

SAN DIEGO UNIFIED PORT DISTRICT**MEMORANDUM**

Date: January 25, 2018

To: Board of Port Commissioners

Via: Jason Giffen
Assistant Vice President
Planning & Green Port
jgiffen@portofsandiego.org

From: Lesley Nishihira
Director, Planning
Planning & Green Port
lnishihi@portofsandiego.org

Subject: District Comments on the Airport Authority's Draft Harbor Drive Mobility Study

The purpose of this memo is to provide the Board with a copy of the District's comment letter (Attachment A) on the San Diego County Regional Airport Authority's (Airport Authority) Draft Harbor Drive Mobility Study (Study)¹. A copy of the Study is available upon request. The District's letter requests that the Airport Authority's Study be revised to clarify that the development capacities contemplated in the District's Port Master Plan Update (PMPU) are included in the Cumulative Impacts Chapter of the Study, and that they will be included the Airport Development Plan's (ADP) Environmental Impact Report (EIR). The comment letter includes several other recommendations for revisions to the Airport Authority's Study.

Background

In June 2017, the District was invited to participate in the Airport Authority's Harbor Drive Mobility Committee (Committee). The Committee was formed at the direction of the Airport Authority Board with the purpose of evaluating and recommending transit alternatives to remedy traffic and accessibility concerns around the San Diego International Airport (SDIA). The Committee's organization includes: a Policy Group to make recommendations for implementation and execution among all impacted entities; and, a Working Group, which includes stakeholders directly impacted by traffic around SDIA and those with a regional responsibility for transit. Chair Castellanos and Commissioner Bonelli represent the District on the Policy Group and District staff Jason Giffen, Lesley Nishihira and Stephen Shafer serve as representatives on the Working Group.

¹ The Airport Authority's Mobility Study is currently entitled "Harbor Drive Mobility Study – Technical Report", December 2017 – Draft 1 prepared by Kimley Horn. The District's comment letter suggests renaming the study to be more representative of its content, such as "Airport Development Plan Traffic Impact Study Scoping and Assumptions Report."

Page 2 of 2
January 25, 2018

Subject: District Comments on the Airport Authority's Draft Harbor Drive Mobility Study

The Airport Authority conducted its last Working Group meeting on November 13, 2017, and asked the Working Group to review the Airport Authority's forthcoming Study, which was emailed to them on December 14, 2017. The Working Group was asked to provide written comments on the Study by January 18, 2018. The Study summarizes the various Policy Group and Working Group meetings, as well as recommended improvements to on-airport entry roadways, and other bike, pedestrian, and transit improvements that will be included in the upcoming EIR for the Airport Authority's ADP. The District previously provided the Airport Authority's Committee with a range of potential forecasted development capacities being contemplated as part of the Port Master Plan Update at the August 31, 2017 Policy Group meeting, and in a subsequent letter dated September 7, 2017 (Attachment B).

Next Steps

Based on the District's participation in the Airport Authority's Committee, the District initiated the North Harbor Drive Mobility and Access Study, which is presently underway and will also be used in the EIR being prepared for the Port Master Plan Update. The District's study will take a comprehensive look at the transportation facilities, operations and access along North Harbor Drive between Shelter Island Drive and Park Boulevard; will focus on the projected growth in the corridor; and will develop recommendations for strategies and improvements within the corridor that will help to accommodate that growth, among all modes of travel. The District's North Harbor Drive Mobility and Access Study builds on the collaborative work and progress made by the Airport Authority Committee and is intended to be used by both the District and the Airport Authority as each agency moves forward in our respective processes.

A more detailed update on the District's North Harbor Drive Mobility and Access Study and the Technical Working Group formed to participate in the study's preparation was provided to Board on December 8, 2018, and is included as an attachment to this Memo (Attachment C). The District anticipates completing the North Harbor Drive Mobility and Access Study in April/May 2018.

If you have any questions, please contact Jason Giffen at (619) 686-6473 or via email at jgiffen@portofsandiego.org, or Lesley Nishihira at (619) 686-6469 or via email at lnishihira@portofsandiego.org.

Attachment(s):

Attachment A: District Comment Letter on the Airport Authority's Draft Harbor Drive Mobility Study, dated January 18, 2018

Attachment B: District Letter on Port Master Plan Update – Potential Program Level Development Ranges, dated September 7, 2017

Attachment C: District Staff Memo to Board of Port Commissioners regarding Update on North Harbor Drive Mobility and Access Study, circulated December 8, 2017

VIA EMAIL TO: tanasis@san.org

January 18, 2018

Ted Anasis
San Diego County Regional Airport Authority
P.O. Box 82766
San Diego, CA 92138-2776

Subject: Comments on Airport Authority's Draft Harbor Drive Mobility Study – Technical Report, dated December 2017

Dear Mr. Anasis:

Thank you for the opportunity to comment on the San Diego County Regional Airport Authority's (Airport Authority) Draft Harbor Drive Mobility Study – Technical Report, dated December 2017 (Study). The San Diego Unified Port District (District) appreciates the opportunity to serve on the Airport Authority Harbor Drive Mobility Committee's Working Group and offers the following comments on the Study.

