

Attachment B to Agenda File No. 2020-0424

San Diego Unified Port District

DRAFT

***Fifth Avenue Landing
Port Master Plan Amendment***

(Phase I Only Marina Alternative)

***Existing/Proposed Plan
Text and Graphics***

August 2020

***Note: Text to be deleted shown ~~stricken~~ and text to be added shown underlined.
Text in italics is for clarification only and is not part of the Plan Amendment.***

TABLE 4: PORT MASTER PLAN LAND AND WATER USE ALLOCATION SUMMARY

LAND USE	ACRES	WATER USE	TOTAL ACRES	ACRES	% of TOTAL
COMMERCIAL 454.5 457.9		COMMERCIAL 394.7 388.8 849.2 846.7			15%
Marine Sales and Services	9.1	Marine Services Berthing	17.7		
Airport Related Commercial.....	38.0				
Commercial Fishing.....	8.3	Commercial Fishing Berthing	18.8		
Commercial Recreation ..	394.8 398.2	Recreational Boat Berthing 347.1 341.2			
Sportfishing	4.3	Sportfishing Berthing	11.1		
INDUSTRIAL 1158.7		INDUSTRIAL 206.9 212.0 1365.6 1370.7			24%
Aviation Related Industrial	152.9	Specialized Berthing	159.7 164.8		
Industrial Business Park	69.5	Terminal Berthing	47.2		
Marine Related Industrial.....	318.6				
Marine Terminal.....	149.6				
International Airport	468.1				
PUBLIC RECREATION ... 412.8 407.5		PUBLIC RECREATION 681.1 1093.9 1088.6			19%
..... [414.5] [413.7]*	 [1094.8] [1094.8]*			
Open Space	66.9	Open Bay/Water	681.1		
Park/Plaza	216.2 211.0				
.....[217.9 22*]					
Golf Course	97.8				
Promenade.....	31.9 31.8				
CONSERVATION 485.3		CONSERVATION 1084.6 1569.9			28%
Wetlands	375.8	Estuary	1084.6		
Habitat Replacement	109.5				
PUBLIC FACILITIES 239.5 241.4		PUBLIC FACILITIES 387.1 387.9 626.6 629.3			11%
Harbor Services.....	2.6	Harbor Services.....	10.5		
City Pump Station.....	0.4	Boat Navigation Corridor	274.3		
Streets.....	236.5 238.4	Boat Anchorage.....	25.0		
.....		Ship Navigation Corridor.....	53.1 53.9		
.....		Ship Anchorage	24.2		
MILITARY	25.9	MILITARY	125.6 151.5		3%
Navy Fleet School	25.9	Navy Small Craft Berthing.....	6.2		
.....		Navy Ship Berthing	119.4		
TOTAL LAND AREA	2776.7	TOTAL WATER AREA	2880.0		
MASTER PLAN LAND AND WATER ACREAGE TOTAL				5656.7**	100%

*Includes ~~1.76-3~~ acres of rooftop park/plaza & inclined walkway** Does not include ~~1.76-3~~ acres of rooftop park/plaza & inclined walkway

CENTRE CITY EMBARCADERO: PLANNING DISTRICT 3

Introduction

The Embarcadero of San Diego is the downtown waterfront area for an urban region of over 2.7 million people. The pierside maritime activities of commercial fishing boats, merchant ships, Navy vessels and pleasure craft contribute to the fabric of the Embarcadero. Planning District 3 covers all of the Port District waterfront from the U.S. Coast Guard Air Station to the Tenth Avenue Marine Terminal. From Laurel Street to Market, Port land boundaries follow parallel to the shoreline and extend easterly to Pacific Highway, except for two major land blocks; the five-block-long property of the County of San Diego's Administrative Center and the four-block-long property of the U.S. Navy's Commander, Naval Base San Diego and Naval Supply Center. The owners of both of these properties have proposed extensive renovation and redevelopment plans, which include commercial recreation, county government's administration, and U.S. Navy uses.

In order to coordinate the redevelopment of this area and adjoining agency properties, an alliance was formed to develop a single, comprehensive plan. The North Embarcadero Alliance includes the Port District, City of San Diego, County of San Diego, Centre City Development Corporation, and the U.S. Navy. The Alliance developed a Visionary Plan in 1998 to guide the redevelopment of the contiguous properties. The specific recommendations of the Visionary Plan that pertain to Port District land and water areas within the Planning District 3 Precise Plan area are incorporated into the Master Plan. All other recommendations of the Visionary Plan guide development within Planning District 3.

Precise Plan Concept

The basic concept of the redevelopment of the Embarcadero is to create a unified waterfront, both visually and physically, which creates an overall sense of place. In this concept, the Embarcadero becomes a pedestrian spine along which commercial and recreational activities are located. In order to emphasize the pedestrian oriented waterfront experience, through traffic is routed to Pacific Highway, and considerable effort is directed toward improving the amenities and people spaces of the public thoroughfare along North Harbor Drive. Industrial uses adjacent to the airport are renovated and retained as important employment centers and as airport buffer land use activities. The renovation of marine terminal facilities will retain the active use of deep draft berthing and continue carefully selected functions of a working port. The commercial fishing industry is given a major focus at several locations with the development of new piers and a mooring basin. A major hotel and commercial complex with recreational facilities is proposed to connect and enhance nearby portions of downtown.

The Embarcadero is intensively used by many people. With the mixture of activities going on here, it is important to emphasize that several activities may occur at the same location, depending on a scheduling overlap to accommodate all of them. For example, Broadway Pier may be used at different times for tuna fleet berthing, cruise ship berthing, excursion or ferry boat berthing, public access, passive recreation, and commercial recreation. The redefined Specialized Berthing designation applies to this precise plan area only, and may include marine-related uses such as transient and general berthing of small boats, historic ship berthing, ferry or excursion boat berthing, and commercial fishing boat berthing as the highest priority use. The designation carried on the

Precise Plan indicates the primary use but secondary uses may occur. This is particularly true of water areas and of public access, which may be available at other sites than those mentioned.

Land and Water Use Allocations

The Precise Plan allocates a balanced distribution of commercial, industrial, public recreation and public facility uses in this 434- acre planning area. More detailed allocations are indicated in the Land and Water Use **Table 10**, and use areas are graphically portrayed on the **Precise Plan Map**.

Centre City Embarcadero Planning Subareas

The Planning District has been divided into six subareas as shown in **Figure 12**.

The North Embarcadero Alliance Visionary Plan area includes all of Subareas 31, 32, 33, and part of Subarea 34. The Visionary Plan proposes to revitalize San Diego's downtown waterfront through a concept for public improvements and by guiding development to optimize property values, public access opportunities and priority waterfront and water-dependent uses. The Plan recommends a substantial linear esplanade park on the urban waterfront with public art, street furniture, public spaces, expansive Bay views and public parking. The Plan proposes two major parks and plazas at the County Building and the foot of Broadway, and includes recreational piers and associated public facilities, harbor excursion landings and water-related commercial uses on Port tidelands. General commercial, residential, and commuter traffic would utilize an enhanced Pacific Highway grand boulevard, while North Harbor Drive would serve waterfront public access, water-dependent, and Embarcadero commercial recreational uses. An extension of the downtown San Diego small-block street grid

across the railroad right-of-way, off Port lands, to the Bay would enhance public views and pedestrian access opportunities from upland areas (See *Visionary Plan Figure 3.1 for illustrative plan of the area*). Aboveground parking structures which are visible at the perimeter of a development should be limited to a maximum of six levels of parking or 60 feet above grade. (See *Visionary Plan - p.79*) North Harbor Drive, Broadway, Ash Street, and Grape Street are envisioned as active pedestrian linkages to the Bay from upland areas. Building frontage adjacent to these streets shall be developed with uses that promote pedestrian activity and public oriented uses. On other streets, ground-level facades shall maximize the sense of contact between indoor and outdoor activities. (See *Visionary Plan - pp.67, 68.*)

Laurel Street Corridor

The established aviation related industrial use in this subarea, subsequent to renovation and beautification of the physical plant, is anticipated to continue in operation: however, if such use is discontinued, the Visionary Plan proposes the extension of vehicle and pedestrian access, parking, service access, and view corridors along extensions of Kalmia, Juniper, and Ivy streets through this parcel to North Harbor Drive. Building height limits of 60 feet are proposed for this area; however, this height limit would be superseded by any more-stringent FAA runway approach zone restrictions. (See *Visionary Plan Figures 4.5, 4.10, 4.11, and 4.12.*) Grape and Hawthorn Streets, Pacific Highway and North Harbor Drive from Laurel Street to Hawthorn Street will be modified to accommodate traffic flow and with streetscape improvements to match the balance of the streets through Subareas 31-34. Geometric improvements to direct traffic flow from North Harbor Drive to Pacific Highway will be made at the Grape Street intersections with these roadways. The block between Hawthorn, Grape, Pacific Highway and North Harbor Drive (2.3 acres) will remain in commercial recreation use

with some landscape improvements or possible parking facility development. The landscaped triangle at Laurel and North Harbor Drive is shown on the Plan as Open Space.

Crescent Zone

The most important element influencing design in the Crescent Zone is the curvilinear form of the waterfront. Dramatic panoramic views can be realized at either vehicular or pedestrian speeds. The Port Master Plan capitalizes on this attribute to establish a grand pedestrian-oriented esplanade (no less than 100-feet wide) and major entryway into the Centre City district from Grape Street to Broadway. The promenade connects with the North Harbor Drive bicycle path to provide a continuous pedestrian/bicycle path from Navy Estuary to Fifth Avenue, a distance of four miles. Pacific Highway streetscape improvements would continue through this subarea. An esplanade at least 25-feet wide, bayward of Harbor Drive, will be added from Laurel Street to Grape Street. North Harbor Drive will be narrowed to three lanes to reduce through traffic. The unused right-of-way will be developed with landscaped promenades, parks and plazas. Along the water's edge the concrete pathway will continue its present use as both pedestrian promenade and service area for commercial fishing boats tied up along the Crescent Zone bulkhead. Four public viewing/vista points would be spaced along the Crescent shoreline.

The waterfront between Grape Street and Ash Street will be used for Ship Anchorage, Boat Navigation Corridor, and Specialized Berthing. The three existing piers no longer function or are needed as commercial fishing berthing or fuel pier; therefore they will be replaced with a 30,000 square-foot curvilinear pier at Grape Street, with a 12,000-square-foot public boat dock designated as Park Plaza. The waterside termination of this pier is designated as Commercial Recreation to allow possible

development of a commercial facility. Wave attenuation structures would protect the boat docks. A 5,000-square-foot parcel with a maximum 10,000-square-foot floor area designated as Commercial Recreation will provide for a major restaurant or other commercial recreation use on the esplanade at the foot of the Grape Street Pier. Development density with a Floor Area Ratio (FAR) of 3.0 and a building height limit of 12 feet is prescribed for this area, with the exceptions of the proposed commercial recreation parcel where a 13-foot high second story would be allowed. Building setbacks along the inland side of North Harbor Drive for upper stories shall be 25-foot minimum at 50 feet along the inland side of North Harbor Drive and 15-foot on east-west streets. (See *Visionary Plan Figures 4.4, 4.5 and 4.8*) Commercial Fishing Berthing has been allocated to the Crescent water interface (18.6 acres) as the highest priority use; however, this water is also used for transient berthing and occasional general berthing for small boats. The boat channel area just offshore is also used for temporary anchorage for small boats; therefore, the designation is changed to Specialized Berthing, which includes these uses within this precise plan area only.

Anchorage A-3, Laurel Street Roadstead Anchorage, is sheltered from the open sea but is located in both the most visible and the widest part of northern San Diego Bay. Approximately 20.6 acres of water area is allocated to accommodate about 50 vessels on swing point mooring buoys. Onshore, a public rest room, three dinghy floats and connecting shore ramps provide for the landing needs of the anchorage user. As a federally designated anchorage, the boundaries are shown on coastal charts and identified on site by boundary markers. Administration of the anchorage is exercised by the Port District, pursuant to local ordinance. Thirty to forty percent of the moorings are to be set aside for short-term use by cruising or transient vessels. Section III, Water Based

Transportation system, contains information on the baywide small craft anchoring system.

Civic Zone

The zone of highest activity is the Civic Zone from Ash Street to Broadway. This zone reflects its waterfront orientation, with operating piers extending into the bay, Navy facilities, commercial fishing activity, and historic sailing vessels. Its physical relationship to Centre City attracts large numbers of people and the future development of both areas is integrated by the Visionary Plan.

Significant redevelopment is recommended for the Civic Zone. The landscaped esplanade and streetscape improvements mentioned in the Crescent Zone will be continued along North Harbor Drive and Pacific Highway through the Civic Zone. North Harbor Drive will be reduced by narrowing to three lanes. Parking areas along the street will be interspersed with landscaping, vertical elements used to frame and enhance views, and lawn areas. (See *Visionary Plan Fig. 5.3*)

The esplanade expands into plazas at Beech and Ash Streets, B Street Pier, and Broadway Pier. These plazas will be designed to provide open space, sitting and strolling areas for tourists and nearby workers, and to increase the sense of destination for Embarcadero visitors.

Passive green spaces (parks) are proposed between the plazas on the esplanade, providing recreational opportunities and places for people to relax, play, and enjoy Bay views. The promenade is a continuous 25-foot-wide paved area adjacent to the water's edge. The wharf side remains clear of objects or furnishings that would block Bay views. A delicate string of lights, a planting area with tall palms, and a 10-foot-wide bike path border the landward side of the promenade (See *Figure 5.3 of the Visionary Plan*).

