

## Final Draft PMPU (version published December 6, 2023) Errata

*This errata shows additional changes to be incorporated into the Final Draft PMPU that was published on December 6, 2023. This errata includes page number references from the Final Draft PMPU (version published December 6, 2023). Text additions are shown in underline and deletions are shown in ~~strikethrough~~.*

### Chapter 2: User Guide

#### Page 19 – 2.3.2(B) Planning District Acres and Acreage Tables

Acreages for individual designations identified in each planning district’s water and land use acreage table are rounded to one-hundredth of an acre. Planning district acreage totals and Baywide designation acreage totals are sums of the rounded individual designation acreages. Baywide water and land acreages are sums of the rounded planning district water and land acreage totals.

### Chapter 3.1: Water and Land Use Element

#### Page 27 - 3.1.1 Purpose

“...The goals, objectives, and policies included in this element support:

- Honoring the unique relationship between the diverse character of Tidelands and the water;
- ~~Balancing~~ Implementing the requirements of the Port Act and Coastal Act; and
- Improving the public’s access to, and experience on, Tidelands and the water...”

**Page 29 - WLU GOAL 1** Implement ~~Balance~~ the District’s responsibilities under the Port Act with Coastal Act responsibilities and priorities.

**Page 45 - WLU Policy 7.3.1** The District shall consider the establishment of ~~establish~~ a program for the implementation of planned improvements, including how contributions may be made by development. In this program, the District may establish a financing mechanism as an alternative measure to satisfy the planned improvement requirements.

**Page 45 - WLU Policy 7.3.3** All major developments shall provide or contribute to planned improvements in a planning district or subdistrict. However, certain types of developments are excluded from this requirement. The following developments are excluded from providing or contributing to planned improvements:

- a. District-administered projects;
- b. Government agency facilities responsible for safety, security, and customs;
- c. Commercial fishing facilities;
- d. Lower cost visitor-serving overnight accommodations; and
- e. Any planned improvement (as listed in the subdistrict) developed independently or as part of a ~~major~~ development.

## Page 51 - Table 3.1.1 Baywide Water and Land Use Acreages

(only land use designations and acres with proposed revisions are shown in table; this is related to the revisions proposed in Figure 3.1.1 and Figure PD3.2)

LAND USES	ACRES
Commercial Recreation	<u>311.87</u> <del>312.88</del>
Institutional/Roadway	<u>134.67</u> <del>133.46</del>
Recreation Open Space	<u>280.23</u> <sup>1</sup> <del>280.42</del> <sup>1</sup>

<sup>1</sup> Listed acreage includes 6.3 acres of above-ground Recreation Open Space

## Chapter 3.2: Mobility Element

### Page 74 - Figure 3.2.3 Accessways Typology

#### Pathways

A recreational accessway (paved or unpaved) intended or suitable for more than one mode (e.g., pedestrians and non-motorized bicycles), such as walking, jogging, cycling, and wheelchair use.

#### Waterside Promenade or Promenade

A recreational pathway along the waterfront designed to enhance access and enjoyment of District Tidelands. Waterside promenades are primarily for pedestrians (~~non-exclusive use~~) and may also function as a multi-use pathway and/or include a designated multi-use pathway.

#### Walkway (Non-waterside)

A non-waterside recreational pathway that provides access from the waterfront to the nearest public road perpendicular to the waterfront, also known as vertical access or a vertical connection. Walkways are primarily for pedestrians (~~non-exclusive use~~) and may also function as a multi-use pathway and/or include a designated multi-use pathway and may include a view corridor extension.

#### Sidewalk (Non-waterside)

A non-waterside pathway that provides a dedicated recreational area for pedestrians adjacent and parallel to a roadway.

#### Nature Trail

An unpaved recreational pathway (could be waterside or non-waterside) that provides a dedicated area for pedestrians.

**Page 81 - M Policy 1.1.4** The District shall require lower cost or free public transient docking as part of coastal-enhancing development, where feasible.

## Chapter 4: Baywide Development Standards

### Page 184 - 4.5 Structure Height, Setback, and Stepback Standards | 4.5.1 Standards for Structure Height

4. Height Exceptions. No structure or part of a structure shall exceed the maximum structure height except as specified below:
  - a. Chimneys and other ornamental architectural features may extend 10 feet above the roof's highest point.

- b. Roof-mounted mechanical equipment, including but not limited to utility boxes, elevators, telecommunication devices, cables, conduits, vents, chillers, and fans, may extend up to 10 feet above the roof's highest point. In such cases, the roof-mounted equipment is subject to approval. See Chapter 6, Plan Implementation and Development Conformance for additional details.
- c. Equipment that is determined necessary to support coastal-dependent uses, including but not limited to lifts, cranes, ramps, conveyors, loading arms, and other similar equipment.

## Chapter 5.1: Planning District 1: Shelter Island

### 5.1.2 West Shelter Island | 5.1.2(D)-II Building Standards | Parking

**Page 212 - PD1.37** Provide parking for the general public as follows:

- a. The location and configuration of existing parking areas not associated with the Shelter Island Boat Launch may be modified if an equivalent amount of public parking is provided through a mobility hub, on-street parking, or a combination, subject to the requirements of the Mobility Element.
- b. There will be no net loss of vehicle-only parking spaces and vehicle-trailer parking spaces, pursuant to the Shelter Island Boat Launching Facility Grant Agreement (#C4126022) with the California Department of Parks and Recreation, Division of Boating and Waterways in the parking lots north, northeast, and northwest of directly adjacent to the Shelter Island Boat Launch, which provides convenient parking for boat trailers and other users using the launch as an access point into the Bay.

## Chapter 5.3: Planning District 3: Embarcadero

### Page 255 - Table PD3.1 Embarcadero Planning District Water and Land Use Acreages

*(only land use designations and acres with proposed revisions are shown in table; this is related to the revisions proposed in Figure 3.1.1 and Figure PD3.2)*

LAND USES	ACRES
Commercial Recreation	<u>101.66</u> <del>102.67</del>
Institutional/Roadway	<u>49.38</u> <del>48.17</del>
Recreation Open Space	<u>63.14</u> <sup>1</sup> <del>63.33</del> <sup>1</sup>

<sup>1</sup> Listed acreage includes 6.3 acres of above-ground Recreation Open Space

## Chapter 6: Plan Implementation and Development Conformance

### Page 372 - 6.2 Plan Implementation

This Plan provides a vision, and the guidance and requirements, for future development as it occurs on Tidelands. This Plan does not commit the District to a specific development or action. However, the District will implement this Plan in association with a specific development through issuance of Coastal Act Approvals to permittees or applicants.

