

Port of San Diego

Port Master Plan Update

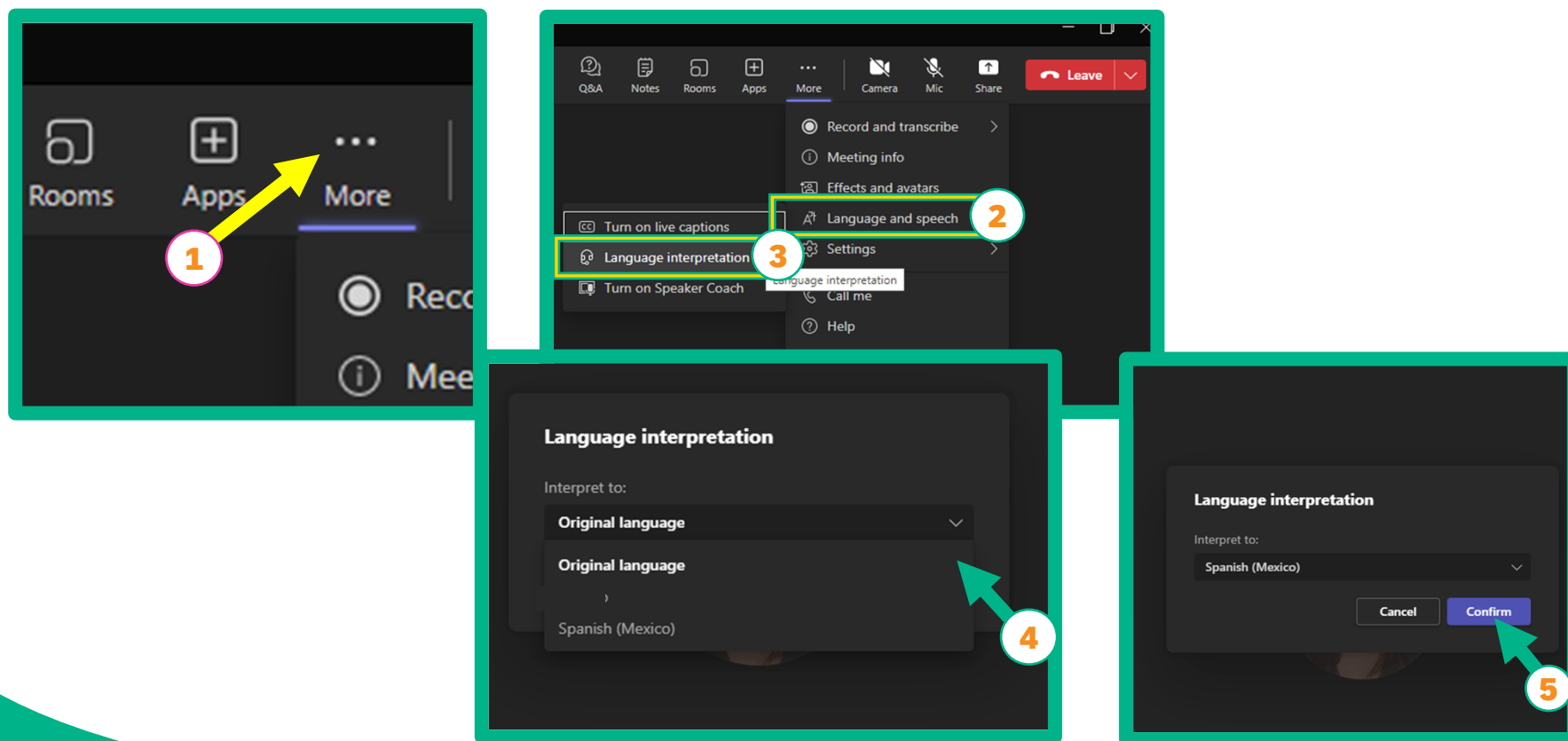
Status & Next Steps



Planning Department
December 12, 2023, 6:00pm

How to Select Your Language

Interpretation In Windows/MacOS / Interpretación en Windows/MacOS



Things to note about this virtual meeting

- Meeting is being recorded to note comments and questions
- Microphones and cameras of attendees are disabled until “Question & Comment” portion of meeting
 - Port staff will enable microphones during “Question & Comment” portion
- Chat is disabled
- “Q&A” feature will be enabled during “Question & Comment” portion of meeting, after Port staff presentation
 - Each commenter will be limited to 3 minutes.