The most important element in this zone is the conversion of the old Lane Field site and Navy Engineering building into a new complex of buildings and open spaces. Primary consideration is a 600-to-800-room hotel. The intent of the plan is to retain flexibility for considering a wide array of development options. The concept includes possible multiple utilization of activities that could provide for commercial recreation; international trade, travel and cultural complexes; commercial and office space for maritime business; support facilities related to the Port; and subject to negotiation with the U.S. Navy, the provision of equal or better building space for the relocation of the Naval Facilities Engineering Command. The FAR for Lane Field parcel is 7.0 and 6.5, while building height limits range from 400 feet to 200 feet sloping toward the Bay. Special setback requirements along the Broadway side of this parcel range from 55 feet to 65 feet, widening toward the Bay (See *Figure 4.7 of the Visionary Plan*, which also illustrates the special radius setback on North Harbor Drive/ Broadway SW corner). Stepbacks for upper stories are 25-foot minimum at 50-foot building height except for the B Street side of the parcel and on other east-west streets where they are 15 feet. There are no stepback requirements along Pacific Highway. (See *Visionary Plan Figures 4.5, 4.6, 4.7 and 4.8*)

The Visionary Plan proposes public right-of-ways aligned with existing downtown streets through development parcels, including Lane Field. These right-of-ways include pedestrian and vehicle traffic, view corridors, parking and service access. The right-of-ways shall be a minimum of 80-feet-wide with the character of a public street, and would enhance the physical and visual access to the Bay. The C Street segment through Lane Field may vary in alignment with existing street up to 20 feet north or south, and it may or may not accommodate vehicular circulation. A north-south pedestrian link, if practical, is also proposed through this parcel. (See *Visionary Plan Figures 4.10, 4.11, 4.12, and 6.1*).

B Street Pier is scheduled for substantial redevelopment of the apron wharf and the structures on the pier. The south shed will be removed or redesigned to create space for parking and a promenade. The western end of the pier will be converted for specialized commercial uses such as a shopping bazaar, and foods and services reflecting the maritime character of the Embarcadero and which will be compatible with cruise ship berthing. The Cruise Ship Terminal will be expanded and both sides of the pier will accommodate ship berthing. Cruise ships may tie up at both the B Street and Broadway Piers. The shopping bazaar could be expanded into the terminal building and the existing Maritime Museum could be provided with land-based support area, storage and work area, and possibly a living museum of nautical craftsmen; however, loading, off-loading, and storage capabilities for general cargo will be retained as needed. Alternatively, the Maritime Museum may be relocated to another location along the Embarcadero, such as the curvilinear pier at Grape Street. A FAR of 2.0 applies to the B Street and Broadway piers. The building height limit for the B Street Pier is 50 feet; however, an expanded cruise ship terminal, now under study, may require (for functional reasons) building(s) in excess of 50 feet in height. Pursuant to the Port's cruise ship terminal study, alternative height restrictions and other guidelines affecting B Street Pier may be appropriate and acceptable, and they should be considered by the Alliance. (See *Visionary Plan Figs. 4.4, 4.5 and pp. 63, 64*)

Broadway Pier will continue to provide recreational space on its plaza and viewing platform, as well as accommodating commercial shipping and miscellaneous vessel berthing, including day cruisers. Improvements to the pier will include paving, plantings, lighting, and furniture. The harbor excursion and ferryboat water lease north of Broadway Pier may also remain as part of the recreational experience along the waterfront or move to another location along the Embarcadero.

Tuna Harbor

This subarea consists of the Tuna Harbor, the harbor formed by its pier, the proposed new bayfront public park, the new Pier Walk building with commercial recreation and commercial fishing uses, parking, and adjacent areas.

Tuna Harbor and the shoreline area between it and Navy Pier are planned to provide space for commercial fishing and commercial recreation activities. The plan concept is to create a physical and visual linkage along North Harbor Drive by tying together Broadway Pier and the Tuna Harbor area.

The aircraft carrier Midway is docked on the south side of the Navy Pier. The Terminal Berthing designation would be changed to Commercial Recreation and Park/Plaza for the proposed 0.8-acre public viewing area with a designated vista point on the bow deck of the ship. The Commercial Fishing Berthing designations in this water area would be replaced with Specialized Berthing to accommodate multiple uses. Landscaping and streetscape improvements on North Harbor Drive would continue through this area.

Parking for visitors to the Midway and its museum will be provided, on an interim basis, at the Navy Pier, pursuant to the museum's lease with the United States Navy. When and if the Navy determines that its use of the Navy Pier is no longer necessary, the Port will accept the proposal by the San Diego Aircraft Carrier Museum to convert the Navy Pier into a "public park" use, thereby allowing the pier to be converted into a memorial park complementing the Midway and its museum, while affording additional public open space and bay vistas. Vehicle parking for museum visitors will then be shifted to nearby offsite locations. However, since the Navy Pier's future is uncertain and will be determined by decisions of the federal government, the conversion of the pier

to a 5.7-acre memorial park is a specific planning goal of the Port, and environmental analysis for the park conversion will be conducted prior to the Navy relinquishing ownership and/or control of the Navy Pier such that construction of the park can occur as soon as feasible thereafter. The park conversion will be subject to all appropriate laws at the time the Navy Pier Park is proposed.

Mitigation for the loss of 4.1 acres of open water habitat resulting from the placement of the aircraft carrier Midway and its mooring platform structures has been provided by an expansion of an existing degraded marsh, known as Lovett Marsh, east of south San Diego Bay, in the City of National City, resulting in the creation of approximately 5.8 acres of new coastal salt marsh.

A small waterfront plaza, fishing technology displays, restaurants, marine related office and retail space is planned on the periphery of the mole. Tourist traffic on the public areas will be encouraged, consistent with safety. The Embarcadero pedestrian path loops through the area.

A substantial portion of Tuna Harbor is devoted to commercial fishing use. It is anticipated that offices for the tuna and fresh fish fleet will locate here, as well as ancillary uses such as small seafood processors, fish markets, marine instrument and equipment sales, fishing and ocean technology displays, and automobile parking. The northern side of the mole has been renovated by stabilizing the existing concrete slab wall with rock revetment. The south face of the mole has been renovated with rock revetment for shore protection. Floating docks will provide 50- and 60-foot berths for commercial fishing boats. Low level lighting is provided for the berths. Landside support services, auto parking, and truck access are included. Approximately 100 commercial fishing berths are provided alongside the floating docks.

To shelter Tuna Harbor from the south, a concrete breakwater pier approximately 400 feet

long has been built from the land lying between the former Harbor Seafood Mart area and Seaport Village. The pier provides additional berthing for tuna seiners and large market fishing boats, allows public access to the water, and accommodates water taxi service. The entrance to this joint use pier will be enhanced to provide a strong pedestrian linkage from waterfront viewing areas to the reconfigured commercial fishing and retail area (formerly occupied by the Harbor Seafood Mart building). This pier walk will connect to the new bayfront public park to the north, as well as the entrance to Seaport Village and the south side of the redeveloped Old Police Headquarters (OPH) building.

The Harbor Seafood Mart building is planned to be demolished and the site redeveloped with a new Pier Walk building of comparable size and use allocation, which will consist of an improved fish processing facility with sufficient parking and loading/unloading spaces to support the operation, as well as ancillary retail and restaurant uses related to and supportive of the commercial fish processing uses in the building. The development will be designed so that the commercial fishing use will be able to continue to utilize and maintain the existing fish unloading dock, with direct, unrestricted access to joint use of the pier/dockside facilities. The new facility will be large enough to support both the current capacity requirements of the fishing industry, and allow for the expansion of services for seafood processing. The Precise Plan underlying the portion of the new Pier Walk building nearest the unloading dock will have a land use designation of Commercial Fishing to provide for the retention of valued commercial fishing activities. The facility will be integrated with the surrounding public walkways and plazas with opportunities for public viewing and access opportunities.

In conjunction with the reconfiguration of the fishing facility, the Precise Plan will also be designated as Park/Plaza to allow for the construction of a new three-acre bayfront public

park on the north end of the site. The open space provided by the new bayfront park will enhance pedestrian and visual access to the Bay, as well as create a pleasant rest area and viewing place along the Embarcadero promenade for event gatherings and public activities. Adjoining parking areas will also be reconfigured and enhanced with landscaping and pedestrian linkages to the surrounding uses. The parking areas are intended to serve the public park, commercial fishing and recreation uses, reactivated Old Police Headquarters building, as well as Seaport Village.

Marina Zone

The Marina Zone, located along Harbor Drive from Pacific Highway to Park Boulevard, is planned to be intensively developed as a major public and commercial recreational complex. Major projects, including the 22-acre Embarcadero Marina Park; the restaurant and specialty retail center of Seaport Village; a regional convention center and, convention hotels and marina, have started the transformation of this waterfront area into an attractive commercial and recreational resource. Marina Zone projects will provide the southerly anchor for the Embarcadero development and the six-mile long promenade that extends north to Spanish Landing Park along the waterfront. Pedestrian linkages from the upland areas will provide access to this lively activity center for residents and visitors alike.

The plan concept is to rehabilitate and reactivate the historically designated, and presently vacant, Old Police Headquarters building with restaurant, specialty retail, indoor/outdoor public market, and entertainment uses. On the district Precise Plan, this area will be designated as Commercial Recreation. The north side of the site along Harbor Drive will be designated as Park/Plaza and will be redeveloped into an urban park and plaza area of approximately one acre in size with enhanced landscaping and pedestrian features. The new urban park will create visual and physical linkages from the OPH to the new

bayfront park across Pacific Highway, as well as link to enhanced pedestrian connections to and along the Embarcadero through Seaport Village and along Kettner Boulevard. A small portion of the site on the north side of OPH will retain the Commercial Recreation land use designation in order to allow for associated outdoor commercial, or activating, uses. The parking areas surrounding the OPH and Seaport Village will be reconfigured to accommodate vehicles more efficiently, as well as allow for valet parking and loading areas.

Across from the hotel development, the west side of Kettner Boulevard from Harbor Drive to Seaport Village will be developed with landscaping and pedestrian features to provide improved connectivity between tideland uses, as well as increase activating uses.

Between the existing Marriott and Hyatt Hotels, an accessway known as “Marina Walk” is proposed consistent with the South Embarcadero Public Access Program, as amended. Marina Walk will improve public pedestrian connectivity between Harbor Drive and the Embarcadero shoreline promenade and enhance public views towards the Bay through removal of existing landscaping and surface parking, leveling of the existing grade, relocation of the large cooling towers, and construction of a joint, cohesive public accessway spanning both the Marriott and Hyatt leaseholds. Approximately one half of the Marina Walk length will be a total of 50 feet wide and will contain a 40-foot-wide public pedestrian access corridor, and a 10-foot-wide landscape buffer to help screen the adjacent Hyatt parking structure. The 40-foot-wide public access corridor will include a 33.5-foot-wide dedicated pedestrian walkway, a 2-foot width for intermittent benches and lighting, and a 4.5-foot-wide landscape buffer with low-level, drought-resistant shrubs and groundcover that shall not exceed 3 feet in height. Adjacent to the existing approximately 10-foot-wide mechanical equipment enclosure on the Hyatt leasehold, the public access corridor may narrow to approximately 32 feet wide to allow for

construction of a low-scale retaining wall and vine plantings to screen the enclosure. Marina Walk will contain amenities such as decorative paving, signage, public art features, low-level lighting, bicycle racks, benches, trash receptacles, a wheelchair accessible ramp, and restrooms open to the public during daylight hours. Marina Walk will widen to 80 feet as it approaches the Embarcadero promenade, and will widen to 145 feet at the Harbor Drive gateway to Marina Walk. At the project level, minor adjustments and revisions to the corridor, parking areas, and driveway may be made to increase the width of the walkway and improve connectivity between Marina Walk, Marina Terrace, and the Embarcadero promenade. Adjacent to this gateway, removal of the existing parking booths/gates and substantial narrowing of the entry drive (from 78 feet to 40 feet in width) will create a more inviting entrance and will encourage a more pedestrian-oriented environment. The Harbor Drive gateway area will be kept clear of physical barriers, signage, or visual obstructions that would discourage public use of Marina Walk.

Bayward of the Marriott and Hyatt hotels, a continuous pedestrian promenade links the two Embarcadero Marina Park peninsulas and assures public access along the shoreline. Pedestrian linkage to the uplands is provided around and over the expanded Convention Center. An existing accessway between the Marriott Hotel and the Convention Center has been improved to provide functional, safe, and environmentally educational passage to the waterfront, as provided in the Public Access Program. The Convention Center includes another public accessway with a minimum width of 20 feet over the Convention Center connecting Harbor Drive and the Embarcadero Promenade. The public accessway will continue to be open and publicly accessible via stairs and the funicular on the Harbor Drive side of the Convention Center. At the intersection of Park Boulevard (formerly Eighth Avenue) and Harbor Drive, the promenade connects with the adjacent Gaslamp Quarter pedestrian and trolley facilities.

The public accessway extends from the south end of the Convention Center expansion and along both sides of Park Boulevard. A pedestrian bridge spans Harbor Drive at the Park Boulevard and Harbor Drive intersection and provides a contiguous link from the waterfront to downtown and the ballpark. The expansion to the Hilton San Diego Bayfront will provide an elevated public pedestrian accessway that will link the existing pedestrian bridge with the waterfront promenade. The elevated pedestrian accessway will culminate with a new staircase from the existing portecochere to ground-level adjacent to the waterfront promenade.

The District, in conjunction with the City of San Diego, has implemented a public access program of signage, pavement markings, amenities and public information to inform and invite the public to and along the Embarcadero, as is more specifically shown in the Convention Center's "Public Access Program" (as revised) and the "South Embarcadero Public Access Program" (as amended), which are incorporated into the plan by reference.