General Comments

The comments listed below are intended to help clarify the information included in the draft document and for its using moving forward in our respective processes.

1. It is the District's understanding that Chapter 3 of the Study, Cumulative Projects in the Study Area, is intended for use in preparing a more detailed traffic analysis for the Airport Development Plan (ADP) Environmental Impact Report (EIR). In accordance with the California Environmental Quality Act (CEQA), the District respectfully requests that this chapter be revised to more fully describe the development capacities contemplated as part of the District's Port Master Plan Update (PMPU). As you are aware, the District has previously made this request orally and in writing and development capacities were previously provided to the Airport Authority on September 7, 2017 (see Appendix C to the Study). Additionally, the Airport Authority should consider the recently approved-projects as specified below. The PMPU and these projects are approved or reasonably foreseeable projects. Also, as an added benefit, incorporating the District's PMPU projected development capacities, as a cumulative project, will ensure consistency between the two CEQA documents being prepared concurrently by our respective agencies, as well as support the adequacy of the analysis in the ADP EIR. Consequently, the District recommends revisions to both the text of the document (Chapter 3) and in Figure 3-1: Cumulative Projects to better reflect the projected development ranges, as well as the other cumulative projects planned by other agencies.

The development capacities contemplated in the PMPU and the traffic generated by the ADP will be included in the North Harbor Drive Mobility and Access Study being conducted by the District consistent with the direction from the Policy Group. That study and the EIR for the PMPU are presently underway. The District requests that the ADP EIR consider the North Harbor Drive Mobility and Access Study in its analysis.

2. Throughout the Study (notably Chapters 1, 2, 3 and 5), the District's traffic study is referred to as the "Port Traffic Study." For consistency purposes when referencing the

District's "North Harbor Drive Mobility and Access Study" or describing its scope, please use the following description: "The San Diego Unified Port District's North Harbor Drive Mobility and Access Study will take a comprehensive look at the transportation facilities, operations and access along North Harbor Drive between Shelter Island Drive and Park Boulevard. The study will focus on the projected growth in the corridor and develop recommendations for strategies and improvements within the corridor that will help to accommodate that growth, among all modes of travel. The outcome of the study when completed will be placed as an appendix to this document and/or the ADP EIR." Further, the District recommends the ADP EIR include the North Harbor Drive Mobility and Access Study in its analysis and consider it for inclusion of feasible mitigation measures.

3. The "Longer-Term" scenario is inconsistently referred to as 12-25 years or 12-30 years throughout the document. Please correct or explain why there is a difference. At a minimum, the District requests that the "Longer-Term" period go out to 12-30 years, but suggests it go to year 2050.
4. The name of the document, Harbor Drive Mobility Study – Technical Report, is confusing since it does not include contents typical of most technical reports. Please consider revising the name of the document to something more representative of its contents, such as "Airport Development Plan Traffic Impact Study Scoping and Assumptions Report."

Specific Comments

The following are specific comments that apply to the specific page or figure noted below:

Chapter 1 – Executive Summary

5. Page 1-1, paragraph 2: Figure 1-1 should be revised to match the description of the boundary area in the text of the Study (i.e., I-8 and Rosecrans Street are described in the text, but not shown on the figure).
6. Page 1-1, paragraph 3: Please clarify the years that will be analyzed for the short-term and long-term scenarios. Please clarify if the ADP study will analyze Year 2050 conditions, which is beyond the 30-year time frame. Finally, please note the increase in airport passenger demand and growth from the surrounding areas will also be accounted for in the evaluation of the mobility facilities in the boundary area.
7. Page 1-1, paragraph 5: Short-term cumulative projects should include past, present and future projects proposed in the District and other agencies.
8. Page 1-1, paragraph 5: While all parallel efforts will continue to be coordinated, the "skyway" study is a separate effort from the North Harbor Drive Mobility and Access Study and is being conducted by another party. Therefore, we request that it is referenced as a separate study that may also be included as an appendix to the Study.