## Glossary

**Page 398** - Nature Trail: An unpaved recreational pathway (could be waterside or non-waterside) that provides a dedicated area for pedestrians.

**Page 399** - Pathway: A ~~type of recreational~~ accessway (paved or unpaved) intended or suitable for more than one mode (e.g., pedestrians and non-motorized bicycles), such as walking, jogging, cycling, and wheelchair use. ~~solely dedicated for the use of pedestrians. Examples of pathways include, but are not limited to, sidewalks, walkways, and nature trails.~~

**Page 403** - Sidewalk: A non-waterside pathway that provides a dedicated recreational area for pedestrians adjacent and parallel to a roadway.

**Page 405** - Walkways: A non-waterside recreational pathway that provides access from the nearest public road to the waterfront, also known as vertical access. Walkways are primarily for pedestrians (~~non-exclusive use~~) and may also function as a multi-use pathway and/or include a designated multi-use pathway and may include a view corridor extension.

**Page 405** - Waterside Promenade or Promenade: A recreational pathway along the waterfront designed to enhance access and enjoyment of District Tidelands. Waterside promenades are primarily for pedestrians (~~non-exclusive use~~) and may also function as a multi-use pathway and/or include a designated multi-use pathway.

## New chapter following Chapter 6 - Chapter 7: Summary of the Program Environmental Impact Report

### 7.1 APPROACH

California Coastal Act (CCA) Section 30711 requires that the Port Master Plan (PMP) include “an estimate of the effect of development on habitat areas and the marine environment, a review of existing water quality, habitat areas, and quantitative and qualitative biological inventories, and proposals to minimize and mitigate any substantial adverse impact.” To comply with this requirement, as well as the California Environmental Quality Act (CEQA), the District prepared a Program Environmental Impact Report (PEIR) for the Plan. As required by CEQA, the PEIR assesses the potentially significant environmental effects that could result from implementation of this Plan and identifies feasible means of avoiding or lessening significant adverse impacts. This chapter summarizes the elements required by the CCA as reflected in the Final PEIR, in this case, for Biological Resources and Water Quality Resources. The full Final PEIR is available to the public at the District’s website or upon request. Any figures, tables or sections of the Final PEIR cited below, are incorporated by reference.

### 7.2 CHANGES RESULTING FROM THE PORT MASTER PLAN

This Plan includes a number of changes from the certified 1981 PMP, as amended, related to the overall goals and policies, the number and configuration of planning districts, land and water use designations for the planning districts, and anticipated projects. This PEIR focuses on the goals, objectives and policies of this Plan, Baywide development standards, land and water use designation changes, as well as anticipated projects/developments. The PEIR analyzes most of these impacts on a programmatic level in accordance with CEQA, because sufficient project details are not available at this time for a project-specific assessment and project-specific environmental analyses will be undertaken when the anticipated projects are initiated and carried forward.



### 7.3 BIOLOGICAL RESOURCES

This Plan encompasses the majority of the District’s jurisdiction (with the exceptions explained below), including acquired upland parcels, which amounts to approximately 1,009 acres of land (excluding 670 acres of land that is currently leased to the San Diego International Airport) and 1,454.2 acres of submerged lands in and around San Diego Bay (Bay) and along the Imperial Beach oceanfront located within a highly urbanized setting, surrounded by industrial, commercial, and residential areas. San Diego Bay is a nearly enclosed, naturally formed embayment. The Bay was formed from the alluvial floodplains of the Otay, Sweetwater, and San Diego Rivers, and was historically shallow. The redirection and channelization of the San Diego River beginning in the 1940s along with multiple dredging and channel-deepening projects, which have resulted in deep waters in the northern and central portions of the Bay (with deepest waters of 59 feet occurring at the mouth of the Bay), transitioning to shallow waters (less than 3 feet) at the southern end of the Bay (U.S. Navy and District 2013). Currently, deep subtidal and moderately deep subtidal waters account for more than 50 percent of total Bay surface area (U.S. Navy 2013). In contrast, shallow subtidal habitat accounts for approximately 28 percent of Bay surface area, primarily in south San Diego Bay. Intertidal habitat currently accounts for only 7 percent of the Bay surface area.

The habitats of San Diego Bay are reflective of water depth and presence or absence of shoreline structures. More than 70 percent of the shoreline (45.4 miles out of a total 64.4 miles) of San Diego Bay is currently protected with primarily rock riprap, but also includes vertical bulkhead walls, boat launch ramps, earthen dikes, and wharves (U.S. Navy 2013). Additionally, there are over 130 acres of surface structures (e.g., piers, docks) within the Bay that currently shade intertidal and subtidal waters. The majority of the lands in the northern and central portions of the Bay are developed with a mix of commercial, recreational, and military uses.

South San Diego Bay has less shoreline development relative to the northern and central portions of the Bay. As such, much of the shoreline is “soft” and composed of native sand and mud substrate. The common south Bay associated habitats include southern coastal salt marsh, intertidal, mudflats, salt flats, and southern coastal foredune.

The dominant vegetated subtidal habitat in San Diego Bay is common eelgrass (*Zostera marina*) (Merkel & Associates, Inc. 2014). The most recent baywide eelgrass survey, completed in 2020, found 2,598 acres of eelgrass (represented by two species, common eelgrass and Pacific eelgrass [*Zostera pacifica*]). This accounts for approximately 17 percent of the eelgrass present in California (NAVFACSW 2021). The majority of eelgrass present in San Diego Bay occurs in the southern portion of the Bay due to the predominantly shallow nature of the south Bay.

Salt marshes currently cover approximately 800 acres of the Bay, with most of this habitat composed of a network of marshes that form a non-contiguous patchwork in the south Bay, much of which is outside of, but adjacent to the Plan area.

