEETING and REVISED NOTICE OF PREPARATION for a DRAFT ENVIRONMENTAL IMPACT REPORT for the NORTH EMBARCADERO PORT MASTER PLAN AMENDMENT

Publication of this Notice of a Public Scoping Meeting and Revised Notice of Preparation (NOP) for the North Embarcadero Port Master Plan Amendment (PMPA) is required by the California Environmental Quality Act (CEQA). The Port's October 18, 2010 NOP, (BCH Number 266914) with new revised wording shown underlined. Publication of this NOP is required by the California Environmental Quality Act (CEQA). The Port's October 18, 2010 NOP, (BCH Number 266914) with new revised wording shown underlined. Publication of this NOP is required by the California Environmental Quality Act (CEQA). The Port's October 18, 2010 NOP, (BCH Number 266914) with new revised wording shown underlined. Publication of this NOP is required by the California Environmental Quality Act (CEQA). The Port's October 18, 2010 NOP, (BCH Number 266914) with new revised wording shown underlined.

Re: North Embarcadero Port Master Plan Amendment
San Diego Unified Port District
Environmental and Land Use Management
P.O. Box 120468, San Diego, CA, 92112

VIA EMAIL: jhirsch@portofsandiego.org

All comments previously submitted for the NOP will be considered. It is not necessary to resubmit previous comments. Comments may also be submitted at the public scoping meeting, Wednesday, March 16, 2011 from 6:00 – 8:30 p.m. at the Port's Harbor Lane, 585 Harbor Lane, San Diego, CA 92101. The Port will conduct additional public workshops of the PMPA over the following year which will be publicly notified.

PROJECT DESCRIPTION

The Port requires preparation of an EIR under CEQA for the North Embarcadero Port Master Plan Amendment (PMPA). The intent of the PMPA is to update the Port's Master Plan for the North Embarcadero Planning District (Planning District 3) to reflect changes in the Port's land use and development patterns.

North Embarcadero Port Master Plan Amendment Project
Revised Notice of Preparation

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tables, and graphics. Planning District 3 is generally bounded by Pacific Highway to the east, Laurel Street to the north, and the Bay to the west and south. The North Embarcadero portion of Planning District 3 encompasses the Port's waterfront from the Laurel Street / North Harbor Drive intersection in the northwest to and including the G Street Mole Park in the southeast.

The original 2009 Notice of Preparation (NOP) for the proposed North Embarcadero Port Master Plan Amendment (PMPA) included the following PMPA components:

- Adjust the Port Master Plan boundary to incorporate the Navy Pier
- Assign land use designation(s) and future projects to the Navy Pier
- Remove reference and graphic providing a new curvilinear Street;
- Change Commercial Recreation use on B Street Pier to Marine
- Incorporate the constraints of homeland security requirements and public access;
- Incorporate a bay front shuttle;
- Incorporate a new youth hostel as a permitted use;
- Specify excursion facility locations;
- Recognize the G Street Mole park as a memorial park;
- Assign development parameters and standards to 1220 Pacific Highway;
- Incorporate Geographic Information Systems (GIS) into the calculations throughout Planning District 3; and
- Incorporate other PMP text, land use and graphic modifications.

After public hearings at the California Coastal Commission on Embarcadero Visionary Plan Phase 1 Project in February and April workshops held by the Port regarding the North Embarcadero, revised NOP to include the following additional PMPA components:

- Clarify the North Embarcadero planning limits within the larger Port of San Diego
- Develop policies to provide low-cost visitor serving facilities consistent with the Coastal Act;
- Evaluate potential new multi-use/parking facility at West Grape Street Highway;
- Identify and analyze a minimum of 2.5 acres of additional open space opportunities that will include, but not be limited to the following:
 - o An open space set back in line with the center of the waterway, (approximately 205 feet), along North Harbor Drive from West Broadway to West Hawthorne
 - o US Navy property, Holiday Inn property and Solar property. The County Administration Center property is set back because it is not in the Port's jurisdiction. The setback would be 150 feet along Harbor Drive;

North Embarcadero Port Master Plan Amendment Project
Revised Notice of Preparation

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- o Narrowing North Harbor Drive between West Grape Street and West Broadway and providing additional open space on the west (bay front) side of North Harbor Drive;
- o Closing portions of North Harbor Drive and West Harbor Drive;
- o Closing West Broadway from Pacific Highway to North Harbor Drive;
- o Narrowing portions of North Harbor Drive and making it one-way traffic.

- Incorporate a comprehensive evaluation of parks, plazas and/or other open space in the North Embarcadero area, including an evaluation of the functionality of existing and planned spaces;
- Identify opportunities to enhance pedestrian-oriented circulation and provide to activate open spaces along the North Embarcadero waterfront;
- Evaluate potential new multi-use/parking facility at West Grape Street Highway;
- Evaluate potential new parking facilities to support North Embarcadero use;
- Identify transit stations;
- Identify and delineate the California Coastal Trail along the Embarcadero;
- Incorporate by reference the NEVP Parking Management Plan; and
- Reconfigure the land use designations at the foot of West Broadway current property ownership and permitting jurisdictions.

Consistent with the Memorandum of Understanding (MOU) between the Port of San Diego Developers, LLC, and the San Diego Navy Broadband Coalition—on file in the Office of the District Clerk as Document No. 57019—"District" for the purposes of the following section) is amending the Revised Notice of Preparation to provide that the scope of the study of additional open space the preceding section will be as follows:

In the North Embarcadero PMPA, the District must study, at a minimum, an alternative for an average 205-foot setback adjacent to North Harbor Drive, aligned, running from Hawthorne to the prolongation of "B" Street; and (ii) on the east side of the promenade planned under the NEVP adjacent to San Diego and again running from Hawthorne to the prolongation of "B" Street. The 205-foot setback under these two alternatives is the same as the Setback. The project description and the NOP for the North Embarcadero PMPA is revised to include the study of these alternatives, which shall be studied, in the primary project that is the subject of the NOP and not in the alternatives among the range of reasonable alternatives that must be studied under CEQA for any project. The study may include an economic analysis of feasibility, and impacts of the alternatives.

- (1) The eastern boundary of the setback may be curvilinear as articulated so long as the gross land area within the setback as if the eastern boundary were drawn as a straight line.
- (2) The District must request from the City of San Diego the Agency that funds be set aside for Future NEVP Phase through the North Embarcadero PMPA.

North Embarcadero Port Master Plan Amendment Project
Revised Notice of Preparation

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- (3) The District reserves the right to consider other alternatives in the North Embarcadero PMPA, including those without a 205-foot setback.
- (4) Except as expressly prohibited in this MOU, the Coalition has the right to fully participate in the public environmental review and public processes for the North Embarcadero PMPA.
- (5) Alternatives evaluated in the North Embarcadero PMPA must consider enhanced pedestrian connectivity within, to, and from the waterfront, and traffic circulation strategies that prioritize pedestrians over cars.

Both the land use changes and descriptions for potential facilities would be part of the PMPA. Changes to the components listed above or the addition of new components may occur as a result of public comments and/or through internal processes.

ENVIRONMENTAL CONSIDERATIONS

The EIR will address the following probable environmental effects of the Proposed Project: land use and planning, traffic, parking, climate change, air quality, geotechnical issues, hydrology and water quality, public facilities, recreation, cumulative impacts, and others as identified as part of the NOP process. The EIR will also address a reasonable range of alternatives, cumulative impacts, and additional mandatory sections as required by CEQA, and will include a mitigation monitoring and reporting program. The effects of the proposed PMPA, as well as the consistency with the Coastal Act, will also be addressed in the EIR.

COMMENTS

This NOP is available for a 30-day public review period that starts on Thursday, March 3, 2011 and ends at 5:00 pm on Monday, April 4, 2011. Comments regarding the scope and content of the environmental information that should be included in the EIR and other environmental concerns should be mailed to: San Diego Unified Port District, Environmental & Land Use Management Department, 3165 Pacific Highway, San Diego, CA 92101, or emailed to jhirsch@portofsandiego.org.

PUBLIC SCOPING MEETING

A public scoping meeting to solicit comments on the scope and content of the EIR for the proposed project will be held on Wednesday, March 16, 2011 at 6:00 p.m. at the Embarcadero Planning Center (former Coral Reef Restaurant), 585 Harbor Lane, San Diego, CA 92101.

For questions regarding the NOP, please contact James Hirsch, Senior Redevelopment Planner, at (619) 686-7269.

