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

- 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;
- Closing portions of North Harbor Drive and West Harbor Drive;
- Closing West Broadway from Pacific Highway to North Harbor Drive;
- Narrowing portions of North Harbor Drive and making it one-way traffic;
- Incorporate a comprehensive evaluation of parks, plazas and other open spaces in the North Embarcadero area, including an evaluation of functionality of existing and planned spaces;
- Identify opportunities to enhance pedestrian-oriented circulation and parking to activate open spaces along the North Embarcadero waterfront;
- Evaluate potential multi-use parking facility at West Grape Street Highway;
- Evaluate potential new parking facilities to support North Embarcadero business;
- Identify transit stations;
- Identify and delineate the California Coastal Trail along the Embarcadero and evaluate traffic circulation strategies that maximize pedestrian flow.

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

ENVIRONMENTAL CONSIDERATIONS

The EIR will address the following probable environmental effects of the proposed Project: land and parking, traffic, climate change, air quality, geotechnical issues, hydrology and water quality, public facilities, recreation, cumulative impacts, and others as identified as part of the NDP process. The EIR will also address a reasonable range of reasonable alternatives to the Project.

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), 365 Harbor Land, San Diego, CA 92151.

For questions regarding the NDP, please contact James Hirsch, Senior Development Planner, at (619) 578-7269.
## Tentative Planning Workshop Schedule - 2011

<table>
<thead>
<tr>
<th>Month</th>
<th>Meeting Date</th>
<th>Agenda Items</th>
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<tbody>
<tr>
<td><strong>February</strong></td>
<td></td>
<td>- Finalize CAC composition (staff)</td>
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<td>- Confirm CAC members and schedules (staff)</td>
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<td>- Publish CAC meeting schedule (staff)</td>
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<td>- Prepare background material including Coastal Act, Assembly Bill 32, Senate Bill 375, State Lands Commission, the Port Act, (staff)</td>
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<td><strong>March</strong></td>
<td>Meeting #1: 3/16/11</td>
<td>- Procedural scoping meeting</td>
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<td>- Planning Area Description</td>
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<td>- Introduction of CAC members, (staff)</td>
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<td>- Mission Statement Principles of Participation, Sustainable Decision-making (Lewis Michaelson)</td>
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<td>- Workshop schedule</td>
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<td></td>
<td>Meeting #2: 3/30/11</td>
<td>- 2010 Scoping Components</td>
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<td>- Workshop schedule</td>
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<td>- Hand outs: Port Master Plan, Port Act, Coastal Act, ;2005 NEVP Schematic Design, re-visioning Waterfront Workshop, Assembly Bill 32, Senate Bill 375</td>
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<td></td>
<td></td>
<td>- 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)</td>
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<td>- Background on 1998 NEAVP, Owen Lang</td>
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<td><strong>April</strong></td>
<td>Meeting #1: 4/13/2011</td>
<td>- Potential Harbor Drive and Broadway road alignments (Linscott Law &amp; Greenspan (LLG) Engineers and Nasland Engineering)</td>
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<td>- Open space setback parks</td>
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<td>- The Wharf, Little Italy Plaza, North Lawn, The Cove, Tavern on the Bay (Elaine Nesbitt of EKK Architects)</td>
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<td><strong>May</strong></td>
<td>Meeting #1: 5/11/11</td>
<td>- Low-cost accommodations policy (staff)</td>
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<td>- Potential youth hostel locations (staff)</td>
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<td>- Grape Street mixed use parking structure (staff)</td>
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<td>Meeting #2: 5/18/11</td>
<td>- Potential Harbor Drive roadway alignments, preliminary modeling results (LLG Engineers, Nasland Engineering)</td>
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<td>- Parking management plan and Bayfront Shuttle (staff)</td>
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<td>- Project presentation/workshop on Navy Pier Veterans Park (Midway)</td>
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<td>- G Street Mole (staff)</td>
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<td><strong>June</strong></td>
<td>Meeting #1: 6/1/11</td>
<td>- Public space activation update (staff)</td>
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<td>- Development Plan Updates (Port Tenant Architects)</td>
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<td>Meeting #2: 6/15/11</td>
<td>- Presentation by County of County Administration Center Waterfront Park (County staff)</td>
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<td>- Grape Street piers and plaza (Elaine Nesbitt of EKK Architects)</td>
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<td><strong>July</strong></td>
<td>Meeting #1: 7/6/11</td>
<td>- Homeland security policy (staff)</td>
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<td>- B Street pier use change (staff)</td>
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<td>Meeting #2: 7/20/11</td>
<td>- Economic Feasibility Framework (David Zehnder of Economic &amp; Planning Systems, Inc. (EPS))</td>
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<td>- Wrap-up presentation, review (staff)</td>
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<td><strong>August</strong></td>
<td>Meeting #1: 8/3/11</td>
<td>- Select preferred alternative plan, select plan alternatives for EIR (staff)</td>
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<td><strong>September</strong></td>
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<td>- Begin draft EIR (Carey Fernandes of Dudek)</td>
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Note: (staff) indicates staff members unless otherwise specified.
# Tentative Draft EIR and PMPA Schedule