The coastal Imperial Beach setting encompasses the beach and nearshore coastal waters (i.e., the Pacific Ocean) adjacent to and surrounding Imperial Beach Pier. Within this area, the open coastal shoreline consists of high usage sand beach from north to south and urban developed land to the east. Approximately one half-mile to the south of the Pier-end and inland from the shore is the northern Oneonta Slough portion of the Tijuana River Estuary managed by the U.S. Fish & Wildlife Service (USFWS). This portion of the estuary is inland of a linear residential neighborhood along Seacoast Drive. The remaining environment away from the shoreline is urban developed lands. A coastal environment supporting non-persistent kelp beds, sand, and cobble-bottom environments is offshore of the Imperial Beach Pier (Merkel & Associates, Inc. et al. 2004; Merkel & Associates, Inc. 2011b, SANDAG 2002). The

majority of this offshore environment supports unvegetated soft-bottom habitat of a principally sandy nature. Cobble beds are present near the Imperial Beach Pier and are intermittently sanded over, unvegetated, or support poorly developed kelp canopy as described further in this section. In addition, the soft-bottom habitat in this area supports shell hash and gravel.

Figures 4.3-5 through 4.3-8 of the Final PEIR show the existing habitats and land coverage for the Plan area. Bay habitats include subtidal unvegetated soft bottom, subtidal vegetated habitat, open bay, intertidal/shallow subtidal riprap, intertidal flats, sandy beach and dunes, marshes, upland transition and upland areas, and urban/developed. Sensitive habitat includes eelgrass and sensitive plant species with the potential to occur within the Plan area are listed on Table 4.3-3 of the Final PEIR.

The marine habitats of San Diego Bay currently support several sensitive avian species, marine mammals, and reptiles. Special status-species within the Plan area are listed on Table 4.3-2 of the Final EIR, and their locations are shown on Figures 4.3-9 to 4.3-16. Sensitive wildlife species with the potential to occur within the Plan area are listed on Table 4.3-4 of the Final PEIR. Additionally, mammals seen during an aerial survey are describe on Table 4.3-5 of the Final PEIR.

The existing biological resource setting of each Planning District is summarized below.

#### Planning District (PD) 1: Shelter Island

The terrestrial portion of PD1 is devoid of natural vegetation communities and contains very little open space and habitat for native vegetation and wildlife. Habitats include upland, sandy beaches, and urban/developed. Due to the routine landscaping and frequent human visitation, there is no potential for sensitive vegetation species to occur within PD1. Buildings and palm trees provide low potential for roosting habitat for sensitive species. Potential nesting habitat or special-status bird species and birds protected under the Migratory Bird Treaty Act (MBTA) occur within trees and shrubs. Nearshore open water habitat provides foraging habitat for bird species, such as California least tern, California brown pelican, osprey, and other species that prey on fish.

The marine biology of PD1 is influenced by its proximity to open ocean water. The close connection between PD1 and open ocean waters means that conditions are favorable for some coastal aquatic species. For instance, fish species such as garibaldi (*Hypsypops rubicundus*) can be found in association with rock, such as riprap, in PD1 (Mooney personal observation). Garibaldi is a coastal fish species typically found in rocky coastal waters and kelp forests. The planning district also supports more complex algal species on rocks and dock floats relative to other areas within San Diego Bay. However, the dominant kelp species on dock floats in PD1 is the exotic alga, wakame (*Undaria pinnatifida*). The presence of these species indicates the oceanic influence within the Marine Region and PD1 in general.

The marine habitats within PD1 generally include sandy beaches and shallow subtidal, rocky (riprap) intertidal, vertical headwall intertidal and subtidal, boat launch ramp, intertidal and subtidal portions of pilings, subtidal portions of docks, mudflats, and soft-bottom generally composed of mud. Hard structures such as rocky riprap, concrete piles, and concrete walls generally support species similar to nearby rocky habitats. These include barnacles (*Balanus glandula* and *Chthamulus sp.*), limpets, oysters (*Ostrea lurida*), and spiny lobster (*Panulirus interruptus*).

The primary biologically important habitat associated with the soft-bottom in PD1 and throughout San Diego Bay is eelgrass. Eelgrass beds grow to greater depths in PD1 relative to southern portions of San Diego Bay due to the oceanic influence within the Marine Region and the improved water clarity and quality that results from regular tidal exchange. Soft bottom sandy beaches occur at Kellogg Beach (opposite of Harbor Police dock) and Shoreline Park.

## Planning District 2: Harbor Island

Open space associated with PD2 is composed of landscaped parks and rock riprap within the intertidal zone. Trees and buildings may provide low potential roosting habitat for sensitive species. Ornamental trees within the park area offer potential nesting habitat for sensitive bird species and birds protected under the MBTA, and nearshore open water habitat provides foraging potential for piscivorous bird species. The San Diego International Airport, which is outside the Plan area and not a part of the PMPU, contains an annual breeding colony of California least tern, which forages in the Bay. Peregrine falcon, among other raptor species, have also been observed preying on California least tern at the airport (Patton 2015).

The marine portion of PD2 includes the waters immediately around Harbor Island and extends from the western end of Harbor Island to the eastern edge of Convair Lagoon. The marine biology of PD2 is influenced by its proximity to open ocean water. PD2 is within the Marine Region of San Diego Bay (NAVFACSW and District 2013); this planning district receives substantial tidal exchange with lower residence times than more interior areas of the Bay.

Most of the shoreline within PD2 consists of rock riprap revetment. This provides hard substrate for attachment by intertidal and subtidal invertebrates and algae. There is a small beach area available to the public via Spanish Landing Park. The revetment in PD2 supports hard-bottom intertidal organisms. Occasional barnacles (*Balanus glandula* and *Chthamulus sp.*), limpets, oysters (*Ostrea lurida*), and the green alga *Ulva intestinalis* were observed during a recent survey of the shoreline adjacent to the Harbor Island West Marina (MTS 82018). The tow of the revetment had sparse occurrence of the invasive alga *Sargassum muticum*, and spiny lobster (*Panulirus interruptus*) was observed in crevices. In addition to lobster, the voids between rocks provide shelter for small fish and crabs.

