

San Diego Unified Port District Port Master Plan Amendment



DRAFT

Stay Open San Diego Hotel Port Master Plan Amendment

***Existing/Proposed Plan Text
and Plan Graphics***

February 2022

*Note: Text to be **deleted** shown ~~stricken~~ and text to be **added** shown underlined.
Revisions made in February 2022 shown in double underline text.*

HARBOR ISLAND:

PLANNING DISTRICT 2

Precise Plan Concept

Planning District 2 embraces two different activities - the transportation hub of San Diego International Airport (Lindbergh Field) with its ancillary commercial and industrial activities, and Harbor Island with its public parks and tourist commercial orientation. Each serves an important function in the regional economy and, in some ways, they are associated together. Both have been intensely developed and are recognized as being stabilized for the future envisioned in the Master Plan.

Lindbergh Field is included in the Comprehensive Planning Organization's Regional Transportation Plan with the statement that it is "the site most suitable for serving the commercial air transportation needs of the San Diego region through 1995." The Master Plan retains Lindbergh Field in its present configuration, adding to the passenger terminal and making improvements in parking and access. Aviation related industries and commerce will also be retained.

Development of unleased parcels on Harbor Island is expected to be completed with the construction of the hotel on the east basin. Along Harbor Drive, from the Navy Estuary to the Coast Guard facility, planning concepts focus on providing a sense of entry into downtown San Diego for travelers coming via Lindbergh Field and Point Loma, with activities and landscape features that strengthen the image of San Diego as a pleasant place to visit. Considerable attention must be paid to improvements in the general appearance of existing industrial uses and the planned expansion of these uses. Public park, pedestrian promenade and open space are reserved on the bayside and in the circulation gateway of Harbor Island. Coastal access is enhanced by a shoreline park with leisure facilities, including restroom, and a 1.3 mile bayside public pathway.

Land and Water Use Allocations

The Harbor Island/Lindbergh Field Planning District contains an approximate total of 996 acres, consisting of about 816 acres of tidelands and 180 acres of submerged tidelands. Table 8 summarizes the land and water use allocations proposed in the Precise Plan. As in the Shelter Island Planning District, a significant portion of the area is already developed and is under long term lease commitment. The east end of the Harbor Island peninsula is vacant and thus offers development potential uncomplicated by the presence of structures or lease interest. A balanced allocation of use activities is provided within the major use categories of commercial, industrial, public recreation, and public facilities.

The use allocation table, the Precise Plan Map, and the following text supplement the general plan guideline presented in the preceding part of this document.

Harbor Island/Lindbergh Field

Planning Subareas

Planning District 2 has been divided into nine subareas (Figure 10) to provide a more specific explanation of the intent of the Plan.

Spanish Landing Park

Spanish Landing Park, subarea 21, extends along the north bank of the Harbor Island West Basin and occupies 11.2 acres of land. Another 1.3 acres is designated for promenade in the form of a bicycle and pedestrian path. This area is completely developed except for the possibility of a fishing pier near the west end. Approximately one mile of public access to the shore is provided by this park. Historic markers located in the park commemorate Juan Rodriguez Cabrillo's discovery of San Diego Bay in 1542, and the exploratory party of Gaspar de Portola in 1769-70.

West Harbor Island

West Harbor Island, subarea 22, has been completely developed with commercial recreational uses such as hotels, restaurants, marinas, and marine related commercial business. No changes to this 37.7-acre commercial recreation area are anticipated.

East Harbor Island

The east end of Harbor Island, subarea 23, has been the last subarea to complete phased development. The last project, a high quality hotel of approximately 500 rooms, is sited to be responsive to views of San Diego Bay, the airport, and the downtown San Diego skyline. Maximum building heights establish consistency with aircraft approach paths. The hotel complex includes restaurant, cocktail lounge, meeting and conference space, recreational facilities, including piers, and ancillary uses. A marina of approximately 550 slips is located adjacent to the hotel and occupies most of the basin. The eastern end of the peninsula is anchored by restaurants, which are uniquely sited on the water's edge.