It is recognized that providing all required parking on-site can result in a significant amount of waterfront land being dedicated to parking lots and structures, thereby limiting the ability to provide visitor-serving uses such as parks and commercial development. New commercial development in the Marina Zone shall participate in the implementation of the Parking Management and Monitoring Plan (PMMP), as amended. Such participation is intended to achieve maximum feasible reduction in automotive traffic, facilitate the extension and utilization of mass transit to serve the Marina Zone, provide and support means of non-automobile circulation to employees and guests, make more efficient use of existing parking lots and structures, and help avoid significant effects associated with a lack of parking for waterfront projects. Additionally, the PMMP requires new commercial development to provide maximum

feasible on-site or proximate parking facilities on Port and nearby City lands, and participate in the tiered, legally available, off-site parking program to address peak individual and cumulative demand. Required participation in the PMMP shall be monitored and reported annually to the Port and California Coastal Commission for the economic life of the development. Throughout the South Embarcadero (G Street mole to the Hilton San Diego Bayfront Hotel and Expansion Hotel), commercial development is also required to participate in and contribute a fair share to the Port District's implementation of a permanent bayside shuttle system that would serve and connect tideland uses along the waterfront, such as the Convention Center Hotel Public Parking Facility, hotels, Seaport Village, and other waterfront destinations. Although outside the South Embarcadero, the bayside shuttle should also provide service to the Midway. In addition, this bayside shuttle system should include linkages to public roadside shuttle systems serving downtown San Diego, the airport, and MTS transportation hubs. Port District implementation of the bayside shuttle system is intended to serve visitors as part of an integrated waterfront access and parking program that the Port District shall pursue in conjunction with the City of San Diego, CCDC and MTS. The Port District will fund the bayside shuttle system at its cost and may seek cost recovery and financial participation consistent with its policies and practices and applicable laws. Cost recovery and financial participation may include: collection of fares, grants, advertising, voluntary tenant participation, mandatory tenant participation at the time of issuance of coastal development permits for Port District tenant projects within the South Embarcadero, and other sources as may be identified by the Port District. If rider fares are collected, fares will be kept at a low cost as compared to comparable transportation services within the region. The District will prepare a bayside shuttle system program and operational plan prior to the shuttle system commencing operations. The bayside shuttle system will be

operational in accordance with the conditions of approval for the North Embarcadero Visionary Plan (NEVP) Phase 1 project.

The regional Convention Center is supported by major hotel complexes: Marriott Hotel and Hyatt Hotel. The Marriott Hotel is located immediately adjacent to the northwest of the Convention Center and contains twin 25-story towers accommodating 1,400 hotel rooms and a 450-slip marina. The Hyatt Hotel is located north of the Marriott Hotel and contains two hotel towers, one with 875 rooms and the other with 750 rooms. The 750-room second hotel tower was constructed with a minimum 100-foot set back from Harbor Drive, and a maximum height of 62 feet for the lobby galleria/ballroom structure connecting the second tower to the first tower. The second tower includes meeting space, 34,000 square feet of exhibit space, and 30,000 square feet of ballroom space. Ancillary uses in this area include banquet, meeting, restaurant, hotel guest-oriented retail space, court game areas, and automobile parking.

The Marriott Hotel proposes a renovation/expansion of its Marriott Hall meeting space to include approximately 44,000 square feet of additional ballroom and exhibit space. The aesthetics and visual accessibility of the area will be enhanced through the contemporary, transparent architectural features and siting of the new Marriott Hall building, which will be reoriented such that its public side faces Harbor Drive. The maximum height of the new Marriott Hall shall not exceed 68 feet, including rooftop equipment and parapet wall, and the distance between the new Marriott Hall building and Hyatt parking structure shall be a minimum of 120.5 feet. Removal of underutilized hotel parking will allow for construction of the new meeting space and Marina Walk public access improvements, which will enhance physical and visual access to the Bay, and encourage a more pedestrian-oriented environment.

To further enhance and activate public access in the South Embarcadero, the Marriott proposes a 25,000-square-foot paved, flexible outdoor space at the bayward terminus of Marina Walk, adjacent to the Embarcadero promenade, known as “Marina Terrace.” Marina Terrace will be used for hotel events such as mixers, cocktail parties, luncheons, and receptions, and occasionally may be increased to a maximum size of 35,000 square feet. When not in use for outdoor hotel events, Marina Terrace will be accessible for use by the public as an open gathering and activity space (see South Embarcadero Public Access Program, as amended). During the times when Marina Terrace will be publicly accessible, approximately 85% of the year, the Marriott will provide and/or facilitate the provision of public pedestrian-activating amenities on Marina Terrace such as seasonal events/festivals, temporary visitor-serving retail such as food carts and vendors, and placement of movable modular street furniture for public use on Marina Terrace. This modular furniture will include public benches, chairs, tables, and outside shade structures. At a minimum, the Marriott will ensure that permanent public seating is provided along the bayward perimeter of Marina Terrace. Six-foot-wide paved pathways through the existing landscape buffer will ensure vertical pedestrian linkages between Marina Terrace and the Embarcadero promenade. Public pedestrian use of the Marina Terrace space will be further encouraged with consistent paving and low-level vegetation to help attract visitors along Marina Walk and the Embarcadero promenade. To encourage interaction between the public spaces on Marina Terrace, Marina Walk, and the Embarcadero promenade, the Marriott will promote and inform the public about various activities and pedestrian-serving amenities available at Marina Terrace through use of interchangeable signage and other methods of advertisement. In addition, Marriott will provide fixed picnic-type tables between Marina Terrace and the Embarcadero promenade on a permanent basis. The 35-space parking lot between Marina Walk and Marina

Terrace shall be signed and designated for marina use (30 spaces) and public use (5 spaces).

Marriott’s proposed improvements trigger its mandatory participation in the Port District’s implementation of the permanent bayside shuttle system. The bayside shuttle system will be operational prior to the opening of the Marriott Hall expansion, and Marriott’s participation in the shuttle system will be a condition precedent to issuance of a certificate of occupancy for the proposed Marriott Hall expansion.

Situated within the eastern portion of the Marina Zone is an 11-acre site, fronting onto Harbor Drive and Fifth Avenue, which has been developed into a regional Convention Center that opened in 1989. Floor area is allocated for display and exhibit area, meeting rooms, and support space, such as lobbies, storage, food service, and parking.

Phase II of the Convention Center, completed in 2001, expanded the facility into a contiguous 13-acre site southeast of the facility, occupying the area bounded by Harbor Drive, Park Boulevard, and Convention Way. Fifth Avenue, an undedicated street south of Harbor Drive, was closed as part of the development of the original Convention Center. Harbor Drive is partially depressed to provide an alternate access to an existing underground parking garage and to enhance the urban design character at the Convention Center. Phase II added approximately one million gross feet of floor area to the Convention Center. ~~A Phase III expansion to the Convention Center is proposed to add approximately 400,000 square feet of exhibit area, meeting rooms, and ballrooms, and approximately 560,000 square feet of support spaces. Approximately 15,000 square feet of visitor-serving uses (i.e., retail, museum, art gallery, vitrines, or other activating uses) is planned along the southwesterly facing (bayside) façade of the Phase III expansion. Convention Way will be shifted closer to the waterfront to accommodate~~

the Phase III expansion. The south side of the Convention Center will expand onto the Fifth Avenue Landing site and into a parcel (site originally proposed for a 250-room hotel) on the south side of the park entry road. The Embarcadero Promenade will not be affected by the Phase III expansion. A pedestrian accessway immediately adjacent to, and inland of, the realigned Convention Way will be constructed to improve pedestrian circulation inland of Convention Way and provide access to the visitor-serving uses proposed along the southwesterly façade of the Phase III expansion. At least three crosswalks will be provided at regular intervals along Convention Way to provide access between the waterfront promenade and the visitor-serving uses on the inland side of Convention Way.

Public access from Harbor Drive to San Diego Bay, the waterfront promenade, and Embarcadero Marina Park South will be improved through the addition of the following new permanent physical enhancements. Amenity stations, with street furniture such as benches and pedestrian lighting, will be located at periodic intervals on Harbor Drive along Phases II and III of the Convention Center to allow pedestrians the opportunity to stop and rest and enjoy downtown views while walking southeast to the Park Boulevard/Harbor Drive intersection. Wayfinding signage will be installed at the public access elevators and escalators, at the amenity stations along Harbor Drive, and along Park Boulevard, to guide pedestrians to their destination.

An integrated wayfinding program that will recognize the partnership with the Port, City of San Diego, and Coastal Commission shall be developed prior to issuance of a Coastal Development Permit for the Convention Center Expansion; the wayfinding program will be prepared by Permittee. The comprehensive signage package will address size, location and placement of public access signage, including directional signage to/from the bay and city. The

program may include replacement of existing signage to better facilitate a comprehensive wayfinding system.

The Park Boulevard corridor will serve to orient visitors, whether by vehicle or by foot, and draw them to the waterfront. The corridor will consist of open lawn, landscaped areas (including low scale shrubbery), artwork, enhanced concrete paving, pedestrian scale lighting, and furnishings that provides a visual and physical linkage to the bay. Treatments in corridor will also provide a linkage to both the Convention Center and Hilton Hotel. The Park Boulevard view corridor will be preserved. This space¹ will also feature a landscaped area adjacent to the hotel amenities. Along Park Boulevard, treatment of the exposed exterior of the parking garage structure and ramp to the Hilton Hotel will be treated with public art (i.e., mosaics) and/or decorative vertical landscaping to enhance the pedestrian experience between Harbor Drive and the Hilton access route. The waterside promenade will maintain its 35-foot width. Shade trees will be located, as appropriate, within the 35-foot wide waterside promenade.

An approximately five acre public park/plaza will be constructed on the rooftop of the Phase III expansion. This public realm space, which will vary between approximately 50 to 100 feet above grade, will be accessible from at least six access points, including: the grand stairs and funicular at Harbor Drive, the grand stairs and elevator at the southwest corner of the rooftop park/plaza, elevators at the south midpoint of the rooftop park/plaza, the landscaped inclined walkway, and the elevator along Park Boulevard, as well as one access point from within the Convention Center. The rooftop park/plaza will include a mix of hardscape and landscape, including lawns, grasses, wildflowers, shrubs, trees, wetland plants; and pavilions and formal and non-formal gardens with lighted paths and fixed and movable furnishings. Observation vistas will be placed at opportune locations throughout the rooftop park/plaza to provide views to the Bay and uplands

skyline. Support facilities such as restrooms, park maintenance and mechanical facilities, and power and water service will also be provided.

There are 15 distinct rooftop park/plaza spaces including: Spine, Grove, Great Lawn, Pavilion, Coastal Chaparral, Gathering Place, Bluff Gardens, Living Room, Reading Room, Summit Plaza, Mesa, Lower Plaza, Overlooks, Ascent, and Non-Accessible Green Roof Areas.

The Spine would be a paved walkway that features furnishings to allow people to move freely between the spaces. The Spine serves as a transect through the various garden environments, offering rhythm and cadence to the experience of ascending to the park's high point as well as descending to the lower vistas in the park.

The Grove would be a flexible and adaptable-use space with large canopy trees in planters and paving and movable site furnishings. This space would offer power and water sources for events, services, and pedestrian lighting.

The Great Lawn would be a sculpted and sloping lawn plane. The Great Lawn would serve a wide range of passive and active recreational needs of the community such as, but not limited to, performance/event space, picnicking, and other lawn-oriented activities.

The Pavilion would be an overhead open-air shade structure. This environment would offer visitors shade for seating and events and a grand-scale architectural feature that gives a focus to the Grove and the Great Lawn.

The Coastal Chaparral vegetation would consist of native coastal shrubs, ground covers and coastal trees. The character of the Coastal Chaparral is inspired by the beauty and simplicity of the native coastal bluff landscapes of southern California. The intent of this landscape is to offer

users interesting and intimate gardens for interaction, strolling, and relaxation.

The Gathering Place would be a hardscape plaza environment designed to accommodate a wide range of events and activity. There would be both fixed and movable furnishings and paving, pavilions with power and water service, restrooms, pedestrian lighting, and vegetation.

The Bluff Gardens would be similar to the Coastal Chaparral with the addition of paved areas and additional planting, lighting, and furnishing that would give park visitors additional places to picnic and host small gatherings.

The Living Room would be a primary destination for shade and relaxation embedded within the heart of the public park/plaza. The space would feature a grand-scale canopy supported by an informally organized glade of support columns that create an atmosphere of being in a tree glade. The canopy area would be furnished with hanging porch swings, movable tables and chairs, pedestrian lighting and power/water sources for event staging. Cornering the space would be a water feature that would be designed to engage both children and adults.

The Reading Room would be a contemplative garden destination immersed within the vegetation of the Coastal Chaparral. The Reading Room would consist of walkways, furnishings, sculpted lawn forms, and plantings that give the space an internal focus with an emphasis of orienting the experience to the San Diego skyline.

The Summit Plaza would be a mixed environment of plaza paving and structured event turf that would serve as a destination gathering space for public events, weddings, and ceremonies. This space would feature both power and water sources for event use.

The Mesa would be a sculpted grass landform set at the high point of the green roof's ascent.

