



## Legislation Text

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**DATE:** June 20, 2017

**SUBJECT:**

**PRESENTATION AND UPDATE ON THE NORTH EMBARCADERO PRELIMINARY DESIGN PROCESS FOR THE POTENTIAL REALIGNMENT AND PUBLIC ACCESS ALTERNATIVES FOR NORTH HARBOR DRIVE (FROM LAUREL STREET TO G STREET) AND, IF NECESSARY, PROVIDE FURTHER DIRECTION ON NEXT STEPS**

### **EXECUTIVE SUMMARY:**

The North Embarcadero, often referred to as San Diego's front porch, is situated between downtown and San Diego Bay. The North Embarcadero area is bordered by Laurel Street to the north, Pacific Highway to the east, the G Street Mole to the south and the San Diego Bay to the west. This visible and popular waterfront area encompasses approximately 250 acres of land and water, and provides a key connection between our region and the bay. Over the years, there have been multiple planning and public outreach efforts related to the development of the North Embarcadero.

The most recent effort completed along the North Embarcadero was the \$31.1 million North Embarcadero Visionary Plan (NEVP) Phase 1 project which is located along West Broadway and North Harbor Drive. The NEVP Phase 1 project obtained a California Coastal Commission (Coastal) Coastal Development Permit (CDP)<sup>1</sup> in 2011, commenced construction in 2012 and opened to the public in 2014. Since that time, the District has been engaged in a multi-year effort to address the future for the rest of North Embarcadero. In doing so, the District has committed to study certain planning elements (Planning Elements) (Attachment A) as part of an Environmental Impact Report (EIR) and consider a Port Master Plan Amendment (PMPA) for incorporation of those elements into the Port Master Plan (PMP). Additionally, the District, Lane Field Developers, LLC and the Navy Broadway Complex Coalition (Coalition) entered into a Memorandum of Understanding (MOU)<sup>2</sup> that committed the District to study in an EIR on equal footing with a proposed project, two alternatives for a 205-foot setback park adjacent to North Harbor Drive.

In 2013, the District also kicked off a comprehensive update to the PMP via the Integrated Planning Port Master Plan Update (PMPU). By 2015, the Board of Port Commissioners (Board) had accepted the Vision Statement and Guiding Principles and the Framework Report (collectively referred to as the Integrated Planning Vision). In October 2016, the Board directed staff to move forward with pre-design work for the remainder of the North Embarcadero with a focus on addressing the Planning Elements.

Staff assembled a cross-functional team of consultants that focused the pre-design work on the realignment of North Harbor Drive (from Laurel Street to G Street) with the ultimate goal of balancing traffic, pedestrians, parking and open space along the waterfront (Attachment B). The team studied

potential realignment alternatives and developed seven potential alternatives, including the two 205-foot setback park alternatives identified in the MOU, to be presented as part of a comprehensive stakeholder outreach effort, which included community workshops that were held earlier this year. Staff and the consultant team gathered and analyzed the feedback received from the public and conducted working sessions to identify two potential alternatives, both of which propose narrowing North Harbor Drive and providing opportunities for increased public open space. Key issues for consideration moving forward are detailed below, but include: access, parking, and circulation for existing tenants; loss of existing parking; traffic and circulation patterns; amount and location of new open space; potential funding for implementation and the use of the piers within the North Embarcadero including, the Grape Street wooden piers and future uses of Navy Pier. Staff has also been coordinating with the PMPU team to develop an approach for the Board's consideration to satisfy the commitments related to the Planning Elements. Staff's recommended approach includes integrating some of the Planning Elements at a policy-level in the PMPU, while addressing the remainder at a project-level separately for future implementation.

Staff is not requesting the Board select an alternative today, but rather is presenting an update for the Board. As part of its next steps, staff will further coordinate with the PMPU team on its approach to satisfying past commitments. Additionally, the Board may provide direction to staff as it sees fit on next steps as it relates to the North Embarcadero.

#### **RECOMMENDATION:**

Receive Presentation and Update on North Embarcadero Preliminary Design Process for the Potential Realignment and Public Access Alternatives for North Harbor Drive and, if necessary, provide direction on next steps as it relates to the North Embarcadero.

#### **FISCAL IMPACT:**

Receiving staff's presentation will not have a direct fiscal impact. Funds in the amount of \$399,000 are included in the Preliminary Fiscal Year 2018 Real Estate Development (Development Services) budget, if directed by the Board to conduct any additional work for the North Embarcadero.