PD 2 is generally shallow with no deep subtidal habitat. The shallow water allows for substantial eelgrass cover. Eelgrass growth is notable along the long stretch of shallow water habitat adjacent to Spanish Landing Park in the west basin between Harbor Island West and the park. This area provides a large expanse of shallow water habitat that is not covered by dock structures and is therefore more likely to support persistent stands of eelgrass. Eelgrass is also persistent along the 1-mile stretch on the south/Bay side of Harbor Island. There is also substantial eelgrass cover in Convair Lagoon, which is a shallow cove at the eastern end of PD2 that was capped as part of a sediment remediation project. The location of PD2 within the Marine Region means water clarity is generally greater than more southerly portions of the Bay, and therefore, eelgrass grows to greater depths in these areas.

## Planning District 3: Embarcadero

The majority of the habitat within PD3 is urban/developed with landscaped lawns and ornamental trees. Buildings and palm trees on site provide low potential for sensitive species roosting within the planning district, but other large trees provide potential nesting habitat for birds protected under the MBTA and Fish and Game Code. There is potential foraging for raptors, including peregrine falcon, due to the high volume of prey species that utilize the terrestrial habitat, as well as piscivorous birds such as osprey, California least tern, and California brown pelican, which use adjacent open water areas for foraging and periodically rest along riprap or on near-water structures.

The marine portion of PD3 is composed of the shoreline, basins, and marinas along the San Diego Downtown waterfront and are influenced by a combination of dredging and tidal exchange. The narrow width of the Bay toward the southern end of PD3 leads to shallow water habitats along the

shore, quickly giving way to deep water. Therefore, much of the shoreline areas along the navigation channel are steeply sloped. Additionally, in the south, the narrowing of San Diego Bay leads to significant tidal currents. Basins such as the Laurel Street mooring and the former Campbell Shipyard are dredged deeper than many of the nearby recreational marinas. The increased depth results in less light and therefore, lower occurrence of primary producers such as eelgrass.

Most of the marine portion of the planning district is composed of mud bottom that is typical of much of the non-vegetated portions of San Diego Bay. A survey at Fifth Avenue Landing Marina (MTS 2017) found that common motile invertebrates included California aglaja (*Navanax inermis*), cloudy bubble snails (*Bulla gouldiana*), and lobster. Lobster were generally associated with humanmade structures (e.g., concrete, rock, tires). Common fish species over unvegetated bottom include round stingrays (*Urobatis uttula*), diamond turbot (*Hypsopsetta uttulate*), California halibut (*Paralichthys californicus*), barred sand bass (*Paralabrax nebulifer*), and spotted sand bass (*P. maculatofaciatus*). Signs of burrowing invertebrates are numerous within the mud bottom, and the tube-dwelling anemone (*Pachycerianthus fibriatus*) is common.

Most of the eelgrass that occurs in PD3 is present in narrow beds along the shoreline and over 1.5-acre shallow water habitat site at the former Campbell Shipyard, which was constructed to support eelgrass as part of a remediation project and create a bank for excess eelgrass beyond the mitigation requirements.

#### Planning District 4: Working Waterfront

This planning district contains urban/developed and upland habitats with minimal open space occurring in Cesar Chavez Park, which is landscaped. Due to the high amount of human visitation and landscaping, PD4 does not contain habitat for sensitive plant species. Trees and human-made structures within the park provide potential nesting habitat for birds protected under the MBTA and Fish and Game Code.

The marine portion of PD4 includes the waters immediately adjacent to the shore between the Tenth Avenue Marine Terminal (TAMT) and Chollas Creek. The primary uses along the waterfront are industrial with three shipyards located between TAMT and Chollas Creek. The wharves around the TAMT are dredged to -41 feet MLLW, and the vertical seawall quickly gives way to deep subtidal habitat as a result. The shipyards to the south generally have shallow and gradually deepening bottom, moving away from shore for the first 200 to 300 feet, and then quickly deepen to dredged depths of 40 feet or more.

The shoreline within PD4 is a mixture of rock riprap revetment and concrete seawall. This provides hard substrate for attachment by intertidal and subtidal invertebrates and algae. PD 4 supports notably fewer hard-bottom intertidal organisms relative to more northern planning districts. However, lobster are abundant and associated with pilings and revetment. They are also notably large, which is likely due to inaccessibility by the public. The numerous piers likely attract fish such as pile perch and other structure-associated species. The mooring dolphins within the shipyards have been observed to attract white seabass during past environmental surveys.

Eelgrass is less abundant in PD4 compared to other planning districts due to dredged depths and reduced area of shallow water. The shallow water bench along the shoreline does support eelgrass where it is not shaded by piers or other structures.

#### Planning District 7: South Bay

Habitat types present in PD7 include intertidal flats, salt flats, coastal saltmarsh, and open water.

Public use of these areas would be infrequent, and there is a high likelihood that both sensitive plants and wildlife species occur within this planning district. Although CNDDDB results and reconnaissance surveys did not indicate the presence of sensitive plant species, the available marsh habitat and limited disturbance give PD7 a high likelihood that sensitive species may occur.

Sensitive wildlife species such as Belding's Savannah sparrow, California least tern, and western snowy plover have a high potential to occur within the planning district.

The low intertidal areas below the intertidal flats generally support substantial amounts of eelgrass. Additionally, the eelgrass extends to the shallow subtidal as well. There are no moderately deep or deep subtidal areas in PD7. The water area supports schooling fish such as slough anchovy, northern anchovy, and topsmelt. These fish species generally occur as juveniles. Round stingray is abundant as well.

#### Planning District 8: Imperial Beach Oceanfront

This planning district includes two parks, which contain landscaped lawns and a number of trees. There is little to no potential for any sensitive plants or wildlife due to the predominance of disturbed habitat; however, birds protected under the MBTA and Fish and Game Code may nest in some of the trees within the planning district.