~~The Mesa would provide a grand scale viewing perch that would offer users sweeping views of the San Diego Bay and the surrounding San Diego skyline. The grass slope would allow for small performances and group gatherings while the bleacher-like steps offer casual seating and views to the park's gardens and spaces. Restrooms, park maintenance and mechanical facilities would be constructed below the Mesa's surface with a convenient adjacency to the Summit Plaza event space.~~

~~The Lower Plaza would be a predominantly paved environment with trees in planters, pedestrian lights, and paving. This space would offer both power and water sources for special events.~~

~~The Overlooks would be viewing areas along the southerly edge of the rooftop park/plaza that would offer intimate spaces that are discovered and provide views to the horizon. Several of the overlooks may be cantilevered over the Ascent.~~

~~The Ascent would be a 1,200-foot walkway leading from Convention Way to the base of the rooftop park/plaza on the southwestern corner. The grade of the ascent would be 5% and the width would be approximately 30 feet. As the Ascent proceeds westerly from its base, landscape and hardscape features would be designed to create a sense of compression and release.~~

~~Some portions of the rooftop park/plaza would be inaccessible due to weight limits and difficult access. These Non-Accessible Green Roof sections would be planted with small scale plants and would create a visual foreground to bay views from the rooftop.~~

~~The rooftop park/plaza would feature both native and exotic plants to the southern California coast, with the intent of capturing the character and feel of a coastal bluff landscape. Irrigation of the vegetation will be accomplished via subsurface~~

~~drip using the existing brackish groundwater pumped daily using the de-watering system for the subterranean parking facility beneath Phase I of the Convention Center. The brackish groundwater will be blended with potable water to maintain low concentrations of salt that would be suitable for landscape application.~~

~~The rooftop park/plaza will be publicly accessible 85 percent of the year. Completion of the rooftop park/plaza will be required prior to the issuance of a final Certificate of Occupancy for the Phase III expansion. The rooftop park/plaza will be open to the public and managed for public access during hours similar to that of other Port parks.~~

~~Upon completion and opening of the Phase III Convention Center Expansion rooftop park/plaza, written quarterly reports will be provided to the California Coastal Commission by the appropriate entity having responsibility for such matters on the following:~~

- ~~• Utilization of the rooftop park/plaza and promenade for all public and private events during the prior quarter;~~
- ~~• Information on park programming and activities implemented to invite the public to access the rooftop park/plaza, promenade and coast;~~
- ~~• Marketing activities and signage to enhance way-finding and public usage of the rooftop park/plaza, promenade, and coastal access.~~

~~Responsibility for the above described items will be addressed in the subsequent coastal development permit issued by the Port to the City of San Diego and other agreements entered into by the parties.~~

~~Quarterly public meetings will be called by the Port subject to the Ralph M. Brown Act (Government Code Section 54950, et seq.) at the San Diego Convention Center to pursue strategies and funding to encourage public utilization of the rooftop park/plaza, promenade, and coastal access. Those invited to participate in these~~

~~quarterly meetings shall include, but not be limited to, elected officials or officers representing the City of San Diego, San Diego Convention Center Corporation or any successor corporation or public agency, and the State Assembly Member and State Senator representing the Public Trust Land on which the convention center is located. Notice for and minutes of these meetings will be sent to the California Coastal Commission in accordance with provisions of the Ralph M. Brown Act.~~

~~—No later than five years following completion and opening of the Phase III Convention Center Expansion, a report will be provided to the California Coastal Commission on the roof top park, promenade and coastal access utilization and potential opportunities that may be pursued by the appropriate entities that could enhance public access to the roof top park and waterfront promenade including possible additional access points and related infrastructure. This report will be an informational item and does not subject any of the entities involved in this Project, including the Port and the City of San Diego, to commitments regarding financing any such infrastructure or improvements.~~

~~—Further, in order to ensure public access to the rooftop park/plaza, the subsequent coastal development permit issued by the Port to the City of San Diego will require the City of San Diego to reprioritize \$500,000 of the City's construction budget in consultation with the Executive Director of the California Coastal Commission to implement alternative access measures to activate the rooftop park/plaza. In prioritizing the use of these funds, consideration will be given to enhancements to the existing stairways and skywalk (including paving treatments, public art, etc.).~~

The Convention Center operator is required to implement the Parking Management Plan and Monitoring Program (November 1995, as amended and is incorporated by reference into the master plan) to meet the needs of the Convention Center visitors and support functions, as well as

the public seeking access to the Embarcadero Marina Park South.

Convention Way Basin

~~A southward shift of Convention Way is planned to accommodate Phase III of the Convention Center. The earth mounds located near the end of Park Boulevard will be removed as part of the realignment of Convention Way.~~

The Fifth Avenue Landing project is proposed to include an up to 843-room, approximately 44-story hotel tower with approximately 69,100 square feet of meeting space; an up to 220-room, approximately 82-foot-high lower-cost, visitor-serving hotel; approximately 7,750 square feet of visitor-serving retail along the promenade; and approximately 98,448 square feet of public plaza and park areas. Portions of this park and plaza space will be open to the public as specified in the South Embarcadero Public Access Program, as amended. Public access and wayfinding signage will be installed to direct visitors to these publicly accessible areas. A public pedestrian bridge may be developed that will cross Convention Way and will link the Convention Center to the hotel tower rooftop public plaza, providing elevated and expansive views of the Bay. A minimum of five elevated public vista areas will be provided at opportune locations, as shown on the Precise Plan map (see also South Embarcadero Public Access Program, as amended).

A water transit center for harbor excursion boats, water taxis and ferries is located adjacent to the promenade along Convention Way. Water taxi and ferry service to the Convention Center hotels and to other San Diego Bay locations is provided at the water transit center, which will be relocated west onto the former Spinnaker Hotel site. The existing "transient oriented" marina can also accommodate up to 20-30 large yacht slips and will be expanded with up to 23 new slips. At least one boat slip accommodating a vessel 30 feet in length will be provided for public use, at low cost or no cost. In

~~addition, the existing water transportation center will be rebuilt as a new, approximately 2,000-square-foot facility incorporated into the lower-cost visitor-serving hotel. A public plaza (minimum 1,900 sq. ft.) will be located east of the relocated water transit center building. Adjacent to the relocated water transit center will be a public parking lot with at least 12 short-term public parking spaces.~~

Bayside improvements to this area include the continued extension of the pedestrian promenade along the waterfront, including extending the waterside promenade south (towards Embarcadero Marina Park South) to connect to the existing promenade adjacent to the over-water restaurant. This would provide for a continued waterside promenade from the Embarcadero Promenade to Embarcadero Marina Park South. Park/Plaza areas, ~~which include the public plaza to be constructed adjacent to the relocated water transit center building, and the shoreline promenade will maintain views to the waterfront from Convention Way.~~ The promenade is extended into the Embarcadero Marina Park South on the east side (restaurant side) of the park entry. The continuous promenade extends along the water's edge of the entire Fifth Avenue Landing and Hilton San Diego Bayfront (former Campbell Shipyard) sites, and connects to Harbor Drive for complete public pedestrian access throughout the public park/plaza areas in the vicinity of the Convention Center and Hilton Hotel. The Park Boulevard pedestrian corridor between Harbor Drive and the shoreline promenade ranges in width from 10-25 feet and includes landscaping, benches, and public art.

The former shipyard area is redeveloped with a 1200-room Convention Hotel (Hilton San Diego Bayfront) and support facilities including restaurant, retail, meeting space, ballroom, and an up to 2000-car public parking facility. The 1200-room hotel has a 20-foot building height for buildings along the promenade, stepping back to 50-feet in height in the development area to create a pedestrian-scaled public environment.

The approximately 375-foot high hotel tower and parking structure are located outside and southeast of the Park Boulevard view corridor to maintain public views to the Bay from Harbor Drive. The Hilton may be expanded with a second hotel tower located adjacent to the parking structure. The expansion hotel may include up to 500 rooms, a lobby, approximately 55,000 net square feet of ballroom/meeting space, and other ancillary uses. To utilize the close proximity to the existing hotel and to reduce redundancy of facilities, the expansion hotel may share some support facilities with the existing hotel. In order for the expansion hotel to remain outside of the Park Boulevard view corridor, a portion of the hotel may cantilever over the existing parking garage and the ramp to the existing hotel. As such, the expansion hotel shall not encroach into the Park Boulevard view corridor. The height of the expansion hotel shall not exceed the height of the existing hotel. All rooftop equipment shall be screened from public view and shall be designed to be visually attractive from all public viewing areas. The existing public parking facility accommodates parking for the hotel, hotel expansion and public waterfront access.

The Hilton San Diego Bayfront Expansion Hotel will add up to 500 additional rooms within walking distance of the San Diego Convention Center and bayfront. With its adjacent location to the convention center and its participation in the South Embarcadero Public Access Program, as amended, the Hilton San Diego Bayfront Expansion Hotel creates synergy with the San Diego Convention Center and provides needed accommodations to users of the bayfront and convention center. As a special condition of the Coastal Development Permit for the hotel expansion, the Permittee for the Hilton San Diego Bayfront Expansion Hotel will develop or designate its fair-share of on-site or off-site lower cost visitor accommodations or pay an in-lieu fee based on a study conducted by the District.

The Hilton operator is required to implement the Parking Management Plan and Monitoring Program (May 2012) which is incorporated by reference into the master plan to meet the needs of the Hilton guests and support functions.

The Hilton San Diego Bayfront Hotel and Expansion Hotel shall maintain pedestrian access along two major corridors, Park Boulevard and the Embarcadero promenade. Landscaped setbacks and/or street-front retail must be provided along these access ways. Pedestrian-oriented uses compatible with the Commercial Recreation land use designation, such as visitor serving retail shops and restaurants, which may include outdoor seating, are provided in the Hilton San Diego Bayfront Hotel to activate the pedestrian access ways. Shoreline promenade and landscape improvements are included in the 35-foot minimum setback of the hotel from the water's edge. The first 26 feet of promenade adjacent to the water's edge shall remain open and unobstructed for public pedestrian use.

A public access pier (adjacent to Hilton San Diego Bayfront) is set back a distance sufficient to preserve the continued use of the Tenth Avenue Marine Terminal Berths 1 and 2 for commercial cargoes. Perimeter railings and seating will be extended onto the public access pier, which will also be made ADA accessible. State-of-the-art best management practices will be used in the marina to reduce spills, reduce or prohibit toxic bottom paints, and mandate new pump-out stations.

Specific implementation proposals will be evaluated by the San Diego Water Quality Control Board for compliance with all applicable regulations and will include the best management practices required by the Port District Urban Runoff Action Plan and Stormwater Management Ordinance.

The amount of water coverage in Subarea 36, Convention Way Basin, resulting from

redevelopment of the bulkhead and pier structure shall be minimized and necessary to construct the public promenade, water transit center, public access pier, and recreational marina. Any increase in water coverage from that which previously existed when the leaseholds were developed with the Campbell shipyard and R.E. Staite marine construction yard shall be subject to further environmental review and mitigation.

The public promenade, public access pier and Embarcadero Marina Park South will be open to general public use at all times. Any temporary special events held in these areas must obtain a special event permit from the San Diego Unified Port District, according to the Port District Special Event Procedures and Guidelines. The pier will be publicly accessible 85 percent of the year. At no time will the public access to the sidewalk promenade be fenced, screened or blocked off by any structure. Completion of the improvements to the public access pier will be required prior to the issuance of a final Certificate of Occupancy for the expansion to the Hilton San Diego Bayfront.

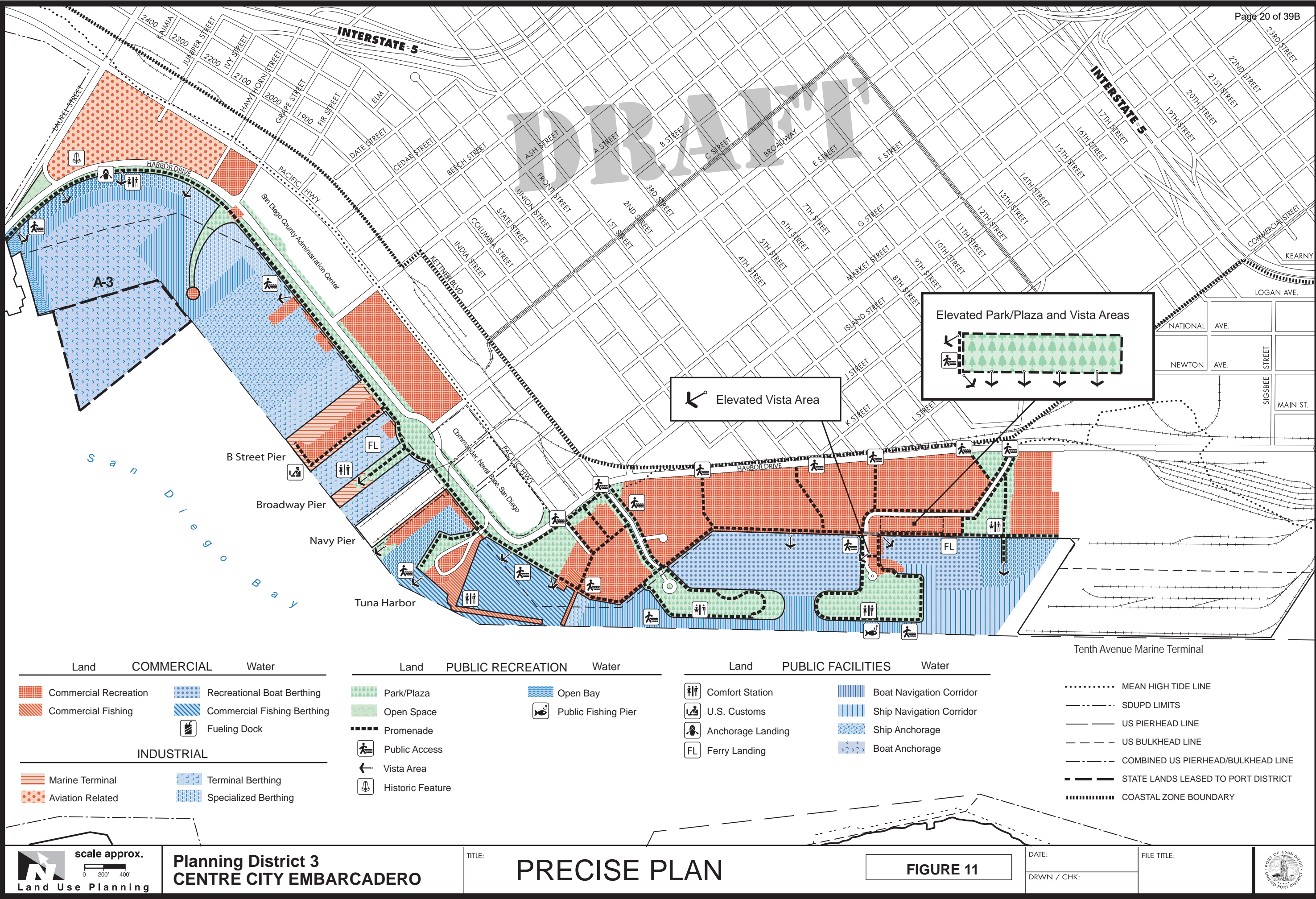
TABLE 10: Precise Plan Land and Water Use Allocation
CENTRE CITY EMBARCADERO: PLANNING DISTRICT 3

