

From: [Adrian Fremont](#)
To: [PublicRecords](#)
Subject: Input for 1HWY1 Seaport Village Project Agenda Item for October 11, 2022
Date: Tuesday, October 11, 2022 6:25:18 AM

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As a downtown resident I have always been concerned about the size and scale of the proposed Seaport Village project. Now we are hearing that public funding is needed for the infrastructure improvements. We have never been presented with numbers that support that this project will be a significant revenue generating source for the Port Authority which seems to be one of the Port's main objectives with this project.

As a downtown resident the proposed project provides little to no benefit to downtown residents. It has become a large private development project that supports private businesses. Lately the Port has initiated some upgrades to Seaport Village including new restaurants. For local residents and visitors this is really all that is needed. Seaport Village is currently a popular destination for residents and tourists and while it could use some updating the current proposed project scale is out of control. I do not support public financing for the proposed infrastructure improvements proposed by 1HWY1. The project should be scaled back to where public financing is not required. I would rather pay a tax to support the Port's operating costs, which seems to be the driver behind this project, than lose this last piece of low-rise downtown area to large hotels and office buildings. This project provides no benefit to local residents so why should we foot the bill.

Adrian Fremont
700 Front Street Unit 1802
San Diego, CA 92101

Sent from my iPad

From: [Anne Minter](#)
To: [PublicRecords](#)
Subject: Seaport Project
Date: Tuesday, October 11, 2022 4:10:55 AM

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Hello,

I am a resident of the Marina District in downtown San Diego. Please communicate my concerns to the Port Commission regarding the Seaport Project.

1. For 8 years the Seaport developer promised he could pay for this whole project. Now he wants to pawn off the cost of public infrastructure on public financing. If he can't deliver what he promised, maybe the whole project should be reconsidered. I object to a bait and switch project.

2. The Seaport project has grown massively since originally conceived so of course the costs have increased. Start again, and put the redevelopment of the Central Embarcadero into the PMPU with appropriate size and density guidelines to create a project that fits the small area being developed. It is the Port's responsibility to create the overall vision and restrictions for the project as part of the Master Plan.

3. I object to this proposed package of new taxes related to the Port. Higher taxes plus a wall of new hotels is a devastating combination.

4. If the developer had done his due diligence, he would have projected the costs related to an active earthquake fault and sea rise, since both situations were well known before his bid. Don't make the public pay for his project cost failures.

5. Control the project costs by doing a different and sensibly sized project that fits the needs of Californians, instead of allowing developers to go overboard with grandiose schemes.

Thank you,

Anne Minter

Janet Graham

From: Julia Sanchez
Sent: Tuesday, October 11, 2022 9:38 AM
To: Ann Moore; Castellanos; Dan Malcolm; Danielle Moore; Frank Urtasun; Michael Zucchet; Sandy Naranjo
Cc: Commissioner Services Staff; ELG - cc Assistants; Sally Raney; Janet Graham
Subject: Agenda Related Materials (Item #21): BPC 10/11/22: Seaport Project

Commissioners,

Passing along the Agenda Related Material below received for the Board regarding Item 21, agenda # 2022-0339, PRESENTATION AND DIRECTION TO STAFF ON POTENTIAL PUBLIC FINANCING MODEL FOR PUBLIC INFRASTRUCTURE AND PARKS AS A PART OF THE REDEVELOPMENT OF A PORTION OF THE CENTRAL EMBARCADERO DISTRICT BY 1HWY1, LLC (SEAPORT SAN DIEGO PROJECT).

Respectfully,

Julia Sanchez

Document Management Assistant / Staff Assistant
Office of the District Clerk & Commissioner Services
3165 Pacific Highway, San Diego, CA 92101
Office (619) 686-8112



connect:

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From: Robert Lawhead <boblawhead@me.com>
Sent: Tuesday, October 11, 2022 9:06 AM
To: PublicRecords <publicrecords@portofsandiego.org>
Subject: Seaport Project

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1. Control the project costs by doing a different and sensibly sized project that fits the needs of Californians, instead of allowing developers to go overboard with grandiose schemes.

Bob Lawhead

Sent from my iPhone

October 10, 2022

Port Commissioners
Port of San Diego
3165 Pacific Highway
San Diego, CA 92101

Re: **1HWY1 Seaport Village Proposal “Hotel Harbor” – Public Comment**

Dear Commissioners:

The proposed tax subsidy of \$550 million to underwrite 1HWY1’s Seaport redevelopment is the clearest indication yet that its proposal would never have prevailed under the criteria matrix that the 2016 proposals were evaluated by – and scored under -- and it should, therefore, now be deemed non-responsive and formally rejected; a new RFP should issue.

Eighteen of the 38 points that could have been awarded in the Port’s analysis of the RFP responses were for “capability to perform” and “revenue and expense.” If the entire project is \$3.5 billion, and taxpayers are now proposed to be on the hook (in one way or another – interest on bonds, higher costs for everything in the project to support a funding district, even more TOT, etc.) for one-sixth of the project’s cost, then this proposal would never have made it past the original evaluation. It’s clear that the project team does not have the financial capability to deliver what it has proposed. Accordingly, a new RFP should issue.

In 2016, the 1HWY1 project indicated that \$150 million in public infrastructure spending would be required for a \$1.3 billion project (11%). While no doubt inflation and supply-chain issues would result in an increase in that figure, it wouldn’t amount to \$550 million. Instead, what the Port has before it is a classic bait-and-switch from a “Seaport Village”-style project to a “Hotel Harbor” project that seeks an ungodly request for taxpayer underwriting. No San Diegan – nor tourist who has visited Seaport Village – would confuse the charming seaside village they have enjoyed for decades with a proposal for a half-dozen hotel towers and a marina catering to 80-to 200-foot yachts blocking blue water views for generations to come.

In addition to this latest revelation, however, there are many points that need to be made part of the public record following the Port’s July 22, 2022 public workshop. The takeaways I got from the workshop was “hey, the developers are working with the fisherman, they pulled back a few items as requested by Port Commissioners from their outlandish March 2022 proposal, they said they’ve spent \$20 million in predevelopment costs, so far, so let’s stop the analysis and move on.”

To support this claim of “analysis paralysis,” as referenced by Chair Malcolm (who dropped the phrase and then punted to catch a flight) and continued by Vice Chair Castellanos, was a slide showing how many “stakeholder” meetings and hearings have occurred since the RFP was issued in 2016. Frankly, the only relevant portion of that slide was how many “stakeholder” meetings and hearings have occurred since 1HWY1 completely changed its plan to develop on the Seaport Village property and the public waterways (which the public did not see until March 2022). I should have taken a picture of that slide, as I don’t have it, but my recall is less than a handful of public input sessions have occurred since March. And, frankly the term “stakeholders” here is synonymous with organizations that stand to reap the benefits of the plan, which may or may not be in the best interests of the “general public” that the

Port is charged with representing under the Public Trust Doctrine. So, I heartily disagree that so-called “analysis paralysis” has taken place so far. And, at a value of \$3.5 billion, extensive analysis should be a minimum standard. Since this proposal didn’t come out until March, barely six months of analysis could have been performed – not extensive when considering the long-term impacts of the Port Commission’s decisions.

As for the alleged \$20 million the developer said it has spent on its work so far, no doubt the “300” meetings it had with the fishermen was a big part of that. Yet, given the at-best lukewarm response by the commercial fishing industry at the July 22 meeting, it appears the development team’s expenses associated with those 300 meetings were not well-spent. No wonder the team wants the taxpayers to foot its predevelopment costs. And one multi-generational family fisherman indicated the “new” plan still didn’t provide what the industry needs. Let’s subtract from the \$20 million the developer has said it has spent on the plan the cost of its staff at 300 meetings that fall short of the goal. Face it: 1HWY1 does not want to accommodate the fisherman as part of the overall project plan. It doesn’t want a working commercial fishing operation near its 5-star hotels and yacht club.

Let’s also subtract the cost of the Stantec project description submitted in March, which constitutes a transformation of 1HWY1’s original RFP response into Hotel Harbor, and which should be deemed non-responsive.

And, let’s also subtract the cost of the re-work of the proposal based on 1HWY1’s findings that utilities were unexpectedly discovered at the base of Kettner corridor. Those utilities were specifically identified on page 32 of the Vision Statement (which was incorporated as a reference document in the RFP) and clearly shows the utility issues that 1HWY1 was “surprised” to find in its due diligence conducted after it made its initial proposal. (See Attachment 1.)

Since, however, true in-depth analysis should occur on a project to redevelop San Diego’s marquis waterfront, I offer some points that have occurred to me after reviewing the multiple iterations of the RFP response and various Port documents. Below is a synopsis of all that the public is not getting from the project as it stands:

1. Public Realm and Recreational Open Space:

RFP Language	Initial Response to RFP	Today’s Plan
Multi-purpose promenades and public spaces (such as public parks or public plazas) with activating uses for the public should be included as part of any development proposal as a means to “Guarantee the Public Realm.”	See Attachment 2	See Attachment 3
	Aquarium Park	No park, just base of office building
	California Paseo	GONE
	Pacific Place	GONE
	Ruocco Park – sloping, with picnic tables, climbing walls	GONE
	Embarcadero Marina Park North	Partitioned into 5 different names to

		make it look like more
Public spaces should capitalize on waterfront access and should also be located throughout the Site in order to create a variety of gathering spaces for multiple purposes and programming; such as within and between building areas , along promenades, and in large concentrated areas. Promenades should be located along the edge of the waterfront, as well as at key locations through and between buildings or structures to create visual and physical connections to the water's edge, nearby park or plaza spaces, as well as linkages to the adjacent urban fabric.	See Attachment 2 notice the many areas of green space	See Attachment 4 – notice that except for the two linear routes from downtown to the water (down PCH and Kettner), everything else is just the linear walk at the water's edge)

In recap, after reviewing the 40 acres of land, and originally identifying 14.6 acres of recreational open space (the same that exists now), the developer has come up with another measly 1.4 acres (the result of widening two hardscaped pathways to the water) as compared to what we already have.

Further, 1HWY1 never even gave full credit to the existing Seaport Village open spaces when comparing what it was planning to provide as compared to what exists now. Note that in Attachment 5 there is no recognition of the current boardwalk as open space, yet 1HWY1 certainly counts that acreage of boardwalk as open space when showing how it is achieving the continuity of open space and increasing ROS. It also doesn't show the duck pond, the gazebo, the plaza area near the carousel, etc. What a farce. And speaking of carousel, they still haven't stated where it will go – just somewhere “to be determined.”

2. Loss of views – from Front Porch to Mega-Yacht Marina:

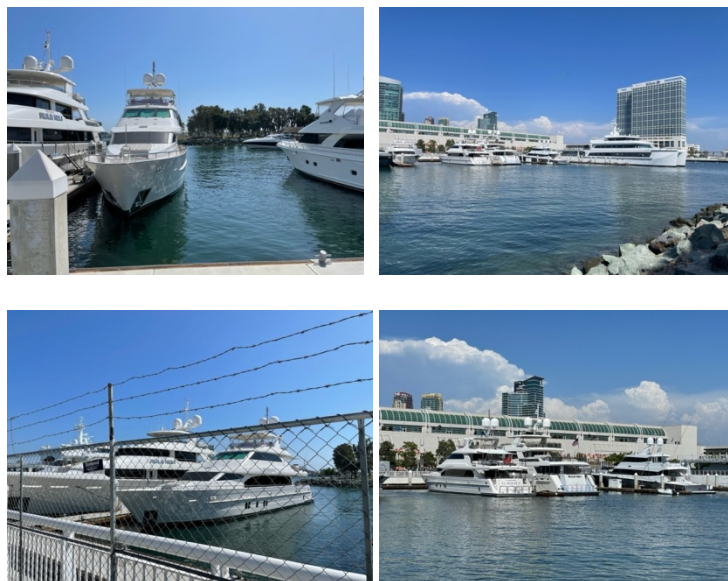
The San Diego Union-Tribune called Seaport Village the “city's front porch” in its March 2, 2022 story, which I believe was the public's first opportunity to really see all of the new proposals made by 1HWY1 *after* it received its Exclusive Negotiating Agreement.