Chapter 2 – Study Process

9. Page 2-1, paragraph 1, second sentence: Please note that North Harbor Drive serves several other areas and uses in the immediate area, including the Coast Guard, Harbor Island, Shelter Island, and the Embarcadero – not just primarily the airport. We request that this be revised to reflect this fact.
10. Page 2-1, paragraph 1, third sentence: While the Airport Authority may not have planning jurisdiction outside of its footprint, this does not foreclose identification of improvements within those jurisdictions and the Airport's fair share contribution to those improvements as a result of the ADP.

11. Page 2-1, paragraph 4: Please clarify the following sentence: "This report would provide critical input and analysis for SDCRAA's planned EIR for the Airport Development Plan's roadway improvements." The District is very appreciative of being part of the Policy Group, but the District is still unclear of the intent of the Study and has the impression that the EIR for the ADP would also include the analysis conducted in the North Harbor Drive Mobility and Access Study.
12. Page 2-2, paragraph 1: Please see comment #3, above.
13. Page 2-4, paragraph 2: Please delete "The Port, by far the largest landowner in the area," and replace with "The Port, one of the agencies with jurisdiction over a majority of the surrounding area,...". Neither the District nor the Airport Authority owns the land, but rather the District holds both the tidelands (including the airport) and submerged waters in trust for all Californians.

In addition, please add to this summary of Policy Group Meeting 2 that the list of planned projects described by the Port would be used in the cumulative project list and that it was discussed that the Port's study would be used by the agencies in their respective CEQA documents.

14. Page 2-5, paragraph 1, last sentence: Please clarify what is meant by SANDAG's "new model".
15. Page 2-5, paragraph 2, first sentence: Please add "proposed" before plan or elaborate on what you mean by "plan."
16. Page 2-5, Conclusions, second bullet: Please include some discussion on the cumulative project list (0-12 years and 12-25 years) *and* long-term projects. How do long term projects differ from 12-25 years cumulative projects?

Note that the ADP may have direct and cumulative significant impacts outside of the airport's footprint and the Airport Authority may request funding from the Federal Airport Administration to mitigate those impacts as part of the ADP process and it may potentially be possible for the Airport Authority to fund such improvements from other revenue streams. The District requests that this matter be brought back to the Policy Group prior to the ADP EIR being released for public review.

Chapter 3 – Cumulative Projects within the Study Area

17. Page 3-1, paragraph 2: In support of the opening comments of this letter, please use the following language for this paragraph:

"The District is currently in the process of updating their Port Master Plan. The Port Master Plan Update (PMPU) will identify the growth potential, for both land and water uses, throughout the tidelands area and establish the development capacities for the various areas within the District's jurisdiction. As part of the coordination process with the Harbor Drive Mobility Working Group (outlined in Chapter 2) and to formally request that the PMPU development capacities be considered in the ADP EIR, as a cumulative project, the District provided the anticipated development growth projections for the short-term (0-10 years) and longer-term (10+ years) scenarios for the planning districts that rely on North Harbor Drive for access (Shelter Island, Harbor Island and the Embarcadero). The anticipated development growth provided by the District is provided in Appendix C and will also be considered in the cumulative analysis of the Airport Development Plan Environmental Impact Report. Additionally, the District has moved forward several

proposed developments and selected partners for them based on detailed proposals, including redevelopment of East Harbor Island and the Embarcadero. These anticipated redevelopments are included in the PMPU development capacities. The District also has approved several site-specific projects in the recent years, including, without limitation the San Diego Convention Center expansion, the Hilton Hotel expansion, Bayside Performance Park Enhancement project, and the Portside Pier restaurant, which are specific approved cumulative projects.”

18. Page 3-1, paragraph 4: Please replace “their study” with “the North Harbor Drive Mobility and Access Study.”
19. Figure 3-1: The Study area shown should be consistent with the revised Boundary Area to be depicted on Figure 1-1 (see also comment #5).
20. Figure 3-1: Add the Portside Pier restaurant as “13” on the figure (formerly Anthony’s site).
21. Figure 3-1: As noted in the opening to this letter and comment #17, please revise the figure to include the District’s cumulative development summarized in Appendix C, along with projects identified by other agencies, to ensure this chapter thoroughly reflects the cumulative projects identified in the Study area as part of the Working Group’s collaboration.

Chapter 4 – North Harbor Drive Mobility Short Term Projects

22. Page 4-1 to 4-10: Please note the District appreciates the identification of on-airport short-term improvements. However, the ADP may have significant traffic, pedestrian, bikeway and transit impacts not referenced in the Study and the District will reserve its comments related to those impacts, as well as mitigation measures, design changes or alternatives analyzed, until the traffic technical report and draft EIR is released for the ADP.
23. Figure 4-1: Please label Terminal 1 and Terminal 2 on the figure.
24. Figure 4-1: Please identify the Airport access point at the intersection of Harbor Island Drive and North Harbor Drive.
25. Additional figures in this chapter would be helpful to show how the proposed short term projects (roadway and bicycle/pedestrian) will connect and align with existing circulation, including Terminal 2 ingress/egress, traffic between the airport and Point Loma, and bike and pedestrian facilities.
26. The short term projects under consideration should also include the addition of a mid-point north-south pedestrian connection across Harbor Drive between the new facilities on the north and south sides of the road.