#### **COMPASS STRATEGIC GOALS:**

The pre-design work for the North Embarcadero could result in a plan for the area that could potentially satisfy past commitments, improve connectivity to the waterfront and create a more pedestrian friendly environment consistent with the types of improvements made as part of NEVP Phase 1.

This agenda item supports the following Strategic Goals:

- A Port that the public understands and trusts.
- A vibrant waterfront destination where residents and visitors converge.
- A Port that is a safe place to visit, work and play.

#### **DISCUSSION**

## Background

Over the years, there have been multiple planning and outreach efforts related to the development of the North Embarcadero including:

- North Embarcadero Alliance Visionary Plan (1997)
- NEVP Pre-Schematic Design (2003)
- NEVP Schematic Design (2005)
- North Embarcadero Visionary Plan Phase 1 (2009-2011)
- Citizens Advisory Committee (2011)
- North Embarcadero PMPA (2009-2013)
- Integrated Planning Vision (2015 - Present)

As a result of these efforts, the Port has committed to conducting an EIR under the California Environmental Quality Act (CEQA) for the Planning Elements and considering, but not necessarily adopting, a PMPA to incorporate them into the PMP. Additionally, the District, Lane Field Developers, LLC and the Coalition entered into an MOU that committed the District to study in an EIR, on equal footing with a proposed project, two alternatives for a 205-foot setback park adjacent to North Harbor Drive. The MOU obligation is identified as one of the Planning Elements. Based on these obligations, the District is required to study the following groupings of required Planning Elements as detailed on Attachment C:

- Identifying a Waterfront Destination Park;
- Changing Land Uses for a Navy Pier to Park;
- Performing a Park/Plaza Assessment and Clarification;
- Describing the Lane Field Setback Park along Harbor Drive;
- Identifying Parking and Circulation Enhancements;
- Describing Uses on the Grape Street Piers; and
- Conducting an Analysis of two 205-foot Setback Park Alternatives.

The District previously started an EIR and draft PMPA for the North Embarcadero to address the Planning Elements, as well as other proposed improvements along the North Embarcadero. However, once the PMPU was initiated, staff reconsidered whether to incorporate the Planning Elements or portions thereof into the PMPU. In 2014, the Board accepted the Vision Statement and Guiding Principles and in 2015, the Framework Report (collectively referred to as the "Integrated Planning Vision.") The Board's acceptance of this Integrated Planning Vision along with the completion of NEVP Phase 1 in 2016 put the District in a position such that it could move forward in addressing the remainder of the North Embarcadero.

At its October 2016 meeting, the Board directed staff to commence pre-design work on the realignment of North Harbor Drive (from Laurel Street to G Street) with the ultimate goal of balancing traffic, pedestrians, parking and open space along the waterfront, with emphasis placed on the following characteristics:

- Enhancing pedestrian connections within, to, and from the waterfront;
- Prioritizing pedestrians and bicyclists and reducing automobile circulation;

- Increasing park and plaza space along the waterfront by a minimum of 1.25 acres; and
- Balancing the need for parking with the optimization of valuable land.

The Board also directed staff to conduct targeted stakeholder and community outreach.

### **Approach to the North Embarcadero**

Over the years, there have been multiple planning and outreach efforts related to the development of the North Embarcadero. Staff's approach moving forward is to build upon all of these efforts and address the Planning Elements.

Staff's first steps after the October 2016 Board meeting were to review the following past studies and efforts:

- North Embarcadero Alliance Visionary Plan (1997) and Schematic Design (2005)
- North Embarcadero Visionary Plan Phase 1 (2009-2011)
- Citizens Advisory Committee Principles (2011)
- North Embarcadero PMPA (2009-2013)
- Integrated Planning Vision (2015-Present)

Staff also assembled a team of consultants to support its efforts in facilitating public outreach and developing potential alternatives. The consultant team is comprised of the following:

- HR&A Advisors (New York, NY) - an urban development firm with expertise in complex mixed-use projects.
- Civitas (Denver, CO) - a design and architecture firm with experience in planning, project design and outreach.
- Fehr & Peers (San Diego, CA) - a transportation engineering firm with experience in parking consultation services.
- Linscott, Law & Greenspan (San Diego, CA) - a traffic engineering firm with experience in traffic and transportation planning.