While the second tier “Grandstand” – an elevated walkway -- was no doubt devised to sweep away the fact that yachts 100' to 200' in length – and multi-story in height -- would entirely block the view of the water from the ground-level esplanade, it frankly can't make up for what the community is losing.

Someone whose house I drive by parks his modest 18-foot fishing boat in front of his house – his front porch -- and it looks like this at eye level:



What 1HWY1 is proposing is to put **94** 80'-200' yachts in the area to be known as the Corner Marina, which is the most picturesque waterfront viewpoint Seaport Village offers today. Have you seen the vertical height above the mean water line of yachts of this size? I recently attended an event at the Rady Shell and had an opportunity to take photos of yachts docked in front of the convention center. Let's imagine them in the Corner Marina (Zone 4) where these boats will be docked.



No artistic rendering from 1HWY1 shows a person looking straight out, with total views blocked by boats whose mid-sections are 20-35 feet high. (Although their "Marina View" slide gives us a small hint – See Attachment 6). And in one of the renderings they show people on the pier taller than the main deck of a yacht. (See Attachment 7.) In fact, even the Grandstand is only projected to be 20' above ground level, so where is that visual connection to the water? Remember the Port's "big-vision" for the redevelopment was to "honor the water"....

In the 2016 proposal, there were only plans to add two small groupings of yachts (See Attachment 8), none of which are in Zone 4. Then, when the Port asked 1HWY1 to reduce the number of boat slips as proposed in March 2022 it did, but only in Zones 2 and 3 (See Attachment 9) – leaving every large boat slip for the 100'-200' yachts in Zone 4 fully intact; yet the Port Commissioners praised 1HWY1 at the July 22 meeting for reducing its water grab. I got the impression the Commissioners were seeking a reduction in the Corner Marina, yet it seems

they were hoodwinked by the slide that just said “we reduced our numbers of boat slips from 253 to 162”, which doesn’t include a full view of Zone 4.

3. All of new pier work is beyond the existing U.S. Pierhead Line and requires approval from U.S. Army Corps of Engineers

On page 86 of the Stantec proposal is a crucial issue that so far has received no public scrutiny. It states:

“The Federal Navigation Channel begins approximately 300 feet past the *existing* (emphasis added) Pierhead line in San Diego Bay. The project includes a request to extend the existing Pierhead Line *approximately 400 feet* (emphasis added) to accommodate the proposed water-side improvements within WSZ-2, WSZ-3, WSZ-4 and WSZ-5.

The Port of San Diego Tidelands Map Book, Pages 46 and 56 (See Attachment 10), shows that the pierhead line, unless approval for a narrowed navigation channel is obtained from the U.S. Army Corps of Engineers, is already at the outer edge of the Tuna Harbor area. Therefore, nearly all of the pier areas and slips proposed by 1HWY1 would be eliminated if the Army Corps of Engineer doesn’t approve this. If 1HWY1 is allowed to build only within the existing pierhead line, then whatever number of mega-yachts can be crammed into the remaining “Corner Marina” will be “jammed in the face” of the public as it walks along the Esplanade. (See Attachment 11.)

Further, all those “blue water views” in the proposal will be on non-existent piers, thus reducing blue water views from the actual footprint of Seaport Village, leaving just those that can be seen from the Grandstand – a huge *loss* to the public, and a violation of the public’s trust. In fact, if the Corner Marina was eliminated (returning to the original proposal), most of the increased public infrastructure costs would disappear, as the idea for the Grandstand was no doubt to provide at least some view – no matter how diminished -- to the water over the tops of the mega-yachts.

While the Port commissioners praised 1HWY1 for increasing the setback of the new piers from the “navigable channel” (from 164 feet to 210 feet) (See Attachment 12), the reality is they are proposing to move the Pierhead Line 354 feet further into the bay. (The developer proposed extending the pierhead by 400 feet, then compromised by “increasing the setback” by 46 feet – for an overall extension into the bay of 354 feet). Since the existing pierhead line is only 300 feet from the navigable channel, I must admit to not being able to make this math work out. The Port Commissioners may wish to ask its staff to provide more clarity on this point.

Exactly how much analysis has really gone into this monumental issue?

4. Attempting to skirt CEQA by claiming this project would meet criteria of AB900

On page 20 of the Stantec proposal, 1HWY1 intimates that it believes its project will meet the criteria as set forth in AB900 to allow for streamlined environmental review. However, the crux of this issue is that the project must result in reduction of greenhouse gas emissions. I question how a project that is increasing total boat slips to 286, with 94 of them being yachts of between

80' and 200' could possibly meet AB900's standards for reducing greenhouse gases. The amount of diesel these boats will be using, when the current usage in the Corner Marina is zero, belies any suggestion that this project could meet the requirements of AB900. It will also be discharging these emissions into the water where the Port is suggesting a "beach" with water activities for children should be created. With all of the scrutiny this year over contaminated water, perhaps we should submit a water sample from this area for a simple, inexpensive test, the same testing being used in Coronado to know whether a "beach" project should even be considered.

5. Affordable hotel rooms reduced from 53% to 22%:

The original response reflected 575 "low cost" rooms in the hostel and micro-hotel. This phraseology in the July workshop was used interchangeably with "affordable". "Affordable" is both a vague and relative term, and it deserves to be more definitively defined so that anyone who uses the term is held to the same standard of understanding and compliance. Nonetheless, while 575 "low cost" rooms were in the original plan of, making it more than 50 percent of the proposed 1,075 total rooms, the latest proposal shows a total of 406 "low cost" rooms out of 2,058 rooms, so only 22% of the total hotel rooms are "low cost" – and reduction of 69 from the original number of overall rooms.

6. Parking – Decreased number of spots, but doubled the hotel rooms and increased other square-footages:

In the original RFP, the Port indicated that the parking was inadequate for tenants, leaseholders and visitors. The RFP made reference to 360 spaces shared with the Police Headquarters. It is unclear to me if that is the bulk of the existing parking spots between Seaport Village and the Police Headquarters. What is of note, however, is that when 1HWY1 first proposed 1,075 rooms, with all of the various retail, restaurants, and event space (approx 650,000 SF), it proposed 2,410 stalls. Now it has indicated intentions to provide fewer stalls (2,288) to accommodate nearly double the number of hotel rooms (2,038), and event space that is **more than five-times the original size (102,000 SF vs. the original 20,000 SF)**, as well as the various retail, restaurants and "attraction" space. (See Attachment 13.)

In the Port's Vision Statement, it reflects that for other hotels on District property (namely the Hilton and the Marriott, one parking space was provided for each room). The Grand Hyatt, which has 1,638 rooms, built 1,160 parking spaces and the Convention Center has 1,959. If this new project was held to the same standard – one parking space per unit, then 2,038 of the parking spaces (which "Gaf" said cost \$130,000 each at the public workshop), would leave just 250 for all of the employees and visitors to the Seaport Village area. Really? That seems like a significant downgrade from the 360 spaces that the Port indicated was insufficient for current, less intensive uses. Additionally, 352 parking spaces are designated as valet – yet again, accommodations not designed for the general public. (No number for handicap spaces was delineated – shall we exclude those additional spots for the general public?)

Has the Port conducted an analysis to determine that hotel guests won't want to rent a car? That everything they would want to do here on a vacation would be accessible by transit? How about a trip to the San Diego Zoo Safari Park -- a two-hour trip via public transit (including a 22 minute walk) – one-way. Are there any Port Commissioners who would take their families on a four-hour public transit round-trip to the Safari Park? How about a day at Mission Beach and

Belmont Park? From Seaport Village that would be a 1 hour, 23 minute ride, *each way*, instead of a 16 minute drive for this 8-mile excursion.

And, 1HWY1 has indicated it will provide 5% of the parking stalls as EV stations. Great! Is this a project for the future when the State has already passed a law banning fossil fuel vehicle sales after 2035? Considering the timeline for this construction, 2035 is likely to be just a few years away from the completion of this project. The first to buy EVs will be the rental car companies (and thus used by the guests in these hotels). Further, it's fantastic that 20% of the spaces will be "EV ready," but I'm sure that the cost to the Port to upgrade those spaces at public expense is not included in the \$550 million taxpayer funding now being sought. And with no sales of fossil fuel vehicles, is 20 percent really enough?

While public transit must continue to be included and promoted, the reality is 1HWY1 is only relying on the transit that already exists – get off the trolley where the stops are now, get off the bus where the stops are now – it has done nothing to integrate its project into transit, which was one of the mobility criteria in the RFP. What is the expected employee count for the combined 2,000 hotel rooms, retail, restaurant and event center? Has this embedded parking demand been tallied with the number of hotel guests to determine what amount of parking is reasonable?

7. Short life-span of the proposed floating docks:

So while 1HWY1 is floating the idea of \$550 million in public infrastructure, it would be worthwhile to question the longevity of the infrastructure they are asking taxpayers to fund. Of particular note is the fact that on page 149 of the Stantec proposal, it specifically states that the dock infrastructure is "designed" for a short life of 20-30 years. How much is being spent on these docks if they barely last a generation?

8. Questionable advisers and development team:

It is noteworthy that in the scoring for the proposals responsive to the RFP, 10 of the 38 points related to the "proposer's relevant experience." Let's take a closer look:

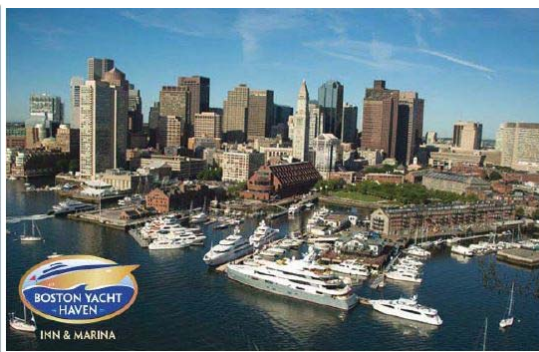
1. Protea Waterfront Development was created **after** its RFP response was provided to the Port of San Diego. (See Attachment 14 - Protea Statement of Information from the California Secretary of State).
2. The principals of Protea are the following three people: Jeff Jacobs, Jeff Essakow and Yehudi Gaffen.
 - a. Jeff Jacobs hasn't developed anything from scratch. His only claim to fame is renovating the high-end Rancho Valencia Resort & Spa. This resort already existed. He did not develop it. That's not much of a resumé to be a principal in the development of the marquis waterfront under the Port's domain.
 - b. Jeff Essakow – According to the Protea website, Mr. Essakow has been involved in projects with Yehudi Gaffen. The total value of commercial projects in 25 years is \$600 million. If you look at the Protea website for mixed-use developments, three are mentioned - 900 F Street, Parco National City and 909 Garnet. None of these convinces

me that Protea is qualified for a \$3.5 billion project (and Protea's website says this project is \$3.7 billion – what's another \$200 million?) Under Protea's list of "hospitality projects" is a Costco and a Jeff's Beach Burgers, in addition to the 909 Garnet and the Rancho Valencia. Also, page 87 of the 2016 proposal specifically states it took Protea 8 years to get the entitlements for Flower Hill Mall. I can't imagine how many years it will take to get the appropriate permits and approvals for something as expansive as what is being proposed. Protea does seem to have a lot of office/industrial experience, but that isn't the focus of Seaport Village. Perhaps the lenders Protea has approached also have reservations about its financial capability, and that may be the impetus for seeking \$550 million in taxpayer funding to pay for, among other items, predevelopment costs. What capital is Protea putting up for this project?

- c. No doubt Mr. Gaffen, as principal of Gafcon has been involved with a large variety of projects – many for school systems (elementary, high school, community college and universities), and a variety of other projects. (Note: Gafcon's website still shows the its original Seaport Village proposal that is no longer on the table.) In the end, though, the Port's ENA is not with Gafcon – it is with Protea. The Port will appreciate the distinction if it ends up in litigation with Protea down the road.

The fact remains that Protea, as an entity, doesn't have 10 years of experience upon which the Port should rely as a partner for this project.

