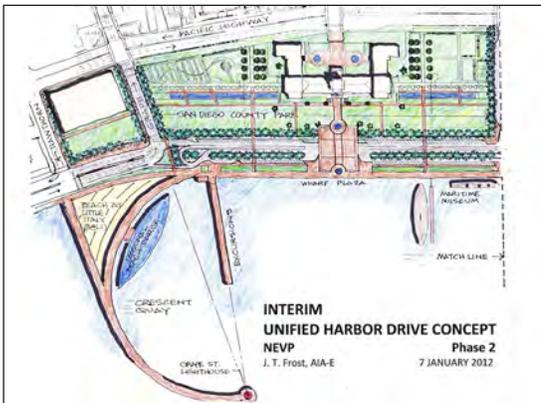


# C3 Views

translating vision into action

## Citizen's Coordinate for Century Three Takes a Strong Stand for Our Waterfront

At the direction of our Board of Directors, on February 1, 2012, President John Lomac sent a detailed letter to Port Chairman Lou Smith and the Port Commission regarding significant concerns relating to North Embarcadero Waterfront development, including the "Wings of Freedom" proposal on Navy Pier. The letter signals a renewed C3 commitment in taking strong stands on critical and controversial local planning issues.



Concept Drawing prepared by C3 member Jim Frost

The essence of the concerns and recommendations were as follows: 1) there should be an end to the piecemealing of planning and approval of projects with-

in North Embarcadero. The spillover impact should be considered for all individual project proposals; 2) the Wings of Freedom proposal and Navy Pier parking development is inconsistent with the California Coastal Development Permit and should be rejected.



Looking South on North Embarcadero Promenade

The project blocks views while parking is not provided off site; 3) there is lack of full transparency and openness for the Port Master Plan Amendment Citizens Advisory Committee and public input process; 4) the North Embarcadero Planning Area should be expanded southward to Tenth Avenue and northward to the airport; 5) the "B" Street Pier must be seriously considered for long term uses other than a cruise ship terminal. C3 recommends that the Port halt all plans for cruise ship expansion, including the dolphin mooring project to extend the pier.

The text that follows presents significant excerpts from the letter sent to the Port.

### HISTORICAL CONTEXT AND OBSERVATIONS

Efforts to achieve the type of waterfront we would like to have for the North Embarcadero have been compromised by a questionable public input process, an example of which resulted in the negatively perceived Broadway Pier Cruise Ship Terminal. What often seems as indifference by the Port of San Diego to public input into the decision-making process by an informed citizenry, as relates to the waterfront decision-making process, continues to perpetuate concerns by the California Coastal Commission regarding the Port's transparency and good urban planning.

The recent introduction of a proposal for the development of Navy Pier for significantly increased parking (the current lease agreement and Coastal Commission permit require all existing

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# C3 Celebrates it 50 Year Golden Anniversary

To say the 50th Anniversary was a rousing success would be stating the obvious. Taking place on October 6, 2011 in the beautiful House of Hospitality in Balboa Park, it was an event marked by good food, a celebration of past accomplishments, and a look forward to continuing the legacy of the founders of C-3. The event did not appear by hocus pocus or the waving of the proverbial magic wand. It took the concerted effort of a number of individuals including participation of all of the Board of Directors, with special recognition to C3 board director Roger Lewis who left no stone unturned in terms of event planning. There were over 200 in attendance including Supervisor Ron Roberts, Councilmember

Tony Young, and Chula Vista Councilmember Pam Bensoussan. We celebrated our illustrious past and looked to the future with the unveiling of our latest Sustainable Paradise Report. As we move forward, dealing with current issues such as our North Embarcadero Waterfront, let us hope that when the 100th C3 Anniversary is held, the positions and advocacy taken today can be looked upon by our children and grandchildren as making a difference in our little paradise here in San Diego County!

*Author: Nick Marinovich*



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## So What Shall We Do for an Encore?



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### Editor Acknowledgement

C3 Views is a joint effort of our Board and other C3 members. Special recognition for this assistance goes to Judy Swink, John Lomac, Betsy Morris, Don Wood, Chuck Kaminski, Diane Coombs and Evelyn Shields for their tireless editing assistance and contributions. This has been a true team effort of volunteers. If you have any ideas for articles or feedback please feel to contact me at 619-934-4982 or nickmarinovich52@gmail.com.