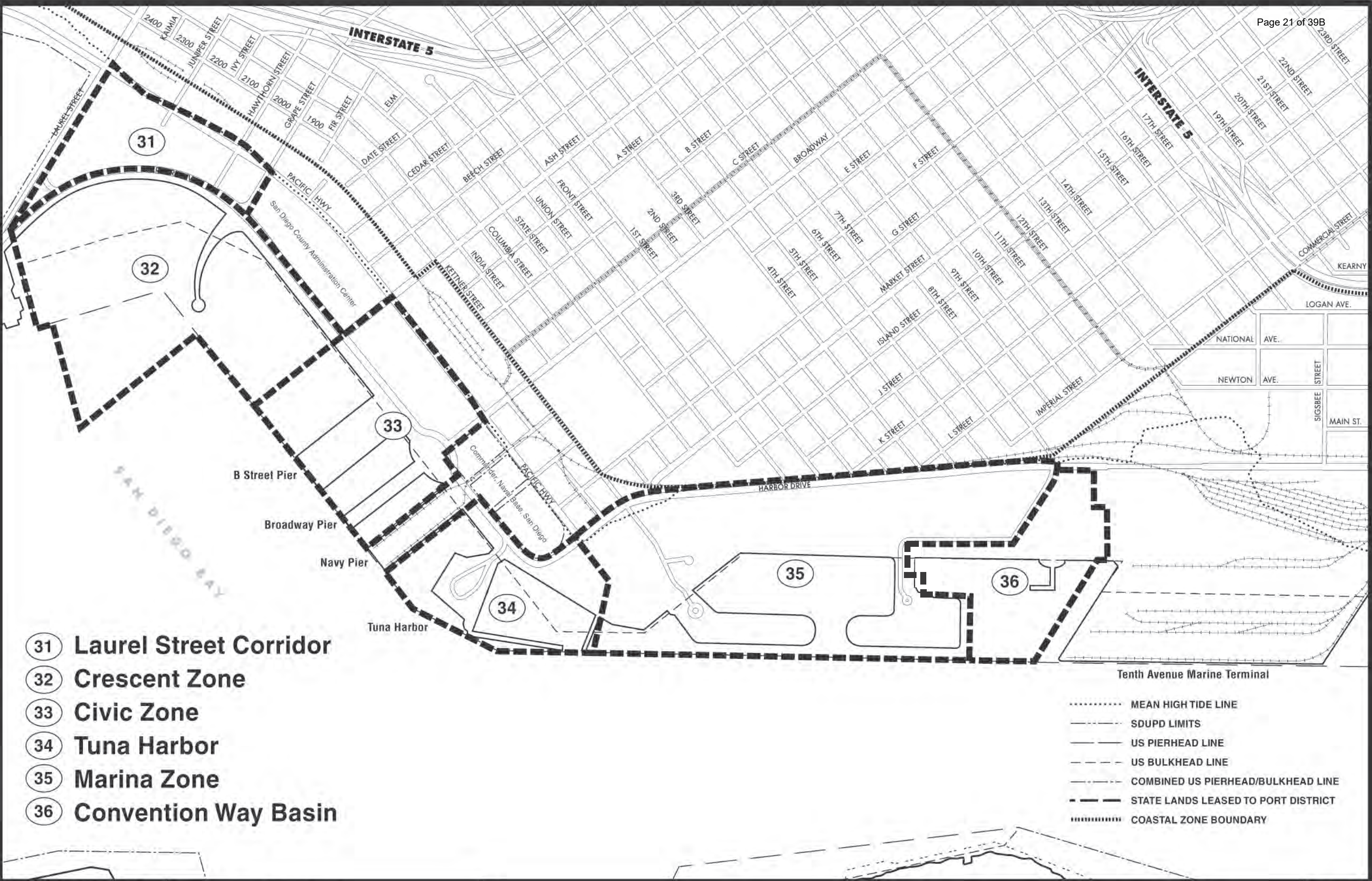
LAND USE	ACRES	WATER USE	ACRES	TOTAL ACRES	% of TOTAL
COMMERCIAL.....	<u>107.7</u> 111.1	COMMERCIAL	<u>41.7</u> 35.8 <u>149.4</u> 146.9	<u>34</u> 33 %
Commercial Fishing	5.4	Commercial Fishing Berthing	13.1		
Commercial Recreation.....	<u>102.3</u> 105.7	Recreational Boat Berthing	<u>28.6</u> 22.7		
INDUSTRIAL	29.2	INDUSTRIAL	<u>56.4</u> 61.5	<u>85.6</u> 90.7 <u>19</u> 24 %
Aviation Related Industrial	22.3	Specialized Berthing	<u>38.2</u> 43.3		
Marine Terminal.....	6.9	Terminal Berthing	18.2		
PUBLIC RECREATION.....	<u>63.5</u> 58.2	PUBLIC RECREATION	4.7	<u>68.2</u> 62.9 <u>16</u> 14 %
.....	[<u>65.2</u> 64.4]*		[69.1*]	
Open Space.....	0.7	Open Bay/Water	4.7		
Park/Plaza	<u>55.1</u> 49.9				
.....	[<u>60.8</u> 56.4]*				
Promenade	<u>7.7</u> 6				
PUBLIC FACILITIES.....	<u>44.9</u> 46.8	PUBLIC FACILITIES.....	<u>93.1</u> 93.9 <u>138.0</u> 140.7	<u>31</u> 32 %
Streets	<u>44.9</u> 46.8	Boat Navigation Corridor.....	29.6		
		Boat Anchorage	25.0		
		Ship Navigation Corridor.....	<u>14.3</u> 15.1		
		Ship Anchorage	24.2		
TOTAL LAND AREA	245.3	TOTAL WATER AREA.....	195.9		
PRECISE PLAN LAND AND WATER ACREAGE TOTAL.....				441.2**	100%

Note: Does not include: State Submerged Tidelands 22.6 acres

* Includes 1.7~~6.3~~ acres of rooftop park/plaza & ~~inclined~~ walkway

** Does not include 1.7~~6.3~~ acres of rooftop park/plaza & ~~inclined~~ walkway





- 31 Laurel Street Corridor
- 32 Crescent Zone
- 33 Civic Zone
- 34 Tuna Harbor
- 35 Marina Zone
- 36 Convention Way Basin

- MEAN HIGH TIDE LINE
- SDUPD LIMITS
- US PIERHEAD LINE
- US BULKHEAD LINE
- COMBINED US PIERHEAD/BULKHEAD LINE
- STATE LANDS LEASED TO PORT DISTRICT
- COASTAL ZONE BOUNDARY



Planning District 3
CENTRE CITY EMBARCADERO

TITLE:
Planning Subareas

FIGURE 12

DATE: 4/03/02
DRWN / CHK: TO

FILE TITLE:
PP_dist3subareas
n&sDEC12.ai



TABLE 11: Project List**CENTRE CITY/EMBARCADERO:
PLANNING DISTRICT 3**

	Sub	Dev	App	FiscYear
1. NORTH HARBOR DRIVE, GRAPE TO BROADWAY: Reduce traffic lanes; install landscaping, irrigation; develop bike path	33	P	Y	2005-20
2. PUBLIC ACCESS: Pedestrian access improvements to waterfront and promenade	35	T	N	2007-08
3. LANE FIELD DEVELOPMENT: 600-to-800-room hotel, office building, retail, and parking	33	T	Y	2005-10
4. NORTH EMBARCADERO REDEVELOPMENT: (a) Visionary Plan public improvements, (b) esplanade, (c) street improvements, (d) vista points, (e) Grape Street piers replacement + restaurant, (f) park and plaza areas, (g) Broadway Pier cruise ship terminal (approximately 60,000 sq. ft., maximum 50-foot building height) to cover no more than 50 percent of the pier, public events space, 15,000 sq. ft. public recreation and viewing area, a 25-foot wide public access corridor along the southern side of the pier, and infrastructure improvements, (h) B and C Street linkages between Pacific Highway and North Harbor Drive.	31-34	P	Y*	2005-20
5. PASSENGER TERMINAL AT B STREET PIER: Cruise Ship Terminal Modernization.	33	P	N	2006-10
6. WATER TRANSIT CENTER-AND-MARINA: Relocate-Prepare site, construct buildings, piers, (including ticket offices, marina offices, and public restrooms) and parking (of which at least 12 will be dedicated for short-term public parking) to the west on former Spinnaker Hotel site, maintain pedestrian access and extend continuous (minimum 25'-wide) waterside promenade to connect to south towards Embarcadero Marina Park South; add public plaza (minimum 1,900-sf) east of the relocated water transit center building; maintain landscape improvements to and along the San Diego Bay shoreline; accommodate water-based transportation, including a ferry landing, water taxi access, transient-oriented berthing (including yachts), and public boat access.	36	T	N**	2015-2018 2001-05
7. HILTON SAN DIEGO BAYFRONT: Construct hotel tower with up to 1200 rooms, a lobby, ballroom, meeting rooms, retail shops, restaurants, other ancillary uses, above-grade parking structure, public access pier, ground-level and elevated pedestrian access to the waterfront, plaza, and landscape improvements; expand hotel with second hotel (not to exceed height of existing hotel tower) adjacent to and on top of parking garage (and outside of Park Boulevard view corridor) with up to 500 rooms, a lobby, up to 55,000 net sq. ft. of ballroom/meeting rooms, up to 2,500 sq. ft. retail space, other ancillary uses, and landscape improvements.	36	T	Y	2006-18
8. CONVENTION CENTER PHASE III: Construct third phase of regional convention center to provide contiguous expansion, including adding up to 400,000 sq. ft. of exhibit area, meeting rooms, and ballrooms, 560,000 sq. ft. of support spaces, and approximately 15,000 sq. ft. of visitor-serving uses, infrastructure upgrades, landscape improvements, realign Convention Way to the south (bayward), add 5-acre public rooftop park/plaza on top of expansion.	35	T	N	2015-18
9 9. PEDESTRIAN BRIDGE OVER HARBOR DRIVE: Self-anchored suspension bridge over Harbor Drive connecting to public parking garage to Eighth Avenue.	35	T	N	2006-08
10 9. EIGHTH AVENUE PEDESTRIAN CROSSING: At grade pedestrian crossing to be completed with pedestrian bridge over Harbor Drive.	35	T	N	2006-10
11 10. OLD POLICE HEADQUARTERS REHABILITATION: Rehabilitation and adaptive reuse of historically designated Old Police Headquarters building with a mix of specialty retail, entertainment and restaurant uses; reconfiguration of surrounding parking areas; and, pedestrian access, plaza and landscape improvements.	34,35	T	Y	2007-08
12 11. PIER WALK BUILDING: Remove existing Harbor Seafood Mart building and construct	34	T	Y	2008-09

new Pier Walk building to accommodate existing commercial fish processing operations, as well as associated retail, restaurant and other services/support uses.

43 12. BAYFRONT PARK: Construct new bayfront public park along the southern edge of Harbor Drive, between the waterfront and Pacific Highway, including lawn and landscaped areas, walkways, as well as other park/plaza features.	34	P	N	2009-10
44 13. MARRIOTT HOTEL MEETING SPACE EXPANSION: Demolish and reconstruct Marriott Hall; create new outdoor hotel/public space ("Marina Terrace"); construct improved and widened Marina Walk walkway; improve public amenities, including public views towards the bay and pedestrian access; modify parking configuration; install landscape and hardscape improvements.	35	T	Y	2013-14
<u>14. FIFTH AVENUE LANDING: Construct 843-room hotel (with associated retail, restaurant and meeting space) and 220-room lower-cost visitor serving hotel; public plaza and park areas; reconstruct water transportation center and expand marina with up to 23 new slips.</u>	<u>36</u>	<u>T</u>	<u>Y</u>	<u>2021-25</u>

P- Port District T- Tenant N- No Y- Yes

* "Vista Points" and Broadway Pier infrastructure improvements are non-appealable projects.

** Any modifications to the marina for "recreational small craft marina related facilities" is an appealable project.

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

SAN DIEGO UNIFIED PORT DISTRICT
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MAY 26, 1998
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SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

Contents:	1. South Embarcadero Public Access Program, as amended
	2. Planning District 3 – Table A – Access and Recreation Components
	3. South Embarcadero Public Access Map
	4. Marriott Marina Terrace Activation
	<u>5. Fifth Avenue Landing Proposed Public Plaza and Park Public Access Areas</u>

1. South Embarcadero Public Access Program

The South Embarcadero Public Access Program defines and implements an extensive multi-modal pedestrian, bicyclist, mass-transit and automobile-based system to provide a variety of free and low-cost San Diego Bay waterfront public recreational opportunities for a broad range of individuals and families who reside in the region, as well as visitors. Access facilities will be constructed and maintained to be accessible to persons with disabilities.

The Embarcadero Promenade, which extends along 4,600 linear feet of San Diego Bay in Planning Subareas 34 (Tuna Harbor), 35 (Marina Zone), and 36 (Convention Way Basin), offers an unparalleled pedestrian California urban waterfront experience, including a commercial and naval harbor, working fisheries, two publicly accessible piers, three shoreline public parks, recreational boating and ferry/water taxi facilities, and many water-related commercial recreational enterprises. The 70,000 SF Promenade also serves to provide convenient non-automotive pedestrian linkages between and among the San Diego Convention Center, hotels, and other commercial recreation uses in the Planning Area. As a result of improvements made through the South Embarcadero Redevelopment Program (SERP) I Port Master Plan Amendment, the Promenade alone can readily accommodate 10,000 persons at one time, or 30-50,000 persons per day.

Along the inland boundaries of the Planning Area, Harbor Drive roughly parallels the Promenade and provides a diversified multi-modal corridor. In response to increasing public interest, a substantially enlarged and landscaped 10-foot wide urban sidewalk, as well as designated driveway crossings and a unified multi-language directional signage program, will be incorporated along the west side of Harbor Drive.