ATTACHMENT

Figure 1. Project Location and Components

North Embarcadero Port Master Plan Amendment Project
Revised Notice of Preparation

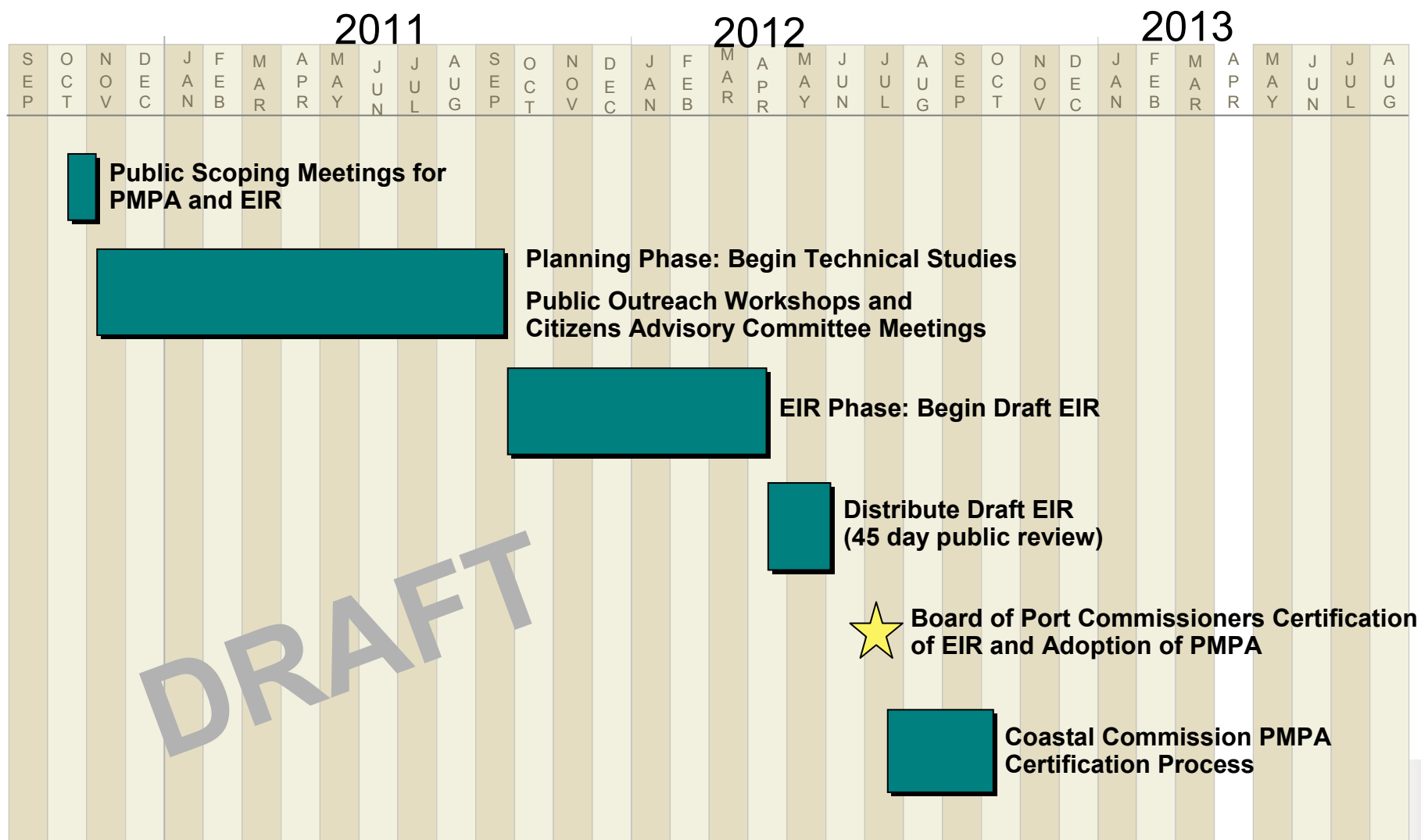
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March 3, 2011

Tentative Planning Workshop Schedule - 2011

February	<ul style="list-style-type: none"> - Finalize CAC composition (staff) - Confirm CAC members and schedules (staff) - Publish CAC meeting schedule (staff) - Prepare background material including Coastal Act, Assembly Bill 32, Senate Bill 375, State Lands Commission, the Port Act, (staff) 	May	<p>Meeting #1: 5/11/11</p> <ul style="list-style-type: none"> - Low-cost accommodations policy (staff) - Potential youth hostel locations (staff) - Grape Street mixed use parking structure (staff) <p>Meeting #2: 5/18/11</p> <ul style="list-style-type: none"> - Potential Harbor Drive roadway alignments, preliminary modeling results (LLG Engineers, Nasland Engineering) - Parking management plan and Bayfront Shuttle (staff) - Project presentation/workshop on Navy Pier Veterans Park (Midway) - G Street Mole (staff)
March	<p>Meeting #1: 3/16/11</p> <ul style="list-style-type: none"> - Procedural scoping meeting - Planning Area Description - Introduction of CAC members, (staff) - Mission Statement Principles of Participation, Sustainable Decision-making (Lewis Michaelson) - Workshop schedule <p>Meeting # 2: 3/30/11</p> <ul style="list-style-type: none"> - 2010 Scoping Components - Workshop schedule - Hand outs: Port Master Plan, Port Act, Coastal Act, ;2005 NEVP Schematic Design, re-visioning Waterfront Workshop, Assembly Bill 32, Senate Bill 375 - Analyze goals and policies; compare original 1998 North Embarcadero Alliance Visionary Plan (NEAVP) and 2005 North Embarcadero Visionary Plan (NEVP) Schematic Design to California Coastal Act and State Lands Commission Policies (staff) - Background on 1998 NEAVP, Owen Lang - Background on 2005 NEVP Schematic Design (including Working Waterfront and 10 Places), Elaine Nesbitt of Ehrenkrantz Eckstut & Kuhn Architects (EEK) 	June	<p>Meeting #1: 6/1/11</p> <ul style="list-style-type: none"> - Public space activation update (staff) - Development Plan Updates (Port Tenant Architects) <p>Meeting #2: 6/15/11</p> <ul style="list-style-type: none"> - Presentation by County of County Administration Center Waterfront Park (County staff) - Grape Street piers and plaza (Elaine Nesbitt of EKK Architects)
April	<p>Meeting # 1: 4/13/2011</p> <ul style="list-style-type: none"> - Potential Harbor Drive and Broadway road alignments (Linscott Law & Greenspan (LLG) Engineers and Nasland Engineering) - Open space setback parks - The Wharf, Little Italy Plaza, North Lawn, The Cove, Tavern on the Bay (Elaine Nesbitt of EKK Architects) 	July	<p>Meeting #1: 7/6/11</p> <ul style="list-style-type: none"> - Homeland security policy (staff) - B Street pier use change (staff) <p>Meeting #2: 7/20/11</p> <ul style="list-style-type: none"> - Economic Feasibility Framework (David Zehnder of Economic & Planning Systems, Inc. (EPS)) - Wrap-up presentation, review (staff)
		August	<p>Meeting # 1: 8/3/11</p> <ul style="list-style-type: none"> - Select preferred alternative plan, select plan alternatives for EIR (staff)
		September	<ul style="list-style-type: none"> - Begin draft EIR (Carey Fernandes of Dudek)

Tentative Draft EIR and PMPA Schedule



Schedule subject to change

Revised Mission Statement

The mission of the North Embarcadero Port Master Plan Amendment Citizens Advisory Committee is to assist Port of San Diego staff in aligning and enhancing the sustainability of the 2005 North Embarcadero Visionary Plan (NEVP) Schematic Design Plan through a Port Master Plan Amendment by suggesting improvements and modifications that would increase its social, financial and environmental feasibility. ~~It is presumed that~~ **potential** implementation of the 2005 NEVP Schematic Design Plan will only be possible in the short and long term with the collaboration and support of key stakeholders and approval from relevant oversight bodies. To that end, the North Embarcadero Port Master Plan Amendment Citizens Advisory Committee is charged with providing Port staff with recommendations, information, insights and suggestions that would support the ability to transform the 2005 NEVP Schematic Design Plan into reality.

March 30, 2011

Reference Materials

- Port Master Plan
- Port Act – Section 87
- Coastal Act – Chapters 3 and 8
- 2005 NEVP Schematic Plan
- C3 Waterfront Revisioning Workshop Handout

**CHAPTER 3
COASTAL RESOURCES PLANNING AND
MANAGEMENT POLICIES**

**ARTICLE 1
GENERAL**

Section

[30200](#) Policies as standards; resolution of policy conflicts

**ARTICLE 2
PUBLIC ACCESS**

Section

[30210](#) Access; recreational opportunities; posting

[30211](#) Development not to interfere with access

[30212](#) New development projects

[30212.5](#) Public facilities; distribution

[30213](#) Lower cost visitor and recreational facilities; encouragement and provision, overnight room rentals

[30214](#) Implementation of public access policies; legislative intent

**ARTICLE 3
RECREATION**

Section

[30220](#) Protection of certain water-oriented activities

[30221](#) Oceanfront land; protection for recreational use and development

[30222](#) Private lands; priority of development purposes

[30222.5](#) Oceanfront land; aquaculture facilities; priority

[30223](#) Upland areas

[30224](#) Recreational boating use; encouragement; facilities

Section 30212.5 Public facilities; distribution

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

Section 30213 Lower cost visitor and recreational facilities; encouragement and provision; overnight room rentals

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

The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

(Amended by: Ch. 1191, Stats. 1979; Ch. 1087, Stats. 1980; Ch. 1007, Stats. 1981; Ch. 285, Stats. 1991.)

Section 30214 Implementation of public access policies; legislative intent

(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:

- (1) Topographic and geologic site characteristics.
- (2) The capacity of the site to sustain use and at what level of intensity.
- (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.
- (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.