The northwest portion of PD8 supports intermittent stands of giant kelp. The seafloor along Imperial Beach is generally a mixture of sand over cobble and small boulders. Because of the size of the rocks, they are subject to movement during storms. This is particularly true when species such as giant kelp colonize the substrate. Kelp makes the boulders more buoyant such that they can be transported or moved, which can result in kelp damage. This process, along with sand movement during storm events, drives the intermittent nature of kelp beds in the planning district. This is the only planning district that does not contain eelgrass.

Compared to the other planning districts, PD8 has the highest potential for observing marine mammals. Given that this planning district contains open coastal water, it is possible that all of the marine mammals identified in Table 4.3-5 of the Final PEIR could be observed. However, sightings of most species would be rare.

#### Planning District 9: Silver Strand

Habitats present include coastal saltmarsh, intertidal flats, upland transition, upland, urban/developed, and coastal dune. The planning district contains dune habitat for sensitive plant species. Biologists observed red-sand verbena (*Abronia maritima*), Nuttall's lotus (*Acmispon prostrates*), and short-lobed broomrape (*Orobancha parishii* ssp. *brachyloba*) during reconnaissance surveys. This planning district also has a high potential for other dune species that were not observed in the field during the reconnaissance level survey.

The water area within PD9 is generally shallow and supports significant eelgrass beds in the shallow waters along the northern and southern shorelines. In the central portion of the planning district, the channels within the Coronado Cays (which are developed with shoreline residences, a resort, and boat slips) support eelgrass beds along the seawall where shading and water quality does not restrict growth.

#### Planning District 10: Coronado Bayfront

This planning district contains urban/developed, sandy beach, upland, and upland transition habitats, all of which are heavily disturbed. As such, sensitive plants and wildlife are unlikely to occur within PD10, although there are suitable trees and structures present within the golf course and

park areas, which bird species may find suitable for nesting and roosting.

The intertidal shoreline is a mixture of seawall, sandy beach, and riprap. The riprap is often at mid-to high-intertidal elevations with sandy beach or mudflat at the toe of the riprap. As such, the riprap generally supports modest numbers of oyster and barnacles with various crab species finding refuge amongst the crevices in the riprap. The sand and mud intertidal habitat support multiple species of shorebirds that utilize the low intertidal to forage when the tide is out.

Eelgrass is abundant in the shallow subtidal areas within PD10. Eelgrass can be found fringing the shoreline in Glorietta Bay and also extends farther into San Diego Bay on the shallow bench that extends off of Coronado Tidelands Park just north of the Coronado Bridge. There are also shallow areas of eelgrass habitat towards the mouth of San Diego Bay that are divided to the north and south by the Coronado Bridge. Eelgrass is also abundant along the First Avenue shoreline. Beyond the vegetated areas, the bottom is generally muddy and supports the common fishes and invertebrates associated with most of the Bay.

Construction activities associated with the Plan would have adverse direct and cumulative effects to habitat and biological resources, including foraging and nesting behavior impacts, nesting opportunities, underwater noise injury, increased turbidity, overwater coverage, direct dislodge or removal of vegetation on the floor of the Bay. Depending on the project and construction associated with the project, the following would be required: implementation of pre-construction surveys; monitoring (including species and noise monitoring); the ability for a qualified biologist to halt or modify construction methods; establishment of no-disturbance buffers around nests during nesting; noise controls and attenuation, if necessary, requiring soft starts for pile driving and establishment of zones of influences; and eelgrass surveys and mitigation consistent with the CEMP (see below for operational impacts to eelgrass and wetlands). If disturbance of sediment would occur, the project proponent shall implement construction measures in accordance with applicable Federal, State, and local regulations, including Clean Water Act (CWA) Sections 401 and 404, Rivers and Harbors Act Section 10, the NPDES permit, and Stormwater Management and Discharge Control Ordinance including education, instruction and training of vessel operators, deployment of turbidity curtains around pile driving and sediment disturbance activities, preparation and implementation of a SWPPP and compliance with other regulatory requirements.

Operation or buildout of the plan would have direct and cumulative adverse effects to habitat and biological resources. Aquaculture within the Plan area could result in shellfish operations competing with natural populations fish and invertebrates and limit foraging opportunities, as well as cause benthic impacts. Increased water coverage and shading impacts of the Bay, direct loss of wetlands and eelgrass from dredging, permanent alteration of Bay water hydrodynamics from pile clusters as well as increased susceptibility of predation to avian species and bird strikes would also occur. Additionally, ongoing dredging of underwater habitat would temporarily lower the ecological value of benthic communities and would potentially lead to long-term impacts.

To mitigate aquaculture shellfish impacts, a Shellfish Aquaculture Mitigation Plan shall be required that addresses cultivated shellfish density, evaluates various benthic impacts as affected by the species, and culture methods utilized, the size of the aquaculture facility, accumulation of materials such as pseudofeces, shell debris, and gear, requires monitoring and implements adaptive management strategies. Overwater coverage, dredging and direct impacts to eelgrass and wetlands shall be mitigated through approvals by regulatory agencies and for the District's approvals, implementation of one or a combination of removal of existing water coverage a 1:1 ratio and/or restoration or creation of wetlands (1:1 ratio) or eelgrass habitat (CEMP ratio) with a mitigation plan that shall identify the mitigation site, planting plan, methods, timing and monitoring requirements. Additionally, if a suitable mitigation bank

is established, the project proponent may buy credits or if approved, purchase Distcrit credits. Shading impacts to eelgrass from building shall also be mitigated at the CEMP ratio. Pre- and post-construction eelgrass surveys per the CEMP shall also be conducted to determine overwater shading structures cause eelgrass impacts and to calculate the amount of mitigation required.

To mitigate for permanent alteration of Bay water hydrodynamics from pile clusters, project proponents shall obtain all approvals from regulatory agencies and for the District's approvals, implementation of one or a combination of removal of existing fill at a 1:1 ratio and/or restoration or creation of wetlands (1:1 ratio) or eelgrass habitat (CEMP ratio) with a mitigation plan that shall identify the mitigation site, planting plan, methods, timing and monitoring requirements. Additionally, if a suitable mitigation bank is established, the project proponent may buy credits or if approved, purchase District credits.

