

EVALUATION OF SEAPORT PROJECT AND DRAFT CENTRAL EMBARCADERO POLICY CONCEPTS

As presented in the table below, the current redevelopment program was reviewed for consistency with the draft policy concepts presented to date for the Central Embarcadero sub-district. Although these draft policy concepts were endorsed by the Board at the March 28, 2018 PMPU Board workshop, they are not binding and additional refinements and Board feedback regarding policy concepts related to this sub-district, along with policy concepts specific to commercial fishing, will be discussed at the upcoming PMPU Board workshop scheduled for December 18, 2018.

Enhance the Character of Central Embarcadero

<i>Establish the Central Embarcadero as the entertainment district on the waterfront</i>	The current redevelopment program appears to fulfill the PMPU policy objectives established to date regarding the character of the Central Embarcadero sub-district, specifically those intended to support increased development intensity with an emphasis on gathering places, high-activation of the waterfront, and attractions geared towards entertainment.
<i>Support increase in development intensity for the Central Embarcadero sub-district</i>	
<i>Embrace Commercial Fishing's significance to the history of San Diego's waterfront</i>	As noted above, recent consensus established between 1HWY1 and the SDFWG regarding the redevelopment of Tuna Harbor demonstrates the project's acknowledgement of Commercial Fishing's significance on the waterfront. It is anticipated that a discussion related to commercial fishing, including policy concepts specific to the Central Embarcadero sub-district and bay wide land and water use designations, will occur at the upcoming PMPU workshop on December 18, 2018.
<i>Create meaningful public space on the waterfront that is active and unique</i>	With the goal of creating a unique waterfront experience with connections to, through and around the site, staff will continue to coordinate with the 1HWY1 team to ensure public spaces within the redevelopment are accessible, active and situated along the water's edge to the greatest extent possible.
<i>Plan and design for a balance of uses that improve the year-</i>	The current redevelopment program includes a balanced variety of uses with inclusion of commercial

<p><i>round experience on the Embarcadero for all visitors</i></p>	<p>fishing facilities, recreational berthing areas, and a greater range of visitor-serving facilities, accommodations and commercial spaces.</p> <p>As noted in the discussion above, staff will need to do additional analysis in coordination with State Lands Commission staff before these uses are deemed compatible with the Public Trust Doctrine.</p>
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Promote Diversity in Water Mobility Options

<p><i>Support a diverse mix of water mobility options</i></p>	<p>The current redevelopment program includes two connection points to waterside mobility options, including water taxi and ferry pick-up/drop-offs. The placement of these pick-up/drop-off locations appear to provide convenient opportunities for visitors or workers to utilize water mobility options.</p>
<p><i>Provide additional transfer areas between land and water</i></p>	

Draft Policies Applicable to the Central Embarcadero Overlay

<p><i>Protect Commercial Fishing uses by maintaining current acreage for designated land and water areas</i></p>	<p>The current redevelopment program includes significant portions of the site dedicated to Commercial Fishing land and water berthing designated areas. Consistency with the acreages presented in the current Port Master Plan, along with comparisons to GIS refined acreages and results of a recent land survey, will be presented at the upcoming PMPU workshop on December 18, 2018.</p> <p>The current redevelopment program appears to prioritize commercial fishing operations by proposing reconfigured landside support facilities at the G Street Mole with infrastructure improvements in closer proximity to berthing access areas, parking and processing facilities.</p> <p>Staff will continue to coordinate with the 1HWY1 team and the SDFWG to ensure the functionality of the Tuna Harbor commercial fishing basin is protected and enhanced, with appropriate commercial fishing-specific policies and designation of land and water use areas to be included in the PMPU.</p>
<p><i>Prioritize Commercial Fishing operations by locating landside support uses immediately next to associated berthing areas</i></p>	
<p><i>Establish processes in consultation with Commercial Fishing representatives to manage and evaluate secondary uses, potential conflicts or changes to designated areas</i></p>	