The Old Police Headquarters (OPH) 1.0-acre open space Urban Plaza, pedestrian linkages around and through the OPH, and activating uses along the west side of Kettner Blvd, along with the existing 0.7-acre open space plaza adjacent to the Hyatt tower, will connect Harbor Drive, between California Street and Kettner Blvd, with existing Embarcadero Marina Park North. The open space areas will create visual and physical linkages from the OPH to the 3.5-acre waterfront park across Pacific Highway, as well as link to enhanced pedestrian connections to and along the Embarcadero through Seaport Village and along Kettner Blvd. These parks will be improved with environmentally sustainable features to enhance family recreation opportunities, and other recreational and access support facilities, such as lighting, paths, fitness course, signs, restrooms, water, telephones, tables, seating, and trash disposal.

~~The proposed Phase III Expansion to the Convention Center will include an approximately 5.0-acre rooftop park/plaza, approximately 50-100 feet above grade. The rooftop park/plaza will be~~

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

~~accessible from at least six access points, including: the grand stairs and funicular at Harbor Drive, the grand stairs and elevator at the southwest corner of the rooftop park/plaza, elevators at the south midpoint of the rooftop park/plaza, the landscaped inclined walkway, and the elevator along Park Boulevard, as well as one access point from within the Convention Center. The rooftop park/plaza will include a mix of hardscape and landscape, including lawns, grasses, wildflowers, shrubs, trees, wetland plants; and pavilions and formal and non-formal gardens with lighted paths and fixed and movable furnishings. Observation vistas will be placed at opportune locations throughout the rooftop park/plaza to provide views to the Bay and uplands skyline. Support facilities such as restrooms and power and water service will also be provided.~~

Eleven public accessways 15 to 60 (minimum) feet wide, and comprising a total of 8,000 lineal feet, will directly connect the Harbor Drive walkway in the Planning Area with the Embarcadero Promenade: (1) on the north side of Tuna Harbor, (2) on the breakwater-pier on the south side of Tuna Harbor; (3) along the foot of Pacific Highway, (4) along the foot of California Street and south through the rehabilitated OPH building; (5) along the west side of Kettner Blvd, (6) along Pier Walk, from Market Street at Harbor to the Tuna Harbor Pier (7) along Market Plaza to the Embarcadero at Seaport Village East (8) along Marina Walk between the existing Marriott and Hyatt hotels; (9) through the canyon path between the Marriott Hotel and the existing Convention Center; (10) in the Skyward elevated access between Harbor Drive and Embarcadero Marina Park South at the junction of the existing and expanded convention center elements; and (11) from Park Boulevard Plaza along Park Boulevard to the waterfront. These connecting accessways are united with existing upland (City) sidewalks at Pacific Highway, California Street, Kettner Blvd, Market Street, Front Street-Childrens' Park-First Street, Fifth Avenue, and Park Boulevard (former Eighth Avenue). The connecting accessways on Port lands are, or will be, improved with a variety of access support and safety components as shown below in Table A. No existing accessway will be reduced in size or functional capacity. Pedicab service, including designated holding areas, will be provided in conjunction with all public access, public recreational, and commercial recreational facilities, including the Convention Center, consistent with the capacity of existing and proposed accessways, and with pedestrian safety.

As redevelopment within the South Embarcadero occurs, additional opportunities to maximize and enhance public access will be incorporated. The Marriott hotel's reconstruction of its Marriott Hall ballroom and meeting facility will enable construction of Marina Walk, a joint, cohesive public accessway spanning both the Marriott and Hyatt leaseholds (#8 above). Public views and public pedestrian connectivity to the Bay will be significantly improved through relocation of the large cooling towers, removal of tall landscaping and underutilized surface parking, and leveling of the existing grade. Approximately one half of the Marina Walk length will be a total of 50 feet wide and will contain a 40-foot-wide public pedestrian access corridor and a 10-foot-wide landscape buffer to help screen the adjacent Hyatt parking structure. The 40-foot-wide public access corridor will include a 33.5-foot-wide dedicated pedestrian walkway, a 2-foot width for intermittent benches and lighting, and a 4.5-foot-wide landscape buffer with low-level, drought-resistant shrubs and groundcover that shall not exceed 3 feet in height. Adjacent to the existing approximately 10-foot-wide mechanical equipment enclosure on the Hyatt leasehold, the public access corridor may narrow to approximately 32 feet wide to allow for construction of a low-scale retaining wall and vine plantings to screen the enclosure. Marina Walk will contain amenities such as decorative paving, signage, public art features, low-level

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

lighting, bicycle racks, benches, trash receptacles, a wheelchair accessible ramp, and restrooms open to the public during daylight hours. Marina Walk will widen to 80 feet as it approaches the Embarcadero promenade, and will widen to 145 feet at the Harbor Drive gateway to Marina Walk. At the project level, minor adjustments and revisions to the corridor, parking areas, and driveway may be made to increase the width of the walkway and improve connectivity between Marina Walk, Marina Terrace, and the Embarcadero promenade. Adjacent to this gateway, removal of the existing parking booths/gates and substantial narrowing of the entry drive (from 78 feet to 40 feet in width) will create a more inviting entrance and will encourage a more pedestrian-oriented environment. The Harbor Drive gateway area will be kept clear of physical barriers, signage, or visual obstructions that would discourage public use of Marina Walk. As part of the Marina Walk construction, the existing solid southeast façade of Sally's restaurant on the Hyatt leasehold will be partially replaced with windows, which will also improve public physical and visual access towards the Bay.

Visibility of Marina Walk will be improved through architectural treatment and orientation of the buildings on either side of the public accessway. The aesthetics and visual accessibility of the area will be enhanced through the use of contemporary, transparent architectural features and siting of the new Marriott Hall building, which will be reoriented such that its public side faces Harbor Drive. The maximum height of the new Marriott Hall shall not exceed 68 feet, including rooftop equipment and parapet wall, and the distance between the new Marriott Hall building and Hyatt parking structure shall be a minimum of 120.5 feet.

To further enhance and activate public access in the South Embarcadero, the Marriott proposes Marina Terrace, a 25,000-square-foot paved, flexible outdoor space at the bayward terminus of Marina Walk, adjacent to the Embarcadero promenade, to be accessible for use by the public as an open gathering and activity space when not in use for outdoor hotel events. During the times when Marina Terrace will be publicly accessible, approximately 85% of the year, the Marriott will provide and/or facilitate the provision of public pedestrian-activating amenities on Marina Terrace such as seasonal events/festivals, temporary visitor-serving retail such as food carts and food vendors, and placement of movable modular street furniture for public use on Marina Terrace. This modular furniture will include public benches, chairs, tables, and outside shade structures. At a minimum, the Marriott will ensure that permanent public seating is provided along the bayward perimeter of Marina Terrace. Six-foot-wide paved pedestrian accessways through the existing landscape buffer will ensure vertical pedestrian linkages between Marina Terrace and the Embarcadero promenade. Public pedestrian use of the Marina Terrace space will be further encouraged with consistent paving and low-level vegetation to help attract visitors along Marina Walk and the Embarcadero Promenade. To encourage interaction between the public spaces on Marina Terrace, Marina Walk, and the Embarcadero Promenade, the Marriott will promote and inform the public about various activities and pedestrian-serving amenities available at Marina Terrace through use of interchangeable signage and other methods of advertisement. In addition, Marriott will provide fixed picnic-type tables between Marina Terrace and the Embarcadero promenade on a permanent basis. See "Marriott Marina Terrace Activation" graphic for a potential concept of how Marina Terrace and the Embarcadero promenade can be activated through Marriott's placement of permanent tables and seating and provision/facilitation of movable modular furniture and retail carts on Marina Terrace. The 35-space parking lot between Marina Walk and Marina Terrace shall be signed and designated for marina use (30 spaces) and public use (5 spaces).

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

Marriott's proposed improvements trigger its mandatory participation in the Port District's implementation of the permanent bayside shuttle system, discussed below. The bayside shuttle system will be operational prior to the opening of the Marriott Hall expansion, and Marriott's participation in the shuttle system will be a condition precedent to issuance of a certificate of occupancy for the proposed Marriott Hall expansion. To mitigate any potential parking shortfall that may result from the Marriott project, the Marriott is required to implement the parking management strategies as discussed in the South Embarcadero Parking Management and Monitoring Program (PMMP), as amended, which is incorporated by reference in the Port Master Plan.

The South Embarcadero Planning Area and immediately adjacent areas are presently served by publicly accessible automobile parking spaces, bicycle parking spaces, and three trolley and three bus stops. These spaces and transit stops will be maintained, although some may be relocated. To facilitate additional public recreational waterfront access opportunities, the Plan Amendment also provides for an additional water taxi landing at Tuna Harbor Pier (consistent with continued commercial fishing uses), additional automobile, new bicycle parking spaces and lanes, and three new bus stops along Harbor Drive (implementation of which will be in coordination with San Diego Transit). Throughout the South Embarcadero (G Street mole to the Hilton Bayfront Hotel), commercial development is also required to participate in and contribute a fair share to the Port District's implementation of a permanent bayside shuttle system that would serve and connect tideland uses along the waterfront, such as the Convention Center Hotel Public Parking Facility, hotels, Seaport Village, and other waterfront destinations. Although outside the South Embarcadero, the bayside shuttle should also provide service to the San Diego Aircraft Carrier Museum (USS Midway). In addition, this bayside shuttle system should include linkages to public roadside shuttle systems serving downtown San Diego, the airport, and MTS transportation hubs. Port District implementation of the bayside shuttle system is intended to serve visitors as part of an integrated waterfront access and parking program that the Port District shall pursue in conjunction with the City of San Diego, CCDC and MTS. The Port District will fund the bayside shuttle system at its cost and may seek cost recovery and financial participation consistent with its policies and practices and applicable laws. Cost recovery and financial participation may include: collection of fares, grants, advertising, voluntary tenant participation, mandatory tenant participation at the time of issuance of coastal development permits for Port District tenant projects within the South Embarcadero, and other sources as may be identified by the Port District. If rider fares are collected, fares will be kept at a low cost as compared to comparable transportation services within the region. The District will prepare a bayside shuttle system program and operational plan prior to the shuttle system commencing operations. Operation of the bayside shuttle system will occur as described in the Port Master Plan.

The unified public access directional and information signage program, as well as the environmental education signage program, are proposed to be expanded throughout the Planning Area, and to be augmented by works of public art. Substantial environmental education displays of San Diego's on-shore and off-shore coastal geology will be incorporated into the design of public access ways.

As part of the redevelopment of South Embarcadero, the pier adjacent to the Hilton San Diego Bayfront will be publically accessible 85 percent of the year. Perimeter railings and seating will be extended onto the public access pier, which will also be made ADA accessible. Completion

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

of the improvements to the public access pier will be complete prior to the issuance of the Certificate of Occupancy for the Hilton San Diego Bayfront Expansion.

The Fifth Avenue Landing project includes two hotels (an up to 843-room hotel and an up to 220-room lower-cost, visitor-serving hotel) and a marina expansion, that shall incorporate a variety of public access features, including:

- Approximately 98,448 square feet of public plaza and park areas. The public plaza and park areas would serve as resting and viewing areas for visitors and would include interpretive signage and public art. All the proposed public plaza and park areas would be designed with a combination of hardscape, drought-tolerant landscape, grass lawns, and artificial turf. Portions of this park and plaza space will be available to the public as follows (see also Fifth Avenue Landing Proposed Public Plaza and Park Public Access Areas graphic). Under no circumstances shall the closure of the public plaza and park areas for private hotel events (private access) be more than the following percentages:
 - Multifunctional Plaza and Lawn (40,414 SF) – 50% public access/50% private access. This area would be available for private events 50% of the year, which is defined as the equivalent of 182.5 days per year (not to exceed the equivalent of 80 days during the summer (Memorial Day to Labor Day)), inclusive of event setup and breakdown time. When not in use for private events, this area would be accessible for use by the public at no cost 50% of the year (182.5 days). For clarification purposes, if a private event occupies the Multifunctional Plaza and Lawn for part of a day, it shall count as occupying the Multifunctional Plaza and Lawn for an entire day when calculating the 182.5-day private event limit. Public access would be available during normal operating hours (e.g. 6:00AM to 10:30PM).
 - Public Park Plaza Area (45,062 SF) – 85% public access/15% private access. This area would be available for private events 15% of the year, which is defined as the equivalent of 55 days per year (not to exceed the equivalent of 40 days during the summer (Memorial Day to Labor Day)), inclusive of event setup and breakdown time. When not in use for private events, this area would be accessible for use by the public at no cost 85% of the year (310 days). For clarification purposes, if a private event occupies the Public Park Plaza for part of a day, it shall count as occupying the Public Park Plaza for an entire day when calculating the 55-day private event limit. Public access would be available during normal operating hours (e.g. 6:00AM to 10:30PM). Pedestrians may access the public plaza and park areas via the grand staircase and proposed accessible elevators. The stairs will be highly visible with guards, wide stair widths, oversized landings, and visible wayfinding signage to encourage public access.
 - Public Park Plaza and Public Observation Terrace (9,782 SF) – 100% public access, 0% private access. This area would be not be available for private events, and would be open to the public at no cost 100% of the year. Public access would be available during normal operating hours (e.g. 6:00AM to 10:30PM).

If the private event area is blocked off from the public usable areas, such barriers shall not be solid materials but shall be a material like ropes. To ensure the private event area is

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

restored for the public use, all trash and debris shall be immediately picked up and disposed of appropriately during and after the private event.

During times when the Multifunctional Plaza and Lawn area or Public Park Plaza area is open to the public (i.e., during non-private event times), the hours of operation shall be the same as the District's park hours of operation (e.g. 6:00AM to 10:30PM).