Additional questions abound at this time. In the original RFP, the Seaport team included RCI Marine Group, OdySea, AECOM and Thrill. With no gondola, Thrill is out. Is OdySea still in the group to develop what is now an aquarium at the bottom of a building (as opposed to the stand-alone building original proposed)? I assume AECOM is in, because they've gone from proposing an entertainment venue of 20,000 square feet to 100,000 square feet (and at 62 feet high, is just 15 feet short of the height of the San Diego Sports Arena). Furthermore, as I indicated in my last letter, this event space is likely to be a huge vacant, void space to walk by unless an event is actually occurring. And, as for RCI Marine Group, a close look at what is was offering is exactly that which is found in Corner Marina: a West Coast rendition of the "Yacht Havens" it developed in Miami and Boston (compare photos in the original RFP response to what is now "envisioned" in the 1HWY1 proposal).



Port Commissioners

July 22, 2022

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Further, within 1HWY1's advisory group is Steve Black of Cisterra. Given the trials (literally) and tribulations relating to 101 West Ash Street, this doesn't exactly add luster to the project development team's credentials.

Thank you for considering these comments.

Sincerely,

Deborah Cushman
1871 Hacienda Drive
El Cajon, CA 92020

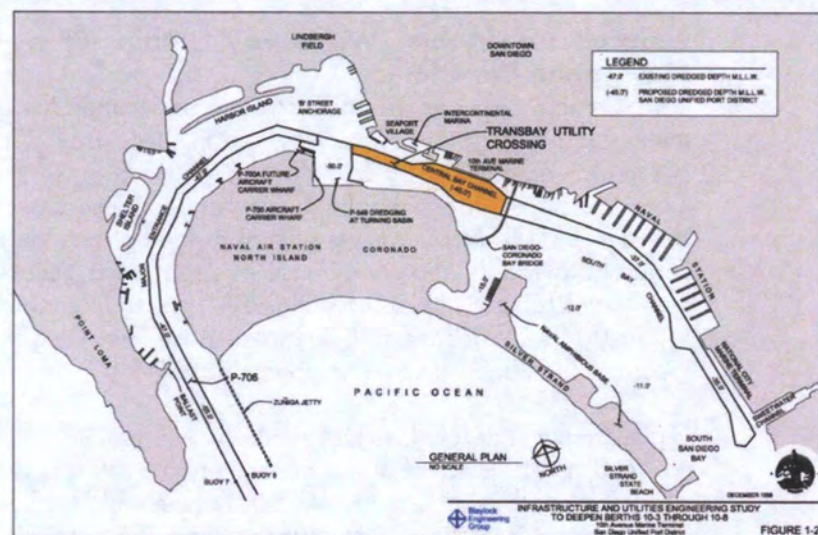


Figure 1-2 Infrastructure and Utilities Engineering Study

concepts should be considered:

1. Ship Draft. The trend for containerized cargo and bulk cargo vessels is heading towards larger and deeper draft vessels. While it would be advantageous for the Port to have deep draft capability, the costs associated with deepening the navigable waterway are significant. **It has been established (ref. Appendix Table No. 1-OVERVIEW OF MAJOR PORT OF SAN DIEGO MARINE WATERFRONT FACILITY ASSETS) that improving existing Port waterfront assets (Embarcadero Facilities, 10th. Ave. Marine Terminal and National City Marine Terminal) to accommodate deep water berthing is a difficult and uneconomical proposition.**
2. Trans-bay utilities. Figure 2-1 shows the trans-bay location of concentrated utilities shown in Figure 1-2. This area extends from

San Diego (Seaport Village) to the Coronado Ferry Landing area. These utilities consist of large diameter potable water pipelines; sewage pipelines; natural gas pipelines; and electrical utilities. Underneath the channel, these pipelines are located at a range between -50.0 ft and -58.0 ft MLLW. These utilities are at a fixed elevation. It is necessary to keep a minimum of 10 ft of cover over the utilities. **In order to extend deep water beyond this location, it would be necessary to lower the utilities accordingly - a costly proposition.**

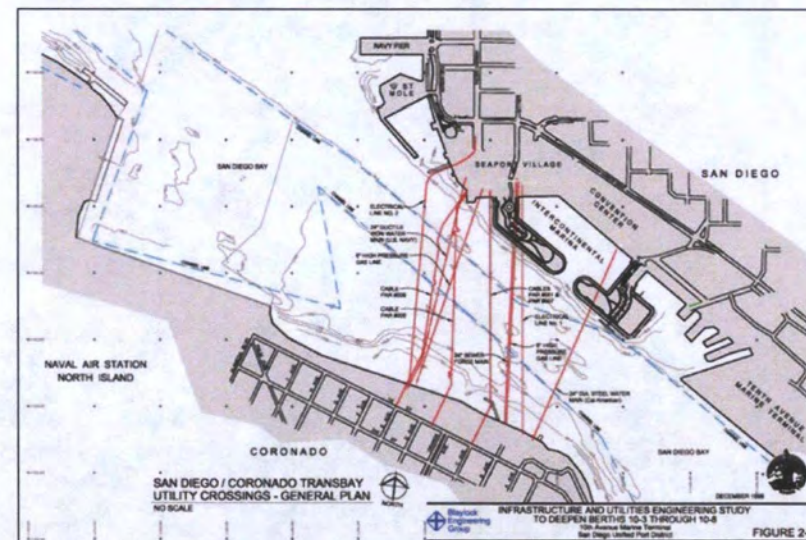


Figure 2-1 Infrastructure and Utilities Engineering Study

3. San Diego-Coronado Bridge Air Draft. Another critical consideration that affects the Federal Navigable Waterway is the clearance between the water and the underside of the bridge (air draft). The elevation of the underside of the bridge is +195 ft MLLW.

This is insufficient air draft for certain types of ships (aircraft carriers and large cruise ships) that prevent their passing underneath the bridge into the South Bay area - particularly at high tide. This is one of the reasons that the aircraft carriers berth at Naval Air Station North Island. Obviously, long-term considerations for deep water berthing for mega-ships in the South Bay area need to consider this limitation.

Protected and Environmentally Sensitive Bay Areas

Map A and Maps 2-13, 2-14, and 2-22 illustrate environmentally sensitive areas within San Diego Bay including Eelgrass beds; California Least Tern nesting/foraging areas; salt marsh habitat and shoreline habitat. The Maps are taken from the Port document titled "San Diego Bay Integrated Natural Resources Management Plan", March 2013, jointly prepared by the Port and the Naval Facilities Engineering Command Southwest Division. This figure and maps generally portray those areas that are considered especially environmentally sensitive locations. Briefly the issues regarding these areas are as follows:

Eelgrass. Eelgrass (*Zostera marina*) is a marine plant typically found

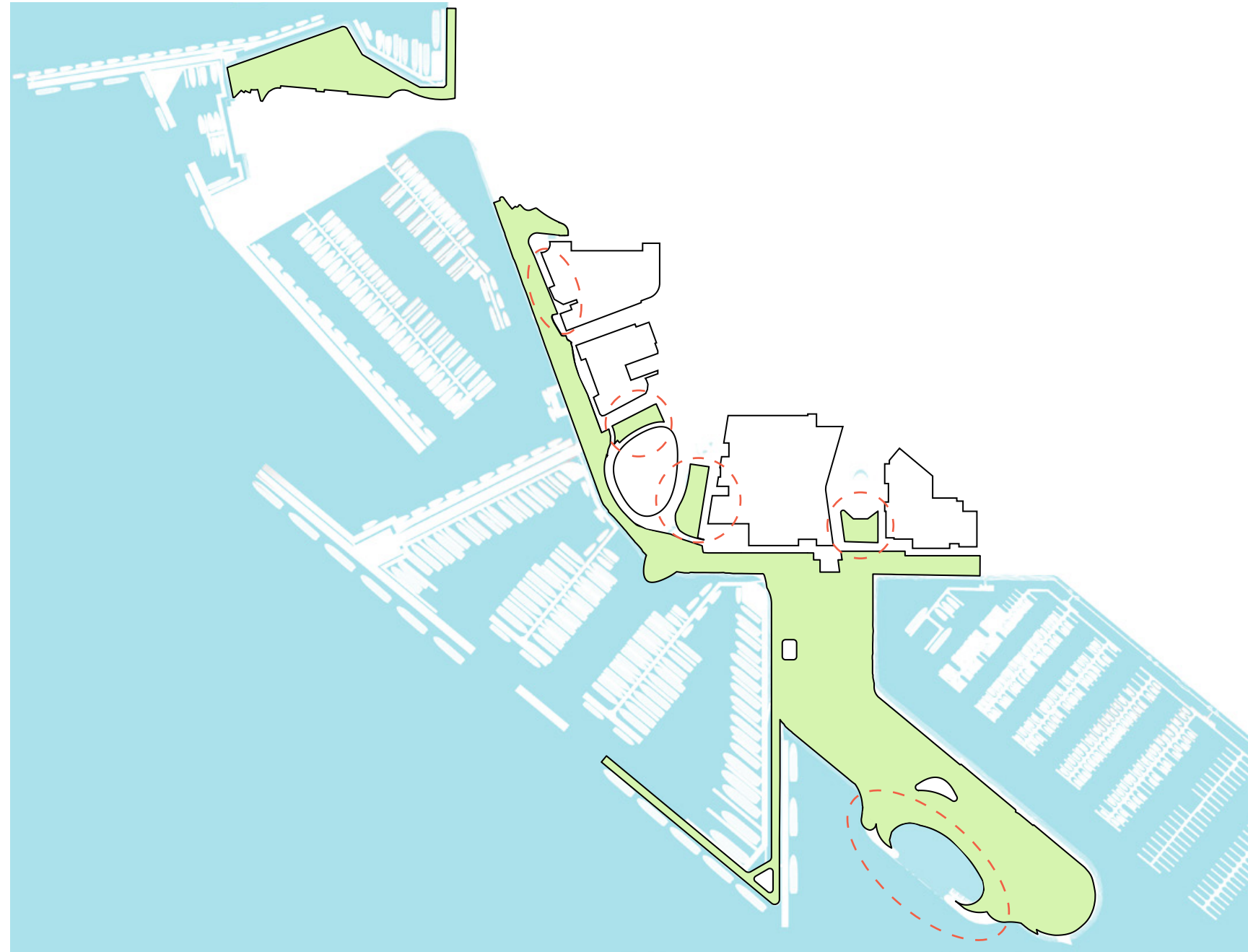




Recreational Open Space.