A public promenade parallels the active ship channel of the bay and insures pedestrian and bicycle coastal access. Landscaped open space on Harbor Drive is retained with the street design of an upgraded and modified "T" inter-section. Utility capacity is expanded to meet increased service needs.

Anchorage A-9, Cruiser Anchorage, is a 9.2 acre anchorage area located south of the United States Coast Guard Air Station near the East Harbor Island Basin. The boundaries of the anchorage are to be delineated with perimeter markers. Landside support for this anchorage is located just east of the Coast Guard Air Station at a small boat landing facility that includes rest rooms, public telephone, parking and a public transit bus stop. For this facility a cruiser is defined as a traveling vessel that is not registered to an address in San Diego County or whose owner/operator is not a resident of San Diego County. The cruiser anchorage is reserved for cruisers that will use vessels ground tackle to anchor for a maximum of 90 days within any 365-day period. Anchorage permits for A-9 may be obtained by application to the office of the Chief of the San Diego Harbor Police. At the District's sole discretion, permits for the cruiser anchorage may be granted to non-cruisers for a maximum period of 72 hours. The permit procedure includes vessel and owner documentation, equipment verification, and is subject to space available and compliance with District regulations. The use of this anchorage will be controlled by duly enacted regulations of the Board of Port Commissioners.

East Basin Industrial

East of Harbor Island, subarea 24, is a tract of land leased by General Dynamics Corporation and Lockheed Ocean Laboratory for aerospace and oceanographic research and development. These sites are recommended for eventual redevelopment into a light, marine related

industrial/business park to include such activities as scientific laboratories, office space, marine oriented businesses and light manufacturing plants, with some ancillary storage and warehousing where necessary to the conduct of primary industrial activities.

The bicycle path extends along Harbor Drive north of the industrial site for about one mile, where it connects with the Embarcadero path. A small half-acre land parcel between General Dynamics and the U.S. Coast Guard Station will be used for Harbor Services in association with the Convair Lagoon sediment remediation and monitoring.

Aviation Related Industrial

Subareas 25 and 28 have long-term commitments to the existing aviation related industrial uses. Present activities include the manufacture and assembly of aircraft components, and employee parking for a turbine plant located in Planning District 3. These aviation-related industrial uses will continue. The employee parking is being given consideration for relocation to the vicinity of Pacific Highway and Palm Street, upon the widening of Laurel Street.

Lindbergh Field

The Lindbergh Field subareas, 26 and 27, include the airport, runways, taxiways, aircraft parking aprons, control tower, passenger terminals, and public parking. It has been designated International Airport in the Master Plan and the primary uses would include the aforementioned. In addition, the uses typically included inside the terminals such as ticket sales, car rentals, air taxi, restaurants, and gift shop, would be permitted. Approximately 52 acres of former Naval Training Center property west of Lindbergh Field has been transferred to the Port and will be used for parking and future airport expansion.

The Port District is committed to maintaining Lindbergh Field as San Diego's regional airport until an alternative is found. An Airport Development Study was undertaken to provide a long-range development plan for Lindbergh Field in view of the continued increase in air traffic and the increased frequency of congestion in the passenger terminals, terminal roads, auto parking lots and the main access roads linking the airport to the City. As a first step, the District has adopted an Immediate Action Program. The Immediate Program has the following elements: (1) addition of an air terminal concourse, and associated aircraft apron areas; (2) modification of existing parking and airport roadway improvements; (3) modifications to the Harbor Drive interchange at Harbor Island Drive; (4) expansion of the airport fuel farm, and (5) regional access improvements including widening of Laurel Street.

The Master Plan proposes a new access road be constructed from Washington Street, along the north periphery of the airport, to the west side of the new West Terminal. Most of the road is located on land occupied by the U.S. Marine Corps Recruit Depot; however, the exact location, design and ownership will be decided at a later date, and is subject to negotiation with the U.S. Navy. It is not intended to serve as a shortcut or bypass between Point Loma and Hillcrest, so it has been narrowed as it enters Harbor Drive.