Today's Agenda

- **Introduce Port staff presenters**
- **Presentation on PMPU**
 - Background
 - PMPU Process
 - Summary of Comments Received on Revised Draft PMPU
 - Summary of Changes in Final Draft PMPU
- **Next Steps – *February 28, 2024 public hearing***
- **Questions & Comments from Attendees**

Port of San Diego **What is the Port of San Diego?**



Port Member Cities



The Port Act and Public Trust Doctrine



Details responsibility on behalf of the people of the State of California



Manage San Diego Bay and the Waterfront Tidelands



Promote commerce, navigation, fisheries, recreation, and environmental stewardship



We collect no taxes; we generate our own revenue

Port Tidelands & Public Coastal Access



2

marine
terminals

5

public piers

9

museums &
attractions

18

hotels

22

parks

70

artworks

78

restaurants

80+

sponsored
events

Port of San Diego

Port Master Plan



Legislative Framework

Port Act

San Diego
Unified Port
District Act
(1962)

Public Trust

Common Law
Doctrine of the
Public Trust

Coastal Act

California
Coastal Act
(1976)

Port Master Plan

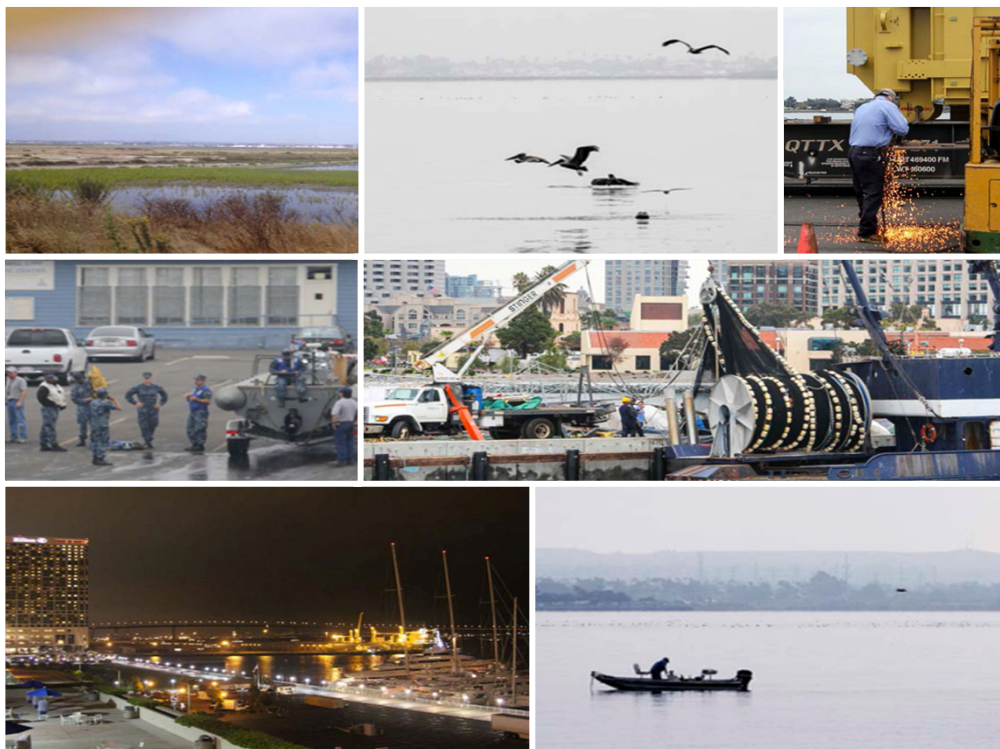
- Guides development and special events on Port property
- Port Master Plan required by:
 - Port Act – Section 19
 - Coastal Act – Chapter 8
 - 1 of 4 commercial ports in California that is required to have a Port Master Plan
- Adopted by the Port's Board of Port Commissioners in 1972
- Certified by the California Coastal Commission in 1981
- There have been over 40 location-specific amendments to this Port Master Plan that have been certified by the California Coastal Commission

Port Master Plan Update

PMPU Process

The Port Master Plan Update *Objectives*

- Advance a “**Market Ready**” approach for development
- Provide greater **certainty** while increasing **flexibility**
- Provide a **streamlined permitting process**
- **Balance** the Port of San Diego’s public trust purpose
 - Commerce, navigation, fisheries, recreation, and environmental stewardship



The Port Master Plan is a long-range planning document that focuses on *policies* not **projects**