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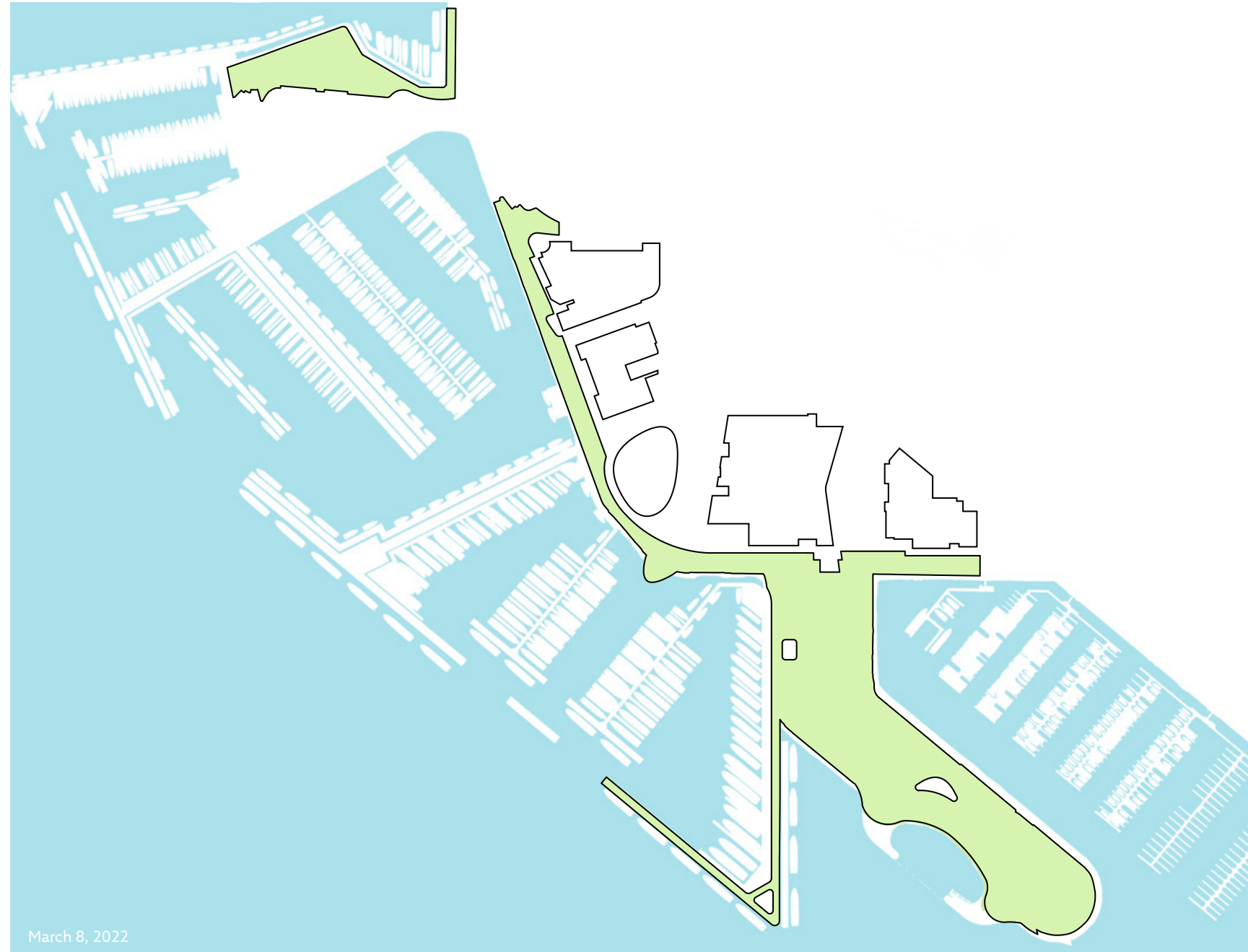
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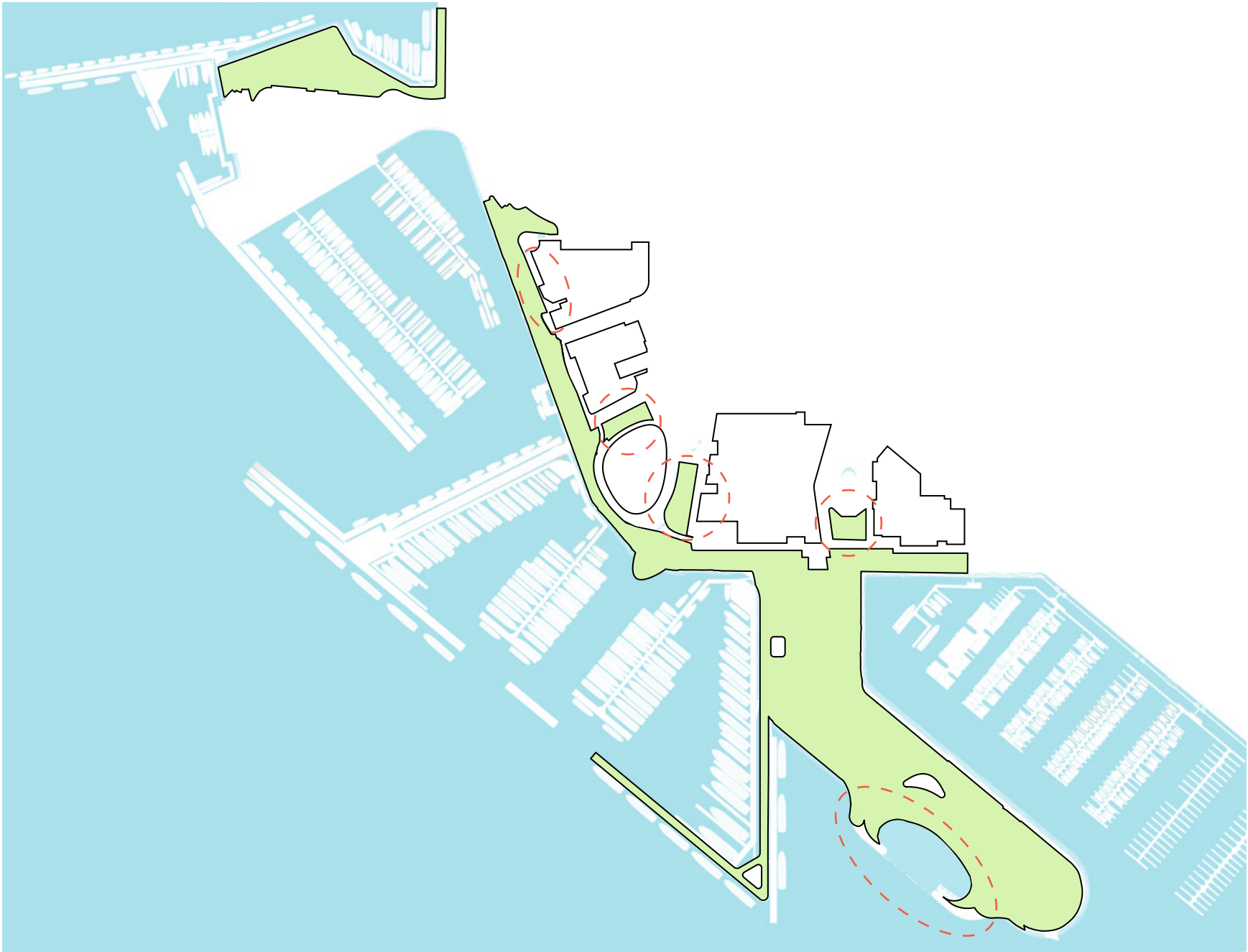
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Recreational Open Space.

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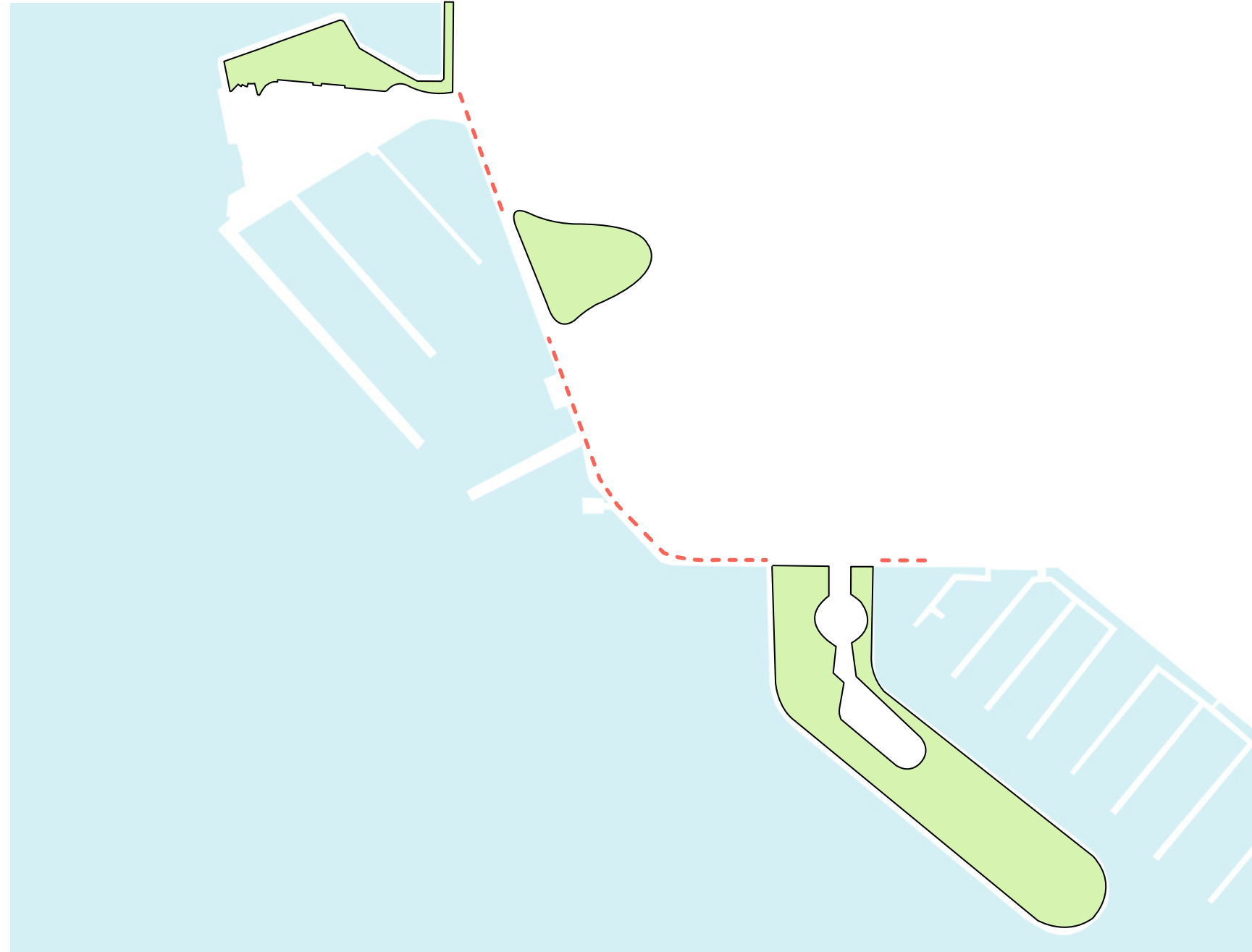
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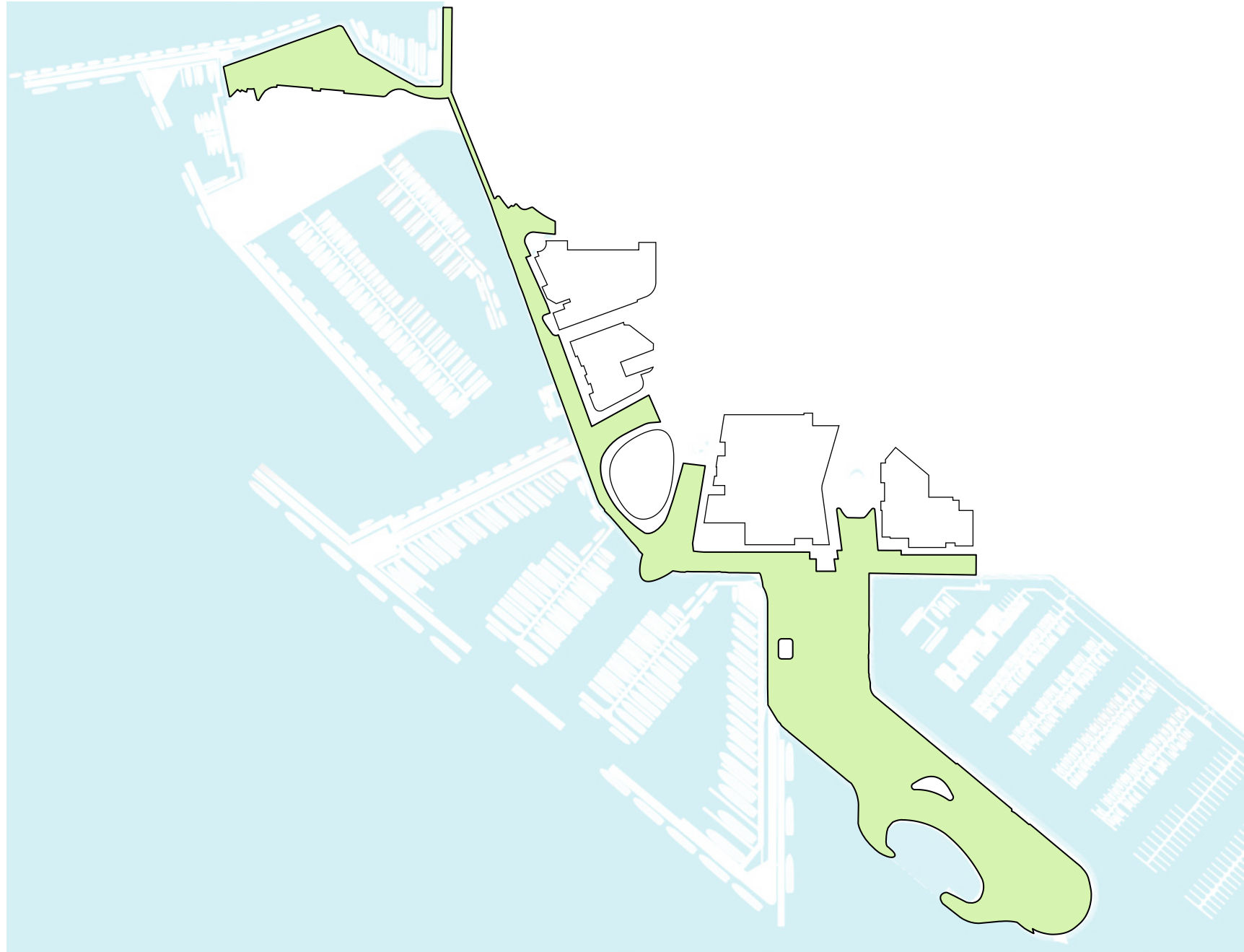
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Today.