#### **7.4 WATER QUALITY RESOURCES**

The Plan area generally includes dense urban development and associated infrastructure (e.g., roads, sidewalks, gutters); therefore, much of the drainage area can be classified as highly impervious. San Diego Bay is the receiving water body for surface flow from much the proposed PMPU area. See Figure 4.8-1 of the Final EIR for the surface water hydrological units. The planning districts are underlain by city, District, and other storm drain lines and conveyances that discharge to the Bay.

The Federal Emergency Management Agency (FEMA) has mapped zones of anticipated flooding using base flood elevations for 100-year flood events, as presented on the agency's Flood Insurance Rate Maps (FIRMs). Areas that are subject to 100-year flood events within each planning district are identified as 11 percent Annual Chance Flood Hazard Zones; moderate flood hazard areas are between the base flood and 500-year flood and are identified as 0.2 percent Annual Chance Flood Hazard Zones, as shown on Figures 4.8-2 through 4.8-9 of the Final PEIR.

Each Planning District is described below.

##### **Planning District 1: Shelter Island**

The Shelter Island Planning District (PD1) is located within the northwest portion of the jurisdiction. Much of the stormwater within PD1 is collected by inlets, and it flows through conveyance structures and discharges into San Diego Bay through outfall structures, many of which are subject to tidal inundation. Existing drainage features within PD1 can be found on Figure 4.8-2 of the Final PEIR.

Areas that are subject to 100-year flood events within PD1 include the boat marinas. Moderate flood hazard areas include the landside perimeter of Shelter Island Drive, the intersection of Anchorage Lane and Canon Street, the La Playa Trail, Qualtrough Street, and an area approximately 100 feet north of America's Cup Harbor. In addition, flooding is known to occur at the intersection of Anchorage Lane and Cañnon Street during periods of combined rainfall and high tide. FEMA flood zones within PD1 are shown on Figure 4.8-2 of the Final PEIR.

##### **Planning District 2: Harbor Island**

The Harbor Island Planning District (PD2) is situated in the northern portion of the District's jurisdiction. Much of the stormwater within PD2 is collected by inlets, and it flows through conveyance structures before discharging into San Diego Bay through outfall structures, which are subject to tidal inundation. Existing drainage features within PD2 can be found on Figure 4.8-3 of the Final PEIR.

Areas that are subject to 100-year flood events within PD2 include the boat marinas. Moderate flood hazard areas include a portion of North Harbor Drive along the eastern boundary of PD2. Areas

between North Harbor Drive and Laurel Street to Pacific Coast Highway are known to flood during storms and high tides. This flooding occurs under existing conditions because stormwater runoff from the watershed upstream of the site is collected into storm drains that convey the runoff from the steep slope to more level ground. The leveled portion of the pipe, which occurs west of Interstate I-5, does not have capacity due to its sloped origin and becomes pressurized. When combined with a high tide event, pipe capacity is further affected, and the runoff conveyed from upstream emerges out of any openings such as catch basins. This area is considered an existing local drainage hazard and is not a mapped FEMA floodplain. FEMA flood zones within PD2 are shown on Figure 4.8-3 of the Final PEIR.

#### Planning District 3: Embarcadero

The Embarcadero Planning District (PD3) is located within the northeast portion of the District's jurisdiction. Much of the stormwater within PD3 is collected by inlets, and it flows through conveyance structures and discharges into San Diego Bay through outfall structures, which are subject to tidal inundation. Existing drainage features within PD3 can be found on Figure 4.8-4 of the Final PEIR.

Areas that are subject to 100-year flood events within PD3 include the San Diego Marriott Marquis boat marina and commercial docks in the northern portion of the planning district. Moderate flood hazard areas include a portion of North Harbor Drive along the northern perimeter of the planning district. FEMA flood zones within PD3 are shown on Figure 4.8-4 of the Final PEIR.

#### Planning District 4: Working Waterfront

The Working Waterfront Planning District (PD4) is situated within the east-central portion of the District's jurisdiction. Much of the stormwater within the Tenth Avenue Marine Terminal (TAMT) is collected by inlets, and it flows through conveyance structures and discharges into San Diego Bay through outfall structures, which are subject to tidal inundation. Existing drainage features within PD4 can be found on Figure 4.8-5 of the Final PEIR.

Areas that are subject to 100-year flood events within PD4 include the boat docks, the northeast portion of the TAMT and adjacent railroad, and a portion of the General Dynamics National Steel and Shipbuilding Company (NASSCO) facility along the southern boundary of the planning district. Moderate flood hazard areas include a portion of the railroad on the northern boundary. The NASSCO facility in the southern portion is identified predominantly as an area of undetermined flood hazard. Switzer Creek has an identified FEMA special flood hazard area (SFHA) of Zone A. Zone A includes areas subject to inundation by the 1 percent annual chance flood event generally determined using approximate methodologies. FEMA flood zones within PD4 are shown on Figure 4.8-5 of the Final PEIR.

#### Planning District 7: South Bay

The South Bay Planning District (PD7) is situated within the southern portion of the District's jurisdiction. There are no developed lands within PD7, and storm drain inlets are limited to roadway drainage associated with Silver Strand Boulevard. Some stormwater discharges as sheet flow into San Diego Bay. Existing drainage features within PD7 can be found on Figure 4.8-6 of the Final PEIR.

The majority of PD7 is subject to 100-year flood events. A portion of the southeast boundary is within a regulatory floodway. There are no moderate flood hazard areas within the planning district. FEMA flood zones within PD7 are shown on Figure 4.8-6 of the Final PEIR.

#### Planning District 8: Imperial Beach Oceanfront



The Imperial Beach Oceanfront Planning District (PD8) is situated within the southwest portion of the District's jurisdiction. Much of the stormwater within PD8 is collected by inlets, and it flows through conveyance structures and discharges into the Pacific Ocean through outfall structures, which are subject to tidal inundation. Existing drainage features within PD8 can be found on Figure 4.8-7 of the Final PEIR.

Areas that are subject to 100-year flood events within PD8 include a portion of the pier and the beach. Moderate flood hazard areas include the beach. FEMA flood zones within PD8 are shown on Figure 4.8-7 of the Final PEIR.