(b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to [Section 4 of Article X of the California Constitution](#). Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under [Section 4 of Article X of the California Constitution](#).

(c) In carrying out the public access policies of this article, the commission and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.

(Amended by: Ch. 919, Stats. 1979; Ch. 285, Stats. 1991.)

CHAPTER 8 PORTS

ARTICLE 1 FINDINGS AND GENERAL PROVISIONS

Section

- [30700](#) Ports included
- [30700.5](#) Application of other provisions
- [30701](#) Legislative finding and declaration

ARTICLE 2 POLICIES

Section

- [30702](#) Public policy
- [30703](#) Protection of commercial fishing harbor space
- [30705](#) Diking, filling or dredging water areas
- [30706](#) Fill
- [30707](#) Tanker terminals
- [30708](#) Location, design and construction of port related developments

ARTICLE 3 IMPLEMENTATION: MASTER PLAN

Section

- [30710](#) Jurisdictional map; map delineating wetland, estuary or recreational areas
- [30711](#) Preparation and contents of plan
- [30712](#) Solicitation of information; notice of completion; public hearing
- [30713](#) Repealed
- [30714](#) Adoption of plan; certification
- [30715](#) Permit authority; appealable approvals
- [30715.5](#) Finding of conformity
- [30716](#) Amendment; Commission certification; minor or de minimis amendment procedure; guidelines (*amended by Ch. 208, Stats. 2009*)
- [30717](#) Approval of appealable development; notice effective date; appeals
- [30718](#) Nonappealable developments; environmental impact reports
- [30719](#) Projects deemed certified
- [30720](#) Judicial prohibition or stay; reinstatement of permit authority
- [30721](#) Port Hueneme reimbursement costs

spoil can be isolated and contained, or in fill basins on upland sites. Dredge material shall not be transported from coastal waters into estuarine or fresh water areas for disposal.

(d) For water areas to be diked, filled, or dredged, the commission shall balance and consider socioeconomic and environmental factors.

(Amended by Ch. 310, Stats. 1984.)

Section 30706 Fill

In addition to the other provisions of this chapter, the policies contained in this section shall govern filling seaward of the mean high tide line within the jurisdiction of ports:

- (a) The water area to be filled shall be the minimum necessary to achieve the purpose of the fill.
- (b) The nature, location, and extent of any fill, including the disposal of dredge spoils within an area designated for fill, shall minimize harmful effects to coastal resources, such as water quality, fish or wildlife resources, recreational resources, or sand transport systems, and shall minimize reductions of the volume, surface area, or circulation of water.
- (c) The fill is constructed in accordance with sound safety standards which will afford reasonable protection to persons and property against the hazards of unstable geologic or soil conditions or of flood or storm waters.
- (d) The fill is consistent with navigational safety.

Section 30707 Tanker terminals

New or expanded tanker terminals shall be designed and constructed to do all of the following:

- (a) Minimize the total volume of oil spilled.
- (b) Minimize the risk of collision from movement of other vessels.
- (c) Have ready access to the most effective feasible oil spill containment and recovery equipment.
- (d) Have onshore deballasting facilities to receive any fouled ballast water from tankers where operationally or legally required.

Section 30708 Location, design and construction of port-related developments

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

- (a) Minimize substantial adverse environmental impacts.
- (b) Minimize potential traffic conflicts between vessels.
- (c) Give highest priority to the use of existing land space within harbors for port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities.
- (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.
- (e) Encourage rail service to port areas and multicompany use of facilities.

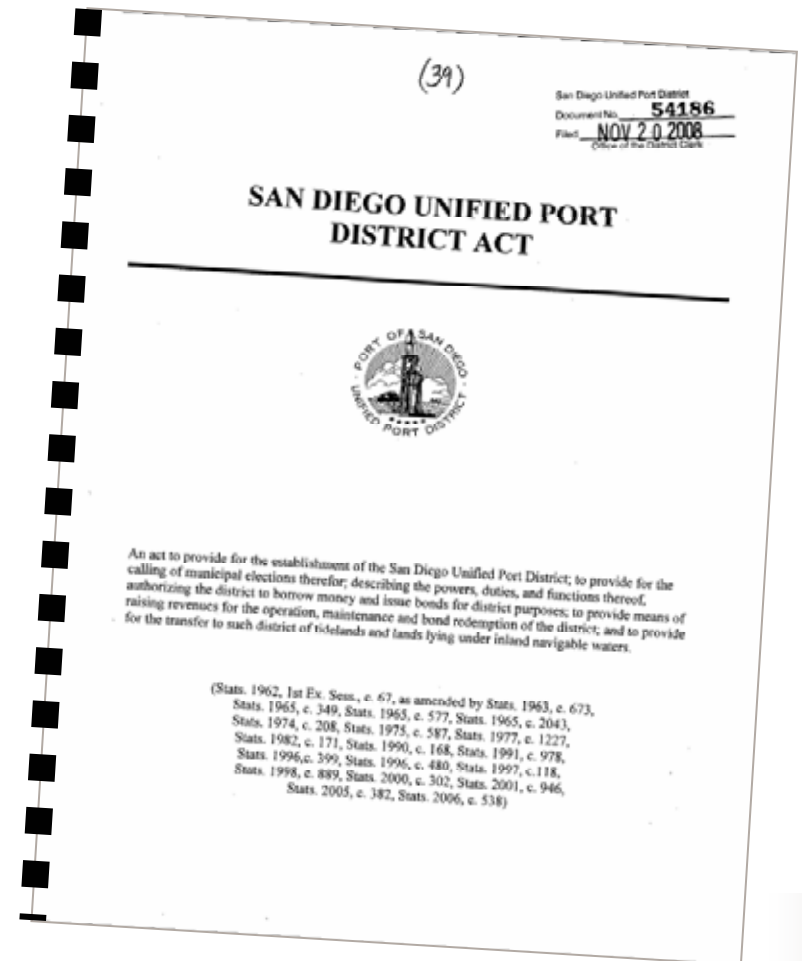
Port Responsibilities

- Manage public lands
- Regulatory responsibility
- Property rights



The Port Act

- Authorized by the California State Legislature with 1962 San Diego Unified Port Act
- Legislation addresses the tidelands and submerged lands surrounding the San Diego Bay
- The uses of tidelands are generally limited to water-dependent or water related uses



Funding Mechanisms

- Taxing Authority
- Business Income
 - Ground leases
 - Maritime trade
 - Maritime operations
 - Harbor Police services
 - Other



Regulatory Framework

- State Lands Commission
- California Coastal Commission
- Resource Agencies
 - Army Corps of Engineers
 - Regional Water Quality Control Board
 - Department of Fish and Game



**US Army Corps
of Engineers.**



Port Mission

While protecting the Tidelands Trust resources, the Port will balance economic benefits, community services, environmental stewardship and public safety on behalf of the citizens of California.



The Certified Port Master Plan

- Requirement for a Port Master Plan (§)
- First Certified Port Master Plan (1981)
 - Planning goals and policies
 - Project list
 - Permitting authority
 - Port Master Plan amendments
- Limits of Coastal Commission Jurisdiction



Recent Legislative Actions

Executive Order S-3-05

- Established statewide greenhouse gas (GHG) reduction targets for California
 - Reduce GHG emissions to 2000 levels by the year 2010
 - Reduce GHG emissions to 1990 levels by the year 2020
 - Reduce GHG emissions to 80% below 1990 levels by the year 2050.

California Global Warming Solutions Act of 2006 (AB 32)

To further goals of Executive Order S-3-05, directs the California Air Resources Board (CARB) to:

- Determine the 1990 statewide GHG emissions level and approve target levels for 2020
- Publish early action GHG emission reduction measures and adopt regulations to implement early action measures
- Adopt enforceable emission reduction measures by regulation to achieve statewide GHG emissions target by 2020
- Monitor compliance with and enforce emission reduction measures adopted pursuant to AB 32

Senate Bill (SB) 375

- Addresses GHG emissions associated with transportation through regional transportation and sustainability plans
- On Sept 30, 2010, CARB assigned regional GHG reduction targets for auto and light-trucks for years 2020 and 2035
- GHG reduction target for SANDAG region is 7% reduction per capita by 2020 and a 13% reduction by 2035.
- Metropolitan Planning Organizations (MPOs), including SANDAG, to prepare Sustainable Communities Strategy as part of RTP.
- Goal of Sustainable Communities Strategy is to establish regional plan to achieve GHG reduction targets

An aerial photograph of the San Francisco waterfront, showing the city's urban landscape, the Golden Gate Bridge in the distance, and various maritime facilities like piers and a marina.

