

Evaluation of Sunroad Harbor Island Hotel Project and Draft PMPU East Harbor Island Policy Concepts

As presented in the table below, the Sunroad Harbor Island Hotel Project was reviewed by staff for consistency with the draft policy concepts presented to date for the East Harbor Island sub-district. Although these draft policy concepts were endorsed by the Board at the December 12, 2017 PMPU Board workshop, they are not binding and additional refinements and Board feedback regarding the draft policies will be presented in the Discussion Draft of the PMPU.

Enhance the Character of Harbor Island

<p><i>Plan for increase in Visitor-Serving Recreational Commercial uses</i></p>	<p>The Elbow Parcel is currently a vacant parking lot. The current Sunroad project demonstrates an enhancement to the character of Harbor Island through an increase in Visitor-Serving Recreation Commercial uses. The project, as currently proposed, is the phased development of a 500-room hotel, with associated facilities typical of a full-service hotel, such as a swimming pool, spa/gym, retail shops, restaurants, cocktail lounges, meeting and conference space, and recreational facilities within the hotel space and on an existing adjacent pier. In addition, the Sunroad project is proposed to include a walk-up restaurant or café open to the public, as well as a waterside public promenade along the northern edge of the project site, adjacent to the basin. The project, as proposed, is consistent with this PMPU policy concept to increase these types of uses and enhance the character of Harbor Island.</p>
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Provide New Development Opportunities

<p><i>Support increase in development intensity for East Harbor Island Sub-District</i></p>	<p>The project, as currently proposed, is the phased development of a 500-room hotel, with associated supporting facilities. Although the proposed Sunroad project proposes new development over the existing condition of a vacant parking lot, the project is not an increase in development intensity because it consists of three buildings spread across the site. Therefore, the Sunroad project is not consistent with this policy concept and would not achieve the intensity character envisioned in the PMPU. Further, staff has encouraged the Sunroad team to revise the project to consolidate the three hotel structures into one or two</p>
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	taller structures, which would be more in line with the intensity character contemplated in this policy concept.
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Allow for Local Connections

<i>Coordinate with the San Diego County Regional Airport Authority to ensure vehicular and pedestrian connections between East Harbor Island</i>	The Sunroad project, as currently proposed, includes an airport shuttle service with two separate drop offs proposed on the Sunroad project site. In addition, the project site is located within walking distance to the San Diego International Airport. As currently proposed, the Sunroad project is consistent with this policy concept; however, staff will continue to coordinate with the Sunroad team to ensure the project has vehicular and pedestrian connections to and from the site and airport.
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Draft Policies Applicable to Harbor Island Planning District

<i>Facilitate efficient regional connections, passthrough, and routing to destinations within and adjacent to the Planning District</i>	<p>As noted in the discussion above, the Sunroad project, as currently proposed, includes an airport shuttle service. In addition, the project site is located within walking distance to the San Diego International Airport. The project also proposes to have a 15-foot-wide public promenade along the northern portion of the site, which would facilitate pedestrian and bicycle movement through the site and would increase connectivity within the site, Planning District, and the areas adjacent to the Planning District. The project also includes 15 free public parking spaces.</p> <p>As currently proposed, the Sunroad project is consistent with this policy concept; however, if the Sunroad project requires a PMPA, staff will continue to coordinate with the Sunroad team to ensure the project is consistent with these mobility-related policy concepts.</p>
<i>A safe, efficient, convenient, and environmentally sustainable system of multi-modal connections for all users and modes to and from neighboring jurisdictions and throughout the Planning District</i>	
<i>Encourage a flexible and coordinated mobility system that enables regional economic growth</i>	
<i>Prioritize safe access for all users and modes</i>	

<p><i>Plan and design for a balance of uses that improve the year-round experience of Harbor Island for all visitors</i></p>	<p>As noted in the discussion above, the Sunroad project, as currently proposed, is the phased development of a 500-room hotel, with associated facilities typical of a full-service hotel, such as a swimming pool, spa/gym, retail shops, restaurants, cocktail lounges, meeting and conference space, and recreational facilities within the hotel space and on an existing adjacent pier. In addition, the Sunroad project is proposed to include a walk-up restaurant or café open to the public, as well as a waterside public promenade along the northern edge of the project site, adjacent to the basin. Many of these proposed uses could improve the year-round experience on Harbor Island for all visitors. Therefore, the Sunroad project, as currently proposed, is consistent with this PMPU policy concept.</p>
<p><i>Maximize coastal access, environmental stewardship, and optimization of resources in design and planning</i></p>	<p>The Sunroad project, as currently proposed, includes a waterside public promenade with benches and signage, free public parking, and a walk-up restaurant/café, all of which provide coastal access on the site. The three hotel structures proposed in the current project are designed and planned to optimize the site's location by providing views of the Bay, Downtown San Diego, and Coronado from the proposed hotel rooms. In addition, the project has been designed to provide visual and physical access between the hotel structures; however, the structures appear to provide the effect of walling off the bay instead of optimizing the adjacency of it. To bring the Sunroad project more in line with this PMPU policy concept, the Sunroad project should be refined to better maximize coastal access and further optimize the site's proximity to the Bay for not only hotel guests but also the public that are not guests at the hotel. For example, the three proposed hotel structures could be consolidated into one or two taller structures, which could open the site to additional views of the Bay, Downtown San Diego, and Coronado. Consolidated buildings would also provide a better visual and physical relief for the public to walk and see through the Sunroad site.</p> <p>Staff will continue to coordinate with the Sunroad team to ensure the project is designed to maximize coastal access, including but not limited to ensuring the project</p>