*-Nick Marinovich*

*Pictured clockwise from upper left: 1 Roger Lewis and Lauren Cook-Our invaluable event planners; 2 Diane Coombs, former Assemblymember Lori Saldana, Ann Fege, and President John Lomac; 3 Long time C3 member Walter Munk and his wife Mary Coakley and Marti Kranzberg event photographer; 4 Councilmember Tony Young presents proclamation to former President Susan Tinsky; 5 Former State and Assembly Member Lucy Killea; 6 Susan Tinsky former C3 President; 7 Former C3 President Bill Anderson; 8 Supervisor Ron Roberts presents proclamation*

# North Park's Main Street Program:

## *A Case Study in the Use of A Public Private Partnership to Achieve Success*

In 1996 the North Park commercial district around University Avenue and 30th Street was populated by a ragtag collection of second hand shops, empty store fronts, tired businesses at the end of their cycle, and burned-out buildings. The North Park Theater, a former source of civic pride was boarded up as well. A Business Improvement Program (BID) had struggled for years to revitalize the district with little success. Citizens, the BID, and other interested parties had pulled together to have a new North Park sign erected. The old one had spanned University and was no longer legal. The result was an artistic pedestal sign that stood as a sentry welcoming people to a declining merchant area.

In the 1960's, Mission Valley, like similar areas nationally, became a mall-based vacuum sucking the economic life out of the neighborhood commercial district in Mid-City. The neighborhood that surrounds the commercial district is composed of small Spanish revival and craftsman bungalows built in the 1920's and 1930's. The district was the second downtown as development moved north from Balboa Park, hence the name for the neighborhood. A stroll down University will reveal terrazzo entrances with names of the former tenants of North Park that moved to Fashion Valley. The largest of these stores to move was J.C. Penney's which was converted to a national upscale outdoor sporting good store, REI. REI quickly left to be followed by Big Lots and many felt the area was downshifting. A huge former Bank of America housed a series of stalls, very much like an indoor swap meet. People complained about the parking, but there was little to attract shoppers. Businesses would come into the area and fail, followed by others that would do the same. The decline in the area was evident by the inexpensive rents.

To the rescue came Councilmember Chris-

tine Kehoe and Office of Small Business CEO Marcus Thomson. They were familiar with a national program that specialized in revitalizing neighborhood commercial districts that were being decimated



by mall recruitment. The National Main Street Program (an arm of the National Trust for Historic Preservation) and the California Department of Commerce had successfully flourished with Main Street in the commercial districts of Coronado and Encinitas, where both had suffered similar commercial deterioration. The program is structured around four standing committees: Organization, Design, Economic Restructuring, and Promotions. The recruitment started slowly.

Instead of a top-down, government led, revitalization program, Main Street is a bottom up system of revitalization. Govern-

ment provides the seed money for staff and an office. The BID delivered a structured organization. This was followed by the recruitment of citizens, students, planners, architects, engineers, government officials, artists and dedicated professionals to implement this public private partnership. Within months of forming, the program was tested. A Big Box retailer wanted to assemble several parcels, close streets and alleys, and build a huge parking lot on University. Main Street did not have the clout to say, "No." Instead, North Park Main Street convened a two-day charette with city planning staff to explain zoning and urban development, redevelopment staff to explain their process, the neighborhood association to represent the residents, and Main Street staff and volunteers to articulate a counterplan.

Mary Wilkinson, a local architect, and Main Street developed a map/check-off list of what to save, tear down or eliminate. The public was invited to participate by articles in newspapers, area newsletters, religious programs, and recruitment by interested parties. In the end over 100 people participated. The overwhelming response was to not build the project. Years later the folks representing the Big Box, then no

**Continued on Page 6**

### C3 BREAKFAST DIALOGUE NOTICE

February 24, 2012 The February Breakfast Dialogue is titled: "Infrastructure Deficit Disorder: 21st Century (Re) development. Regardless of where you sit in the redevelopment spectrum - friend or foe - you cannot escape the reality that we need to continue improving our urban infrastructure, to allow for commercial and housing opportunities in our existing neighborhoods. With the state of California closing redevelopment agencies at the same time suburban expansion is concluding, our panel will explore how to build our City of Villages in the 21st Century. The event is sponsored by Placemakers and C3 Partner SDG&E. The moderator will be Nancy Lytle, AICP, Vice President of Projects and Development-Southeastern Economic Development Corporation. Panelists include Gary London (London Group), Howard Blackson (Placemakers), and Neal Montagne (U.C.L.A.). Reserve your attendance by logging on to the C3 web site at <http://www.c3sandiego.org>.