PROJECTS



POLICIES

Port Master Plan Update

PMPU Process & Public Engagement

PMPU Public Outreach

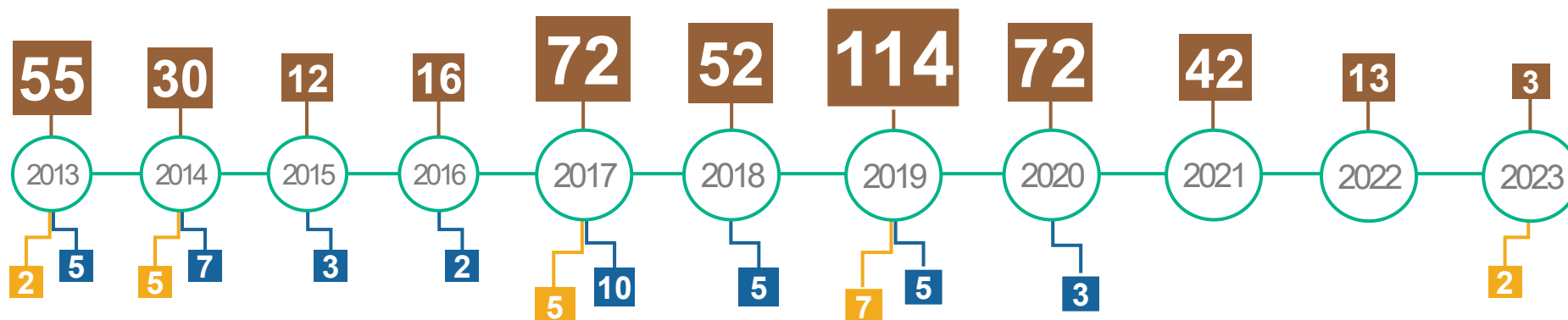


PMPU Public Outreach and Stakeholder Engagement

Vision Statement & Guiding Principles

Framework Report

Draft PMPU



481 Stakeholder Meetings

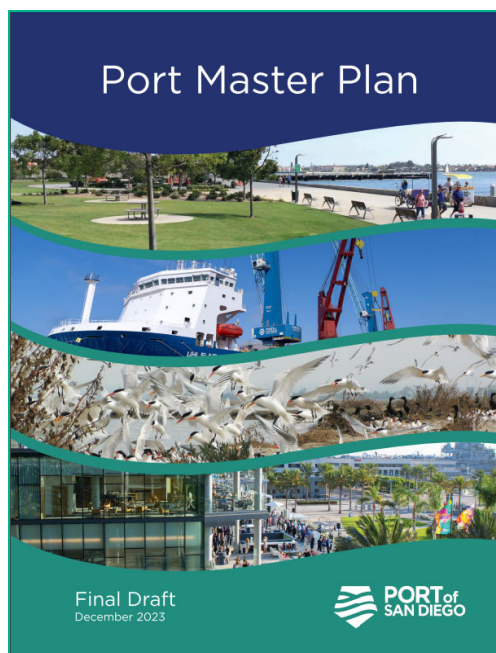
21 Public Events

40 BPC Meetings and Workshops

PMPU Milestones

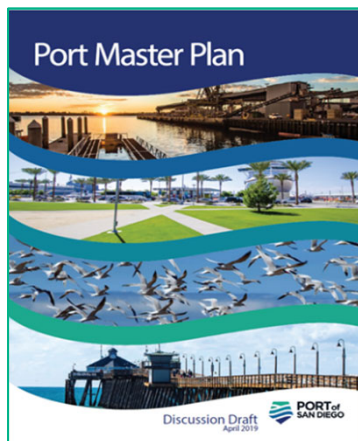


PMPU Milestones



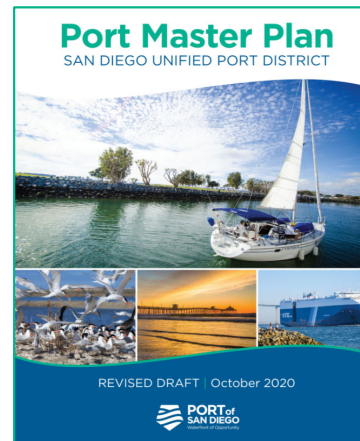
Final Draft PMPU
December 2023

PMPU Input



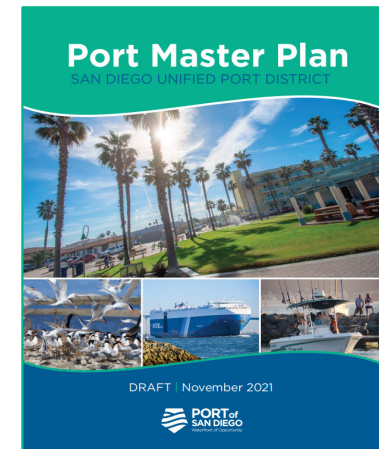
**Discussion Draft
2016-2019**

- Nearly 3,000 comment letters



**Revised Draft PMPU
2019-2020**