	has attractive and welcoming walkways and corridors that draw the public to, through, and around the site, and that resources, such as the site's adjacency to the Bay and visibility to and from Downtown San Diego and Coronado, are optimized in planning and design.
<i>Promote water access for a variety of vessels</i>	The Sunroad project is located adjacent to the approximately 600-slip Sunroad Resort Marina. The Sunroad Resort Marina provides the ability for a variety of recreational vessels to dock and therefore promote water access for a variety of vessels. The Sunroad project, as currently proposed, is consistent with this PMPU policy concept.
<i>Require continuous shoreline public walkways</i>	<p>The Sunroad project, as currently proposed, includes a 15-foot-wide public promenade adjacent to the basin (northern) side of the project site. In addition, the project proposes north-south connections throughout the site. These proposed public walkways would provide access to and through the site. The Sunroad project, as currently proposed, is consistent with this PMPU policy concept requiring continuous shoreline public walkways; however, staff will continue to coordinate with the Sunroad team to ensure that the project has continuous shoreline public walkways that are of an appropriate width and draw the public to, through, and around the site.</p> <p>Further, pursuant to the Exclusive Negotiating Agreement (ENA), the Sunroad project is required to collaborate with the adjacent OliverMcMillan Harbor Island Redevelopment Project to ensure design continuity between the two sites on East Harbor Island. This design continuity is to apply to the design elements, public promenades, and all other public real elements on both project sites. When considered together, the Sunroad and OliverMcMillan site's should look and feel continuous and seamless. To date, no coordination has occurred. However, given that the Sunroad project is further into the design phase than the OliverMcMillan project, the Sunroad project may set the design tone for East Harbor Island. In addition, currently both projects have the same architect – Gensler.</p>

<i>Protect and preserve panoramic scenic vistas at the water's edge</i>	As presented in the Sunroad project, as currently proposed, existing and proposed panoramic scenic vistas do not appear to be impacted. Additionally, scenic vista areas along the shoreline as identified in the December 12, 2017 PMPU workshop materials appear to remain unobstructed.
<i>Reduce current width of Harbor Island Drive and reconfigure on-street public parking with no net loss of spaces to gain Recreation Open Space</i>	The Sunroad project site is adjacent to Harbor Island Drive, on the eastern portion of Harbor Island. The modifications to Harbor Island Drive that are contemplated by this policy concept are for the western portion of Harbor Island and therefore this policy concept does not apply to the Sunroad Project.
<i>Locate walkways and amenity zones adjacent to the water</i>	As noted in the discussion above, the Sunroad project, as currently proposed, includes a 15-foot-wide public promenade adjacent to the basin (northern) side of the project site. Benches, signage, landscaping, lighting, and a walk-up restaurant/café, are all proposed to be located adjacent to, or within close proximity to, the promenade and water. The Sunroad project, as currently proposed, is consistent with this PMPU policy concept; however, staff will continue to coordinate with the Sunroad team to ensure that the project has continuous shoreline public walkways that are attractive and welcoming and draw the public to, through, and around the site.
<i>Activate Recreation Open Space with Pavilions</i>	The proposed PMPU land use designation for the Sunroad project site is Visitor-Serving Recreation Commercial does not have any designated Recreation Open Space; therefore, these policy concepts do not apply to the Sunroad project. However, in the existing certified Port Master Plan the southwestern corner of the Sunroad site is designated for Open Space. Because of that existing land use designation, the Sunroad project proposes to enhance that approximately 50,000 square foot space by providing a trail, public bench seating, picnic tables, and a path that provides direct access to the proposed waterside promenade. This space would function as a passive node. Although Sunroad's proposed improvements to the southwestern corner of the site are consistent with
<i>Activate Recreation Open Space with visitor-serving nodes and linkages</i>	
<i>Pavilions and nodes should be located in direct proximity to existing visitor services</i>	
<i>Clusters of up to three pavilions or nodes should be</i>	

<i>allowed within a ¼ mile of one another</i>	the intent of these policy concepts to provide visitor-serving nodes and linkages, the space should have design continuity with the rest of the site and should have strong connections to draw people into and through the space.
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