**Continued from Page 1**

pier parking to be relocated) as well as an elevated intensive-use park which would wall off the waterfront, with minimal public participation in creation of the concept, amplifies these concerns.

While initially encouraged by the recent decision to reconvene the Citizen Advisory Committee (“CAC”) for North Embarcadero to consider the Navy Pier Proposal and Harbor Drive realignments, we were very disappointed to find at the January 17 meeting that the CAC will not continue to meet and discuss future North Embarcadero planning issues. To not have a Citizens Advisory Committee is a critical mistake and is contrary to finding consensus solutions to future North Embarcadero development.

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ISSUE: PIECEMEAL DEVELOPMENT PLANNING AND PROJECT APPROVALS.

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C3 has had extensive involvement during previous years in the North and South Embarcadero planning process. In collaboration with more than a dozen other community design and planning organizations, C3 hosted a North Embarcadero community planning workshop in October 2010. One of the major themes that emerged from the workshop was the need for comprehensive, integrated planning as well as the consideration of development impacts beyond current North Embarcadero boundaries.

Workshop participants embraced the expansion of the planning area. The North Embarcadero is not an isolated island. All projects on public tidelands extending south from the airport to the Tenth Avenue Marine Terminal should be evaluated at on a comprehensive, land use basis.

Recommendation: C3 requests that the following occur for future North Embarcadero Planning efforts:

- All private and public projects should be presented to the North Embarcadero Joint Powers Authority Board in a public meeting prior to any regulatory or policy approvals by the Port of San Diego;
- The North Embarcadero Planning Area should be expanded north to the airport and south to the Tenth Avenue Terminal;
- Approval for specific projects should include discussion and analysis of implications for other projects/issues within the North Embarcadero area;

As an example, the Navy Pier redevelopment proposal should acknowledge and discuss possible mitigations for loss of public views created by construction of the cruise ship terminal on Broadway Pier.

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ISSUE: THE PORT OF SAN DIEGO’S PERCEIVED INDIFFERENCE TO PREVIOUS REGULATORY DECISIONS AND THE ABSENCE OF AN APPROPRIATE CITIZEN REVIEW PROCESS FOR THE MIDWAY MUSEUM “WINGS OF FREEDOM” PROPOSAL

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C3 acknowledges the success of the Midway Museum and that it is an important asset to our regional economy. Its programs and

community services are a major benefit for local schools as well as visitors to our waterfront. On the other hand, the Midway Museum does have several negative environmental impacts needing to be mitigated. Those negative impacts, which were addressed in the original agreement approving the siting of the Midway at its location, relate to public views, public access, as well as the need to remove all parking from Navy Pier to an off site location. The Coastal Commission recognized these necessary mitigation measures over ten years ago and included these conditions in the Coastal Development Permit for the Midway Museum.

On June 28, 2001, the California Coastal Commission approved the Midway Museum Proposal (“Revised Findings on San Diego Unified Port District Port Master Plan Amendment-10B”). The intent of this Coastal Commission approval was crystal clear. Navy Pier was eventually to become a park, parking was to be provided off site, and the site was to provide unimpeded views to the bay. The “Wings of Freedom” proposal (which includes proposed staging for the Summer Pops symphony) will obstruct views, does not provide for a park on the entire site, and maintains parking on site (a double-deck structure with an additional 200 parking spaces added) rather than off site.

The Midway Museum’s “Wings of Freedom” proposal was not presented to the Citizens Advisory Committee when the opportunity to do so existed during the spring and summer of 2011. On June 1, 2011 the Midway Museum presented general information on their history and Coastal Development Permit requirements. However, no specifics were brought forward to the public regarding the “Wings of Freedom” proposal until the Port’s meeting on November 8, 2011, long after the Port dissolved the Citizens Advisory Committee. Furthermore, the Midway Museum project proposal was never presented to the North Embarcadero Joint Powers Authority, which (at least in theory) should consider such projects within the context of all North Embarcadero waterfront planning.

The Citizen’s Advisory Committee for the Port Master Plan Amendment met ten times during this period. These meetings were the appropriate venue to seek initial public input on the proposed Midway Museum project within the context of overall proposed revisions to the North Embarcadero Plan. Neither the project and/or its potential impact upon North Embarcadero development were discussed at the CAC or the Joint Powers Authority.