Public open space is fragmented along the water, connected with a narrow embarcadero.

Tomorrow.



Public open space is continuous
along the water.

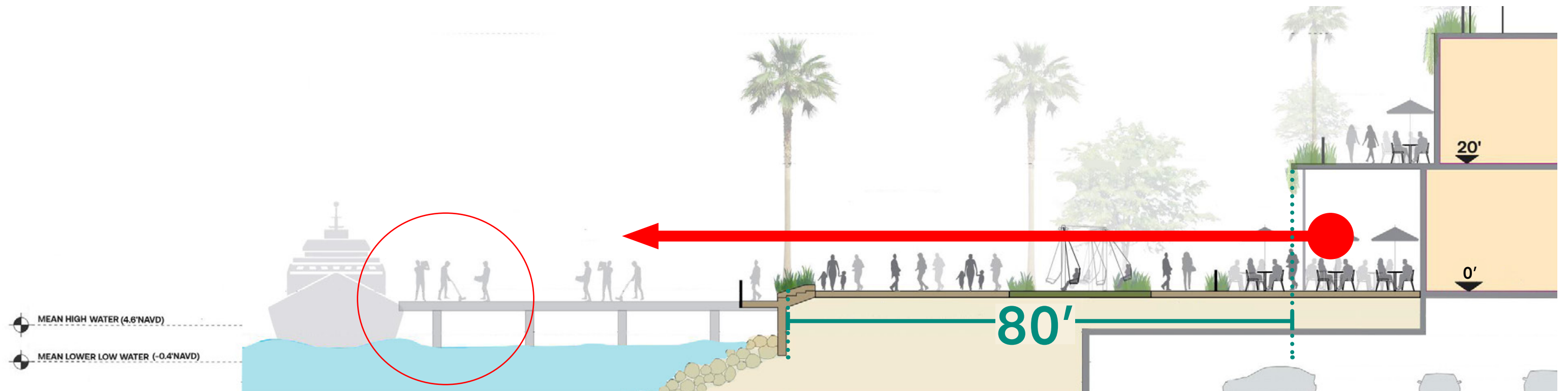
Harbor & Marina Views.



Harbor & Marina views.



Elevated
from Green Strand



Zone 2 & Zone 3 reduction.

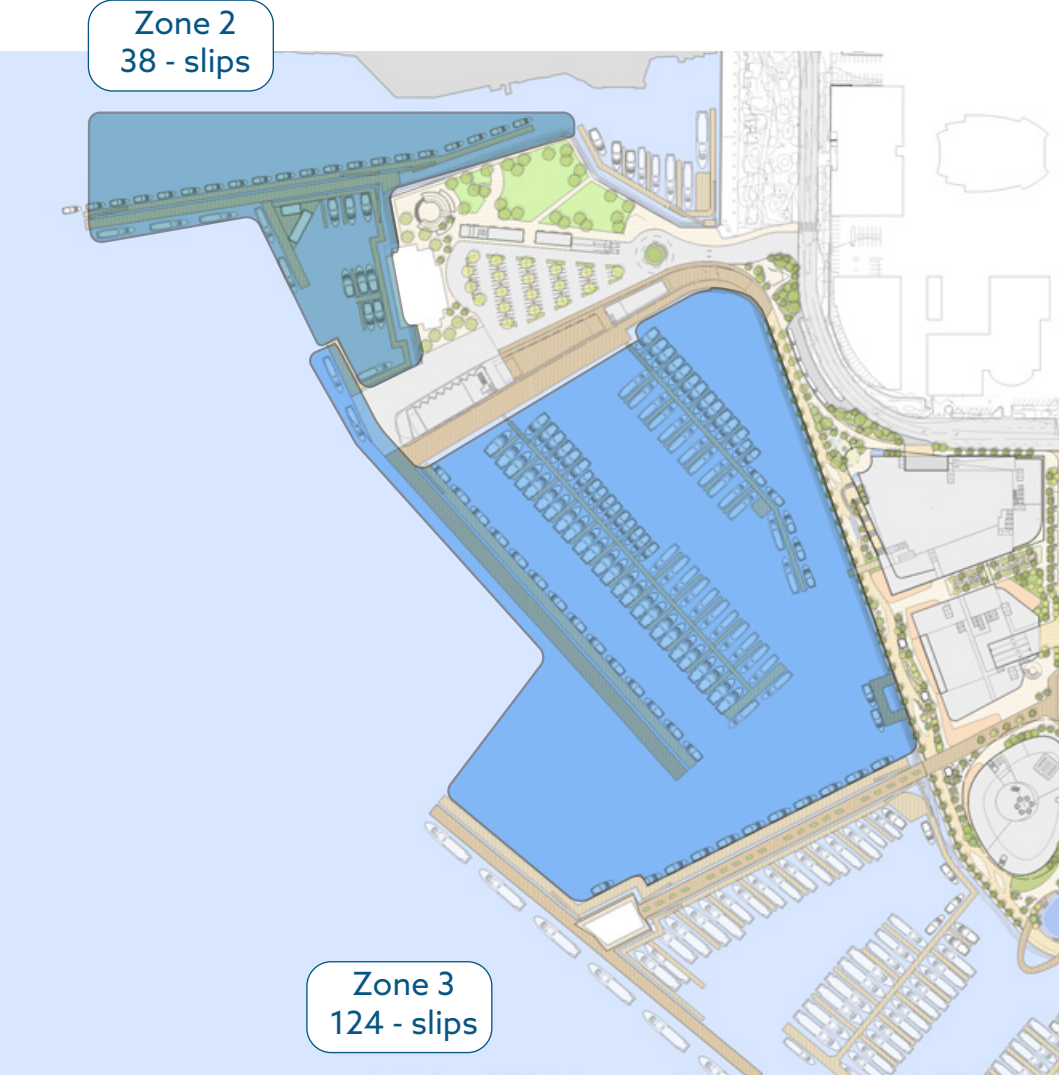


Previous

253
slips



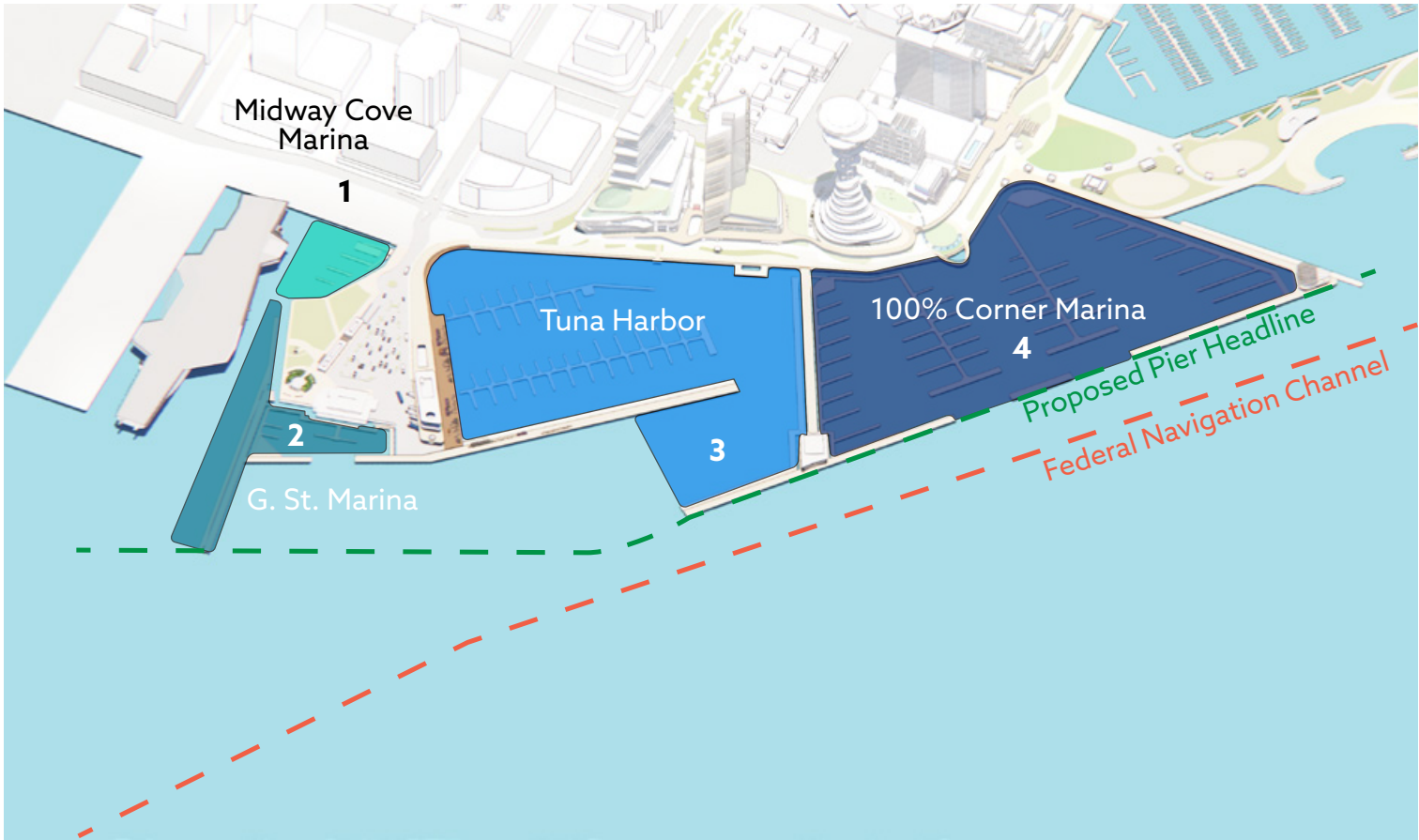
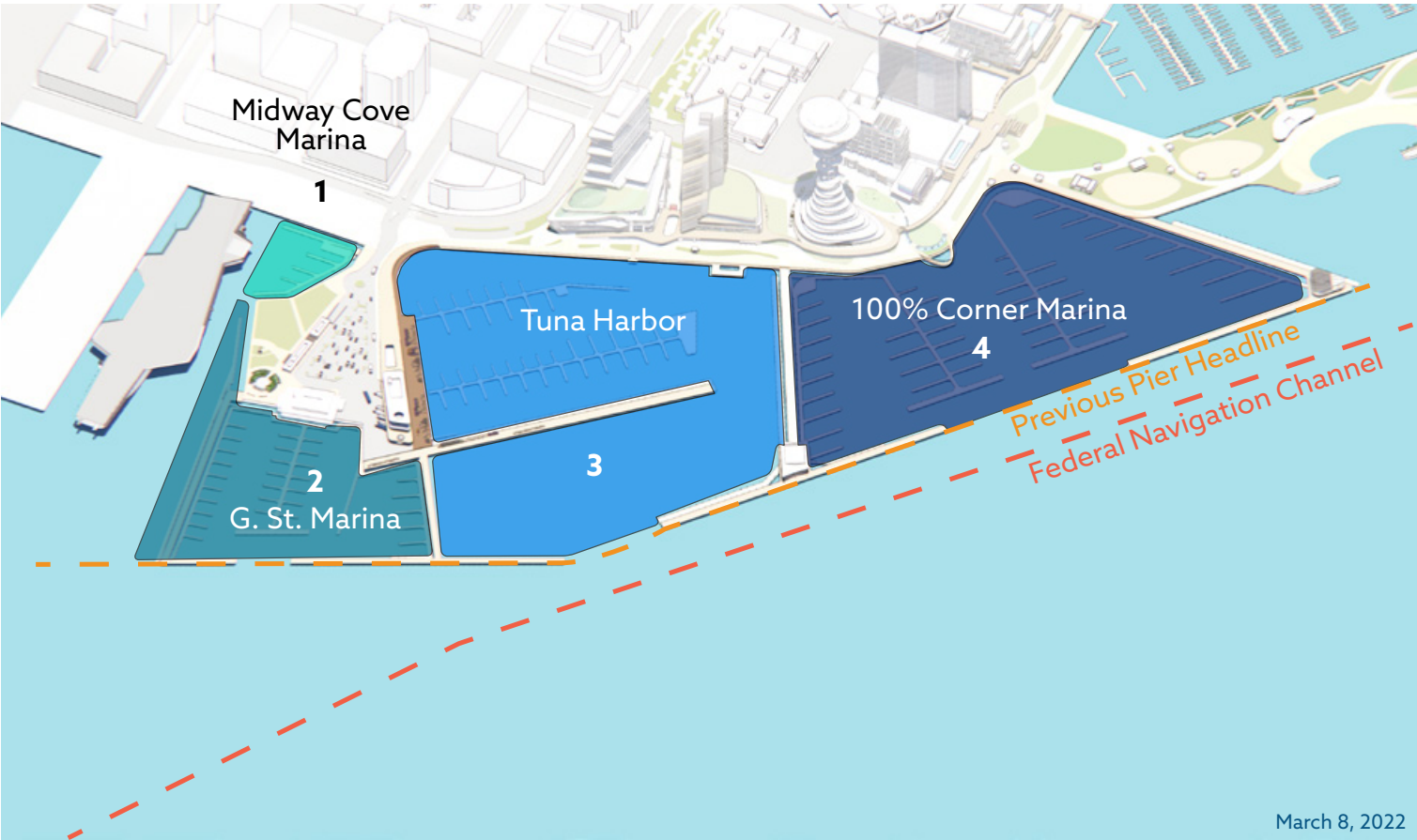
35%
reduction