Both Civitas and Linscott, Law & Greenspan were members of the NEVP Phase 1 consultant team.

On January 9, 2017, staff hosted a project kick-off meeting with the consultant team to define roles and discuss goals, opportunities and constraints related to the project. Following the kick-off meeting, staff and the consultants conducted preliminary targeted stakeholder outreach with tenants, other interested parties, developers, elected officials and local agencies to obtain a better understanding of their goals and thoughts on the future of the North Embarcadero. Shortly thereafter, the consultant team began studying potential realignment alternatives and developed seven potential alternatives to be presented as part of a more comprehensive stakeholder outreach effort.

### **Stakeholder Outreach**

In collaboration with the Marketing & Communications Department, staff developed promotional material (Attachment E) to notify the public, media and stakeholders of its public outreach efforts

related to the North Embarcadero. On a parallel track, staff also conducted targeted stakeholder outreach to the following key stakeholders:

- City of San Diego (Mayor's Office, Councilmember Ward);
- Civic San Diego;
- County of San Diego (Supervisors Cox and Roberts);
- North Embarcadero Adjacent Developers and Property Owners;
- North Embarcadero Adjacent Residents;
- North Embarcadero Tenants;
- San Diego Port Tenants Association;
- San Diego Regional Airport Authority; and
- The Coalition

**Community Workshop No. 1:** On February 16, 2017, staff held the first of two community workshops, where over 60 members of the public were in attendance. The goal of the first workshop was to solicit feedback from the public on the seven potential alternatives (Attachment F). The consultant team opened up the workshop with a presentation outlining the seven potential alternatives, the opportunities and constraints of each and a set of key design principles that build upon past efforts. Following the presentation, the consultant team led small group discussions that provided the public with an opportunity to discuss and provide input on the potential alternatives, weigh in on potential open space programming opportunities and respond to specific questions on what their ideal waterfront would look like.

Following the first workshop, staff and the consultants analyzed the feedback received from the public as well as from internal and external stakeholders, conducted working sessions and narrowed down the seven potential alternatives to two. These two potential alternatives were to be presented to the public for further input at a second community workshop.

**Community Workshop No. 2:** On March 29, 2017, staff held the second community workshop, where almost 40 members of the public attended. The second workshop focused on parking, mobility, potential development opportunities and potential uses of public space. Staff and representatives from the consultant team presented two potential alternatives (Attachment G), followed by breakout sessions where the public asked questions, discussed the alternatives, discussed specific programmatic elements that they would like to see included as part of the open space and provided additional feedback.

Overall, the community workshops resulted in positive comments about the prospect of improving the experience along the North Embarcadero. A common theme heard at the community workshops was the need to address the loss of parking and service access to existing businesses. In addition, there were concerns, specifically from the nearby downtown residents, that reducing automobile traffic along Harbor Drive would increase traffic along Pacific Highway and that any potential changes to the Wyndham San Diego Bayside (Wyndham) site resulting from the 205-foot setback park would reduce their views to the bay. The homeowners associations for the Grande North and South condominium towers submitted letters between March 3 and March 20, 2017 (Attachment H) and staff followed up with them in a town-hall style meeting on April 24, 2017.

In order to learn more about the concerns expressed at the workshops, staff also hosted a working

session with the North Embarcadero tenants on April 13, 2017. Prior to the working session, staff sent the tenants a list of questions regarding their existing parking and access requirements and received a package of information for consideration if a plan for the area becomes more developed (Attachment I). The working session provided the tenants with an opportunity to express their concerns as well as provide any ideas or solutions. Staff also offered to meet with them on an individual basis at any time during the process.

## Potential Design Alternatives

As noted above, seven potential alternatives were developed and narrowed down to the two potential alternatives that best represent the feedback received from the community during the outreach process and addresses the Planning Elements. Two potential alternatives developed by the consultant team also allow the District to prepare a foundation to fulfill the previous District commitments (Attachment D). Additionally, pursuant to the MOU, the District must also study in an EIR, on equal footing with any other proposed plans/projects for North Embarcadero: 1) one alternative for an average 205-foot setback adjacent to North Harbor Drive as presently aligned, running from Hawthorn to the prolongation of "B" Street; and 2) one alternative for the realignment of North Harbor Drive to the east of its present alignment, with a 205-foot-average setback to the immediate west of the realigned Harbor Drive, to the immediate east of the promenade planned under NEVP adjacent to San Diego Bay, again running from Hawthorn to the prolongation of "B" Street (collectively, MOU Alternatives). Note that certain other parameters may apply to the MOU Alternatives. The MOU Alternatives are in addition to the two alternatives being presented to the Board. As part of the initial seven potential alternatives, Civitas developed preliminary designs for the MOU Alternatives that will be included in the EIR.