During all private events, clear signage shall be placed in publicly visible locations (i.e., not posted inside the hotel) at the grand staircase, market-rate hotel tower staircase, public observation terrace, optional pedestrian bridge (if developed), and two locations along the existing Embarcadero Promenade, that indicate the Multifunctional Plaza and Lawn area and/or the Public Park Plaza areas, if applicable, are open to the public. Clear signage shall be placed at the Public Park Plaza and Public Observation Terrace that indicates it is open to the public.

After project construction is complete, on January 31 of each year, the project operator shall submit an annual public access usage report to the District that demonstrates, for the preceding year, that the Multifunctional Plaza and Lawn, Public Park Plaza, and Public Park Plaza and Public Observation Terrace are being used for public access and private access (for private events) as follows:

- Multifunctional Plaza and Lawn (50% public access/50% private access)
- Public Park Plaza (85% public access/15% private access)
- Public Park Plaza and Public Observation Terrace (100% public access)

The report shall be broken down by the Multifunctional Plaza and Lawn and Public Park Plaza areas and shall list the date, private event, start and end times, duration of each event, setup and breakdown time, and total number of days (including number of days during the summer (Memorial Day to Labor Day)) and percentage of private use for that year. Furthermore, the report shall contain confirmation, such as photographs or a signature by the hotel manager, that for each private event, signage indicating public use of the remaining area (if applicable) was placed. For the Public Park Plaza and Public Observation Terrace area, the report shall confirm that this area was accessible to the public 100% of the year and contained signage indicating such.

o Public Promenade (3,190SF) – 100% public access. Public access would be available during normal operating hours (e.g. 6:00AM to 10:30PM).

o Public Observation Terrace Viewing Point – 100% public access. Public access would be available during normal operating hours (e.g. 6:00AM to 10:30PM).

- Activities proposed in the public access spaces to encourage activation of these areas may include:

o Multifunctional Plaza and Lawn: Meditation (e.g., open field yoga/Pilates) and viewing/observing (e.g., observation points, view terraces, and view telescopes).

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

- Public Park Plaza: Meditation (e.g., open field yoga/Pilates) and viewing/observing (e.g., observation points, view terraces, and view telescopes), and social gathering (e.g. passive seating, pod seating, and outdoor film screening).
- Public Park Plaza and Public Observation Terrace: Game activities (e.g., mobile board games, tables, and mobile oversized board games), linear recreation (e.g., walking, strolling, running, jogging, cycling, and bicycling), social gathering (e.g. passive seating, pod seating, and outdoor film screening), and viewing/observing (e.g., observation points, view terraces, and view telescopes).
- Public access and wayfinding signage will be installed to direct visitors to these publicly accessible areas. The project operator shall post wayfinding signage and signage at the grand staircase, market-rate hotel tower exterior staircase, public observation terrace, optional pedestrian bridge, and two locations along the existing Embarcadero Promenade, that directs visitors to the proposed public plaza and park areas on the rooftop of the parking structure and hotel ballrooms as well as the walkway around the market-rate hotel tower, and designate the areas as available to the public with open hours listed (i.e., 6:00AM to 10:30PM). Photographic proof of the wayfinding signage and designation signage shall be submitted to the District. In addition, the project operator shall allow the District to conduct periodic inspections to ensure that this space remains publicly accessible. The wayfinding signage shall clearly direct the public to the public plaza and park areas and public observation terrace and indicate that the space is open to the public except during certain circumstances consistent with the PMPA.
- The project shall maintain and enhance the existing 35-foot-wide Embarcadero Promenade across the site by providing retail adjacent to the Promenade to encourage activation, increasing the amount of seating areas, providing public restrooms, connecting the lower-cost visitor-serving hotel and market-rate hotel tower to the Promenade with small plazas or lobbies, and providing access to the parking structure from the Promenade. Public signage along the Promenade would illustrate San Diego Bay history, including its past and present working waterfront, interpretive signage, and location and wayfinding maps. Activities proposed on the Promenade to encourage activation of this area may include linear recreation (e.g., walking, strolling, running, jogging, cycling, and bicycling) and viewing/observing (e.g., observation points, view terraces, and view telescopes).
- A public pedestrian bridge may be developed that will cross Convention Way and if so, shall link the Convention Center to the hotel tower rooftop public plaza, providing elevated and expansive views of the Bay. The width of this bridge would range from 18 feet to 26 feet.
- A minimum of five elevated public vista areas will be provided at opportune locations, as shown on the Port Master Plan Precise Plan map. Four shall be located along the public observation terrace on the rooftop public plaza and park areas and the fifth shall be located on the west end of the market-rate hotel tower terrace (public observation terrace viewing point). These designated vista points shall be delineated with signage and open to

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

the public at all times. Public access would be available during normal operating hours (e.g. 6:00AM to 10:30PM).

- The marina operator shall provide at least one boat slip for public use, for a vessel of a maximum size of 30 feet in length, at low cost or no cost. To ensure sufficient availability to the public, berthing at the low-cost or no-cost slip shall be a maximum of 6 hours at any one time. Signage shall be provided and availability of the low-cost or no-cost slip shall be posted on the marina operator's website.
- Port of San Diego Shuttle – The project operator shall participate in the Port of San Diego Shuttle system as a condition precedent to issuance of a certificate of occupancy for the market-rate hotel or lower-cost visitor-serving hotel, whichever hotel is completed first. Participation may include: collection of fares, advertising, voluntary tenant participation, mandatory tenant participation at the time of issuance of coastal development permits for District tenant projects within the South Embarcadero, and other forms of participation as identified by the District.

Any construction activities in the South Embarcadero shall minimize impacts to public access, including access to public spaces such as parks and promenades.

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

TABLE A - PLANNING DISTRICT 3, ACCESS AND RECREATION COMPONENTS

NAME	LOCATION	MAP REF. NO.	SIZE/PARKING	USE TYPES	FACILITIES
A. Promenade	Embarcadero	1	4600 LF 70000 SF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
Segment 1	Laurel Broadway	2	5200 LF 72800 SF	P,B,Rb, Ed, A:ha	VP,p,l
Segment 2	Broadway Com	3	950 LF 3800 SF	P,B,Rb,Ed,A:ha	p,l
Segment 3	Tuna Harbor	4	800 LF 11200 SF	P,B,Rb,Ed,A:ha	VP,p,l
Segment 4	Seaport Village	5	1100 LF 15400 SF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
Segment 5	N Emb Mar Park	6	1600 LF 22400 SF	P,B,B/Ap,Rb:ha	VP,p,t,w,l,tl,b,tb,s
Segment 6	Kettner Blvd (includes 0.7 acre Hyatt Plaza)	7	1600 LF 32000 SF	P,B,Rb:ha	p,,w,l,tl,b,tb,s
Segment 7	Hyatt Hotel 1/2	8	600 LF 48,000 SF 100 Spaces	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
Segment 8	Marriott	9	600 LF 18000 SF	P,B,Rb,Ed,A:ha	p,t,w,l,tl,b,tb,s
Segment 9	S Emb Mar Park	10	4075 LF 44500 SF 132 Spaces	P,B,B/Ap,Rb:ha	VP,p,t,w,l,tl,b,tb,s
Segment 10	Conv Cntr/Exp	11	3350 LF 37500 SF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
Segment 11	5th Ave Landing	12	1200 LF 7200 SF		
Segment 12	Campbell	13	700 LF 4200 SF		
B. Tuna Harbor	Harbor Drive	14	800 LF 45000 SF 200/85	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
C. Urban Plaza	South of side of Harbor Dr; North side of OPH	15	1 Acre	Plza,P,A:ha	p,t,w,l,tl,b,tb,s
D. Waterfront Park	S of Harbor Dr	16	See Seg. 3 3.5 Acres	Prk,P,Pg,B/Ap,A:ha	P,T,W,L,TL,B,TB,S
E. Pier Walk	W of Market St	17	1250 LF 50000 SF	P:ha	VP,p,t,w,l,tl,b,tb,s
F. Tuna Hrb Pier	W of Pier Walk	18	400LF 10000 SF	P,CF,WT:ha	VP,p,tl,s
G. N Emb Mar Pk	S of Central Pk	19	See Seg. 5 10.7 Acres 87 Spaces	Prk, P,Pg,B/Ap,A:ha	VP,p,t,w,l,tl,b,tb,s

NOTE: The data in this table is indicative rather than determinative (i.e., the numbers are approximations).

Legend:

A=(public) Art
Ed=Envrn. Education
PRK=Park
VP=View Point
sp=parking spaces
w=water available

B=Bikepath
P=Pedestrian walkway
Rb=Roller Blade Accessible
ha=handicapped accessible
t=toilet facility

B/Ap=Bike/Auto parking
Pg=Playground
SA=Shaded Area Available
l=lighting
tb=table/benches

CF=Commercial Fishing
PLZA=Plaza
SF=Sport Fishing
p=path s=sign
tl=telephone

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

TABLE A - PLANNING DISTRICT 3, ACCESS AND RECREATION COMPONENTS
(cont'd)

NAME	LOCATION	MAP REF. NO.	SIZE/PARKING	USE TYPES	FACILITIES
H. Pacific Hwy.	S of Harbor Dr.	20	650 LF 65000 SF	P,B:ha	p,s,
I. Kettner Blvd.	S. of Harbor Dr.	21	900 x 2 LF 54000 SF	P,B:ha	p,s
			35 Spaces		
J. California	S. of Harbor Dr.	22	650 LF 32500 SF	P,B,A:ha	p,s
K. Harbor Dr.	Plaza Pk to Park	23	4000 LF 40000 SF	P,B:ha	p,s
			18 Spaces		
L. Marina Walk	S. of Harbor Dr.	24	600 LF 36000 SF	Plz,P,B:ha	p,s
M. Access Cyn.	S. of Harbor Dr.	25	750 LF 7500 LF	P,A,Ed:ha	p,s,Ed
N. Skywalk	At CC/CCE	26	800 LF 16000 SF	P,Ed,A:ha	VP,p,s,l,b,tb
O. S Emb Mar Pk	S of Conv Cntr.	27	See Seg. 9 12 Acres	Prk,P,Pg,B/Ap,A:ha	VP,p,t,w,l,tl,b,tb,s
P. Park Blvd Plaza	Harbor at Park	28	See Seg. 10 30000 SF	Plz,P,B/Ap,A:ha	p,s,t,w,l,tl,b,tb
Q. Transit Stops	BusStp @ Waterfront Park	29	Bus turnout	P,B,Ed:ha	p,s
	BusStp @ Conv.	30	Bus turnout	P,B,Ed:ha	p,s
	BusStp @ Park	31	Bus turnout	P,B,Ed:ha	p,s
	Trolley S @ Mkt.	32	NS/East Line	P,B,Ed:ha	p,s
	Trolley S @ 1 st	33	NS/East Line	P,B,Ed:ha	p,s
	Trolley S @ 5 th	34	NS/East Line	P,B,Ed:ha	p,s
R. Public Parking	Pacific Hwy.	35	40Spaces	B/Ap:ha	p,s
	SPV Main Lot	36	453 Spaces (493 w/ valet)	B/Ap:ha	p,s
	Waterfront Park/Pier Walk Bldg	37	172 Spaces	B/Ap:ha	p,s
	Hyatt 2	38	100 Spaces	B/Ap:ha	p,s
	SPV East	39	124 Spaces (204 w/ valet)	B/Ap:ha	p,s
	Marriott	40	5 Spaces	B/Ap:ha	p,s
	Conv.Cntr.	41		B/Ap:ha	p,s
S. S Emb MarFP	S Emb Mar Pk	42	132 Spaces	P,SF,B:ha	VP,p,w,l,b,tb,s
T. Village Wlks	SPV (1978)	43		P,Plz,A,Ed:ha	l,p,Rb,SA,s,sp,t,tb,tl w
U-Conv Cntr Rftp	Rooftop of Conv Ctr Phase III Exp	44	5-Acres	PRK, P, ha, PLZA	VP, w, t, SA, l, tb

NOTE: The data in this table is indicative rather than determinative (i.e., the numbers are approximations).

Legend:

A=(public) Art
Ed=Environ. Education
PRK=Park
VP=View Point
sp=parking spaces
w=water available

B=Bikepath
P=Pedestrian walkway
Rb=Roller Blade Accessible
ha=handicapped accessible
t=toilet facility

B/Ap=Bike/Auto parking
Pg=Playground
SA=Shaded Area Available
l=lighting
tb=table/benches

CF=Commercial Fishing
PLZA=Plaza
SF=Sport Fishing
p=path s=sign
tl=telephone

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

TABLE A - PLANNING DISTRICT 3, ACCESS AND RECREATION COMPONENTS

NAME	LOCATION	MAP REF. NO.	SIZE/PARKING	USE TYPES	FACILITIES
A. Promenade	Embarcadero	1	4600 LF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
			70000 SF		
Segment 1	Laurel Broadway	2	5200 LF	P,B,Rb, Ed, A:ha	VP,p,l
			72800 SF		
Segment 2	Broadway Com	3	950 LF	P,B,Rb,Ed,A:ha	p,l
			3800 SF		
Segment 3	Tuna Harbor	4	800 LF	P,B,Rb,Ed,A:ha	VP,p,l
			11200 SF		
			200/85 Spaces		
Segment 4	Seaport Village	5	1100 LF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
			15400 SF		
Segment 5	N Emb Mar Park	6	1600 LF	P,B,B/Ap,Rb:ha	VP,p,t,w,l,tl,b,tb,s
			22400 SF		
Segment 6	Kettner Blvd	7	1600 LF	P,B,Rb:ha	p,,w,l,tl,b,tb,s
	(includes 0.7 acre Hyatt Plaza)		32000 SF		
Segment 7	Hyatt Hotel 1/2	8	600 LF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
			48,000 SF		
			100 Spaces		
Segment 8	Marriott	9	600 LF	P,B,Rb,Ed,A:ha	p,t,w,l,tl,b,tb,s
			18000 SF		
Segment 9	S Emb Mar Park	10	4075 LF	P,B,B/Ap,Rb:ha	VP,p,t,w,l,tl,b,tb,s
			44500 SF		
			132 Spaces		
Segment 10	Conv Cntr/Exp	11	3350 LF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
			37500 SF		
Segment 11	5th Ave Landing	12	1200 LF		
			7200 SF		
Segment 12	Campbell	13	700 LF		
			4200 SF		
B. Tuna Harbor	Harbor Drive	14	800 LF	P,B,Rb,Ed,A:ha	VP,p,t,w,l,tl,b,tb,s
			45000 SF		
			200/85		
C. Urban Plaza	South of side of Harbor Dr; North side of OPH	15		Plza,P,A:ha	p,t,w,l,tl,b,tb,s
			1 Acre		
D. Waterfront Park	S of Harbor Dr	16	See Seg. 3	Prk,P,Pg,B/Ap,A:ha	P,T,W,L,TL,B,TB,S
			3.5 Acres		
E. Pier Walk	W of Market St	17	1250 LF	P:ha	VP,p,t,w,l,tl,b,tb,s
			50000 SF		
F. Tuna Hrb Pier	W of Pier Walk	18	400LF	P,CF,WT:ha	VP,p,tl,s
			10000 SF		
G. N Emb Mar Pk	S of Central Pk	19	See Seg. 5	Prk, P,Pg,B/Ap,A:ha	VP,p,t,w,l,tl,b,tb,s
			10.7 Acres		
			87 Spaces		

NOTE: The data in this table is indicative rather than determinative (i.e., the numbers are approximations).