- Nearly 400 comment letters



**Draft PMPU and Draft PEIR
2021-2022**

- Nearly 370 comment letters

PMPU Revisions



Mobility



**Maritime
Uses**



**Environmental
Stewardship
&
Environmental
Justice**



**Development
Intensity
–
Reduction /
Elimination of
Hotel Rooms**



**Height
Limits
&
Development
Standards**

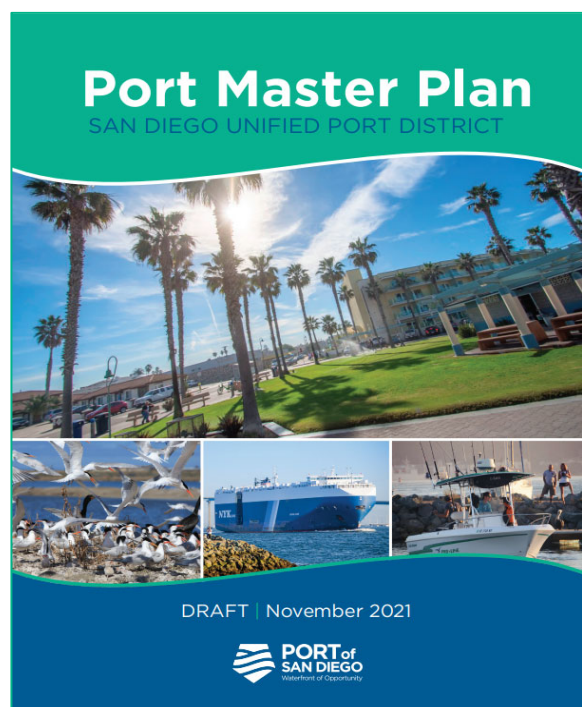


**La Playa
Piers**

Draft PMPU

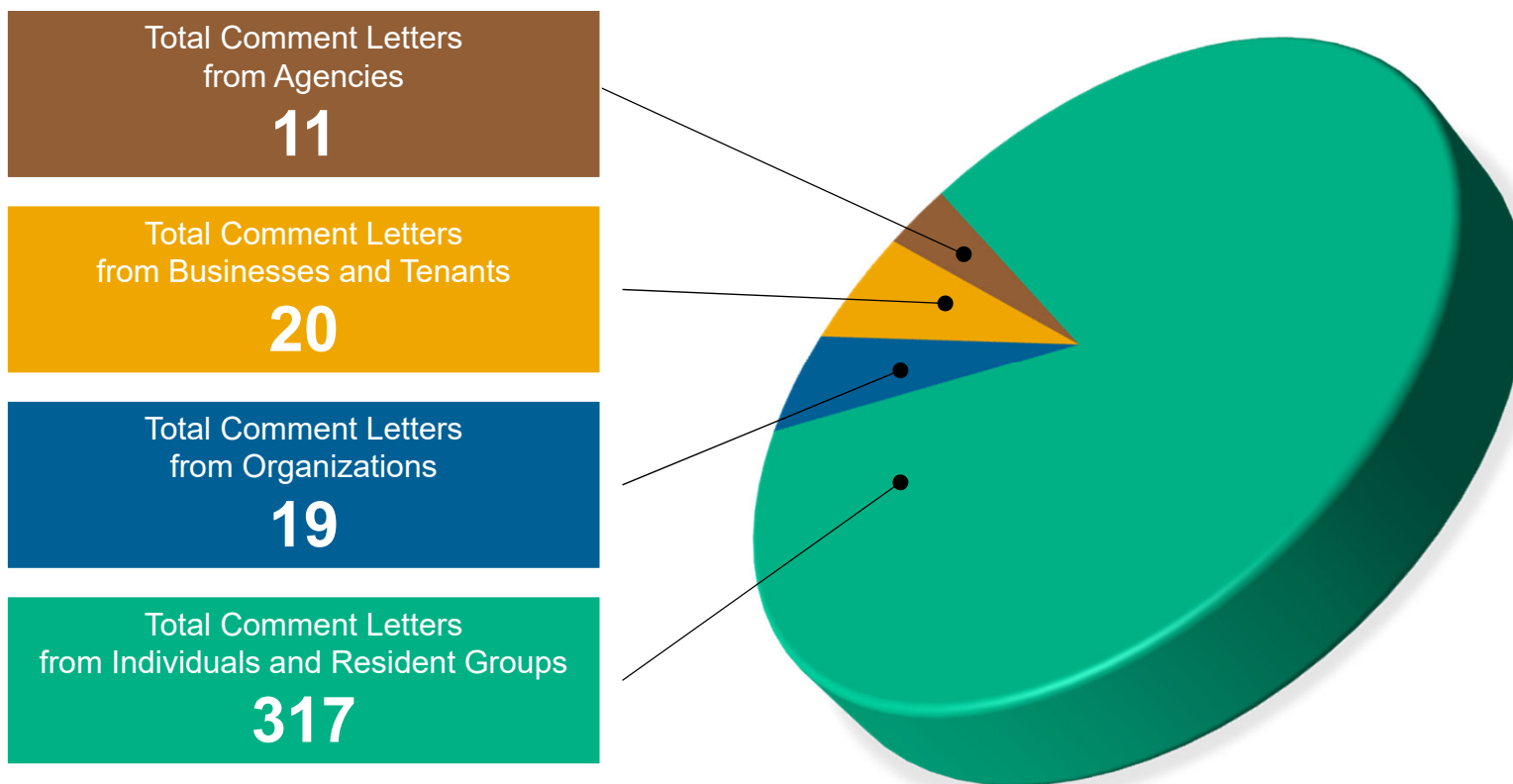
Summary of Comments Received

Draft PMPU *and* Draft PEIR



- Draft PMPU and Draft Program EIR **published** on November 8, 2021
- **62-day CEQA public review period** ended January 10, 2022
- **367** comment letters received