Proposed

162
slips

Waterside development reduction.



Previous

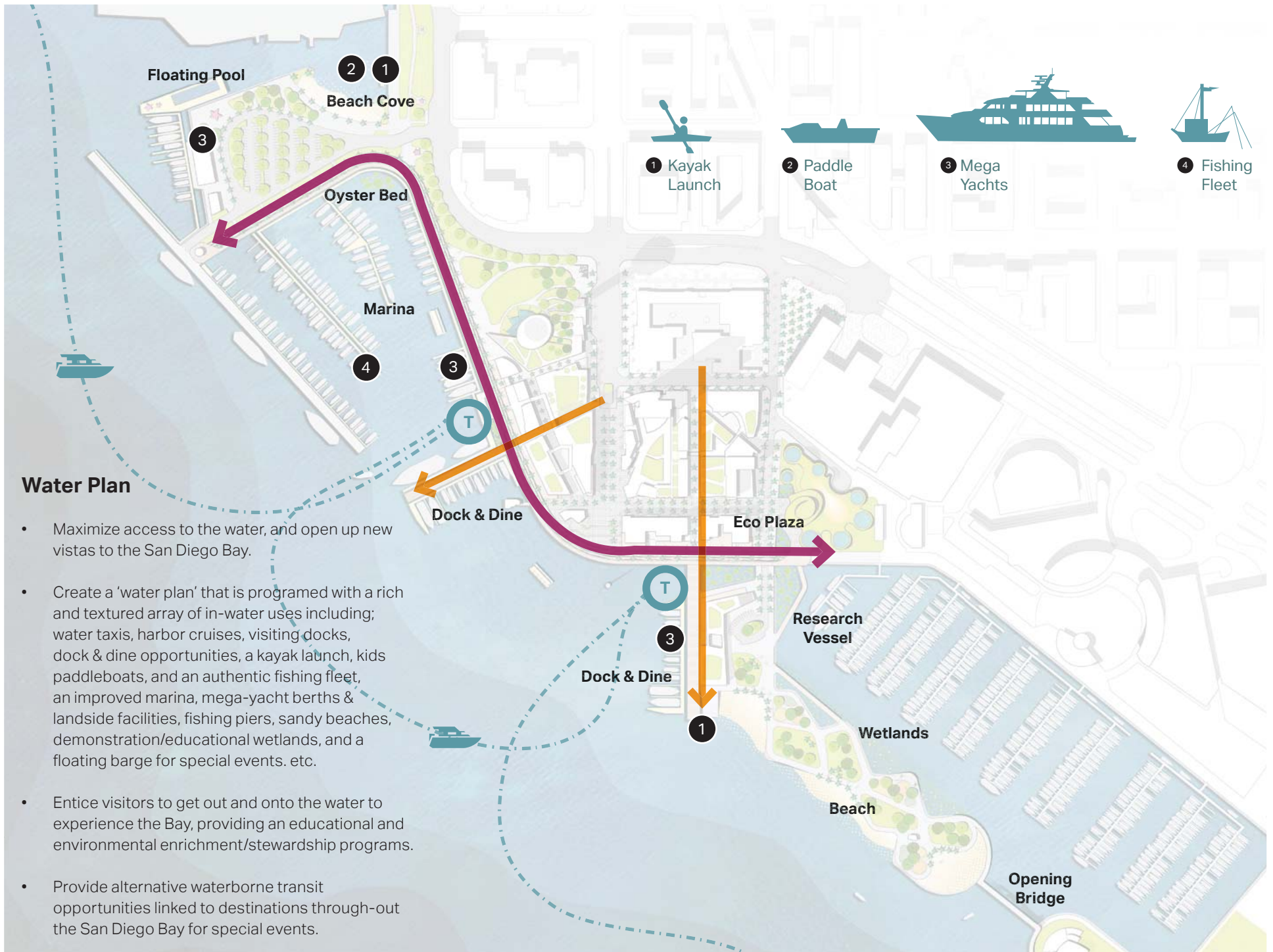


Proposed

386
slips

26%
reduction

285
slips





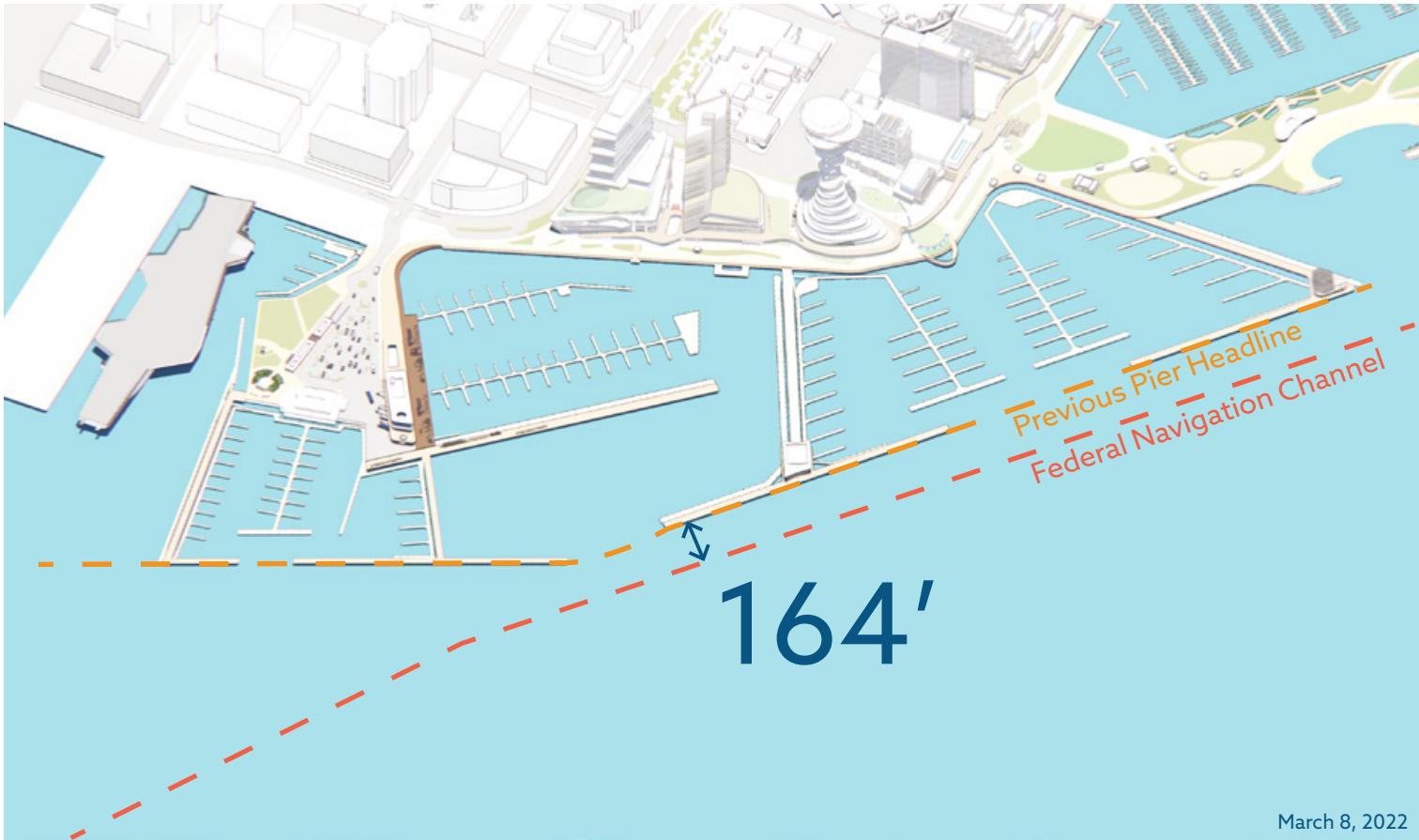




Attachment 11

Building heights in the context of the city.

Setback pier headline from navigation channel.

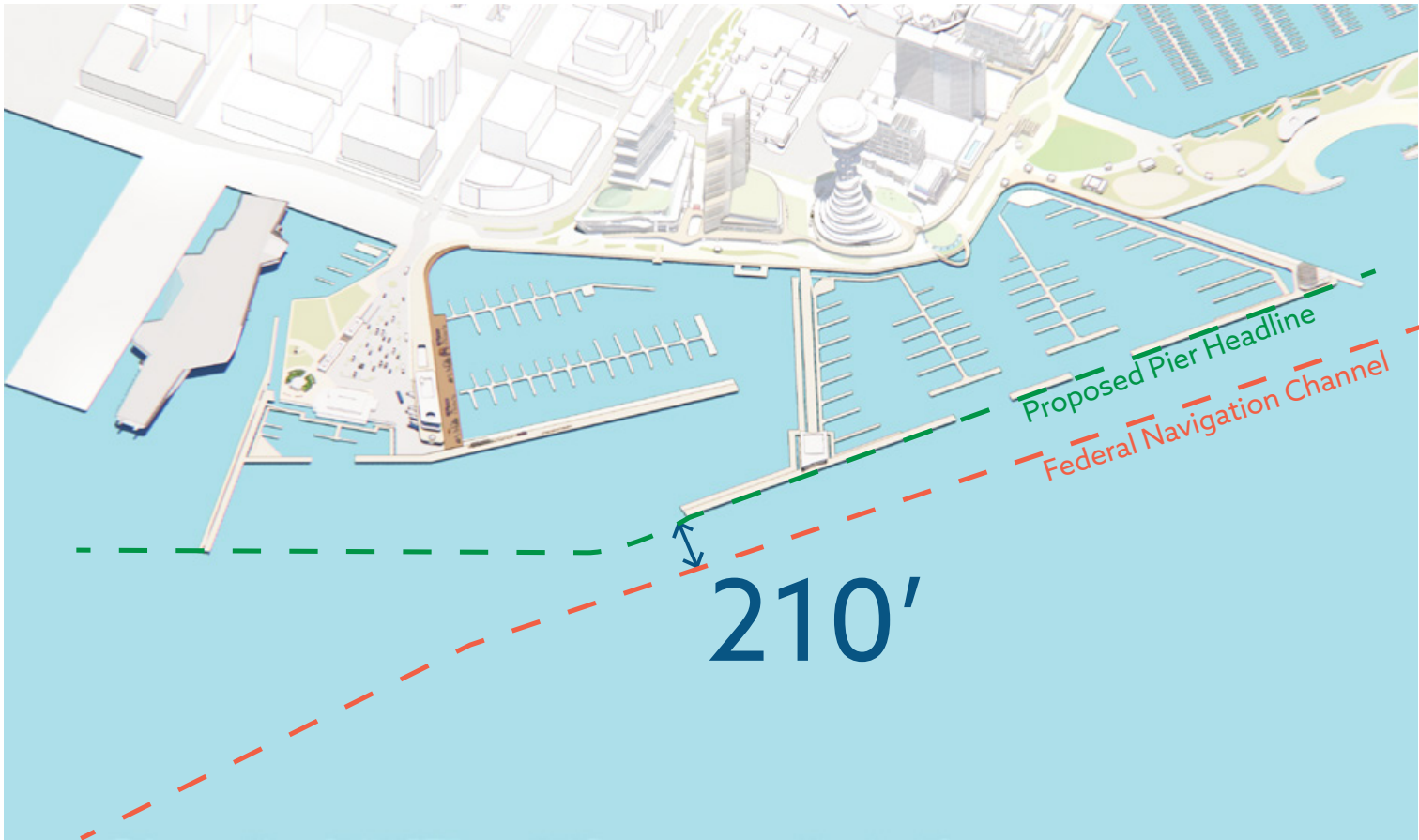


Previous

164'
setback



increased
46'



