

THE WORKING WATERFRONT ON SAN DIEGO BAY

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BAE Systems San Diego
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BNSF Railway
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South County Economic
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of America
Sun Harbor Marina
The Jankovich Company
Westflex Industrial
Weyerhaeuser

October 7, 2006

Mr. Robert J. (Rocky) Spane
Chair, Board of Port Commissioners
Port of San Diego
P.O. Box 120488
San Diego, CA 92112-0488

Dear Chairman Spane:

It was reported at our October 5 meeting that the Board of Port Commissioners plans to limit Tuesday's "quick look" at National City's Chargers stadium proposal to determining whether or not such a stadium could physically fit within the "52 acres" planning area. Not only does focusing on the physical size of a stadium miss the more important issue of compatibility, but it sends the wrong message – namely that you are willing to continue to entertain putting a stadium in a location that would have a devastating effect on the region's maritime trade and jobs.

The Working Waterfront Group urges you to treat the following points with equal importance during your discussion Tuesday:

- A sports stadium located next to maritime industry would interfere with maritime operations, dramatically increasing operating costs, even to the point of pushing these businesses, and the high paying jobs they provide, out of the region. These maritime industrial businesses can only exist on Deep Water Terminals.
- The "52 acres" under discussion includes land owned by BNSF Railroad that is not for sale. Available Port land is all that can be considered.
- The National Distribution Center site was designated for maritime uses as mitigation for the Campbell Shipyard land. This site is needed for current and future maritime business operations.
- SANDAG's regional freight strategy calls for National City's railroad to expand throughput to support the regional movement of goods. A stadium would disrupt the rail infrastructure necessary to keep goods moving throughout the region and the state.
- Eliminating or constraining maritime imports means more trucks on our freeways and associated traffic and air emissions.

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A sports stadium conflicts with the six planning principles agreed to by our members, the city of National City and the Board of Port Commissioners:

- Protection of maritime uses
- Enhancement of the working waterfront
- Environmental compliance
- Building of public/visitor-serving development compatible with the marina
- Demonstration of financial benefit to the Port and City
- Public participation with the city of National City

The Working Waterfront Group is committed to working with the Board of Port Commissioners and the city of National City to explore development options that fit these criteria. A sports stadium does not fit these criteria. We formally request you take the same stand to protect the National City Marine Terminal and adjacent industrial lands as you did when a sports stadium was proposed for the Tenth Avenue Marine Terminal. Send a message that the Port of San Diego is committed to protecting and growing maritime industry and Port dependent industrial lands for the long term benefit of the region and the state.

Sincerely,



Ed Plant, President
Harborside Refrigerated Services
Chair, Working Waterfront Group

cc: Board of Port Commissioners
California Coastal Commission
Cruz M. Bustamante, Lieutenant Governor