Three community workshops within a 12-day period during the holiday season (November 29th, December 6th, and December 10th) was not an effective timeframe to seek public input and response for presentation to the Port Commission originally anticipated for January 2012.

Recommendations:

- The “Wings of Freedom” project should be rejected as inconsistent with the terms and conditions of the original regulatory approvals for the Midway Museum;
- The Citizen Advisory Committee should be reconstituted to consider the proposal within the context of the entire Port Master Plan Amendment before prepara-

tion of an Environmental Impact Report, particularly in light of the recent California Coastal Commission Consistency Determination as relates to the Navy Broadway Complex;

- The Midway Museum should work in collaboration with C3 and other groups to identify acceptable solutions to address the Midway Museum's Navy Pier requirements;

A project of this scale and importance should not be squeezed into a schedule driven by the need to proceed with the timing of the Port Master Plan Amendment. Opportunities now exist that may allow for a better solution for all parties.

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ISSUE: LACK OF A FULLY TRANSPARENT  
AND OPEN PROCESS RELATIVE TO THE  
PUBLIC/COMMUNITY INPUT

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Two recent actions by the Port of San Diego indicate there are no serious intentions or consideration of alternatives other than to continue with the "B" Street Pier as a cruise ship location. On June 2, 2011, based upon plans and information submitted by the San Diego Unified Port District, the California Coastal Commission granted a Waiver of Coastal Development Permit (# 6-11-040-W) to construct a pile-supported concrete mooring dolphin and catwalk at the end of the "B" Street Pier to accommodate larger cruise ships that extend 100 feet or more west of the pier end.

With minimal public notice, the Port applied to the State Lands Commission for approval of the "B" Street Terminal's dolphin mooring proposal. On October 27, 2011, the California State Lands Commission, which must approve development beyond the Port's jurisdiction on navigable waters, continued the item regarding the mooring dolphin proposal based in part upon objections raised by several individual members of C3 and the attorney for the Navy Broadway Complex Coalition.



*Sample Image Dolphin Mooring*

Recent January 13, 2012 correspondence by the Port to the State Lands Commission indicated that the dolphin mooring proposal would be withdrawn pending evaluation of environmental issues raised in public comments. However it is clear from the language in this correspondence that the Port has no intention other than to proceed with this proposal when it states: "The proposed project is very important to the future of San Diego's cruise ship business."

The application for the dolphin mooring permit by Port staff lacked transparency and citizen input. The extent of the improvements, particularly in relation to the "charge" of the Citizen's Advisory Committee, should have been disclosed by Port staff and dis-

cussed by the committee. Such a project clearly involved extensive planning efforts that were not provided in an open collaborative environment. Memories of how the Broadway Pier Cruise Ship Terminal was handled with the public and Coastal Commission staff are fresh in the mind of C3 and the general public. It is actions such as these that engender continued distrust by the public who spend extensive personal time and energy trying to improve what remains of our waterfront.

The "B" Street Pier, because of its size and location, offers the potential for a unique non-cruise ship use that could provide a unique anchor destination with revenue generating potential for the North Embarcadero. With the start of Phase I and the County Administration Waterfront Park, we have a unique, to be fully defined, opportunity for enhancement of the North Embarcadero experience. The walling off of public access associated with Homeland Security requirements as relates to the cruise ship industry is a liability, not an asset for the area. Also and very importantly, the vast space of the "B" Street Pier could be considered as partial mitigation for the loss of views resulting from the Broadway Cruise Ship Terminal.

Recommendations: A reconstituted Citizens Advisory Committee should consider the Midway Museum Navy Pier proposal, the "B" Street pier dolphin mooring proposals, and any proposed Harbor Drive realignments among other issues. With respect to the Citizens Advisory Committee, it should include a public citizen chair who conducts the meeting, sets the agenda, and allows formal votes on critical North Embarcadero planning issues. While the Port is evaluating the environmental issues raised in public comments, all further work on the dolphin mooring project or improvements to the "B" Street Terminal should be suspended.

*Author: Nick Marinovich*

## County Community Planning Groups Threatened, In Danger of Being Dissolved!

The Board of Supervisors in December received the findings of a Red Tape Reduction Task Force previously set up in April of 2011 for the purposes of recommending ways to "improve project processing".

The task force recommended that San Diego County eliminate the Community Planning/Sponsor Groups entirely, or place severe limits on them so they can no longer be effective in voicing the concerns of the communities they represent and in influencing change BEFORE a project is cast in stone. Currently, residents do have an official say early in the planning process.