Chapter 5 – North Harbor Drive Mobility Long Term Projects

27. Heading 5.1: Please replace with the District’s official study name “North Harbor Drive Mobility and Access Study” for consistency purposes and to make clear that study effort will assess more than just District-generated traffic. Also, please discuss the full study scope (see also comment #2) and how any airport efforts will impact traffic throughout the scoped area.

Please note that the District requests that the “North Harbor Drive Mobility and Access Study” be considered in the ADP EIR, as it will look at the cumulative effects of not only the ADP and PMPU, but other jurisdictions foreseeable projects. Also, until the draft EIR

and the traffic study for ADP is released, the District reserves any comments related to the scope and geographical boundaries of those analyses. But, the District does request Harbor Island, Shelter Island and the Embarcadero be included in cumulative analysis of the EIR and traffic report.

28. Section 5.2, Future Studies: Please note the distinction between plans and feasibility studies (e.g., modify section title to reference both).
29. Section 5.2, Future Studies: Please include references to the status of each plan or feasibility study.

Chapter 6 – Conclusions/Next Steps

30. Bullet #4: Please list or describe the refinements made to the proposed on-airport access roadway in response to suggestions made by the Working Group.

In addition, it is important to reiterate that there was consensus among the Working Group, as reflected in the meeting summaries in Chapter 2 of the Study, that more detailed mobility data and analysis was needed in order to support recommendations for the on-airport access roadway as a solution to potential impacts from the ADP.

The District is very appreciative of being included in the North Harbor Drive Mobility Working Group and looks forward to continued participation in collaborative efforts to address mobility issues for the region. In addition, the District values the Airport Authority staff's participation in the District's North Harbor Drive Mobility and Access Study Technical Working Group and requests the study produced from this effort be included in the ADP EIR's analysis to further ensure consistency and adequacy of that CEQA document. Also, note that the District may have additional comments to the draft ADP EIR and traffic report and these comments are not intended to limit those comments. Additionally, until we have a chance to review the draft ADP EIR, ADP traffic report or the technical data that went into the Study, the District cannot say with certainty it may not have additional comments in the future.

Sincerely,



Lesley Nishihiya
Director, Planning
San Diego Unified Port District

cc: Jason Giffen
Job Nelson
Stephen Shafer
Stephen Cook
Rebecca Harrington

VIA EMAIL TO: tanasis@san.org

September 7, 2017

San Diego County Regional Airport Authority
Attention: Ted Anasis
San Diego International Airport
3225 North Harbor Drive, 3rd Floor
San Diego, CA 92101

Subject: San Diego Unified Port District's Port Master Plan Update – Potential Program-Level Development Ranges for Shelter Island, Harbor Island and Embarcadero Planning Districts

Dear Mr. Anasis,

The purpose of this letter is to provide the forecasted development information that was presented by the San Diego Unified Port District (District) during the last Harbor Drive Mobility Committee Policy Group meeting held on August 31, 2017.

As you are aware, the District is currently involved in a multi-year "Integrated Planning" process leading to an update of its Port Master Plan with its own corresponding Environmental Impact Report (EIR). This process includes updates to land and water use designations and new Baywide and Planning District goals and policies for land and water use, mobility, natural resources, resiliency and safety, coastal access and recreation, and economic development. The Port Master Plan Update (PMPU) will include development growth scenarios for District tidelands projected to occur over the next 30 years. This projected development growth should be considered in the cumulative impacts analysis for the San Diego County Regional Airport Authority's (SDCRAA) Airport Development Plan EIR.

The development ranges noted below, as well as depicted in the attached table, reflect the information that was conveyed by Commissioner Castellanos during the meeting. Note that these development ranges are not yet contained within an approved land use plan, but are being considered for inclusion in the PMPU and EIR presently underway and are reasonably foreseeable based on this stage of the PMPU process. The PMPU Draft EIR is anticipated to be circulated for public review in fall 2018, with certification of the PMPU by the California Coastal Commission estimated for late 2019.