A summary of the two other potential alternatives is provided below. Staff anticipates that one or both of these alternatives or versions of them, depending on Board direction, would also be studied with the two MOU alternatives:

**First Potential Alternative:** The first potential alternative proposes to reduce the width of Harbor Drive from its existing 74 feet to 53 feet from G Street to Grape Street. The reduced width provides a dedicated through traffic lane in the north and south direction, a center turn lane, and provides parallel parking and loading zone on both sides of the street between G Street and Ash Street, and parallel parking and loading zones on the west side of Harbor Drive, and diagonal parking on the east side of Harbor Drive between Ash and Grape Streets. This alternative also proposes a slightly raised pedestrian crossing directly across from the County Waterfront Park that is intended to slow down traffic while connecting the existing park to the water. This alternative includes a 205-foot setback park between B Street and Ash Street and between Grape Street and Hawthorn Street. Overall, this alternative could provide a total of 14.79 acres of new public open space and a total of 330 on-street parking spaces. This alternative creates the greatest amount of open space, enables current traffic patterns to remain, and provides the most on-street parking nearby; however, it has the greatest impact on the existing developments on the east side of Harbor Drive and does not create a Waterfront Destination Park, which the District previously committed to evaluating in an EIR and considering in a PMPA.

**Second Potential Alternative:** The second potential alternative proposes to reduce the width of Harbor Drive from its existing 74 feet to 44 feet from G Street to Ash Street. This reduced width provides a single lane of traffic in the north and south direction with parallel parking and a loading

zone on each side of the street. This alternative also proposes to close Harbor Drive from Ash Street to Grape Street and provides a single lane adjacent to the County Waterfront Park designated solely for emergency and service vehicles. The closure of Harbor Drive in this segment extends the existing park out to the water's edge. Overall, this alternative could provide a total of 13.11 acres of new public open space and a total of 205 on-street parking spaces. This alternative creates a Waterfront Destination Park, and emphasizes Harbor Drive as a pedestrian experience, by decreasing automobile traffic along Harbor Drive. However, it changes historic traffic circulation patterns, and provides less on-street parking nearby, which could potentially impact existing and future waterfront tenants.

During the workshops, the consultant team went into greater detail on the potential alternatives to promote discussion amongst the community as well as to test how these potential alternatives could support potential programming and accommodate a variety of open space types (i.e. active hardscape plazas and passive lawn areas). As a result, staff was able to identify issues and provide the Board with some preliminary high level ideas of what could potentially be implemented along the waterfront in the future.

### **Changes in the North Embarcadero**

A number of developments within and adjacent to the North Embarcadero have made recent advancements, including:

- Completion of NEVP Phase 1 and the opening of Carnitas Snack Shack;
- Opening of Springhill Suites and Residence Inn Hotels on Lane Field North;
- Commencement of construction for the 400-room InterContinental Hotel on Lane Field South (expected completion Fall 2018);
- Opening of the 1.66 acre Lane Field Park;
- Opening of the County Waterfront Park, which added approximately 14 acres of passive and active public space to the North Embarcadero;
- Pacific Gate condominiums by Bosa (expected completion late 2017);
- Opening of the Hilton Garden Inn and Homewood Suites at Pacific Highway and Hawthorne; and
- Demolition of the Navy Broadway Complex, which will pave the way for the Manchester Pacific Gateway redevelopment project

There is also a potential redevelopment of the Wyndham, which is in the early stages and currently on hold, pending the outcome of this effort. This evolution has brought about changes that affect how the ultimate plan for the North Embarcadero can be implemented; therefore, as we move forward, we should consider the context of the existing and future conditions in the North Embarcadero.