Legend:

A=(public) Art
Ed=Environ. Education
PRK=Park
VP=View Point
sp=parking spaces
w=water available

B=Bikepath
P=Pedestrian walkway
Rb=Roller Blade Accessible
ha=handicapped accessible
t=toilet facility

B/Ap=Bike/Auto parking
Pg=Playground
SA=Shaded Area Available
l=lighting
tb=table/benches

CF=Commercial Fishing
PLZA=Plaza
SF=Sport Fishing
p=path s=sign
tl=telephone

SOUTH EMBARCADERO PUBLIC ACCESS PROGRAM

TABLE A - PLANNING DISTRICT 3, ACCESS AND RECREATION COMPONENTS
(cont'd)

NAME	LOCATION	MAP REF. NO.	SIZE/PARKING	USE TYPES	FACILITIES
H. Pacific Hwy.	S of Harbor Dr.	20	650 LF 65000 SF	P,B:ha	p,s
I. Kettner Blvd.	S. of Harbor Dr.	21	900 x 2 LF 54000 SF 35 Spaces	P,B:ha	p,s
J. California	S. of Harbor Dr.	22	650 LF 32500 SF	P,B,A:ha	p,s
K. Harbor Dr.	Plaza Pk to Park	23	4000 LF 40000 SF 18 Spaces	P,B:ha	p,s
L. Marina Walk	S. of Harbor Dr.	24	600 LF 36000 SF	Plz,P,B:ha	p,s
M. Access Cyn.	S. of Harbor Dr.	25	750 LF 7500 LF	P,A,Ed:ha	p,s,Ed
N. Skywalk	At CC/CCE	26	800 LF 16000 SF	P,Ed,A:ha	VP,p,s,l,b,tb
O. S Emb Mar Pk	S of Conv Cntr.	27	See Seg. 9 12 Acres	Prk,P,Pg,B/Ap,A:ha SF	VP,p,t,w,l,tl,b,tb,s
P. Park Blvd Plaza	Harbor at Park	28	See Seg. 10 30000 SF	Plz,P,B/Ap,A:ha	p,s,t,w,l,tl,b,tb
Q. Transit Stops	BusStp @ Waterfront Park	29	Bus turnout	P,B,Ed:ha	p,s
	BusStp @ Conv.	30	Bus turnout	P,B,Ed:ha	p,s
	BusStp @ Park	31	Bus turnout	P,B,Ed:ha	p,s
	Trolley S @ Mkt.	32	NS/East Line	P,B,Ed:ha	p,s
	Trolley S @ 1 st	33	NS/East Line	P,B,Ed:ha	p,s
	Trolley S @ 5 th	34	NS/East Line	P,B,Ed:ha	p,s
R. Public Parking	Pacific Hwy.	35	40Spaces	B/Ap:ha	p,s
	SPV Main Lot	36	453 Spaces (493 w/ valet)	B/Ap:ha	p,s
	Waterfront Park/Pier Walk Bldg	37	172 Spaces	B/Ap:ha	p,s
	Hyatt 2	38	100 Spaces	B/Ap:ha	p,s
	SPV East	39	124 Spaces (204 w/ valet)	B/Ap:ha	p,s
	Marriott	40	5 Spaces	B/Ap:ha	p,s
	Conv.Cntr.	41		B/Ap:ha	p,s
S. S Emb MarFP	S Emb Mar Pk	42	132 Spaces	P,SF,B:ha	VP,p,w,l,b,tb,s
T. Village Wlks	SPV (1978)	43		P,Plz,A,Ed:ha	l,p,Rb,SA,s,sp,t,tb,tl w
U. Conv Cntr Rftp	Rooftop of Conv Ctr Phase III Exp	44	5 Acres	PRK, P, ha, PLZA	VP, w, t, SA, l, tb

NOTE: The data in this table is indicative rather than determinative (i.e., the numbers are approximations).

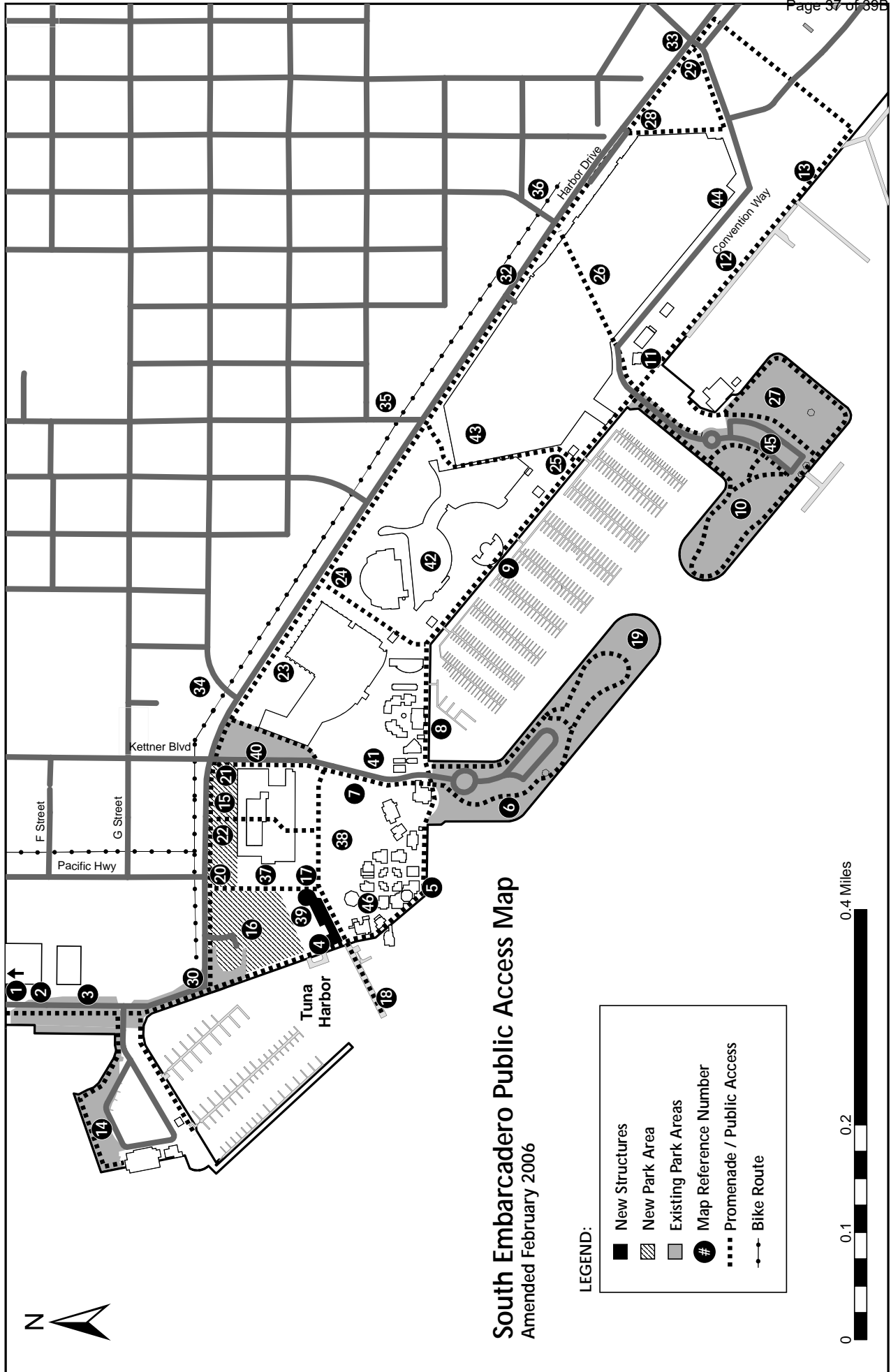
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tb=table/benches

CF=Commercial Fishing
PLZA=Plaza
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South Embarcadero Public Access Map

Amended February 2006

LEGEND:

- New Structures
- ▨ New Park Area
- Existing Park Areas
- # Map Reference Number
- Promenade / Public Access
- - - - - Bike Route

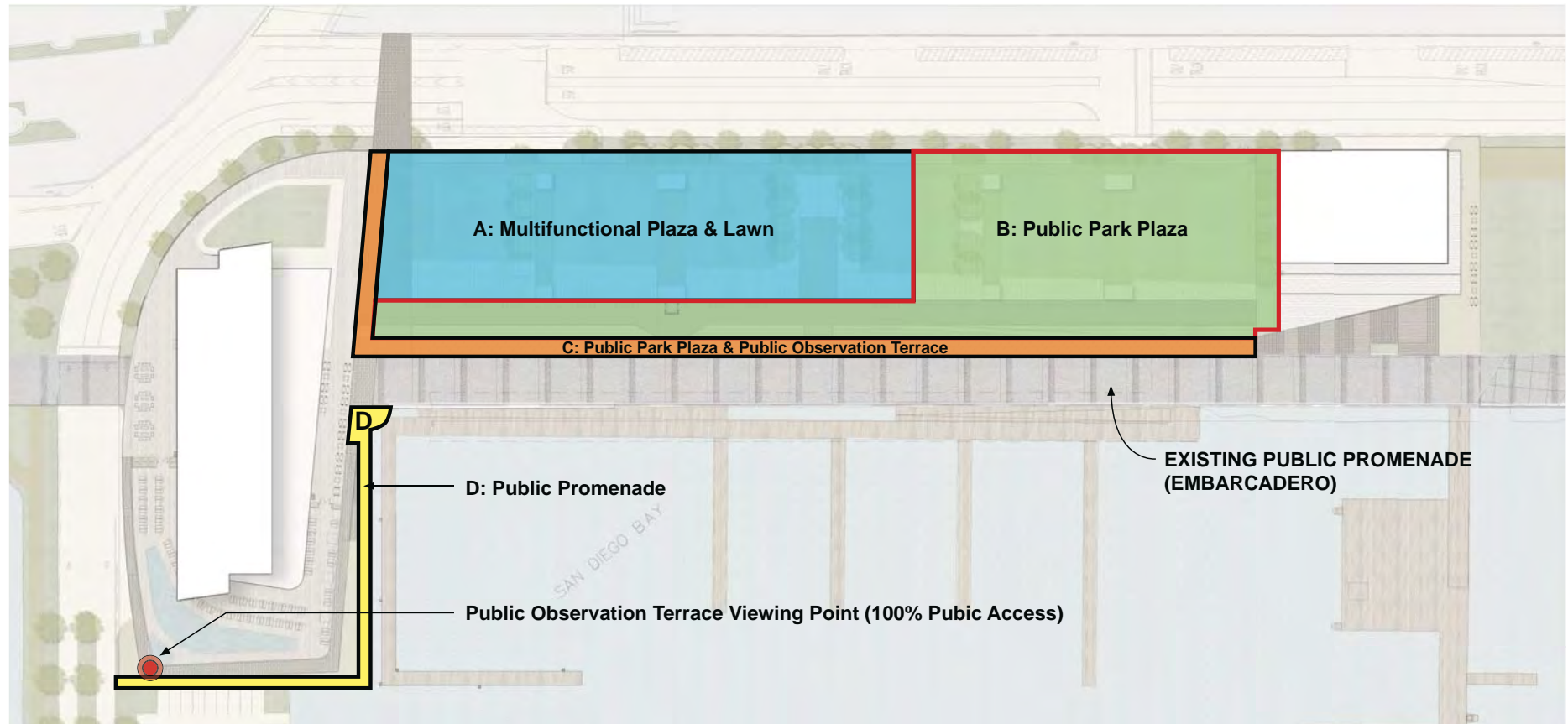






Marriott Marina Terrace Activation

For Illustrative Purposes Only



Movable modular furniture, including chairs and umbrellas, will be placed within the Marina Terrace area on a variable basis (amount and location dependant on day of week and weather conditions). A minimum of two (2) fixed picnic-type tables and four (4) fixed benches will be provided along the bayward perimeter of the terrace on a permanent basis. A pad will be established adjacent to the Embarcadero Promenade for placement of a temporary cart.



	Area A: Multifunctional Plaza & Lawn =	40, 414 GSF	50% PUBLIC / 50% PRIVATE
	Area B: Public Park Plaza =	45, 062 GSF	85% PUBLIC / 15% PRIVATE
	Area C: Public Park Plaza & Public Observation Terrace =	9,782 GSF	100% PUBLIC / 0% PRIVATE
	Area D: Public Promenade =	3, 190 GSF	100% PUBLIC / 0% PRIVATE

Total Public Access Areas = 98,448 GSF

Note: Public access would be available during normal operating hours (e.g. 6:00 AM to 10:30 PM)

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Source: Gensler (2020)

**Proposed Public Access Areas
Fifth Avenue Landing Project**