Airport Related Commercial

Commercial uses associated with the airport have been delineated on the Precise Plan. They include a cluster of uses along Pacific Highway near Laurel Street. While individual leases may change from time to time, it is intended to continue these existing areas in airport related commercial use. Other uses included are car rental, offices, private general aviation services,

restaurants, government offices, service stations, flight food preparation, aircraft maintenance, and similar uses. ~~The total area now shown in this category is 38.0 acres.~~

The existing Port District Administration Building at Sassafra Street will continue to serve the District.

A lower cost overnight visitor serving hotel is proposed in this subarea to expand lower cost coastal access on District Tidelands. The lower cost overnight visitor serving hotel would be located within a portion of the Port District's Annex building located south of the existing Port District Administration Building. The hotel would include renovation to the southern half of the ground floor of the Port District's Annex building, and construction of a second story. The northern half of the ground floor of the Port District's Annex building would continue to be used for office space related to the Port District.

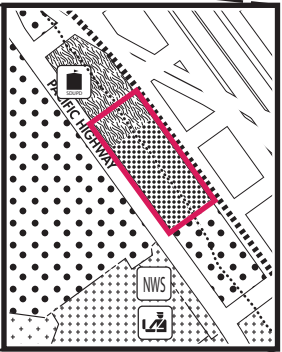
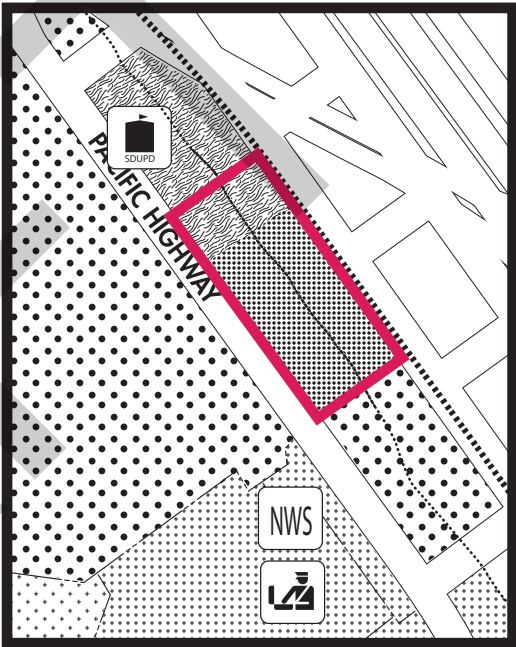
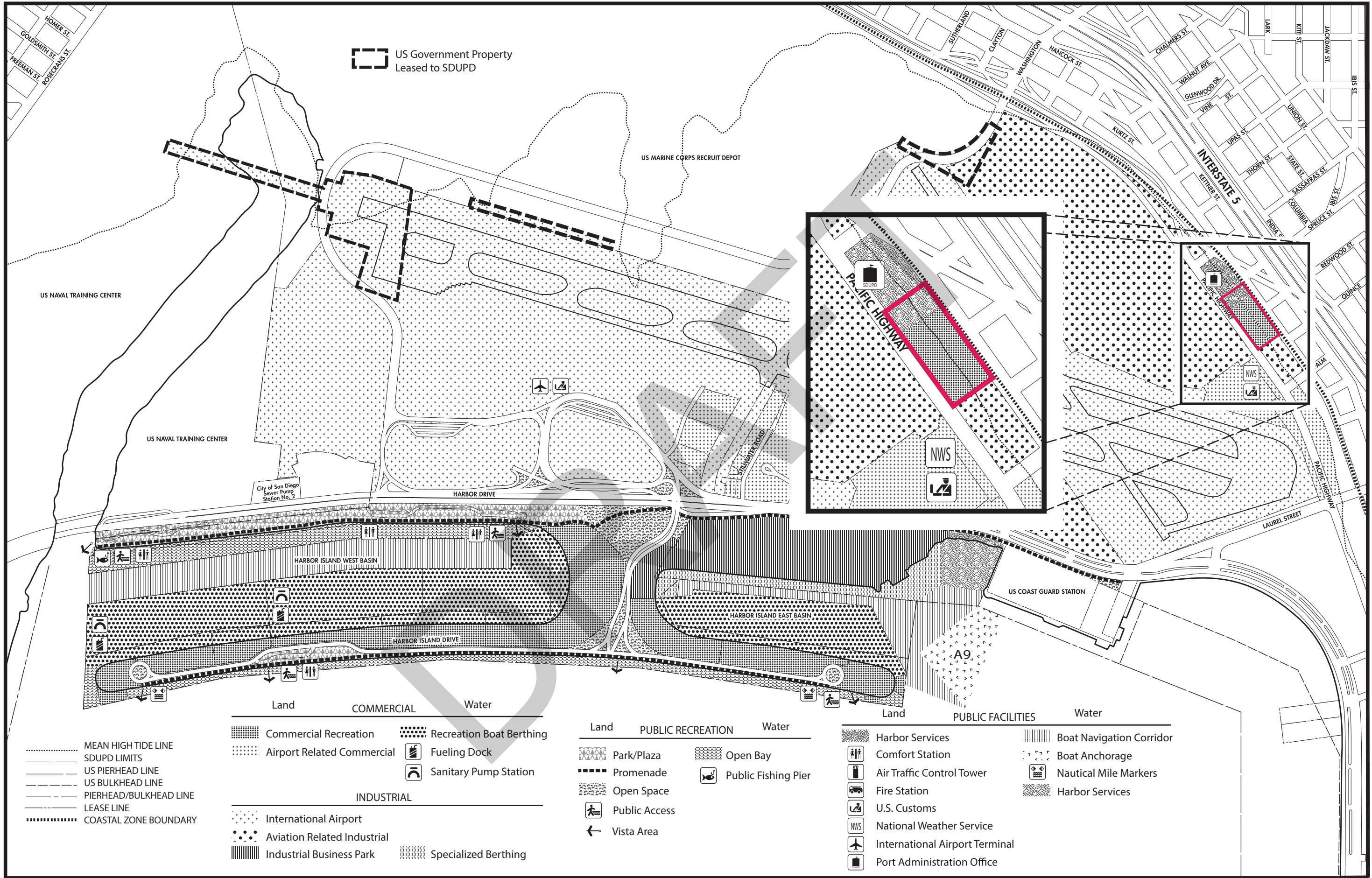
The hotel would include a restaurant, bar, café, and parking. The hotel and associated uses are proposed to be approximately 31,000 square feet and a maximum of 50 feet in height. Lower cost overnight visitor serving accommodations are proposed for approximately 294 guests within the hotel. The lower cost visitor serving accommodation consists of PODs, which are individual securable sleeping compartments with beds. PODs enable multiple individuals [between 8 and 12] to book per room, which creates an inherently low-cost stay. Common bathrooms would be provided throughout the hotel and private rooms with and without bathrooms would also be available. The lower cost overnight visitor serving hotel will also include common areas such as a lobby indoor/outdoor bar and café, and a rooftop restaurant and bar, all of which will be open to the public during business hours. The parking area would be approximately 49,000 square feet and include parking stalls for hotel and restaurant guests and designated parking for shared transportation vehicles. Approximately 11,000 square feet of the parking area would be landscaped with drought-tolerant plant species, shade trees and a storm water treatment basin. This hotel project would be partially funded by in-lieu fees from the Lane Field Hotels development (in Planning District 3), with approval of the Executive Director of the Coastal Commission, as well as in-lieu fees from the Kona Kai expansion (in Planning District 1).