### **Key Issues for Consideration**

The two potential alternatives described above provide the District with the potential to meet or exceed the intent of the Planning Elements; provided, however, the MOU Alternatives, described above, would still need to be studied on equal footing and after completion of the CEQA review, considered by the Board. The two potential alternatives presented above also provide a foundation for the District to implement a plan that could have transformative effects on the waterfront within the

North Embarcadero, but also present a number of issues that require Board discussion prior to moving forward. A high level summary of these issues has been provided below for the Board's discussion and consideration:

**Access to Existing Tenants:** As the expansion of the North Embarcadero improvements continue north and south of NEVP Phase 1, access for existing and future tenants along the waterfront, and on Navy Pier, Broadway Pier and B Street Pier could be impacted. Additional study will need to be completed to ensure that cruise and tenant operations, deliveries, service and events/activities can be maintained or accommodated.

**Loss of Nearby Parking:** The proposed alternatives for the North Embarcadero would result in the loss of parking west of Harbor Drive, including the potential loss of parking on Navy Pier. The two potential alternatives provide potential locations of new or expanded parking facilities east of Harbor Drive, but move these locations much further away from the existing tenants and uses, and will require changes to existing facilities or are dependent on changes in leasehold interests. Further discussion is necessary to determine the acceptable amount and location of nearby parking that will minimize impacts to existing tenants, while accommodating the anticipated increase in required parking.

**Changes to Traffic and Circulation Patterns:** The two potential alternatives reduce automobile traffic and prioritize pedestrians and bicyclists on Harbor Drive. To accommodate this, consideration is being given to narrowing, or even closing Harbor Drive in specific locations. Traffic impacts associated with these changes could impact existing and future tenants and adjacent developments, and should be further studied.

**Amount and Location of New Open Space:** Since the completion of NEVP Phase 1, both the County Waterfront Park and Lane Field Park have been added as public open spaces. As the potential alternatives are reviewed, consideration should be given to what amount of public space is appropriate, where this public space is best located (east or west of Harbor Drive), and if the potential public space can be successfully designed and programmed to ensure an active and vibrant waterfront. If the direction is to move forward with the 205-foot setback park as shown in the first potential alternative, key decisions will need to be made as it relates to the adjacent sites affected by this setback. For example, access to the Grape/Hawthorn site is particularly constrained by the high amount of traffic on the adjacent streets. Consideration should be given as to what the best long-term use(s) are for this site. In addition, consideration must be given as to what the best configurations or redevelopment should be located on the Wyndham and 1220 Pacific Highway sites.

**Potential Funding for Implementation:** Since funding for implementation is not currently available, a comprehensive funding strategy that includes multiple potential funding sources must be developed for consideration at a later date; however, potential funding strategies are highly dependent on the type, location, and programming associated with new public spaces. Some initial work has been completed but requires that a project be defined to accurately determine the costs associated with implementation, and long-term operation and maintenance costs.

**Use of Piers:** There are a series of piers within the North Embarcadero which include Navy Pier, Broadway Pier, B Street Pier and the two wooden piers which are proposed to be consolidated into one new pier at Grape Street (Grape Street Piers). To address the Planning Elements, the focus of this work effort has been to evaluate the potential conversion of some or all of Navy Pier into a park



and defining the future uses of the Grape Street Piers. As such, some consideration for the potential uses of these piers has been provided through the two potential alternatives. The potential future uses on the Broadway Pier and B Street Pier were not expressly contemplated as part of this effort. Based on feedback received during the community workshops and changes observed since the completion of NEVP Phase 1 improvements, evaluating the series of piers along the North Embarcadero in a holistic manner could provide the District with an opportunity to consider potential future short-term and long-term uses for the piers in context to the full extent of the North Embarcadero. Therefore, if desired, the Board may have a broad and comprehensive discussion as it relates to the potential short and long-term uses of all the piers within the North Embarcadero.

## **Port Master Plan Approach**

On a parallel track with staff's work on the North Embarcadero, the District is processing a separate but related effort: the comprehensive PMPU guided by the Integrated Planning Vision. The PMPU will set forth a policy level blueprint to guide all future redevelopment across District tidelands as part of future implementing projects.

The North Embarcadero team has been coordinating with the PMPU team to determine the best strategy to satisfy the Planning Elements. There is a natural relationship between the PMPU and the North Embarcadero effort; therefore, staff considers that the best approach to satisfying the Planning Elements is to integrate the policy level elements into the PMPU and separate the project-level elements for future analysis and potential implementation. Ongoing stakeholder outreach with Coastal staff and the Coalition will be necessary to achieve this recommendation. Since the Planning Elements require a comprehensive approach to the future of the North Embarcadero and the PMPU, which is making great progress, is a multi-faceted and comprehensive approach to the District's future, both efforts intend to lay the groundwork for future development.