INTEGRATING URBAN WATERFRONTS

- ***PORTS***
- ***PUBLIC FACILITIES***
- ***RECREATION & OPEN SPACES***
- ***TRANSPORTATION***
- ***RESOURCE MANGEMENT***
- ***COMMUNITY BUILDING***
- ***PLACE MAKING***

Experience

San Francisco Urban Waterfront



- **LENGTH: 2.5 MILE ROADWAY**
- **PROJECT DURATION: 1991-2000**
- **CONSTRUCTION BUDGET: \$163 MILLION**

Experience

San Francisco Urban Waterfront



TRANSPORTATION

COMMUNITY VALUES

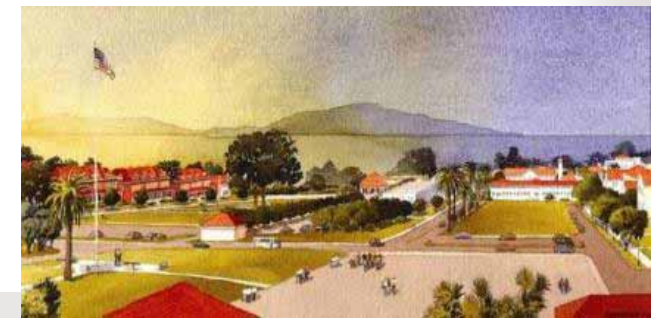
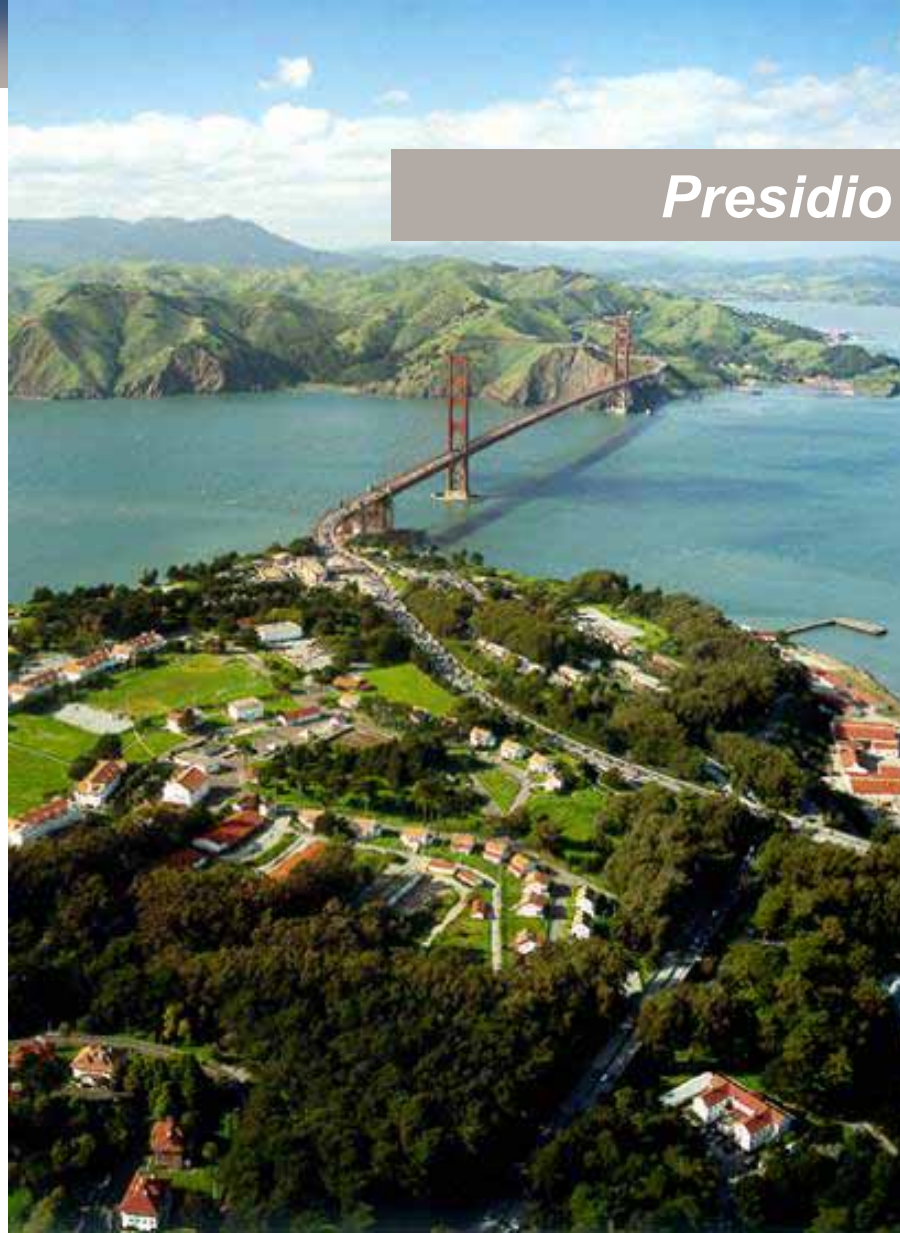
ECONOMIC REVITALIZATION

WATERFRONT ACCESS

Experience

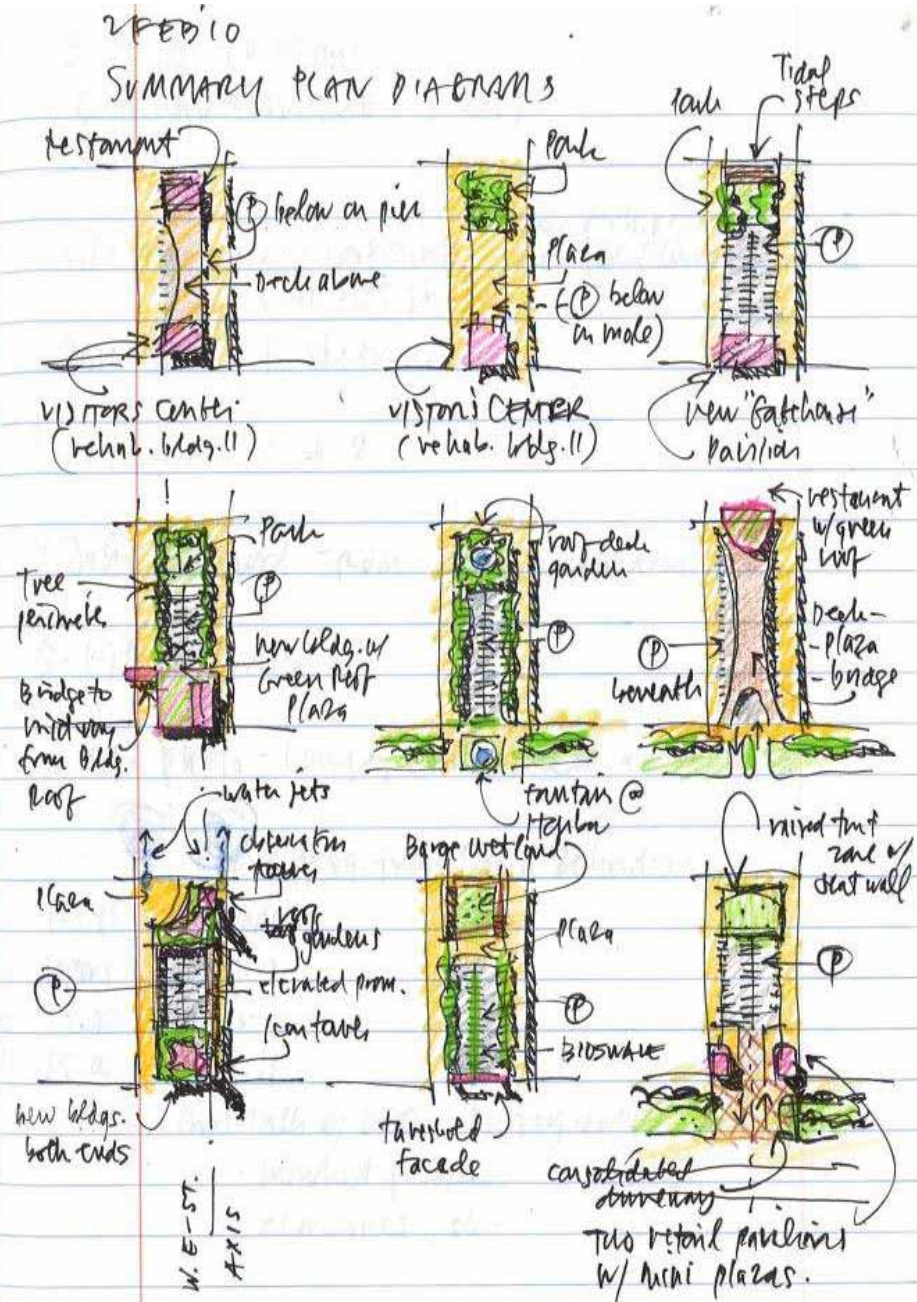
- FINANCIAL
SELF-SUFFICIENCY
BY 2013
- RECREATION
- ENVIRONMENTAL
- FINANCIAL

Presidio Trust Management Plan



Experience

Navy Pier Feasibility Study



- **LEASE OBLIGATIONS/ CCC**
- **STRUCTURAL LIMITATIONS**
- **USE PROGRAMMING**
- **FUNDING & O/M**





North Embarcadero Alliance Visionary Plan

*Centre City Development Corporation
City of San Diego
County of San Diego
San Diego Unified Port District
United States Navy*