PMPU Potential Program-level Development Ranges (0-10 years):

- Harbor Island – Potential growth within the District's Harbor Island Planning District may include the following:
 - 750-1,500 hotel rooms
 - 40,000-140,000 sf of retail, restaurants, services, and aquaculture/bluetech uses
 - 15%-20% (150-200 slips) increase in vessel berthing
 - Final access points to East Harbor Island off of North Harbor Drive have not yet been determined, although it is likely that future development will continue to utilize the two existing intersections at Liberator Way and Harbor Island Drive
 - Note that the potential development within this 0-10 year phase is less than what was contemplated in the Notice of Preparation for the "Harbor Island East Basin Industrial Subarea Redevelopment and Port Master Plan Amendment" issued in August 2015

September 7, 2017

Mr. Ted Anasis

Re: San Diego Unified Port District's Port Master Plan Update – Potential Program-Level Development Ranges for Shelter Island, Harbor Island and Embarcadero Planning Districts

- Embarcadero – Potential growth and/or major projects within the District's Embarcadero Planning District may include the following:

North Embarcadero Sub-District

- 450-550 hotel rooms
- 8,500-17,000 sf of retail, restaurants and services
- 10-15 acres of additional public space areas, including potential realignments of portions of Harbor Drive between Laurel Street and G Street that may involve roadway width reductions
- 600,000-1,000,000 additional cruise passengers per year

Central Embarcadero Sub-District

- 400-500 hotel rooms
- 150,000-215,000 sf of retail, restaurants, services, and aquaculture uses – including a major attraction and/or event center
- 22%-31% (25-35 slips) increase in vessel berthing

South Embarcadero Sub-District

- 550-650 hotel rooms
- 24,000-26,000 sf of retail, restaurants and services
- 960,000 sf of convention center exhibit area, meeting rooms, ballrooms and support spaces
- 3%-5% (16-23 slips) increase in vessel berthing

PMPU Potential Program-level Development Ranges (10+ years):

- Shelter Island – Potential growth within the Port's Shelter Island Planning District may include the following:
 - 1,000-2,000 hotel rooms
 - 50,000-240,000 sf of retail, restaurants and services
 - 40,000-50,000 sf of commercial fishing, marine sales and services, and aquaculture/bluetech uses
 - 15%-20% (430-575) increase in vessel berthing slips
- Harbor Island – Potential growth within the Port's Harbor Island Planning District may include the following:
 - 1,100-2,200 additional hotel rooms
 - 60,000-210,000 sf of additional retail, restaurants, services, and aquaculture/bluetech uses
 - 15%-20% (150-200 slips) increase in vessel berthing
 - Final access points to East Harbor Island off of North Harbor Drive have not yet been determined, although it is likely that future development will continue to utilize the two existing intersections at Liberator Way and Harbor Island Drive
 - Note that the potential development within this 10+ year phase is less than what was contemplated in the Notice of Preparation for the "Harbor Island East Basin Industrial Subarea Redevelopment and Port Master Plan Amendment" issued in August 2015

September 7, 2017

Mr. Ted Anasis

Re: San Diego Unified Port District's Port Master Plan Update – Potential Program-Level Development Ranges for Shelter Island, Harbor Island and Embarcadero Planning Districts

North Embarcadero Sub-District

- o 950-1,150 hotel rooms
- o 1,650-33,000 sf of retail, restaurants and services

Central Embarcadero Sub-District

- o 800-1,000 hotel rooms
- o 300,000-435,000 sf of retail, restaurants, services, and aquaculture uses – including a major attraction and/or event center
- o 35%-50% (50-75 slips) increase in vessel berthing

South Embarcadero Sub-District

- o 1,150-1,350 hotel rooms
- o 3,000-6,000 sf of retail, restaurants and services
- o 6%-9% (34-47 slips) increase in vessel berthing

Please note that the development ranges provided above are in-line with preliminary PMPU "program-level" growth assumptions that are still under refinement; they do not reflect detailed "project-level" information. It is also assumed that supporting infrastructure and associated public improvements will be included as necessary to align with future development scenarios.

District staff looks forward to our meeting next week to discuss the scope of work for the collaborative mobility study to be led by the District, as well as responding to any other information needs you may have. Through coordination and collaboration, our agencies can ensure our respective baseline and cumulative impact analyses are utilizing the most accurate and up-to-date project information and planned infrastructure improvements on or adjacent to District tidelands.

If you have any questions regarding these comments, please contact me at (619) 686-6469 or via email at lnishihi@portofsandiego.org.