Comment Letters – 367 Total

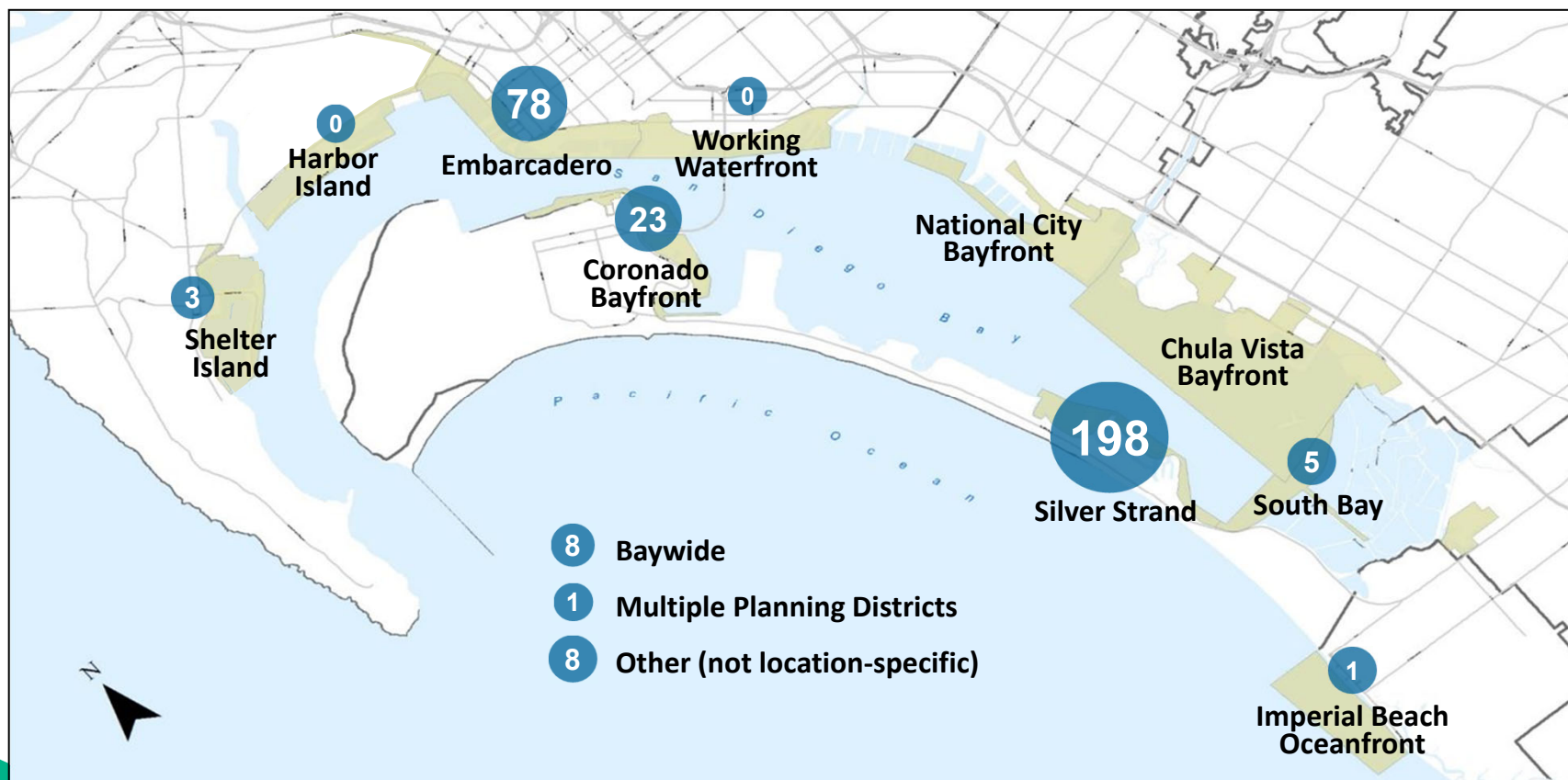


Common Themes from Comments on Draft PMPU & Draft PEIR

Overall Summary

- Add Seaport San Diego, Chula Vista Bayfront, National City Bayfront to PMPU
- Air Quality/GHG Section needs more mitigation
- More commitments to natural resource protection
- Transportation analysis identified significant and unavoidable impacts
- Promenades are too wide, and flexibility needed for tenants that cannot accommodate them
- Development Standards, including promenade widths, should allow for flexibility
- Bulk and scale of development proposed in North Embarcadero

Comment Letters – *Individual & Form Letters*



Draft PMPU ➡ Final Draft PMPU

Summary of Changes

Final Draft PMPU - *Contents*

1. Background

2. User Guide

3. **Elements** →

4. Baywide Development Standards

5. Planning Districts


6. Plan Implementation and
Development Conformance

7. Appendices

 Water and Land Use

 Mobility

 Ecology

 Safety and Resiliency

 Environmental Justice

 Economics

Final Draft PMPU

Planning Districts

- PD1** Shelter Island
- PD2** Harbor Island
- PD3** Embarcadero
- PD4** Working Waterfront
- PD5** National City Bayfront*
- PD6** Chula Vista Bayfront*
- PD7** South Bay (*Pond 20 Excluded**)
- PD8** Imperial Beach Oceanfront
- PD9** Silver Strand
- PD10** Coronado Bayfront

* Not included in the PMPU



Figure PD4.0 - Tidelands consist of ten planning districts.

 Port Planning Districts

Changes: Draft PMPU → Final Draft PMPU

Generally, changes made in the Final Draft PMPU reflect:

- Revisions or additions based on comments received during the Draft PMPU and Draft PEIR review period.
- Revisions to clarify or slightly modify intent of a narrative, policy, or standard; or to make a correction.

A “track changes” version of the Final Draft PMPU and a “what’s changed” document summarizing changes in the Planning Districts in the Final Draft PMPU are available at www.portofsandiego.org/pmpu.

Examples of Changes

Generally, changes made in the Final Draft PMPU reflect:

- Revisions or additions based on comments received during the Draft PMPU and Draft PEIR review period:

EXAMPLES

- **Elements** – new Mobility policy to **consider adjacent parking rates** when setting rates on Tidelands
 - **M Policy 1.3.9** *The District may consider adjacent parking rates when setting or updating parking rates for parking areas on Tidelands.*
- **Planning Districts** – new planned improvement in Planning District 4 to **encourage urban greening** features to establish enhanced buffer between park and industrial uses
 - **PD4.19** *Develop additional urban greening features to Cesar Chavez Park to establish an enhanced buffer between the park and industrial uses, where feasible.*

Examples of Changes

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EXAMPLE

- **Elements** – incorporated additional language in **Ecology Element text boxes** describing concepts such as aquaculture and ecological opportunity areas

The ecological opportunity areas identify approximate locations for potential shallow subtidal and intertidal habitat restoration, creation, or enhancement. An example of shallow subtidal habitat restoration, creation, or enhancement includes sediment augmentation to support eelgrass, and an example of intertidal habitat restoration, creation, or enhancement includes living shorelines, such as a native oyster reef. The ecological opportunity areas may also support other nature-inspired solutions that would improve the adaptive capacity and ecological benefit of the adjacent shoreline with a co-benefit of protecting coastal uses, particularly along shorelines that are armored under baseline conditions. The ecological opportunity areas identified in Figure 3.3.2 are approximate locations and sizes, and through the lifetime of this Plan, more areas may be identified. Figure 3.3.2 Ecological Opportunity Areas illustrates a “snapshot in time” as of certification of this Plan for an initial identification of these ecological opportunity areas.