Project Area

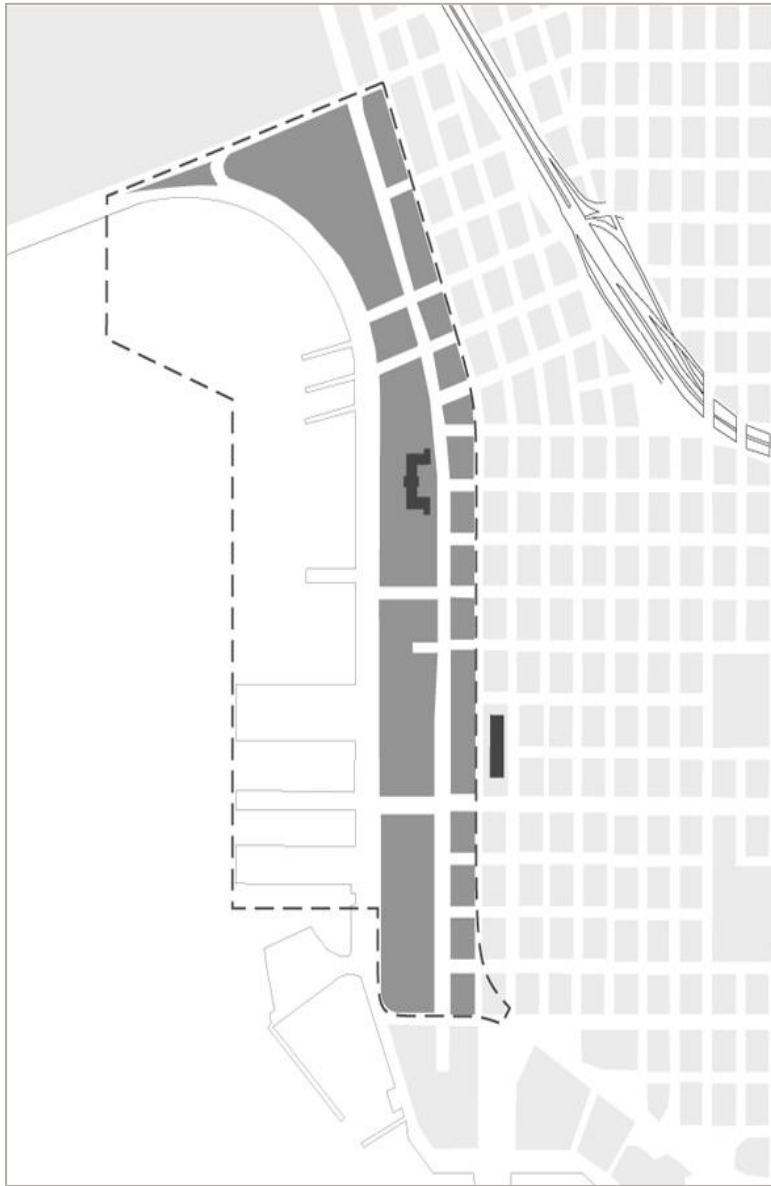


Existing North Harbor Drive

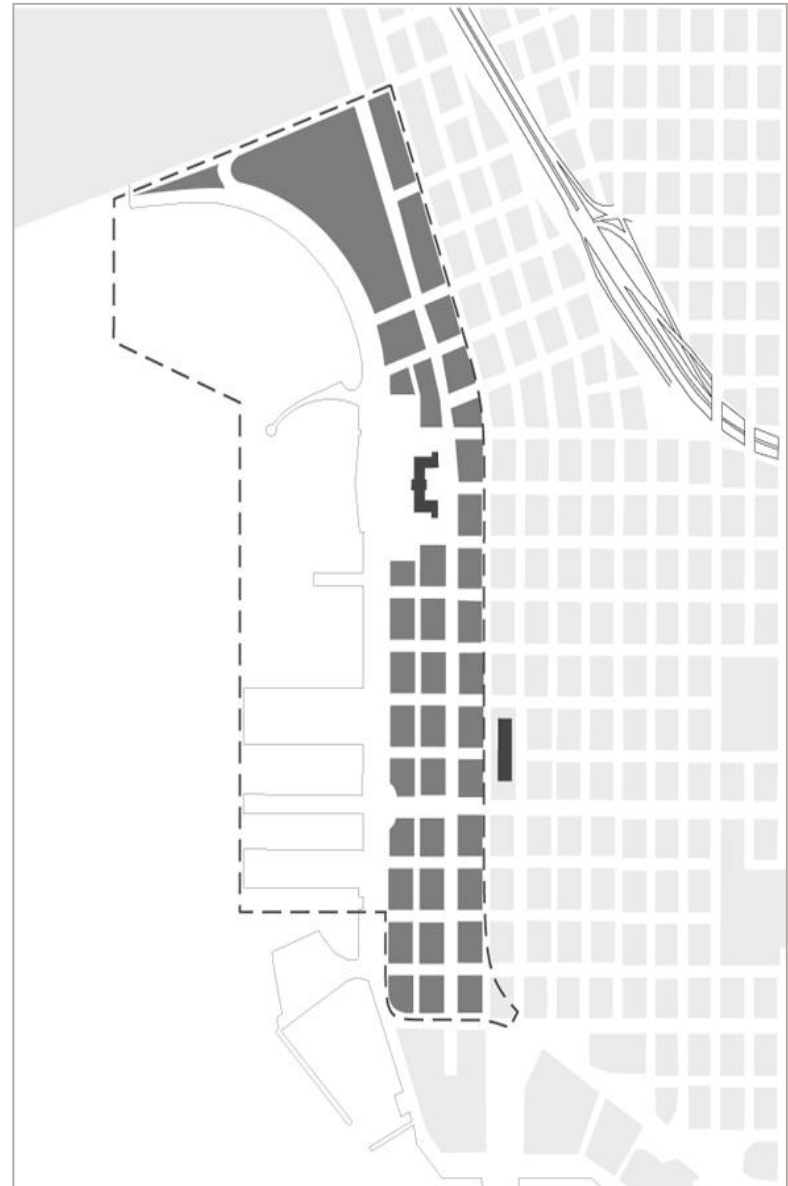


Existing Pacific Highway



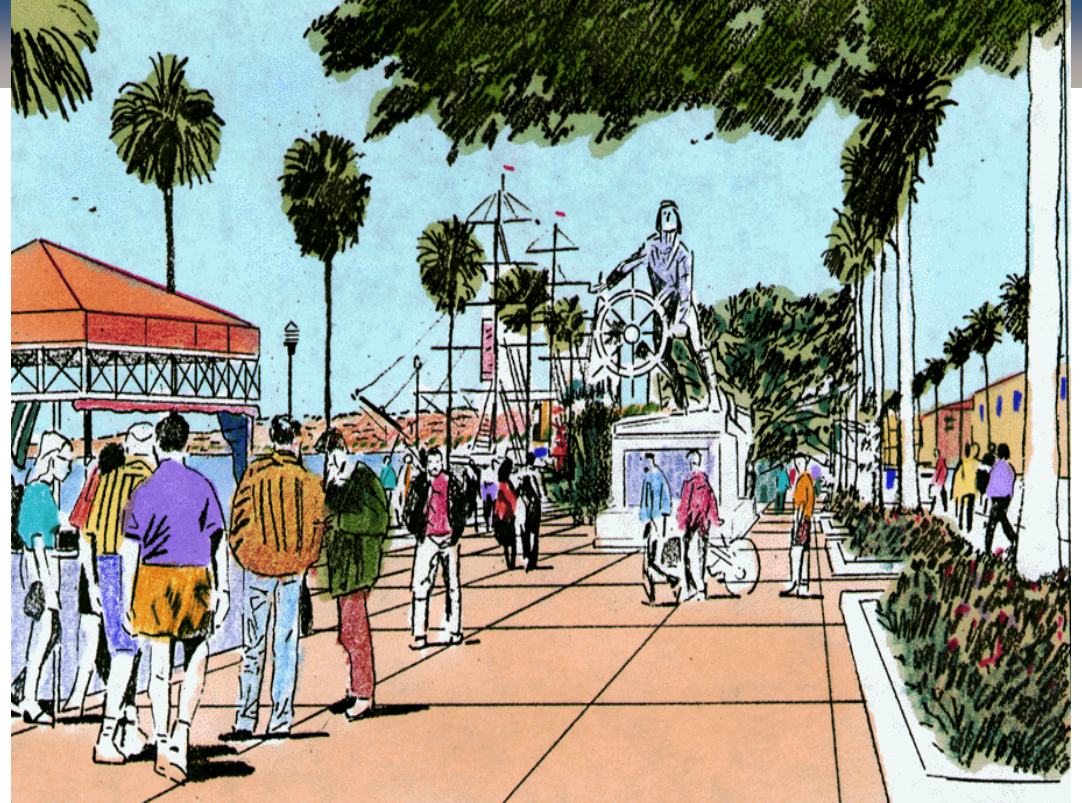
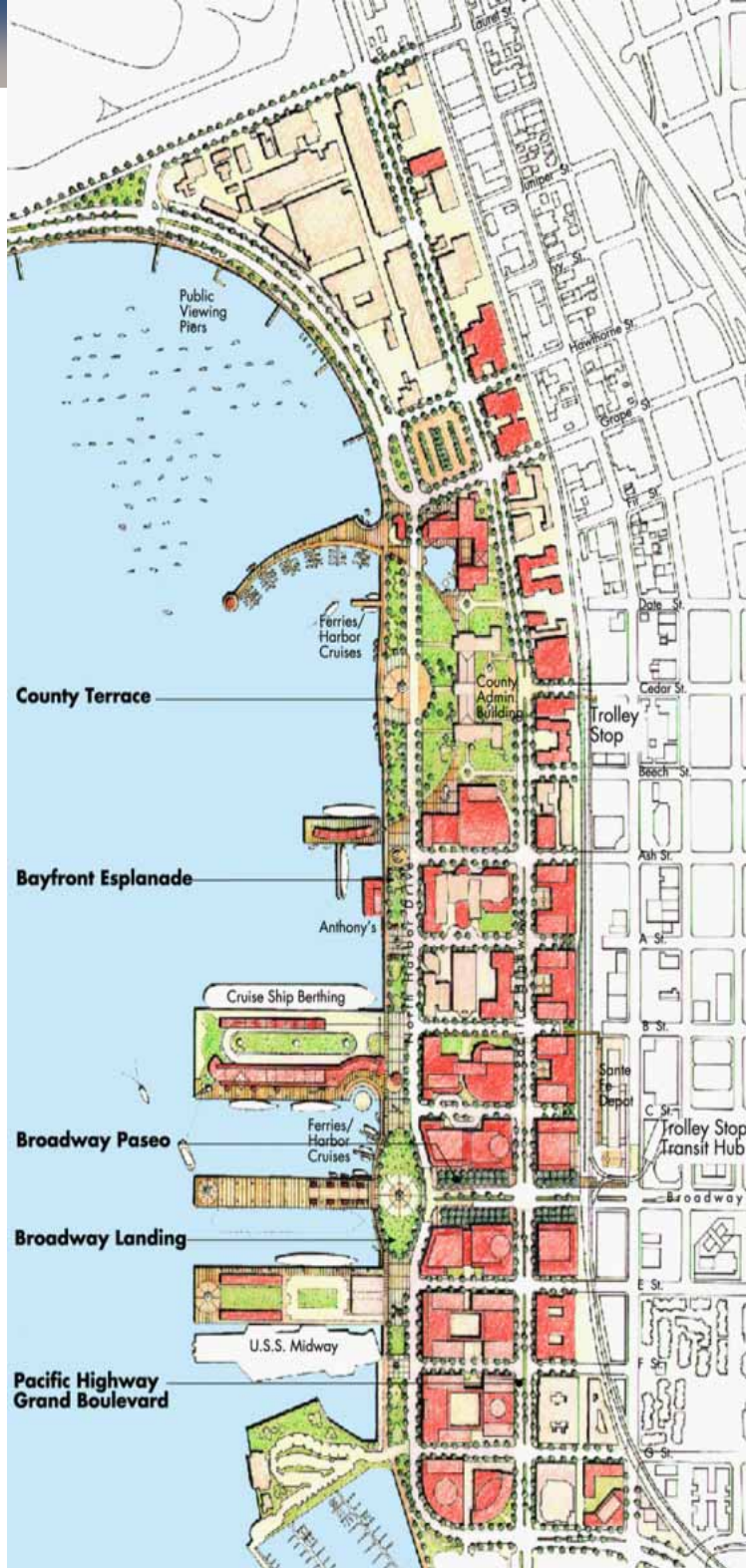


Existing



Proposed

Development Patterns



Visionary Plan



Park

Passive green areas for recreational use.

Promenade Lighting

Parking

On-street diagonal and parallel parking.

Bicycle path

Access for bicycles and pedi-cabs

Promenade

Lined with benches, street furnishings, and a majestic row of palms.



North Harbor Drive

Palm-lined street for access to Esplanade and shops. Special paving at intersections, consistent built edge.

Plaza

Aligns with E-W Street providing opportunities for water features, seating areas, and clusters of kiosks.

Kiosks

Small retail kiosks at plazas.



North Harbor Drive