Proposed

210'
setback

PROGRAM	RFP	MARCH 2018	NOVEMBER 2018	2021	JULY 2022
Retail	388,625 SF	277,712 SF	276,000 SF	238,903 SF**	
Aquarium	178,490 SF	192,050 SF	180,000 SF	201,837 SF	
Education	65,150 SF	84,600 SF	75,000 SF	80,479 SF	
Spire	18,000 SF	88,331 SF	80,000 SF		
Office	19,130 SF	144,987 SF	150,000 SF	310,000 SF	225,000 SF
Hospitality	1075 Rooms Total	826 Rooms Total	1933 Rooms Total	2058 Rooms Total	
<i>Hostel (Low Cost)</i>	<i>225 Rooms</i>	<i>237 Rooms</i>	<i>225 Rooms</i>	121 Rooms	
<i>Micro Hotel (Low Cost)</i>	<i>350 Rooms</i>	<i>350 Rooms</i>	<i>350 Rooms</i>	285 Rooms	
<i>Select/Limited Service (Moderate Cost)</i>	<i>0 Rooms</i>	<i>0 Rooms</i>	<i>800 Rooms</i>	276 Rooms	
<i>Extended Stay (Moderate Cost)</i>	<i>0 Room</i>	<i>0 Rooms</i>	<i>430 Rooms</i>	276 Rooms	
<i>Full Service Hotel (High Cost)</i>	<i>500 Rooms</i>	<i>239 Rooms</i>	<i>128 Rooms</i>	200 Rooms	
<i>Full Service Hotel (High Cost)</i>	<i>0</i>	<i>0</i>	<i>0</i>	500 Rooms	
<i>Spire Hotel</i>	<i>0</i>	<i>0</i>	<i>0</i>	400 Rooms	
Multi-Purpose Event Center	20,000 SF	20,000 SF	85,000 SF	102,739 SF	
Parking	2,410 stalls	2,328 stalls	2,200 stalls	2,288 stalls	
Public Realm	70% committed	75%	Over 70%		
Docks	10,670 LF	13,200 LF	14,070 LF		
Slips	164	200	195	386	285
Fish processing & Off loading plant	0 SF	0 SF	25,000 SF	12,019 SF	
Veterans Museum	0 SF	0 SF	75,000 SF	no mention	
Full service hotel conference space				42,000	36,000

** Stantec report broke out retail and restaurant - combined these numbers to create same SF classification as prior reports



Secretary of State
Statement of Information
(Limited Liability Company)

LLC-12

17-B07469

FILED

In the office of the Secretary of State
of the State of California

OCT 16, 2017

IMPORTANT — [Read instructions](#) before completing this form.

Filing Fee – \$20.00

Copy Fees – First page \$1.00; each attachment page \$0.50;
Certification Fee - \$5.00 plus copy fees

This Space For Office Use Only

1. Limited Liability Company Name (Enter the exact name of the LLC. If you registered in California using an alternate name, [see instructions](#).)

PROTEA WATERFRONT DEVELOPMENT, LLC

2. 12-Digit Secretary of State File Number

201513510191

3. State, Foreign Country or Place of Organization (only if formed outside of California)

CALIFORNIA

4. Business Addresses

a. Street Address of Principal Office - Do not list a P.O. Box

3262 Holiday Court, Suite 100

City (no abbreviations)

La Jolla

State

CA

Zip Code

92037

b. Mailing Address of LLC, if different than item 4a

5960 Cornerstone Ct West suite 100

City (no abbreviations)

San Diego

State

CA

Zip Code

92121

c. Street Address of California Office, if Item 4a is not in California - Do not list a P.O. Box

3262 Holiday Court, Suite 100

City (no abbreviations)

La Jolla

State

CA

Zip Code

92037

5. Manager(s) or Member(s)

If no **managers** have been appointed or elected, provide the name and address of each **member**. At least one name **and** address must be listed. If the manager/member is an individual, complete Items 5a and 5c (leave Item 5b blank). If the manager/member is an entity, complete Items 5b and 5c (leave Item 5a blank). Note: The LLC cannot serve as its own manager or member. If the LLC has additional managers/members, enter the name(s) and addresses on Form LLC-12A ([see instructions](#)).

a. First Name, if an individual - Do not complete Item 5b

Jeffrey

Middle Name

Last Name

Essakow

Suffix

b. Entity Name - Do not complete Item 5a

c. Address

3262 Holiday Court, Suite 100

City (no abbreviations)

La Jolla

State

CA

Zip Code

92037

6. Service of Process (Must provide either Individual **OR** Corporation.)

INDIVIDUAL – Complete Items 6a and 6b only. Must include agent's full name and California street address.

a. California Agent's First Name (if agent is **not** a corporation)

Jeffrey

Middle Name

Last Name

Essakow

Suffix

b. Street Address (if agent is **not** a corporation) - **Do not enter a P.O. Box**

3262 Holiday Court, Suite 100

City (no abbreviations)

La Jolla

State

CA

Zip Code

92037

CORPORATION – Complete Item 6c only. Only include the name of the registered agent Corporation.

c. California Registered Corporate Agent's Name (if agent is a corporation) – Do not complete Item 6a or 6b

7. Type of Business

a. Describe the type of business or services of the Limited Liability Company

Real Estate

8. Chief Executive Officer, if elected or appointed

a. First Name

Middle Name

Last Name

Suffix

b. Address

City (no abbreviations)

State

Zip Code

9. The Information contained herein, including any attachments, is true and correct.

10/16/2017

Date

Jeanette Lysse

Type or Print Name of Person Completing the Form

Controller

Title

Signature

Return Address (Optional) (For communication from the Secretary of State related to this document, or if purchasing a copy of the filed document enter the name of a person or company and the mailing address. This information will become public when filed. [SEE INSTRUCTIONS](#) BEFORE COMPLETING.)

Name: []

Company:

Address:

City/State/Zip: []

From: [Dave Low](#)
To: [PublicRecords](#)
Subject: Agenda Item 21
Date: Tuesday, October 11, 2022 7:29:55 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We are residents of Meridian at 700 Front Street and are writing in opposition to public financing for the development of Seaport Village. The Seaport developer previously promised he could pay for the entire project, but now wants to offload the cost of public infrastructure.

The size and scope of the Seaport project has grown massively since originally conceived and it already reduces public access and open space. If the developer cannot meet his commitment he should scale back or put the redevelopment of the Central Embarcadero into the PMPU with appropriate size and density guidelines to create a project that fits the small area being developed. It is the Port's responsibility to create the overall vision and restrictions for the project as part of the Master Plan.

We object to this proposed package of new taxes related to the Port. Why should we pay higher taxes to fund a wall of new hotels that we already don't support?

The project costs should be scaled back by reducing the size and scope, preserving open space and adopting a sensibly sized project that fits the needs of San Diegans, rather than allowing developers to go overboard with overly expensive and excessive schemes.

Dave and Frances Low

700 Front Street, Unit 1407

San Diego, CA 92101

(916)396-0378

From: [Ernie Simon](#)
To: [PublicRecords](#)
Subject: Agenda item 2022-0339/11OCT22
Date: Monday, October 10, 2022 11:52:35 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Port Commissioners,

For 8 years the selected Seaport developer, now 1HWY1, promised he could pay for this whole project. Now he wants to pawn off the cost of public infrastructure on public financing. If he can't deliver what he promised, maybe the whole project should be reconsidered. I object to a bait and switch project.

The Seaport project has grown MASSIVELY since originally conceived so of course the costs have increased. Please start again, and put the redevelopment of the Central Embarcadero into the PMPU with appropriate size and density guidelines to create a project that fits the small area being developed. It is the Port's responsibility to create the overall vision and restrictions for the project as part of the Master Plan.

I object to this proposed package of new taxes related to the Port. Higher taxes plus a wall of new hotels is a devastating combination.

If the developer had done his due diligence, he would have projected the costs related to an active earthquake fault and sea rise, since both situations were well known before his bid. Don't make the public pay for his project cost failures.

Control the project costs by doing a different and sensibly sized project that fits the needs of Californians, instead of allowing developers to go overboard with grandiose schemes.

Ernie Simon
San Diego, Ca

From: [Kathy Howell](#)
To: [CustomerServiceCenter](#)
Subject: Seaport Village
Date: Monday, October 10, 2022 8:46:09 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: Members of the Port Authority

As a frequent visitor to Seaport Village, I'm hoping that the drawing in the newspaper is inaccurate. Although I personally love the way it is now because of the open feel, I realize that it could use some updating. I'm wondering about the need for so many hotel rooms. San Diego is littered with hotels already and other than comic con, they're not full now nor would I think 10 years from now. There's one tall skinny building that looks like the Hyatts. It looks like a partition. The design should be to gradually blend with the harbor, not wall it off. I would never go to the urban beach - there are many better options and I foresee having a hard time keeping it clean. Lastly, why would the most beautiful real estate go to a Blue-tech company? Seems crazy to take away views from others for office workers.

Whatever this project turns out to be, it will be permanent. I applaud the the members of the port for taking all this time to get it right.

It's still not there. Shorter and fewer buildings and a replacement for the beach.

Thank you.

K Howell

Janet Graham

From: Julia Sanchez
Sent: Tuesday, October 11, 2022 10:10 AM
To: Ann Moore; Castellanos; Dan Malcolm; Danielle Moore; Frank Urtasun; Michael Zucchet; Sandy Naranjo
Cc: Commissioner Services Staff; ELG - cc Assistants; Sally Raney; Janet Graham
Subject: Agenda Related Materials (Item #21): BPC 10/11/22: 1HWY1 request for funding

Commissioners,

Passing along the Agenda Related Material below received for the Board regarding Item 21, agenda # 2022-0339, PRESENTATION AND DIRECTION TO STAFF ON POTENTIAL PUBLIC FINANCING MODEL FOR PUBLIC INFRASTRUCTURE AND PARKS AS A PART OF THE REDEVELOPMENT OF A PORTION OF THE CENTRAL EMBARCADERO DISTRICT BY 1HWY1, LLC (SEAPORT SAN DIEGO PROJECT).

Respectfully,

Julia Sanchez

Document Management Assistant / Staff Assistant
Office of the District Clerk & Commissioner Services
3165 Pacific Highway, San Diego, CA 92101
Office (619) 686-8112



connect:

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This email may contain public information and may be viewed by third parties pursuant to the Cal. Public Records Act.

From: Kim Bidermann <kim@bidermann.com>
Sent: Tuesday, October 11, 2022 9:32 AM
To: PublicRecords <publicrecords@portofsandiego.org>
Subject: 1HWY1 request for funding

WARNING: The sender of this email could not be validated and may not match the person in the "From" field!

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Commissioners,

I find this request for a half of a BILLION dollars of the PUBLIC'S money, after 8 years of promising to use no public funds, a typical bait and switch tactic. First in 2016 a decent rendering was approved for Seaport Village. Now we have a monstrosity that your heirs will be embarrassed if you approve it, might I just say. Now the money grab. What next? This developer is not to be

trusted with our precious Bay Front and Embarcadero areas. Don't be a part of their money grabbing scam. DO NOT APPROVE THIS SCHEME!