Future ecological opportunity areas may include, but are not limited to, locations that: may presently or are projected to be suitable for habitat restoration, creation, or enhancement; may be suitable for nature-based shoreline solutions that can provide climate resiliency for adjacent uses while also providing environmental benefits; or may be suitable for innovative, habitat- friendly pilot projects. Future ecological opportunity areas may be identified based on available relevant information or data, including but not limited to, natural resource surveys or monitoring reports, climate vulnerability assessments, and stakeholder engagement.

Examples of Changes

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EXAMPLES

- Planning Districts** – revised development standards related to **heights** in North Embarcadero Subdistrict

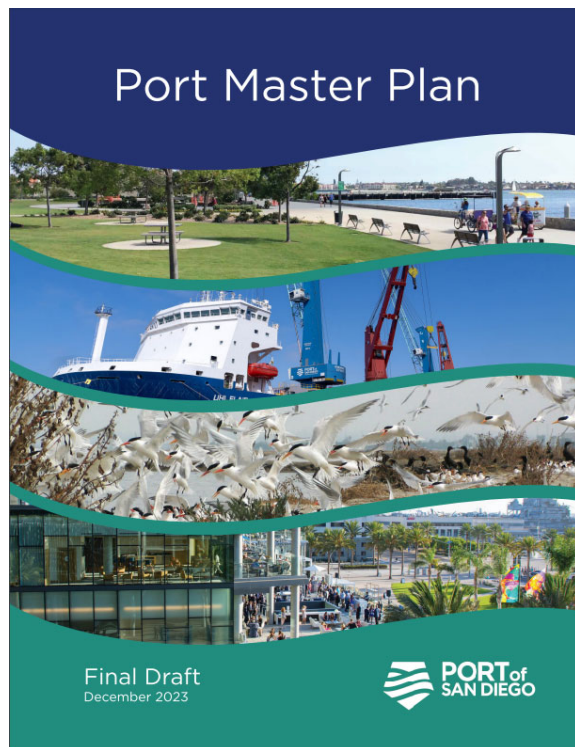
PD3.38 In the area bounded by Ash Street, North Harbor Drive, B Street, and Pacific Highway, including portions of the block south of B Street, as generally depicted in Figure PD3.8, the following standards apply:

- Base building ~~structures~~ height shall not exceed ~~be limited to a maximum height of 655~~ feet.

PD3.39 The following tower requirements (as depicted in the table to the right) apply to all buildings over ~~65~~55 feet in height:

Tower Component	Numeric Standard	Notes
Maximum Tower Height	See PD3.38 for maximum total structure height by block.	n/a
Maximum North-South Tower Dimension	±20-110 ft none	The maximum tower floor plate dimension of any tower shall be measured from elevation drawings.
Maximum East-West Dimension		
Minimum Tower Separation	60 ft between Towers	
Maximum Tower Coverage	30% of Allowable Footprint	Allowable <u>footprint</u> means maximum allowable footprint at ground level (of base building area) , after building setback or other requirements.
Tower Setback	Towers shall conform to setback, stepback , and streetwall requirements, as identified in PD3.40 through PD3.43.	n/a

Final Draft PMPU



- Made available to public on December 6, 2023
- Final Program EIR also available
- View or download at www.portofsandiego.org/pmpu