Sincerely,



Lesley Nishihira
Director, Planning
Planning and Green Port

cc: Randa Coniglio, President/CEO
Jason Giffen, Assistant Vice President, Planning and Green Port
Job Nelson, Assistant Vice President, External Relations
Stephen Shafer, Program Manager, Government and Civic Relations
Rebecca Harrington, Senior Deputy General Counsel
Steve Cook, Chen Ryan Associates, District Consultant
Mike Kulis, Director, Inter-Governmental Relations, SDCRAA
Dave Sorenson, Kimley-Horn, SDCRAA Consultant

Attachment(s):

A. Port Master Plan Update Potential Program-Level Development Ranges

Port Master Plan Update: Potential Program-Level Development Ranges

		Hotels (Rooms)		Retail, Restaurant, Commercial Fishing, Marine Sales & Service, Bluetech/ Aquaculture (Sq Ft)		Conv Center Space (Sq Ft)	Slips (Count)		Cruise (# AnnualPassengers)		Large- Scale Public Space (Acres)		
		Low	High	Low	High		Low	High	Low	High	Low	High	
PD1 - Shelter Island													
	0-10 years	-	-	-	-	-	-	-	-	-	-	-	
	10+ years	1,000	2,000	90,000	290,000	-	430	575	-	-	-	-	
30-Yr Buildout		1,000	2,000	90,000	290,000	-	430	575	-	-	-	-	
PD2 - Harbor Island													
	0-10 years	750	1,500	40,000	140,000	-	150	200	-	-	-	-	
	10+ years	1,100	2,200	60,000	210,000	-	150	200	-	-	-	-	
30-Yr Buildout		1,850	3,700	100,000	350,000	-	300	400	-	-	-	-	
PD3 - Embarcadero													
North Embarcadero Sub-District													
	0-10 years	450	550	8,500	17,000	-	-	-	600,000	1,000,000	10	15	
	10+ years	950	1,150	16,500	33,000	-	-	-					
Buildout		1,400	1,700	25,000	50,000	-	-	-	600,000	1,000,000	10	15	
Central Embarcadero Sub-District													
	0-10 years	400	500	150,000	215,000	-	25	35	-	-	-	-	
	10+ years	800	1,000	300,000	435,000	-	50	75	-	-	-	-	
Buildout		1,200	1,500	450,000	650,000	-	75	110	-	-	-	-	
South Embarcadero Sub-District													
	0-10 years	550	650	24,000	26,000	960,000	16	23	-	-	-	-	
	10+ years	1,150	1,350	3,000	6,000	-	34	47	-	-	-	-	
Buildout		1,700	2,000	27,000	32,000	960,000	50	70	-	-	-	-	
PD3 - Embarcadero Totals													
	0-10 years	1,400	1,700	182,500	258,000	960,000	41	58	600,000	1,000,000	10	15	
	10+ years	2,900	3,500	319,500	474,000	-	84	122	-	-	-	-	
30-Yr Buildout		4,300	5,200	502,000	732,000	960,000	125	180	600,000	1,000,000	10	15	
PD1, 2, & 3 Totals													
	0-10 years	2,150	3,200	222,500	398,000	960,000	191	258	600,000	1,000,000	10	15	
	10+ years	5,000	7,700	469,500	974,000	-	664	897	-	-	-	-	
30-Yr Buildout		7,150	10,900	692,000	1,372,000	960,000	855	1,155	600,000	1,000,000	10	15	

SAN DIEGO UNIFIED PORT DISTRICT

MEMORANDUM

Date: December 7, 2017

To: Board of Port Commissioners

Via: Jason Giffen
Assistant Vice President
Planning & Green Port
jgiffen@portofsandiego.org

From: Lesley Nishihira
Director, Planning
Planning & Green Port
lnishihi@portofsandiego.org

Subject: Update on North Harbor Drive Mobility and Access Study

The purpose of this memo is to update the Board on the District's recent initiation of the North Harbor Drive Mobility and Access Study, which will be conducted in support of the Port Master Plan Update (PMPU) effort.

District participation in Airport Harbor Drive Mobility Committee

In June 2017, the District was invited to participate in the San Diego County Regional Airport Authority's (Airport Authority) Harbor Drive Mobility Committee (Committee). The Committee was formed at the direction of the Airport Authority Board with the purpose of evaluating and recommending transit alternatives to remedy traffic and accessibility concerns around the San Diego International Airport (SDIA). The Committee's organization includes: a Policy Group to make recommendations for implementation and execution among all impacted entities; and, a Working Group, which includes stakeholders directly impacted by traffic around SDIA and those with a regional responsibility for transit. Commissioners Castellanos and Bonelli represent the District on the Policy Group and District staff Jason Giffen, Lesley Nishihira and Stephen Shafer serve as representatives on the Working Group.