The Red Tape Reduction Task Force operated "under the radar" until a few community members became aware of the task force recommendations and obligated the County to make the recommendations public. The Supervisors will be voting on Wednesday, February 29th. Communities have until February 28th to make their opposition known. Your voice CAN make a difference.

**Continued from Page 3**

longer representing the company, told us at a C3 meeting that they had never been beaten by such an organized campaign. This potential negative event resulted in North Park Main Street gaining huge support in the neighborhood and credibility. During this period the first major retailers moved into this district and bought their buildings: Caffe Calabria, Clare de Lune, and Stone, Paper Scissors. All of them wanted to get away from CCDC downtown where there would be a greater sense of local control over development.

A year later a developer arrived promising to revitalize the district by tearing half of the district down to build a mall. All the entities that had participated in the Big Box proposal, unanimously opposed the plan. There was now a sense of pride and ownership in retaining the buildings.

The slow attraction of new merchants plus the building of major projects such as the North Park Parking Garage and a large condominium project, La Boheme, went through the Main Street vetting process with citizen involvement. Merchants were encouraged to buy their buildings. Retail locations in La Boheme were condominiumized. This attracted a major tenant who would not have chosen the neighborhood for rental purposes. He opened restaurants city-wide while waiting to build-out his site for his flagship site.

The slow historic restoration of the North Park Theater was a source of concern for the neighborhood. There were four different successive proposals. Each time the process started over slightly differently. There was a malaise each time a theater program fell apart and the faith in Main Street and the revitalization of the commercial district. Finally Christine Kehoe assisted Toni Atkins in luring developer, Bud Fisher. The new theater featured a space for a restaurant where the former ticket stand and lobby existed. The interior was reconstructed, but the historic detail was retained.

In order to make the small district seem like something other than another node on the University Avenue corridor, a mini park was suggested. A grant was obtained to pay for the park. Design charrettes were held.

There was great enthusiasm. The park is being planned, However, there is no money for maintenance. Until funds can be obtained for the maintenance, the City does not feel it can allow the park to be built.

The Design Committee has developed a set of easily understandable Development Guidelines that both professionals and lay-people can understand. They are distributed to those interested by governmental offices as a way to know the area. These offices refer interested parties to start first in the Main Street office and that they will be shepherded through the city/neighborhood process.

North Park had a previous reputation as being a dangerous and unseemly place. It was the purpose of the Promotion Committee to turn this image around. A program establishing a brand around arts, culture and entertainment was developed. The depiction of the North Park sign was placed on virtually everything. All the tree grates have a depiction of the sign. A local bank had a prototype for the sign installed in their branch. A yearly North Park Arts Festival was developed which shuts down five blocks of University, a major east/west thoroughfare, for an energetic street fair with over 100 vendors, five stages of music, and arts area that includes a children's section. It attracts tens of thousands each year. *Ray at Night* attracts a large monthly audience. An expanding weekly Farmer's Market does great business. There are now enough excellent restaurants that a "Taste of North Park" is a major draw. The San Diego Independent Music Festival started here and grew so large it had to leave. Many other promotional activities exist and the arrival of the offices of San Diego City Beat has increased major citywide attention.

North Park Main Street is a grant writing machine and many projects have resulted from their work. The University Avenue Mobility Plan has a phased development for rerouting University Avenue which changes width from two lanes to four lanes to three-lanes in the span of three blocks. The pedestrian and the motorist finds the area vexing. The more pedestrian and bike friendly the district becomes, the more daytime and

night-time users tend to arrive. Another series of grants has paid for a design charrette to develop a park that will surround the North Park Theater on two sides. Whereas the park is completely funded, the city will not proceed to build it until a maintenance plan has been developed.

Seldom does a BID expand its boundaries because it has to ask everyone presently within its boundaries and all those who would be incorporated. North Park did the unthinkable....it expanded to three times its size in a successful vote. Unbelievably, business outside this district have asked to be annexed from other districts. The Program has expanded and succeeded. Undoubtedly there will be future changes in the Main Street Program as the economy of North Park and the surrounding communities evolve in the 21st century.

In conclusion, the Main Street Program is an excellent example of how the public and private sector can work together to encourage business development and help revitalize an area that has been in decline. Perhaps it can serve as a model for other communities in San Diego County.