#### Planning District 9: Silver Strand

The Silver Strand Planning District (PD9) is located within the southwest portion of the District's jurisdiction. Much of the stormwater within PD9 is collected by inlets, and it flows through conveyance structures and discharges into San Diego Bay through outfall structures, which are subject to tidal inundation. Existing drainage features within PD9 can be found on Figure 4.8-8 of the Final PEIR.

Areas that are subject to 100-year flood events within PD9 include the boat marinas. Land area within PD9 is designated as an Area of Minimal Flood Hazard. FEMA flood zones within PD9 are shown on Figure 4.8-8 of the Final PEIR.

#### Planning District 10: Coronado Bayfront

The Coronado Bayfront Planning District (PD10) is within the west-central portion of the District's jurisdiction. Much of the stormwater within PD10 is collected by inlets, and it flows through conveyance structures and discharges into San Diego Bay through outfall structures, which are subject to tidal inundation. Existing drainage features within PD10 can be found on Figure 4.8-9 of the Final PEIR.

Areas that are subject to 100-year flood events within PD10 include boat marinas and portions of the shoreline. Moderate flood hazard areas include portions of the shoreline within the planning district. The FEMA flood zones within PD10 are shown on Figure 4.8-9 of the Final PEIR.

The planning districts are adjacent to and within San Diego Bay, which includes areas of semi-enclosed water basins. As shown on Figure 4.8-10 of the Final EIR, each planning district is partially within a designated tsunami hazard zone; the waterside portion is entirely within the tsunami hazard zone, and a small portion of the landside frontage of the planning districts at some locations is within the designated tsunami hazard zone (Department of Conservation 2009). Furthermore, the County of San Diego tsunami map identifies portions of the planning districts as being within a potential tsunami flood area (County of San Diego 2016). In addition, the large water body of the Bay experiences tidal changes and, therefore, may encounter flooding from storm surges and storm tides. In sum, the planning districts are within or adjacent to areas that may encounter storm surges, storm tides, tsunamis, and seiches.

Additionally, the San Diego region is divided into 11 hydrologic units (HUs) for administrative purposes. Each of the HUs flows from elevated regions in the east to lagoons, estuaries, or bays in the west. The Plan area is within three HUs: Pueblo San Diego (908.00), Otay (910.00), and Tijuana (911.00). Table 4.8-2 of the Final PEIR shows the hierarchical structure of the HUs and water bodies for each of the planning districts. Figure 4.5-17 in Section 4.5, Geology and Soils of the Final PEIR, shows each HU in reference to the planning districts.

The principal constituents of concern for surface water quality in the Plan area include metals, toxic substances, and indicator bacteria. On past occasions, stormwater runoff, urban runoff, and sewer spills

have led to high concentrations of coliform bacteria, resulting in beach advisories in all of the HUs.

The San Diego Regional Water Quality Control Board (RWQCB), which establishes region-wide and water-body-specific beneficial uses in the San Diego Basin Plan, has set numeric and narrative water quality objectives for several pollutants as well as parameters for specific surface waters in its region. The beneficial uses for surface waters in each planning district are shown in Table 4.8-3 of the Final PEIR.

The entire Bay is listed on the 303(d) list for impairments from PCBs, mercury, and PAHs. PCBs were first listed for in 2006. Sources of PCBs include contaminated sediments, dredging, historic land uses, illegal dumping, spills, urban runoff, and other unknown sources. A health advisory is in effect against consuming certain fish due to elevated levels of PCBs in fillet tissue (CalEPA 2018). Mercury was first listed in 2014. Sources of Mercury include contaminated sediments, historic land uses, urban runoff, atmospheric deposition, and other unknown sources. A health advisory is in effect against consuming edible resident fish due to elevated levels of mercury in fillet tissue. PAHs were first listed in 2014. Sources of PAHs include fueling operations, presence of creosote-coated pilings, presence in stormwater runoff entering the Bay, and combustion of PAH-containing products including gasoline and diesel engines. Table 4.8-5 of the Final PEIR describes and summarizes the 303(d) listed impairment for water bodies within each planning district.

The Plan area is within the Mission Valley Groundwater Basin and Coastal Plain of San Diego Groundwater Basin. The Mission Valley Groundwater Basin underlies an east-west trending valley, which empties into the San Diego River. The basin is bounded by the contacts of alluvium with the semi-permeable San Diego and Poway Formations and the impermeable Lindavista Formation. The southwestern boundary is the San Diego Bay. The average well production is about 1,000 gallons per minute (gpm), and the average specific yield is about 15 percent (DWR 2004a). Planning District 2 and a portion of PD3 are within the Mission Valley Groundwater Basin.

In 2016, Sweetwater Authority and City of San Diego Public Utilities Department collectively submitted an application to the State Department of Water Resources (DWR) to recognize the San Diego Formation aquifer system as an official groundwater basin of the state, and to consolidate into that basin the boundaries of three DWR-recognized alluvial groundwater basins: Lower Sweetwater River Valley, Otay River Valley, and Tijuana River Valley. DWR approved the application, and designated the new consolidated basin as the Coastal Plain of San Diego Basin (Basin 9-033) (DWR 2018a). The Coastal Plain of San Diego groundwater basin underlies the Cities of San Diego, National City, Chula Vista, Imperial Beach, and San Ysidro in southwestern San Diego County. The basin boundary represents the area underlain by the San Diego Formation. The basin is bound on the west by San Diego Bay and the Pacific Ocean. The basin is bound on the south by the international border with Mexico and is bound on the north by the alluvium of the Mission Valley Basin. The basin is bound on the east by the La Nacion fault and the lateral extents of the San Diego Formation and the alluvial areas in Otay Valley and Sweetwater Valley. The surface waters are drained westerly towards the Pacific Ocean by the Sweetwater River, the Otay River, the Tijuana River, and various creeks (DWR 2018b). A portion of PD3 and all of PD4, PD7, and PD8 are within the Coastal Plain of San Diego Groundwater Basin.