By integrating some the Planning Elements, at the policy level, into the PMPU and associated program level EIR, the effort completed to date could conform the PMPU's area specific goals and policies for the North Embarcadero and be considered on a holistic level with the rest of the PMPU. If the PMPU is approved by the Board and certified by Coastal and the associated program EIR is certified by the District, the District could then proceed with a project-level EIR, tiering off the program level PMPU EIR and implementation of the remaining Planning Elements at the project level through a CDP. Attachment J provides a summary matrix of the Planning Elements and which ones are proposed for policy level integration into the PMPU.

## **Next Steps**

The effort completed to date provides the District with the potential to fulfill the Planning Elements and the North Embarcadero team will continue to coordinate with the PMPU team on the approach summarized above. After receiving staff's presentation and public comment, staff recommends that the Board discuss the key issues for consideration and, since the Board retains the maximum discretion, provide direction as the Board sees fit on next steps as it relates to the North Embarcadero.

### **General Counsel's Comments:**

The General Counsel's Office has reviewed this agenda sheet and attachments as presented to it and approves them as to form and legality.

### **Environmental Review:**

This item provides a presentation to the Board on the North Embarcadero Preliminary Design Process. This presentation is an informational report, which does not constitute an "approval" or a "project" under the definitions set forth in CEQA Guidelines Sections 15352 and 15378 because no direct or indirect changes to the physical environment would occur, and the Board's direction to staff does not constitute a binding commitment to implement or approve any projects submitted as a result of the design process information. Therefore, no further CEQA review is required for this item. However, while the Board may request certain project components be included, alternatives studied or other direction, such direction to staff will not bind the District to a definite course of action prior to CEQA review. Additionally, Board endorsement of the North Embarcadero Preliminary Design Process and approach, work plan and proposed schedule do not constitute a binding commitment to approve any North Embarcadero designs prior to CEQA review. Based on the totality of the circumstances and the entire record, the Board's direction does not commit the District to a definite course of action prior to conducting CEQA review.

In addition, this informational report allows for the District to implement its obligations under the Port Act and/or other laws. The Port Act was enacted by the California Legislature and is consistent with the Public Trust Doctrine. Consequently, this informational report is consistent with the Public Trust Doctrine.

Finally, this informational report to the Board does not allow for "development," as defined in Section 30106 of the California Coastal Act, or "new development," pursuant to Section 1.a. of the District's CDP Regulations because it will not result in, without limitation, a physical change, change in use or increase the intensity of uses. Therefore, issuance of a CDP or exclusion is not required. However, the District's projects require processing under the District's CDP Regulations. If a project is formulated as a result of the informational report, the Board will consider approval of the project and any improvements associated after the appropriate documentation under District's CDP Regulations have been completed and authorized by the Board, if necessary. The Board's direction in no way limits the exercise of the District's discretion under the District's CDP Regulations.

### **Equal Opportunity Program:**

Not Applicable.

### **PREPARED BY:**

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### **Attachment(s):**

Attachment A: October 13, 2016 Board Agenda No. 2016-0537 <sup>3</sup>  
Attachment B: North Harbor Drive Study Area Map  
Attachment C: Summary of Planning Elements  
Attachment D: Two Potential Design Alternatives  
Attachment E: North Embarcadero NExt Promotional Materials  
Attachment F: First Community Workshop Presentation - February 16, 2017  
Attachment G: Second Community Workshop Presentation - March 29, 2017 Community Workshop Presentation  
Attachment H: Letters from the Grande Condominiums  
Attachment I: Information Package - North Embarcadero Tenants  
Attachment J: Summary Matrix of 15 Planning Elements

<sup>1</sup> NEVP Phase 1 Coastal Development Permit On File in the Office of the District Clerk Document No. 58230

<sup>2</sup> Memorandum of Understanding between District, Lane Field Developers, LLC. and Navy Broadway Complex Coalition On File in the Office of the District Clerk Document No. 57019

<sup>3</sup> The complete October 13, 2016 BPC agenda sheet with all attachments can be found in Granicus-Legistar on the District's website at: <https://www.portofsandiego.org/read-board-agendas.html>.