Bayfront Esplanade

North County Lot

Mixed-use office, retail,
restaurant development

North County Plaza

Arcade-lined plaza with
water feature

Grape St. Pier

With light house and floating
dock for public boat access

County Terrace Park

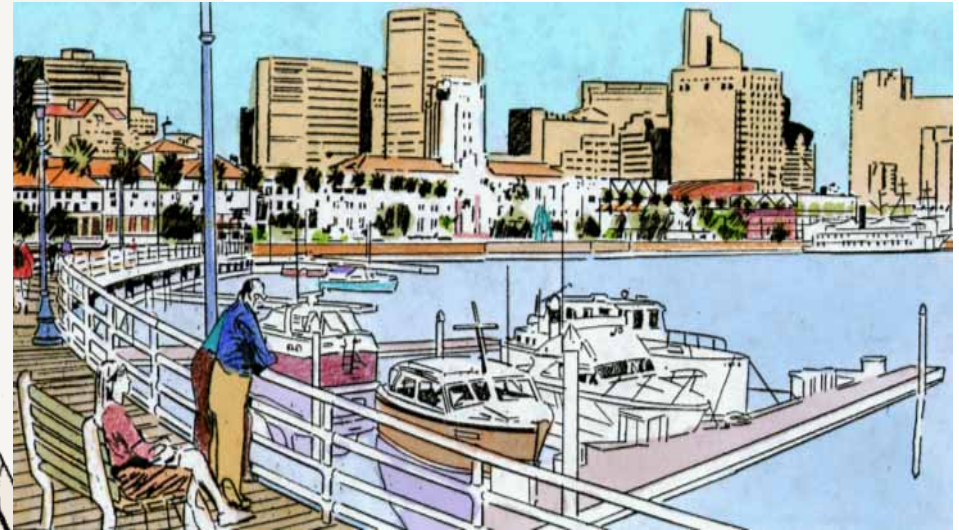
Passive green space
Lower level floating dock for public boat access

South County Plaza

South County Lot

Performing Arts Center

Maritime Museum



Grape Street Pier



County Terrace

Commercial Pier: 'B' Street Pier

Ports-of-Call berthing and Mixed-use retail, restaurant, and cultural attractions on 'B' Street Pier.

Cruiseship Berthing

Port-of Call cruise ship berthing.

Boardwalk

Surrounds Broadway Landing with public promenade and active uses.

Civic Pier: Broadway Pier

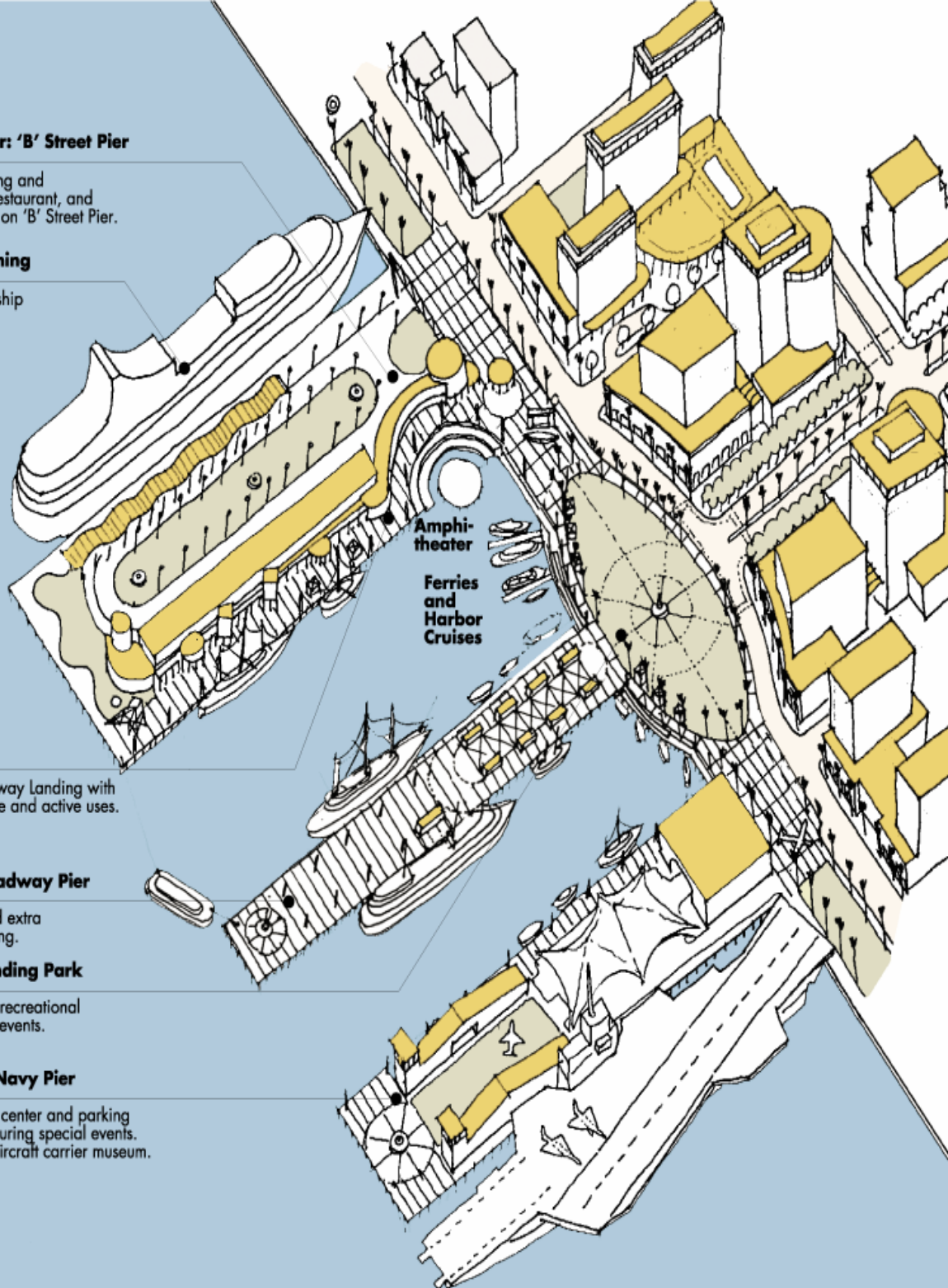
Public access and extra cruise ship berthing.