Meetings for both the Policy and Working groups have taken place focusing on mobility improvements associated with the proposed Airport Development Plan, including refinements to the on-airport entry roadway, bikeway and pedestrian improvements and transit improvements along the SDIA frontage of North Harbor Drive (from the Laurel Street and Harbor Drive intersection to Spanish Landing), as well as discussion of cumulative projects from agencies within the study area, like the PMPU.

District Initiation of North Harbor Drive Mobility and Access Study

Through the District's participation in the Airport Authority Committee, the District

Subject: District's North Harbor Drive Mobility and Access Study

identified the need to take a leadership role in completing a collaborative mobility and access study for the area to ensure all the agencies involved with planning in the area are working from a consistent set of data and assumptions. As mentioned above, this study is referred to as the North Harbor Drive Mobility and Access Study (Study).

The Study will build on the work and progress made by the Airport Authority Committee, and will expand the scope and study area of that effort. The Study will take a comprehensive look at the transportation facilities, operations and access along North Harbor Drive between Shelter Island Drive and Park Boulevard. The Study will also focus on the projected growth throughout the corridor within the Shelter Island, Harbor Island, SDIA and Downtown areas and develop recommendations for strategies and improvements within the corridor that will help to accommodate that growth, among all modes of travel.

In order to ensure the Study is collaborative and is consistent with the numerous planning and engineering studies currently being conducted within the project study area, the District has formed a Technical Working Group (TWG) to participate in the Study's preparation. Representatives of the agencies listed below, many of which also served on the Airport Authority Committee, have been invited to participate:

- San Diego County Regional Airport Authority
- SANDAG
- Port of San Diego
- California Coastal Commission – San Diego Coast District Office
- City of San Diego / Civic San Diego
- County of San Diego
- Caltrans
- MTS
- US Coast Guard
- Solar Turbines

On Monday, November 13, 2017, District staff facilitated the first TWG meeting for the Study, which was attended by staff from all agencies listed above. At this meeting District staff worked with participants to:

- (1) Refine the project study area;
- (2) Clarify expectations and identify study objectives; and
- (3) Agree upon the project schedule, which identifies an April 2018 completion date.

Project Study Area and Objectives

The project study area includes the segment of Harbor Drive starting at Shelter Island Drive (Planning District 1) and traversing easterly along Harbor Island (Planning District 2) and then southerly along the Embarcadero (Planning District 3), before it ends at the San Diego Convention Center. It also includes some key segments and intersections along Rosecrans and the major east / west connectors from Harbor Drive to Interstate 5, such as Laurel Street, Hawthorne Street and Grape Street. It also includes the

Subject: District's North Harbor Drive Mobility and Access Study

segment of Pacific Highway from Washington Street down towards Seaport Village (see Attachment A – Study Area). Multiple jurisdictions have varying levels of authority over these various road segments, and the intent of this Study is to look at this corridor holistically, understanding that the transportation network in this area has implications for the larger San Diego region.

At the November 13, 2017 TWG meeting, participants agreed on the following project objectives for the Study:

- Identify mobility and access issues;
- Develop a set of cohesive mobility and access improvements under long-term and near-term conditions;
- Provide a “road map” for future development and improvements;
- Help to inform future mobility and access decisions;
- Reduce congestion while identifying opportunities that maximize multi-modal options (e.g., pedestrian, bicycle, transit);
- Identify potential cost-sharing arrangements between agencies, as well as potential funding sources to construct projects and make improvements.

Relationship of Study to Port Master Plan Update Effort

The projected growth to be analyzed in the Study will be consistent with the 30-year growth assumptions that will be included in PMPU for the Shelter Island, Harbor Island and Embarcadero Planning Districts (Planning Districts 1, 2 and 3, respectively). The Study, including information produced from the transportation forecast modeling prepared in coordination with SANDAG, will also be utilized for the technical analysis needed for preparation of the Draft Environmental Impact Report for the PMPU.

Next Steps

The Study has an aggressive timeline, which includes convening TWG meetings monthly from now until April 2018. The Study will include project alternatives that will continue to be refined by the TWG through January 2018. In February 2018, the District will work with the TWG to develop a Preferred Mobility Scenario and quantify its benefits. The Study will also include a near-term assessment (10 to 12-year time horizon) for phasing improvements through year 2030, while maintaining consistency with the long-term improvements identified for a 2050 horizon year. The near-term assessment will be developed in March 2018, and the Study is scheduled for completion in April 2018.

The next Study TWG meeting is scheduled for December 13, 2017, when participants will review existing conditions and finalize the vision statement for the study (see Attachment B – Study Schedule). In addition, District staff will report out on the progress of the Study to the Airport Authority Committee's Policy Group at their next meeting scheduled for January 29, 2018.

