



PASHA AUTOMOTIVE SERVICES

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September 22, 2015

Chairman Dan Malcolm and the Board of Port Commissioners
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Chairman Malcolm and Commissioners,

In 2012, Pasha Automotive Services submitted a proposal to the Port outlining key development initiatives to preserve and support an aggressively growing business that was nearing capacity. Since that time, an aggressive land use debate ensued, delaying our development plans while our marketing efforts continued to produce volume, quickly exceeding our footprint in National City. This created extraordinary financial and operational challenges for our company over the last three years.

We are extremely relieved that this land use debate is nearly settled due to the sincere efforts of the City of National City and the Port, with especially heavy lifting by Commissioner Dukie Valderrama and his colleagues on the Board of Port Commissioners, Mayor Ron Morrison, the National City Council and staff, Port President CEO Randa Coniglio and Port staff. The final decision will propel Maritime and Commercial projects forward for the benefit of all regional stakeholders. We are grateful to all of those who have provided detailed analysis for policy makers, and those who have provided input in the numerous discussions and forums that have culminated into apparent consensus on a balanced plan.

We are encouraged that the plan preserves both Maritime and Public access, the two highest priority uses under the Coastal Act. While we recognize the enhanced public access derived by allocating an acre of park on precious maritime space located adjacent to berth 24-11, we appreciate the recognition that this footprint does not compromise the berth access, and will be mitigated with commercial acreage from K-lot. We applaud the Port and the City for building consensus around this compromise.

Pasha remains concerned about the implications of an interim bikeway on Tidelands Avenue, and urges the Commission to retract this project. Our project plans for the closure of Tidelands Avenue and the rail link are dependent on the certainty that entitlement will not be hindered by this project, especially given that once approved and funded by public dollars it will be closed within a year. Pasha funded a study which provided critical data that illustrated a viable alternative to the bikeway on the MTS railway site, and celebrates that at least this portion of our recommendation has also been selected as the preferred alternative in National City's plan. The study also revealed that bicycles were currently opting to use Marina Way by a two-to-one margin despite signage directing them to Tidelands Avenue. It also found that Marina Way was operating at only 10% LOS at present. This validated that the closure of Tidelands Avenue would not overwhelm Marina Way, or even brings it to 50% of its capacity. Although we felt it essential to provide good data to help in this land use discussion, we believe we already have



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contributed a reasonable amount of capital and resource on the bikeway, and appreciate the port's understanding that we do not feel obligated to mitigate this further. We urge that the land use direction from the board on September 23rd not include directives or policy that obligates any party to future mitigations without first understanding the costs or necessity. Formal project specifics should determine appropriate mitigations.

Again, we convey our gratitude to those who have worked diligently to achieve a balanced plan, and trust that the action from the meeting on September 23rd will expedite the development of an enhanced working waterfront for maritime workers and an attractive visitor- serving destination for the community and region.

Respectfully,



John Pasha
Senior Vice President

cc: Chairman Dan Malcolm
Commissioner Marshall Merrifield
Commissioner Robert "Dukie" Valderrama
Commissioner Bob Nelson
Commissioner Ann Moore
Commissioner Rafael Castellanos
Commissioner Garry J. Bonelli
Randa Coniglio
Joel Valenzuela