*Author: Jay Turner, former Executive Director of North Park Main Street and C3 Board member.*

## **North Embarcadero Master Plan Amendment Moves Forward: Deeds not just Words?**

**A**t the February 14th Valentine day's meeting of the Port Commission, there was some positive expressions that the Port is being mindful of previous California Coastal Commission decisions with respect to previously approved Coastal Development Permits relating to the North Embarcadero. The Commissioners listened intently to President John Lomac's synopsis of our February 1, 2012 letter presented in this newsletter. The Port Commissions' discussion on the Navy Pier Proposal included references to its approved Coastal Development Permit conditions.

## Opinion

# Integrity to be Tested at the Port of San Diego

At its December 13, 2011 meeting, the San Diego Unified Port District Board of Port Commissioners adopted an update to the Port's COMPASS Strategic Plan and Values. One of the core values the Board adopted is "Integrity," noting that "Integrity is consistently honoring agreements and acting truthfully, honestly and ethically."

The Port Board's true commitment to that particular value is going to be tested by the Midway Museum early this year. At an upcoming board meeting, the Board will be asked by the Museum to renege on written commitments the Port and the USS Midway Museum made to the public and the California Coastal Commission before the carrier was brought to San Diego.

First, a little history. Before the USS Midway was brought here, Coastal Commission staff took a position opposing the move, noting that berthing the huge Midway aircraft carrier on the San Diego's downtown embarcadero would block public views and access to the bay. Things looked bleak for the Port and the nascent Midway Museum.

So, before the Coastal Commission had a chance to vote on the proposal, which included a Port Master Plan Amendment (PMPA) and a new Coastal Development Permit (CDP), the Midway and the Port made a proposal to mitigate the loss of access and views created by berthing the carrier on our downtown waterfront. They proposed that as part of mitigation for berthing the carrier at the Navy Pier, the Port and the Midway Museum would move parking off the pier to a new site and would build a new public veterans memorial park covering the existing deck of the entire 5.7 acre pier.

In addition, the Port committed, in writing, that it would preserve public views of the bay over the Broadway Pier, in perpetuity.

These commitments were memorialized in a mitigation plan incorporated in a 2001 Port Master Plan Amendment and CDP, which the Coastal Commission then approved, paving the way for the carrier to be brought here. (Note: See companion article in this Newsletter regarding the C3 Position letter to the Port Commissioners).

The PMPA required that the Port and the Midway Museum plan and construct the new public veterans park when the Navy turned title to the Navy Pier over to the San Diego Unified Port District, which occurred in 2003. To assuage mistrust on the part of the Coastal Commission, when the 2001 PMPA and CDP were being considered, the Port adopted the goal of constructing the 5.7 acre public park on the existing deck of Navy Pier as a special priority of its Port Master Plan.



*Wings of Freedom Depiction Ground Level prepared by Point of Departure Architecture Studio*

Instead of honoring that commitment to the letter, the Port signed a long-term lease with the Midway Museum allowing the museum to use the pier for parking, and other lease elements that violated both the Port Master Plan Amendment and the Navy Pier CDP. The lease requires that by 2012, the Midway Museum must provide the Port with a design and financing plan to move parking off the tidelands and build a new public park on only part of the Navy Pier. (See the revised agenda for the November 8, 2011 Board of Port Commissioners meeting).

In 2009 the Port reneged on its written commitment to preserve public views over the Broadway Pier when it built a new cruise ship terminal on the pier, blocking public views over the pier to the bay.

On November 8, 2011 the Midway Museum brought a proposal to the Port Commission. The proposal would renege on the museum's commitments to the public and the Coastal Commission. It would violate the PMPA and the CDP that allowed the Midway to be berthed at Navy Pier.

Instead of building the promised public veterans park on the 5.7 acre existing deck of Navy Pier, the Midway is now proposing to

build a new two story tall parking garage on the deck of the pier with a park on top. Also, on top of that parking garage, the Midway proposes to create space for a new band shell for the San Diego Symphony Pops orchestra and top it off with a pair of giant (500' tall) "sails," which it calls "Wings of Freedom." For comparison, the new "sails" would be as tall as the waterfront Hyatt Hotel towers, the tallest building in downtown and the tallest building on the California tidelands.

It has become obvious that the Midway Museum was working on its parking garage and sculpture concept for many months before bringing it to the Port Board on November 8. The museum could have unveiled the idea before the Port's North Embarcadero Port Master Plan Amendment Citizens Advisory Committee last summer, but chose to keep the details of the concept secret until the November 8 Port Board meeting.