PRECISE PLAN








FIGURE 9

FILE TITLE:	PPdist2_ntc_pmpa_current_4_02
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MEAN HIGH TIDE LINE
SDUPD LIMITS
US PIERHEAD LINE
US BULKHEAD LINE
PIERHEAD/BULKHEAD LINE
LEASE LINE
COASTAL ZONE BOUNDARY

Land	COMMERCIAL	Water
	Commercial Recreation	 Recreation Boat Berthing
	Airport Related Commercial	 Fueling Dock
		 Sanitary Pump Station
INDUSTRIAL		
	International Airport	
	Aviation Related Industrial	
	Industrial Business Park	 Specialized Berthing

Land	PUBLIC RECREATION	Water
	Park/Plaza	 Open Bay
	Promenade	 Public Fishing Pier
	Open Space	
	Public Access	
	Vista Area	













Land	PUBLIC FACILITIES	Water
	Harbor Services	 Boat Navigation Corridor
	Comfort Station	 Boat Anchorage
	Air Traffic Control Tower	 Nautical Mile Markers
	Fire Station	 Harbor Services
	U.S. Customs	
	National Weather Service	
	International Airport Terminal	
	Port Administration Office	

TABLE 8
Precise Plan Land and Water Use Allocation

HARBOR ISLAND/LINDBERGH FIELD: PLANNING DISTRICT 2

LAND USE	ACRES		WATER USE	ACRES	TOTAL ACRES		%OF TOTAL
	Existing	Revised			Existing	Revised	
COMMERCIAL	90.6		COMMERCIAL	105.8	196.4		20%
Airport Related Commercial	38.0	<u>36.5</u>					
Commercial Recreation	52.6	<u>54.1</u>	Recreational Boat Berthing	105.8			
INDUSTRIAL	631.8		INDUSTRIAL	11.2	643.0		65%
Aviation Related Industrial	130.6						
Industrial Business Park	33.1		Specialized Berthing	11.2			
International Airport	468.1						
PUBLIC RECREATION	26.2		PUBLIC RECREATION	45.0	71.2		7%
Open Space	7.5		Open Bay/Water	45.0			
Park	16.4						
Promenade	2.3						
PUBLIC FACILITIES	66.8		PUBLIC FACILITIES	18.0	84.8		8%
Harbor Services	1.3		Harbor Services	5.3			
Streets	65.5		Boat Navigation Corridor	12.7			
TOTAL LAND AREA	815.4		TOTAL WATER AREA	180.0			
PRECISE PLAN LAND AND WATER ACREAGE TOTAL					995.4		100%

Note: Does not include:
 Leased Federal Land 22.5 acres
 State Submerged Tidelands 41.3 acres
 Leased Uplands 4.1 acres

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Project List

A listing of projects and appealable classifications is shown in Table 9.

TABLE 9: PROJECT LIST				APPEALABLE ↓	FISCAL YEAR
HARBOR ISLAND/LINDBERGH FIELD: PLANNING DISTRICT 2				DEVELOPER ↓	
				SUBAREA ↓	
1.	HOTEL COMPLEX: up to 500 rooms, restaurant, cocktail lounge, meeting and conference space; parking; landscape	23	T	Y	1993-94
2.	PORT ADMINISTRATION BUILDING RENOVATION: Renovate building; Construct parking structure; install landscaping	29	P	N	1993-95
3.	AIRPORT ACCESS ROAD: Construct	27	P	Y	1995-96
4.	FUEL FACILITY: Expansion to north side of airport	25	P	N	1992-93
5.	ACCESS ROADS: Revise airport internal road system	26	P	N	1993-94
6.	LAUREL STREET: Widen between Harbor Drive and Pacific Highway	27	P	Y	1994-95
7.	NEW AIRPORT TERMINAL: Construct facility; apron; taxiway	26	P	N	1993-95
8.	ANCHORAGE FACILITY: Install perimeter marker buoys at Anchorage A-9	23	P	Y	1995-96
9.	CONVAIR LAGOON: Sediment remediation	24	T	N	1996-97
10.	INTERIM EMPLOYEE PARKING LOT: Construct airport employee parking lot and staging area for taxis, shuttle vans and charter buses; replace storm drain	26	P	N	2001-03
11.	<u>LOWER COST HOTEL: lower cost overnight accommodations hotel for approximately 294 guests, with rooftop restaurant, lobby bar and café, parking, and landscaping.</u>	<u>29</u>	<u>I</u>	<u>Y</u>	<u>2023-2024</u>
P- Port District T- Tenant		N- No Y- Yes			

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