If you have any questions, please contact Jason Giffen at (619) 686-6473 or via email at jgiffen@portofsandiego.org, or Lesley Nishihira at (619) 686-6469 or via email at lnishihira@portofsandiego.org.

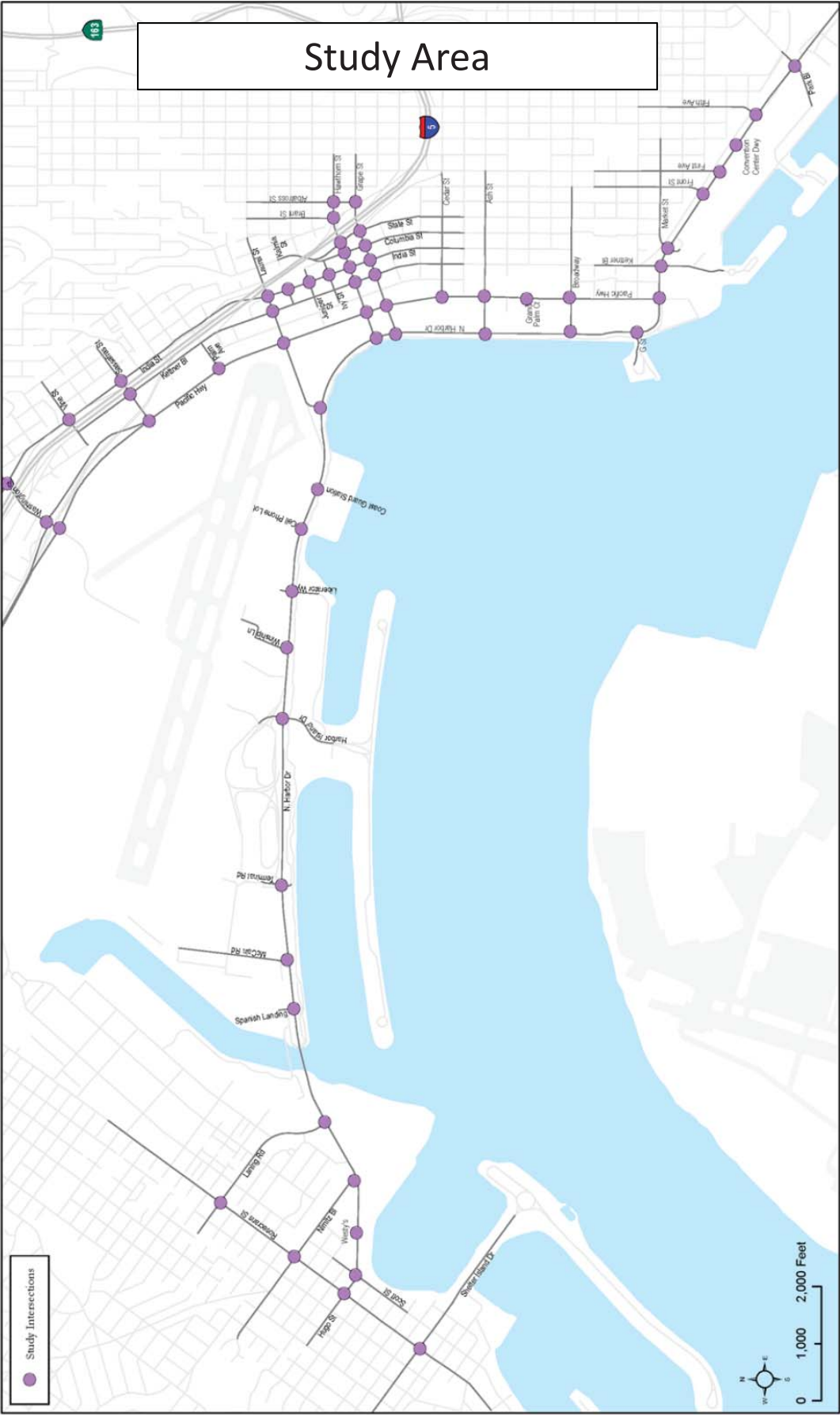
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December 7, 2017

Subject: District's North Harbor Drive Mobility and Access Study





Attachment(s):

Attachment A: North Harbor Drive Mobility and Access Study Area

Attachment B: North Harbor Drive Mobility and Access Study Schedule



# Task	November	December	January	February	March	April
1.0 Project Management / Meetings						
2.0 Input / Outreach						
3.0 Existing Conditions						
4.0 Project Alternatives						
5.0 Preferred Scenario Quantification of Benefits						
6.0 Near-Term Assessment						
7.0 Documentation						
8.0 Next Steps						
9.0 Study Acceptance						

-  TWG Meeting
-  Draft Report
-  Final Report
-  Policy Committee