<p><i>Guarantee the public realm with a minimum of 35% of the Overlay Area as Recreation Open Space</i></p>	<p>Staff will to work with the 1HWY1 team to verify that the minimum amount of required Recreation Open Space (ROS) designated land for the redevelopment area is provided. Future coordination will be necessary to ensure public spaces within the plan are clearly identified and quantified, including distinctions for the “public realm” areas throughout the site to assess the amount of ROS designated areas and other non-ROS designated open space areas.</p>
<p><i>Position new open space predominantly adjacent to the shoreline with linkages throughout the site to maximize the user experience within the Overlay Area</i></p>	<p>Staff will continue to coordinate with the 1HWY1 team to ensure public spaces within the redevelopment area, including public parks, gathering spaces and promenades, are accessible, activated and situated along the water’s edge to the greatest extent possible.</p>
<p><i>Minimum requirement for large, contiguous space to ensure meaningful open space area for the public to experience and enjoy (ground or elevated)</i></p>	<p>The current redevelopment program appears to provide two large, contiguous areas that would potential satisfy this policy concept. Additional information and analysis will be necessary to ensure this is provided.</p>
<p><i>Elevated areas may not exceed 50% of the required minimum Recreation Open Space</i></p>	<p>As noted above, additional coordination will be necessary to ensure public spaces within the plan are clearly identified and quantified; this will allow staff to determine if the proposed elevated ROS space is within the maximum acreage allowance established by this policy concept.</p>
<p><i>Elevated Recreation Open Space areas must provide adequate access and activation to ensure equal or greater quality and value to the public as ground level space</i></p>	<p>In addition, information regarding the proposed elevated ROS areas, including the type and amount of access points, signage, and intended programming or activation of these spaces, will be necessary to analyze consistency with this policy concept.</p>
<p><i>Encourage design that provides interaction with the water</i></p>	<p>The current redevelopment program includes different opportunities for public spaces and commercial development to interact with the water, including a kayak launch, recreational and commercial boat berthing areas, and water mobility transfer points. The</p>

	<p>program also includes a beach area, which will require additional coordination to assess potential impacts to resource areas from shoreline alteration and required maintenance for this area.</p>
<p><i>Encourage temporary “pop-up” activities and experimental programming</i></p>	<p>Although the current redevelopment program appears to include public spaces suitable for a variety of activities and programming, future coordination with the 1HWY1 team will be needed to ensure this activation is provided and promoted.</p>
<p><i>Require continuous shoreline public walkways</i></p>	<p>The current redevelopment program depicts a continuous walkway predominately located adjacent to the water, with the potential to connect to pathway throughout the redevelopment area.</p>
<p><i>Locate walkways and amenity zones adjacent to the water</i></p>	<p>Additional information will be needed regarding proposed over-water improvements, including piers, bridges and cantilevered walkways, in order to analyze potential impacts to resource areas, proposed wetland park creation for mitigation, as well as to quantify increases to developable land area (or conversion of undeveloped and/or water areas).</p>
<p><i>Activate Recreation Open Space with visitor-serving nodes and linkages</i></p>	<p>The current redevelopment program illustrates nodes adjacent to the promenade on Marina Park North. Staff will continue to coordinate with the 1HWY1 team to ensure activating features compliment and create synergy with existing and/or planned retail, dining, and recreation tenants.</p>
<p><i>Activate the walkway with nodes placed to create synergy with retail, dining and recreation tenants</i></p>	<p>As presented in the current redevelopment program, existing and proposed view extension corridors appear to be preserved from Harbor Drive, Kettner Boulevard and Pacific Highway. Additionally, scenic vista areas along the shoreline as identified in the March 28, 2018 PMPU workshop materials appear to remain unobstructed.</p> <p>However, additional details (e.g., dimensioned building setbacks, stepbacks and articulation) are</p>
<p><i>Protect and preserve view extension corridors and scenic vistas</i></p>	<p>As presented in the current redevelopment program, existing and proposed view extension corridors appear to be preserved from Harbor Drive, Kettner Boulevard and Pacific Highway. Additionally, scenic vista areas along the shoreline as identified in the March 28, 2018 PMPU workshop materials appear to remain unobstructed.</p> <p>However, additional details (e.g., dimensioned building setbacks, stepbacks and articulation) are</p>

	<p>needed for staff to evaluate potential view and vista impacts. Specifically, placement of the proposed Veterans Museum may create potential impacts to view depending on the massing and scale of the structure. Staff will continue to coordinate with the 1HWY1 team to ensure view extension corridors and scenic vista areas are protected as the project description and site plan are refined.</p>
<p><i>Visitor-Serving Recreation Commercial development should complement and integrate with the public realm in the Overlay Area</i></p>	<p>The current redevelopment program illustrates visitor-serving recreation commercial development adjacent to public realm areas; however, the level of detail in the drawings is not sufficient to make a determination regarding consistency with this policy concept. Staff will continue to coordinate with the 1HWY1 team to ensure proposed commercial development is complimentary to and integrates with the public realm.</p>
<p><i>Protect, encourage and provide, where feasible, lower-cost visitor-serving and recreational facilities</i></p>	<p>The current redevelopment program includes a range of lower-cost visitor serving and recreational facilities including overnight accommodations, such as a hostel and micro-hotel, as well as parks and public spaces. Of the presently proposed 1,933 hotel rooms, approximately 30% have the potential to qualify as lower-cost accommodations that would be provided on-site.</p>
<p><i>Promote water access for a variety of vessels</i></p>	<p>The current redevelopment program promotes and provides water access for a variety of commercial and recreational vessels through the form of short- and long- term berthing, boat launches, or taxi/ferry pick-up/drop-off locations.</p>