I am a downtown resident and enjoy walking and actually SEEING the bay vistas, NOT corridors-think choked hallways.

Your decisions affect future generations of Californians. Don't let them down.

Sincerely,
Kim Bidermann

From: [Leda Goncharoff](#)
To: [PublicRecords](#)
Subject: Objection to Action Item 21
Date: Tuesday, October 11, 2022 7:13:28 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Board,

I hope you reject the request for public financing for any of the proposed Seaport Village development. Not only do I personally oppose the development itself, but for the past 8 years the Seaport developer has promised to pay for this whole project. Issues such as the fault line and rising sea level are old news and not worthy of a financing change. It was either sloppy planning on the developer's part or an intentional deceit. If he can't deliver what he promised, maybe the whole project should be reconsidered. I object to a bait and switch project.

Please reject Action Item 21.

Thank you,
Leda Goncharoff
(downtown resident)

From: [Madsss](#)
To: [PublicRecords](#)
Subject: Seaport public financing and project
Date: Tuesday, October 11, 2022 7:51:53 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I'm a downtown resident and very concerned about the seaport village project and the development that now is proposing public funds.

I'm port of the embarcadero coalition and totally agree with all points set out below.

1. For 8 years the Seaport developer promised he could pay for this whole project. Now he wants to pawn off the cost of public infrastructure on public financing. If he can't deliver what he promised, maybe the whole project should be reconsidered. I object to a bait and switch project.
2. The Seaport project has grown massively since originally conceived so of course the costs have increased. Start again, and put the redevelopment of the Central Embarcadero into the PMPU with appropriate size and density guidelines to create a project that fits the small area being developed. It is the Port's responsibility to create the overall vision and restrictions for the project as part of the Master Plan.
3. I object to this proposed package of new taxes related to the Port. Higher taxes plus a wall of new hotels is a devastating combination.
4. If the developer had done his due diligence, he would have projected the costs related to an active earthquake fault and sea rise, since both situations were well known before his bid. Don't make the public pay for his project cost failures.
4. Control the project costs by doing a different and sensibly sized project that fits the needs of Californians, instead of allowing developers to go overboard with grandiose schemes.

Maddy Smith

From: [Julia Sanchez](#)
To: [Ann Moore](#); [Dan Malcolm](#); [Danielle Moore](#); [Frank Urtasun](#); [Michael Zucchet](#); [Sandy Naranjo](#); [Rafael Castellanos](#)
Cc: [Sally Raney](#); [Janet Graham](#); [ELG - cc Assistants](#); [Commissioner Services Staff](#)
Subject: Agenda Related Materials (Item #21) BPC 10/11/22: Seaport Village San Diego
Date: Friday, October 7, 2022 9:19:53 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Commissioners,

Passing along Agenda Related Materials received for the Board regarding Item 21, agenda # 2022-0339, PRESENTATION AND DIRECTION TO STAFF ON POTENTIAL PUBLIC FINANCING MODEL FOR PUBLIC INFRASTRUCTURE AND PARKS AS A PART OF THE REDEVELOPMENT OF A PORTION OF THE CENTRAL EMBARCADERO DISTRICT BY 1HWY1, LLC (SEAPORT SAN DIEGO PROJECT)

Respectfully,

Julia Sanchez

Document Management Assistant / Staff Assistant
Office of the District Clerk & Commissioner Services
3165 Pacific Highway, San Diego, CA 92101
Office (619) 686-8112



connect: [h](#) [f](#) [t](#) [v](#) [in](#) [@](#)

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From: [REDACTED] >
Sent: Thursday, October 6, 2022 8:39:06 PM (UTC-08:00) Pacific Time (US & Canada)
To: Dan Malcolm <dmalcolm@portofsandiego.org>; Ann Moore <amoore@portofsandiego.org>; Michael Zucchet <mzucchet@portofsandiego.org>; Rafael Castellanos <rcastellanos@portofsandiego.org>; Danielle Moore <dmoore@portofsandiego.org>; Frank Urtasun <furtasun@portofsandiego.org>; Sandy Naranjo <snaranjo@portofsandiego.org>
Subject: Seaport San Diego

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I understand that you will be meeting to discuss the 1HWY1 concept for Seaport San Diego and the additional funding requested for it. As a taxpayer in San Diego for over five decades, I ask you to say NO to this ridiculous design and especially to asking us, the San Diego taxpayers, to fund it.

The 500- foot observation tower (AKA the Stack of Dirty Dishes) is truly ugly. As to the other elements, we already have a world-class aquarium; we have beaches; we have hotels; we have charming restaurants; we have boat slips. What makes a city a "world-class destination" is not a postmodern hodgepodge of disparate design; it is charm, culture, and heritage.

Most importantly, even if the changes were necessary (are they?) and refined (they're not), and even if there were not significant environmental issues (there are), whose will is being promoted here? Is this project the desire of the general population, or of a small development group? I would suggest that the outpouring of sentiment in letters to the newspapers and articles suggest that this costly project is not the will of the people. And I even have some questions about who is writing the purported letters of support; are these from tax-paying San Diegans?

Please, please reconsider this overpriced, overwrought design. And above all, don't make me pay for it.

Sincerely,
Patricia Vreeland
5048 August St.
San Diego, CA 92110

From: [Richard Goldberg](#)
To: [PublicRecords](#)
Subject: Seaport Project Public Financing
Date: Tuesday, October 11, 2022 7:56:06 AM

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Richard Goldberg

7:49 AM (4 minutes ago)

I rise in opposition to PUBLIC FUNDING for this private Hotel Development.

This developer for over 6 years was presenting a project that was self-financed.

Now, with the massive increase in the project's high and mid rise structures it is apparently not financially viable any more. As it has grown to over 3 times the original cost presented to the board. I object to this proposed package of new taxes to finance a project that's benefit to the public is debatable at best.

We were informed about the earthquake faults and sea level rise by the developer who said they could overcome them. The developer has known about these major environmental issues since very early on, several years ago. Now they are doing a "bait and switch" on the funding for this massive and questionable development.

The way to control the project's costs is by doing a much smaller and sensibly sized project that meets the needs of all Californians and the requirements of the Coastal Protection Act.

Thank You for Your Consideration.

Sincerely ,

Richard Goldberg
619 890-4351
700 W Harbor Drive
Unit 2002
SD 92101 Ca.

Janet Graham

From: Julia Sanchez
Sent: Tuesday, October 11, 2022 10:16 AM
To: Ann Moore; Castellanos; Dan Malcolm; Danielle Moore; Frank Urtasun; Michael Zucchet; Sandy Naranjo
Cc: Commissioner Services Staff; ELG - cc Assistants; Sally Raney; Janet Graham
Subject: Agenda Related Materials (Item #21): BPC 10/11/22: Port of San Diego Seaport Village Developmnt

Commissioners,

Passing along the Agenda Related Material below received for the Board regarding Item 21, agenda # 2022-0339, PRESENTATION AND DIRECTION TO STAFF ON POTENTIAL PUBLIC FINANCING MODEL FOR PUBLIC INFRASTRUCTURE AND PARKS AS A PART OF THE REDEVELOPMENT OF A PORTION OF THE CENTRAL EMBARCADERO DISTRICT BY 1HWY1, LLC (SEAPORT SAN DIEGO PROJECT).

Respectfully,

Julia Sanchez

Document Management Assistant / Staff Assistant
Office of the District Clerk & Commissioner Services
3165 Pacific Highway, San Diego, CA 92101
Office (619) 686-8112



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From: Ron Mazza <ron.mazza@rfm-corp.com>
Sent: Tuesday, October 11, 2022 9:46 AM
To: PublicRecords <publicrecords@portofsandiego.org>
Cc: Ron Mazza <ron.mazza@rfm-corp.com>
Subject: Port of San Diego Seaport Village Developmnt

WARNING: The sender of this email could not be validated and may not match the person in the "From" field!

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

For 8 years the Seaport developer promised he could pay for this whole project. Now he wants to pawn off the cost of public infrastructure on public financing. If he can't deliver what he promised, maybe the whole project should be reconsidered. I object to a bait and switch project.

The Seaport project has grown massively since originally conceived so of course the costs have increased. Start again, and put the redevelopment of the Central Embarcadero into the PMPU with appropriate size and density guidelines to create a project that fits the small area being developed. It is the Port's responsibility to create the overall vision and restrictions for the project as part of the Master Plan.

Control the project costs by doing a different and sensibly sized project that fits the needs of Californians, instead of allowing developers to go overboard with grandiose schemes.

Ron Mazza
1325 Pacific Highway #1002
San Diego, CA 92101

Ron --
Sent from my iPhone

From: [Morgan, William T.](#)
To: [PublicRecords](#)
Subject: Proposed Embarcadero Development.
Date: Tuesday, October 11, 2022 6:22:22 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Port Authority -

Although I have copied the comments of the Embarcadero Coalition, I did so because I agree whole heartedly with each and every one of them. The proposed development is NOT in the best interests of San Diego or its tourism industry.

Thank you.

1 For 8 years the Seaport developer promised he could pay for this whole project. Now he wants to pawn off the cost of public infrastructure on public financing. If he can't deliver what he promised, maybe the whole project should be reconsidered. I object to a bait and switch project.

2. The Seaport project has grown massively since originally conceived so of course the costs have increased. Start again, and put the redevelopment of the Central Embarcadero into the PMPU with appropriate size and density guidelines to create a project that fits the small area being developed. It is the Port's responsibility to create the overall vision and restrictions for the project as part of the Master Plan.

3. I object to this proposed package of new taxes related to the Port. Higher taxes plus a wall of new hotels is a devastating combination.

4. If the developer had done his due diligence, he would have projected the costs related to an active earthquake fault and sea rise, since both situations were well known before his bid. Don't make the public pay for his project cost failures.

4. Control the project costs by doing a different and sensibly sized project that fits the needs of Californians, instead of allowing developers to go overboard with grandiose schemes.

*Dr. William T. Morgan
 750 State Street, Unit 307
 San Diego, CA 92101*

816-841-4313

morganwt@umkc.edu

Janet Graham

From: Julia Sanchez
Sent: Tuesday, October 11, 2022 9:14 AM
To: Ann Moore; Castellanos; Dan Malcolm; Danielle Moore; Frank Urtasun; Michael Zucchet; Sandy Naranjo
Cc: ELG - cc Assistants; Sally Raney; Janet Graham; Commissioner Services Staff
Subject: Agenda Related Materials (Item #21): BPC 10/11/22: Reject Public Financing for Seaport Infrastructure!

Commissioners,

Passing along the Agenda Related Material below received for the Board regarding Item 21, agenda # 2022-0339, PRESENTATION AND DIRECTION TO STAFF ON POTENTIAL PUBLIC FINANCING MODEL FOR PUBLIC INFRASTRUCTURE AND PARKS AS A PART OF THE REDEVELOPMENT OF A PORTION OF THE CENTRAL EMBARCADERO DISTRICT BY 1HWY1, LLC (SEAPORT SAN DIEGO PROJECT).

Respectfully,
Julia Sanchez

Document Management Assistant / Staff Assistant Office of the District Clerk & Commissioner Services
3165 Pacific Highway, San Diego, CA 92101 Office (619) 686-8112

connect:

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-----Original Message-----

From: WILLIAM BIDERMAN <bill@bidermann.com>
Sent: Tuesday, October 11, 2022 8:43 AM
To: PublicRecords <publicrecords@portofsandiego.org>
Subject: Reject Public Financing for Seaport Infrastructure!

WARNING: The sender of this email could not be validated and may not match the person in the "From" field!

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern,

The use of public funds for this project would be a travesty. The developer has promised not to use public funds forbears and now needs half a billion dollars for a project that has grown cancer like from an appropriately scaled improvement to a massive boondoggle now requiring increased taxes and fees.

I STRONGLY request that you

- DENY this request. It is a complete bait and switch after 8 years of promises.
- Scale the project down to control costs and do a design appropriate to San Diego and the downtown
- Open the project to competitive offers and bidding. This developer clearly has plans only for his pocketbook

Thanks for your consideration

Bill Bidermann
Marina District Resident
700 Front St #609