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<thead>
<tr>
<th>2011</th>
<th>2012</th>
<th>2013</th>
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<tbody>
<tr>
<td><img src="image" alt="Public Scoping Meetings for PMPA and EIR" /></td>
<td><img src="image" alt="Planning Phase: Begin Technical Studies" /></td>
<td><img src="image" alt="EIR Phase: Begin Draft EIR" /></td>
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<td><img src="image" alt="Public Outreach Workshops and Citizens Advisory Committee Meetings" /></td>
<td><img src="image" alt="Distribute Draft EIR (45 day public review)" /></td>
<td><img src="image" alt="Board of Port Commissioners Certification of EIR and Adoption of PMPA" /></td>
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*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
30213  Public facilities; distribution
30214  Lower cost visitor and recreational facilities; encouragement and provision, overnight room rentals
30215  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 20112.5 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 impact, social and otherwise, of overcrowding or overuse by the public of any single area.

Section 20113 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. 1057, Stats. 1980; Ch. 1007, Stats. 1981; Ch. 253, Stats. 1991.)

Section 20114 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 owners 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. 910, Stats. 1979; Ch. 265, Stats. 1991.)
CHAPTER 8
PORTS

ARTICLE 1
FINDINGS AND GENERAL PROVISIONS

Section

30700  Ports included
30700.5 Application of other provisions
30710  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 Ca. 310, Stat. 1964.)

Section 30766 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 30767 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 endorse deballasting facilities to receive any fouled ballast water from tankers where operationally or legally required.

Section 30768 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 multi-company 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
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
INTEGRATING URBAN WATERFRONTS

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

OWEN LANG CONSULTING
San Francisco Urban Waterfront

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

San Francisco, CA
Experience

San Francisco Urban Waterfront

TRANSPORTATION  COMMUNITY VALUES  ECONOMIC REVITALIZATION  WATERFRONT ACCESS

San Francisco, CA
Experience

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

Presidio Trust Management Plan

San Francisco, CA
Experience

Navy Pier Feasibility Study

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

Existing North Harbor Drive

Existing Pacific Highway
WE MAY HAVE TO REMOVE OR RELOCATE SOME OF THE OLD FAMILIAR PARTS!

San Diego's BAY FRONT

North Embarcadero Alliance
Development Patterns

Existing

Proposed
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.
**Commercial Pier: ‘B’ Street Pier**

Port-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**
San Diego’s Downtown Waterfront

- North Embarcadero
- Navy Pier
- Historic Harborfront/Seaport Village
- South Embarcadero
- Hilton Hotel
- Harbor Island
- Shelter Island
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


Visionary Plan
Feb, 97 – Dec, 98

MEIR + PMPA
Dec, 98 – Mar, 01

Pre-Schematic
Jan, 02 – Aug, 02

Public Presentation of Foot of Broadway without Oval design
Aug 1, 2002

Schematic Design
Sept, 03 – Nov, 05

Validation of Schematic Design
Oct, 07 – Apr, 08

Construction Documents
Apr, 08 – Mar, 10

Public Meetings

Stakeholder Meetings
Question & Answers
2011 North Embarcadero Port Master Plan Amendment

Assign Commercial Recreation/Youth Hostel Use to 1220 Pacific Highway Parcel

Remove Crescent Pier and Consolidate 3 Existing Piers to 1-Public and 1-Excursion

Change Commercial Recreation Use to Marine Terminal Use

Add Broadway Pier Forecourt and Viewing Area

Recognize G St. Mole Park as a “Memorial Park”

Add to PMP Boundary and Assign Plaza/Commercial Recreation use

205’ setback

Reconfigure Land Use Designations to Recognize Current Property Ownership and Permitting Jurisdictions (NEVP Phase 1 CDP)

Lane Field Setback Park/Plaza

Bay Front Shuttle Route

5-6 Story Mixed-Use Facility Commercial Recreation/Parking/Youth Hostel

2011 North Embarcadero Port Master Plan Amendment - Scoping Components

Adopted by BPC October 11, 2005 and authorized negotiating JPA for implementation Resolution 2005-154
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.