Broadway Landing Park

Green Space for recreational uses and special events.

Cultural Pier: Navy Pier

Navy orientation center and parking lot that doubles during special events. U.S.S. Midway aircraft carrier museum.

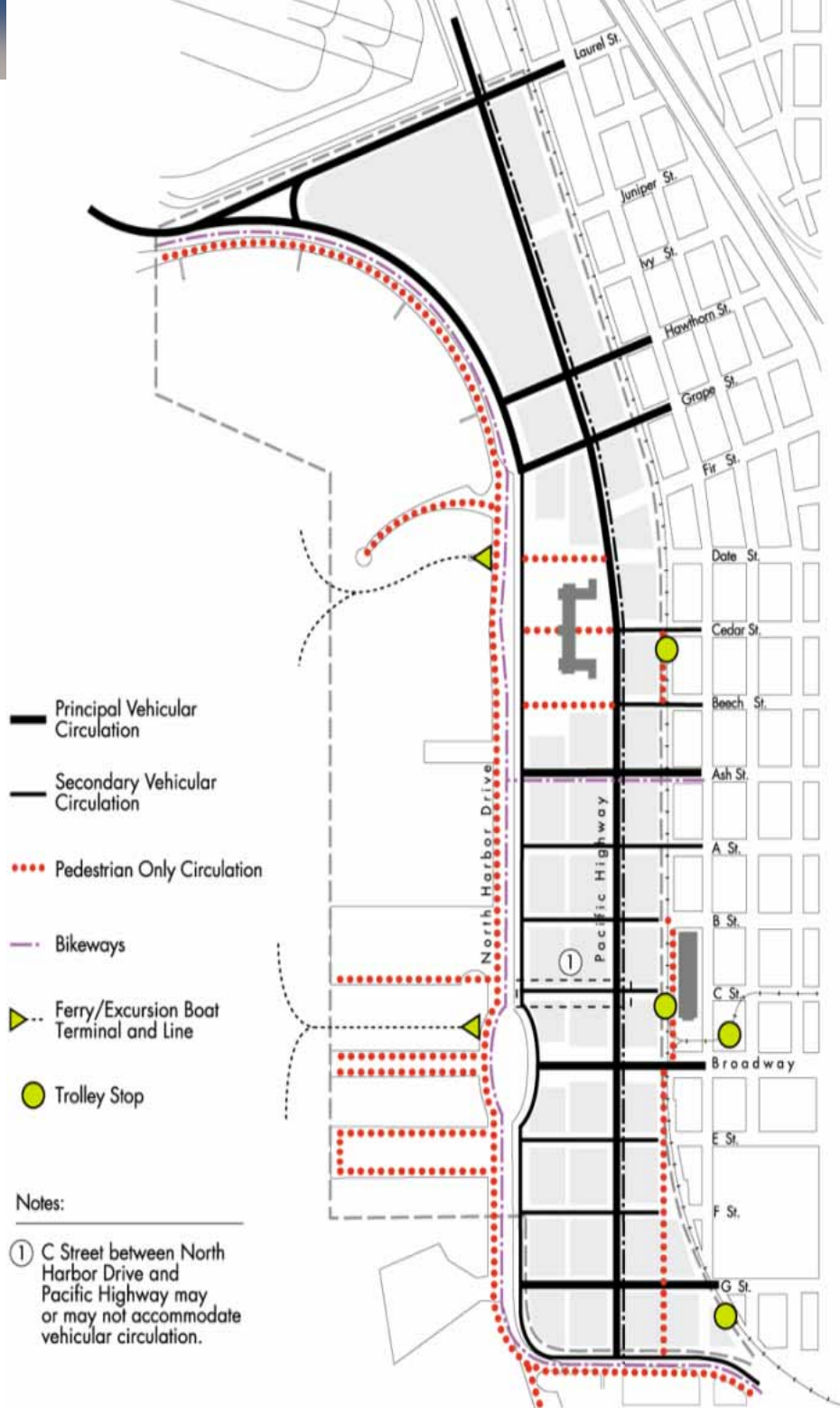


"B" Street Pier



Existing Foot at Broadway

Broadway Landing



Proposed Pacific Highway

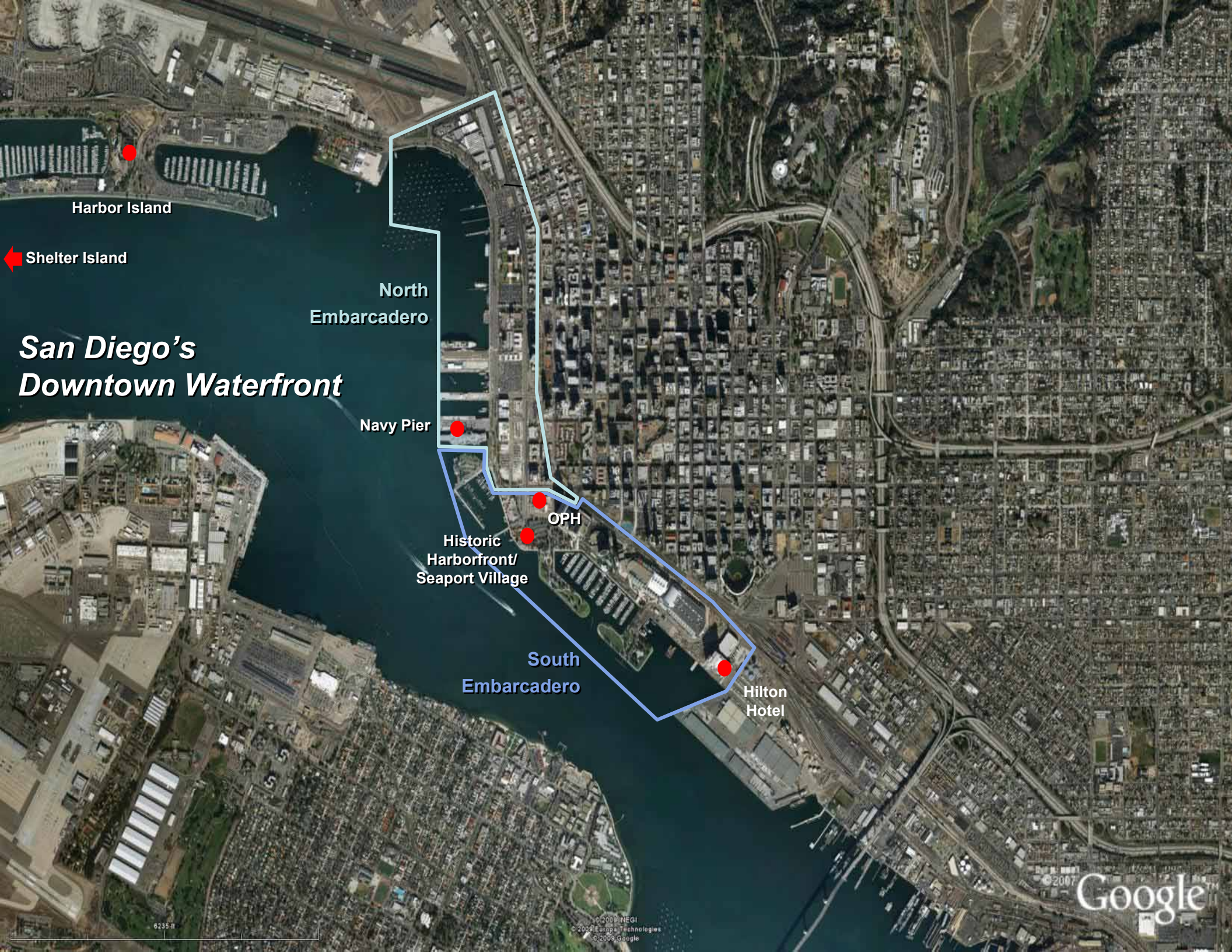


Existing Pacific Highway

Proposed Traffic Circulation



Visionary Plan



Harbor Island

Shelter Island

North
Embarcadero

Navy Pier

OPH

Historic
Harborfront/
Seaport Village

South
Embarcadero

Hilton
Hotel

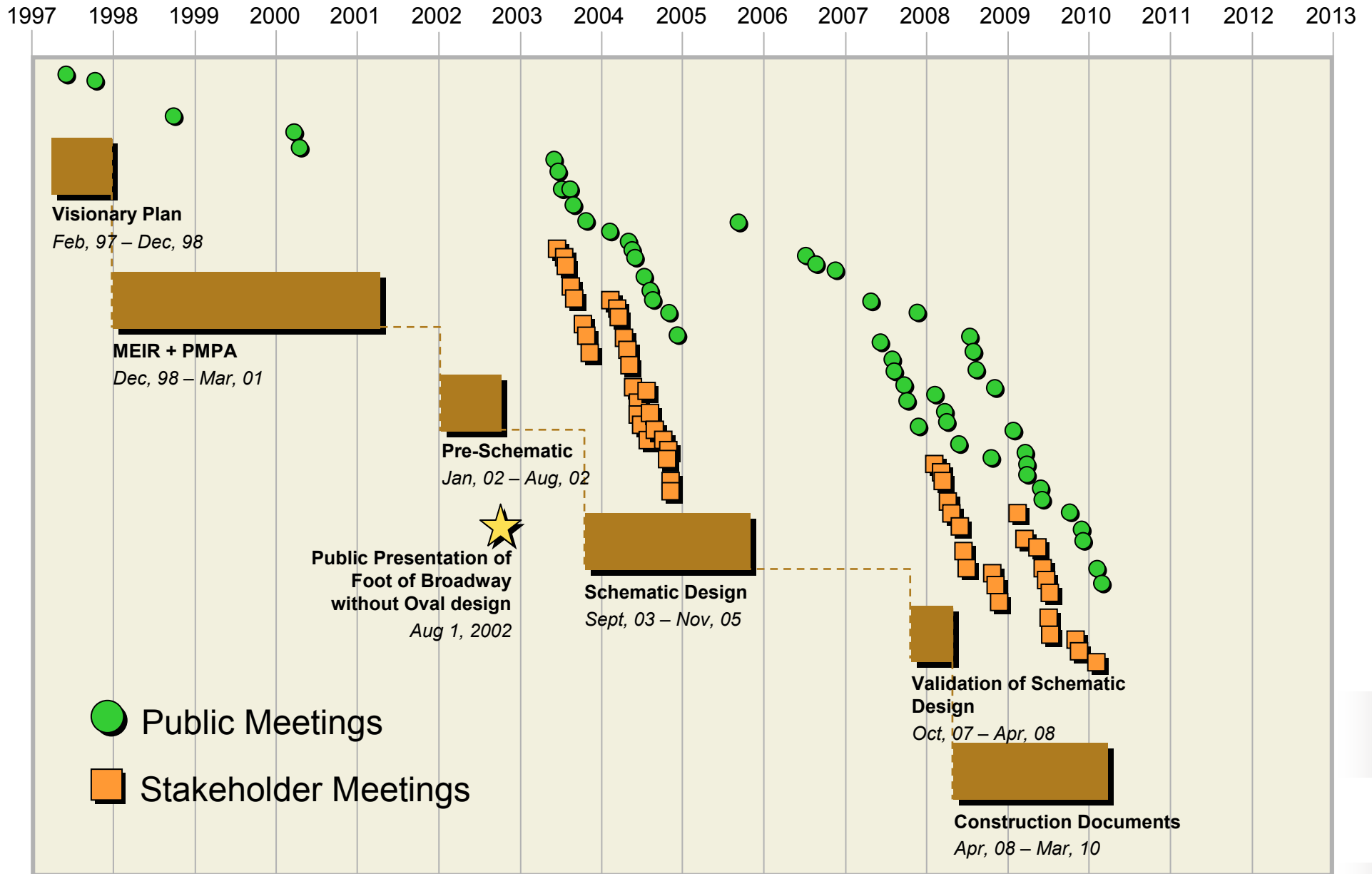
Google

Planning Context:

The 98' NEVP, the '01 PMPA, and the '05 Schematic Design

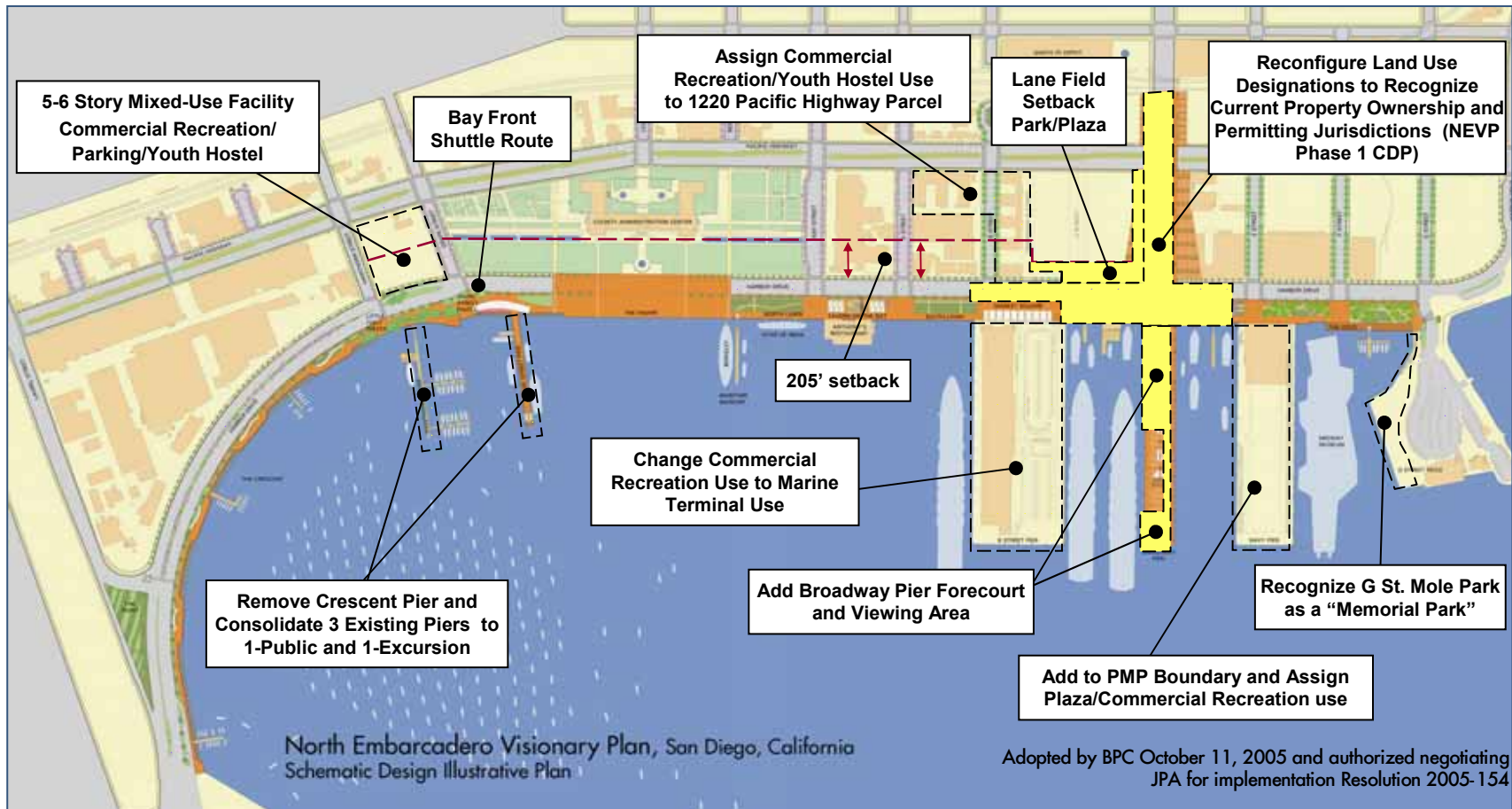
- 1997: NEVP Alliance
- 1998: NEVP Document Endorsed
- 2001: NEVP Port Master Plan Amendment
- 2002: NEVP Pre-Schematic Design Validation
- 2003: NEVP Schematic Design Commenced
- 2005: Port/CCDC and JPA Approved Schematic Design
- 2007 - Present: NEVP Phase 1 Design and Permit

NEVP OUTREACH – TIMELINE



Question & Answers

2011 North Embarcadero Port Master Plan Amendment



2011 North Embarcadero Port Master Plan Amendment - *Scoping Components*

April 13, 2011 CAC Agenda

- Next meeting is April 13, 2011
- Potential roadway alignments
 - Harbor Drive
 - Broadway
- Youth hostel locations

Working Waterfront

- Working Waterfront Discussion (Owen & Elaine)
 - 1998 designed around a WWF
 - 2005 began on how do we build upon what is working in the WWF? Take what's here and add to it.
 - Anthony's
 - Moorings, etc.
 - At each of the 10 places – here is what is existing and what can we do to add to it? This is how the design came about.