Final Draft PMPU

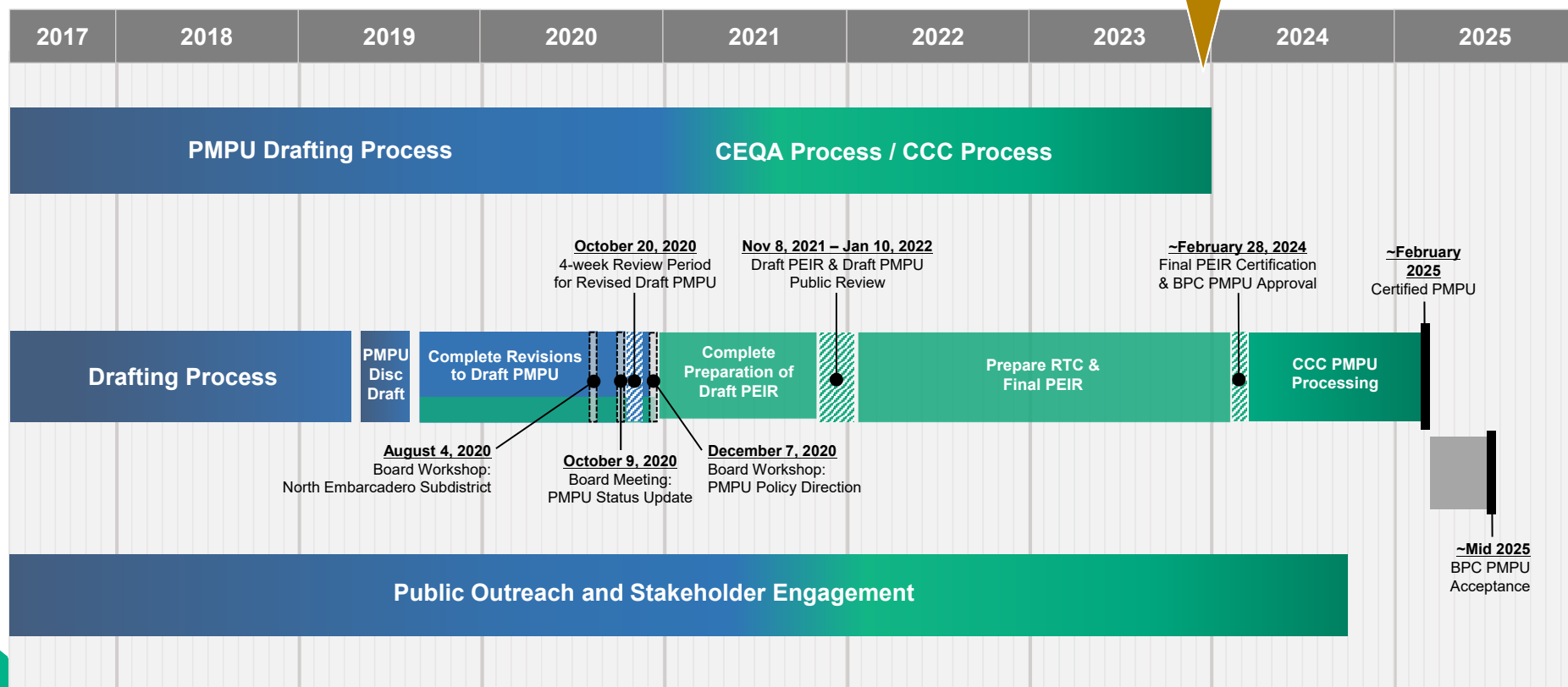
Next Steps

Upcoming Milestones

- **February 28, 2024:** Board of Port Commissioners Public Hearing
 - Port staff to present overview of Final Draft PMPU and findings of Final Program EIR
 - Staff will request the Board:
 - Certify the Final PEIR, and
 - Approve the Final Draft PMPU
- **If the Board approves the Final Draft PMPU**, Port staff will submit the PMPU “application” to Coastal Commission staff
- **Coastal Commission Certification Process (anticipated to take at least 1 year to complete)**

We Are Here

Port Master Plan Update Timeline



Final Draft PMPU

Questions & Comments

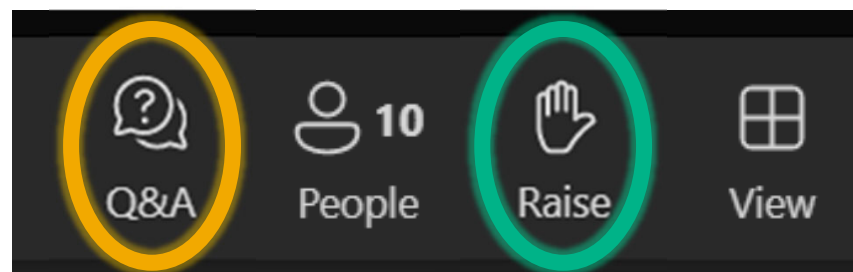
Instructions for Questions & Comments

Order of asking questions/making comments:

- Verbal questions/comments
- Written questions/comments

How to ask a question:

- **Verbally**: raise your “hand”
- **Written**: Type your question in the Q&A feature



Verbal comments limited to 3 minutes

Stay Involved!

Port Master Plan Update

One Bay, Rich Diversity



- Click “Sign Up” at Port’s PMPU webpage: www.portofsandiego.org/pmpu
- Click “[CLICK HERE TO SIGN UP FOR EMAIL UPDATES](#)” (half-way down page)
- Check “*Integrated Planning/Port Master Plan Update*” box on form
- **Between now and February 28** Board meeting
 - Submit testimony, statements and evidence relative to the Final Draft PMPU in **written form** to the Port District Clerk (PublicRecords@portofsandiego.org)
- **February 28** Board meeting – provide written or oral comment on the Final Program EIR and/or Final Draft PMPU
 - Attend in-person or virtually
- Future Coastal Commission Certification Hearing: **Date TBD**
 - Date will be posted on PMPU webpage (www.portofsandiego.org/pmpu)
- **Questions?** pmpu@portofsandiego.org

Port of San Diego

Port Master Plan Update

Status & Next Steps



Planning Department
December 12, 2023