Google Earth Renderings predict that the new parking garage would block almost twice as much space as public view space as the Midway carrier does now. The proposed 500' sculpture would further block this view. Public reaction to the sculpture can be found on multiple media outlets. The comments have been mostly negative and critical of the design.

The public and the Coastal Commission will be watching to see if the board lives up to its COMPASS values or ignores them. The Midway Museum's proposal is inconsistent with the clear commitments that the Port has already made. The Board should direct the museum to go back to the drawing board and come back with a proposal that fully adheres to the written commitments the Port and the Museum made to the Coastal Commission and the public when the carrier was brought to San Diego.

*Author: Don Wood*

**In Memoriam- James (Jim) Arnold:** Early in January, another of C-3's stalwart supporters passed on. Jim and his wife Louise were members of C-3 for many decades and Louise was a valuable C-3 volunteer for many years. Our sympathy goes out to Louise Arnold and her family.

## Citizens Coordinate for Century 3

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## BALBOA PARK UPDATE

Plaza de Panama planning took another step forward with release of a massive Draft EIR on January 23, 2012. Consisting of multiple volumes plus even more Appendices (downloadable from the City's website), the public comment period closes on March 8. The present schedule for public hearings for action is to the Balboa Park Committee (BPC), Historical Review Board (HRB), and the Parks & Recreation Board in May, then to the Planning Commission and City Council in June. With such a huge amount of material to review and develop comments on, it's possible that there will be requests to extend the 45-day comment period. After closure of the Public Comment period, Plaza de Panama consultants must develop written responses to comments submitted before the Final EIR can be issued. Because each stage is labor intensive and time consuming, it won't be surprising if the dates for public hearings slide a bit on the calendar.

The most recent news on this project is a letter sent by the State Historic Preservation Officer to the National Park Service expressing his concerns about the impact of the Plaza de Panama Plan on the National Historic District and asking them to weigh in on the Plan. (See Roger Showley article in UT San Diego, Feb. 2, 2012).

A small group of C-3 Parks committee and others with long experience with Balboa Park, are working on the DEIR to prepare comments for submittal and for recommendations to the C-3 Board for a position on the Plaza de Panama plan.

If you're interested in adding your own comments to our work, the 13 parts of the Plan & Amendments can be downloaded from <http://www.sandiego.gov/city-clerk/officialdocs/notices/index.shtml>, then click on "California Environmental Quality Act (CEQA) Notices and Documents". There are 13 document links; they are intermixed with several other CEQA documents issued the same date but not related to Balboa Park. Please send your comments to John Lomac (mailto:john@johnlomac.com) who will pass them on to the C-3 members working with the DEIR.

## Proposed C3 Bylaw amendments

You may recall reading in the Fall, 2011, C3 Views newsletter that C3's board voted at their September 12th board meeting to defer holding annual elections for five director positions. Due to the intensive planning for the October 6th 50th anniversary and the amount of "heavy lifting" by the entire board that was required to make the event successful it seemed appropriately necessary to postpone the election process. Please be aware that C3's bylaws do allow the board of directors to take such an action without having an approval vote by the general membership.

Having taking this action the board of directors is considering amending the bylaws to change the number of membership-elected director positions from 15 directors to 12 directors (each elected director serves for a three-year term). To maintain the established 15-member board as currently specified in the bylaws, the board would appoint three at-large directors, each serving a one-year term.

The rationale and benefit to the organization of making this change is important for several reasons. For one, it provides the board the flexibility to seek out individuals with specific professional skills that the organization needs to accomplish critical tasks (legal, accounting, marketing, communications, technological, etc.). Under the existing bylaws, whereby the general membership chooses all of the directors through the election process, there is simply no assurance that individuals with such helpful skill sets will either run and/or be elected.

As a member of the board, at-large appointees should achieve a better understanding of the organization. Hopefully, each appointee would consider running for an elected director position in the annual elections. Four membership-elected director positions would be available each year.

As mentioned previously, C3's bylaws enable the board of directors to amend the organization's bylaws without approval of the membership. There is a consensus of the current board to adopt this change for all of the above stated reasons. However, the board wants the membership of C3 to be aware of this proposed action. Your thoughts and/or concerns are sincerely welcomed. I can be contacted at <mailto:john@johnlomac.com>.

*Author: John Lomac, President*