The groundwater quality in these basins is predominantly brackish. The coastal zone of San Diego County is mostly supplied with imported water from member agencies of the San Diego County Water Authority. Groundwater production is limited by a number of factors, including the limited geographic extent of the more productive sand and gravel (alluvial) aquifers, relatively shallow nature of most of the alluvial aquifers, lack of rainfall, and groundwater recharge and degraded water quality issues. Although groundwater opportunities are limited, groundwater is currently used to meet a portion of the municipal water demands outside of the District's jurisdiction. Each Planning District's groundwater characteristics are described in more detail on pages 4.8-30 through 4.8-32 of the Final PEIR.

Construction of the Plan would create significant direct and cumulative water quality and hydrology effects. Disturbance of contaminated sediment during in-water construction or removal of creosote piles would cause impacts. Project proponents that would create these impact would be required to monitor turbidity and constituents of concern during constructed-related sediment disturbance, implement Best Management Practices, including not stockpiling materials on the bottom of the Bay, use of silt curtains and potentially air curtains, in-water specific procedures for pile installation and removal, implementation of a dredging management plan, implementation of a sediment management plan and post-construction remediation. If removal of creosote piles is part of a project, the project proponent shall use vibratory extraction methods to the extent feasible, and if piles cannot be completely removed, the project proponent shall cut them at least 2 feet below the mud line. If treated piles are fully extracted or if they are cut below the mudline, the project proponent shall cap the holes or piles with appropriate material such as clean sand. The project proponent shall dispose of removed creosote-treated piles in a manner approved by the District and applicable agencies that precludes their further use. Disposal measures shall also be required. Future use of creosote piles that may contact Bay water shall be prohibited.

Operation or buildout of the Plan includes increased number of vessel slips, which would result in increased vessels that may use antifoulant copper-based paint causing passive leaching and increased marina operations would cause increased accidental discharge of gray water or black water, as well oil and fuels. These are direct and cumulative impacts. Project proponents of marina-related projects shall be required to prepare an implement a Marina Best Management Practice Plan and copper reduction measures. Additionally, depending on the type of aquaculture being practiced and the methods used, direct and cumulative water quality degradation, which could include turbidity caused during harvesting and other similar operations, as well as biological oxygen demand, may occur during operation of aquaculture facilities. Consequently, project proponent of aquaculture projects shall conduct a siting study, develop and implement a water quality monitoring plan, and identify and implement Best Management Practices.

## **7.5 SIGNIFICANT UNAVOIDABLE IMPACTS AND MITIGATION MEASURES**

In relation to CCA Section 30711 and biological resources and water quality, the Final PEIR determined that implementation of the Plan would result in the following significant and unavoidable impacts despite implementation of all feasible mitigation measures:

- Disturbance of contaminated sediment
- Contribution of water quality from future marina operations

The remaining biological resources impacts and water quality and hydrology impacts were either less than significant or less than significant with implementation of mitigation measures. All applicable mitigation measures associated with a particular project shall be conditions of approval and incorporated into a Coastal Act Approval.

## **Appendix A**

### **First page of Appendix A**

- Option 1: Waterfront Destination Park at Foot of Navy Pier
- Option 2: 205-Foot Setback ~~West~~ East of North Harbor Drive
- Option 3: 205-Foot Setback ~~East~~ West of North Harbor Drive

***Option 2: 205-Foot Setback ~~West~~ East of North Harbor Drive***

Option 2 involves establishing an average 205-foot setback adjacent to the east side of the present alignment of North Harbor Drive, running from Hawthorn Street to the prolongation of B Street, which is north of the Lane Field Setback Park. Option 2 would create additional Recreation Open Space east of North Harbor Drive, between West B Street and West Ash Street, as well as the parcel bounded by North Harbor Drive, West Hawthorne Street, West Grape Street, and Pacific Highway. The Lane Field Setback Park, which was constructed as part of the Lane Field Hotel Project, previously established a 150-foot setback east of North Harbor Drive between the prolongation of B Street to the north and Broadway to the south.

~~Option 2 involves realignment of North Harbor Drive to the east of its present location from Hawthorn Street to the prolongation of B Street, and establishment of a 205-foot setback to the immediate west of the realigned North Harbor Drive, and to the immediate east of the promenade planned under NEVP Phase 1 adjacent to San Diego Bay.~~

***Option 3: 205-Foot Setback ~~West~~ of North Harbor Drive***

Option 2-3 involves realignment of North Harbor Drive to the east of its present location from Hawthorn Street to the prolongation of B Street, and establishment of a 205-foot setback to the immediate west of the realigned North Harbor Drive, and to the immediate east of the promenade planned under NEVP Phase 1 adjacent to San Diego Bay.

~~Option 3 involves establishing an average 205-foot setback adjacent to the east side of the present alignment of North Harbor Drive, running from Hawthorn Street to the prolongation of B Street, which is north of the Lane Field Setback Park. Option 2 would create additional Recreation Open Space east of North Harbor Drive, between West B Street and West Ash Street, as well as the parcel bounded by North Harbor Drive, West Hawthorne Street, West Grape Street, and Pacific Highway. The Lane Field Setback Park, which was constructed as part of the Lane Field Hotel Project, previously established a 150-foot setback east of North Harbor Drive between the prolongation of B Street to the north and Broadway to the south.~~

## Figures

*The following figures include additional changes to be incorporated into the Final Draft PMPU version that was published on December 6, 2023.*

**Page 49 - Figure 3.1.1: Baywide Water and Land Use Designations**

**Page 201 - Figure PD1.4: Shelter Island Planning District – Coastal Access: Views and Pathways**

**Page 257 - Figure PD3.2 Embarcadero Planning District: Water and Land Uses**

**Page 259 - Figure PD3.3 Embarcadero Planning District – Coastal Access: Mobility**

**Page 261 - Figure PD3.4: Embarcadero Planning District – Coastal Access: Views and Pathways**

## **Appendix A**

- **Option 1: Waterfront Destination Park and Foot of Navy Pier**
- **Option 2: 205-Foot Setback East of North Harbor Drive**
- **Option 3: 205-Foot Setback West of North Harbor Drive**

*On the following pages, the figures as published in the December 6, 2023 Final Draft PMPU are provided (with a watermark that states “Proposed to be replaced with figure on following page”), and subsequently followed by the revised figure.*

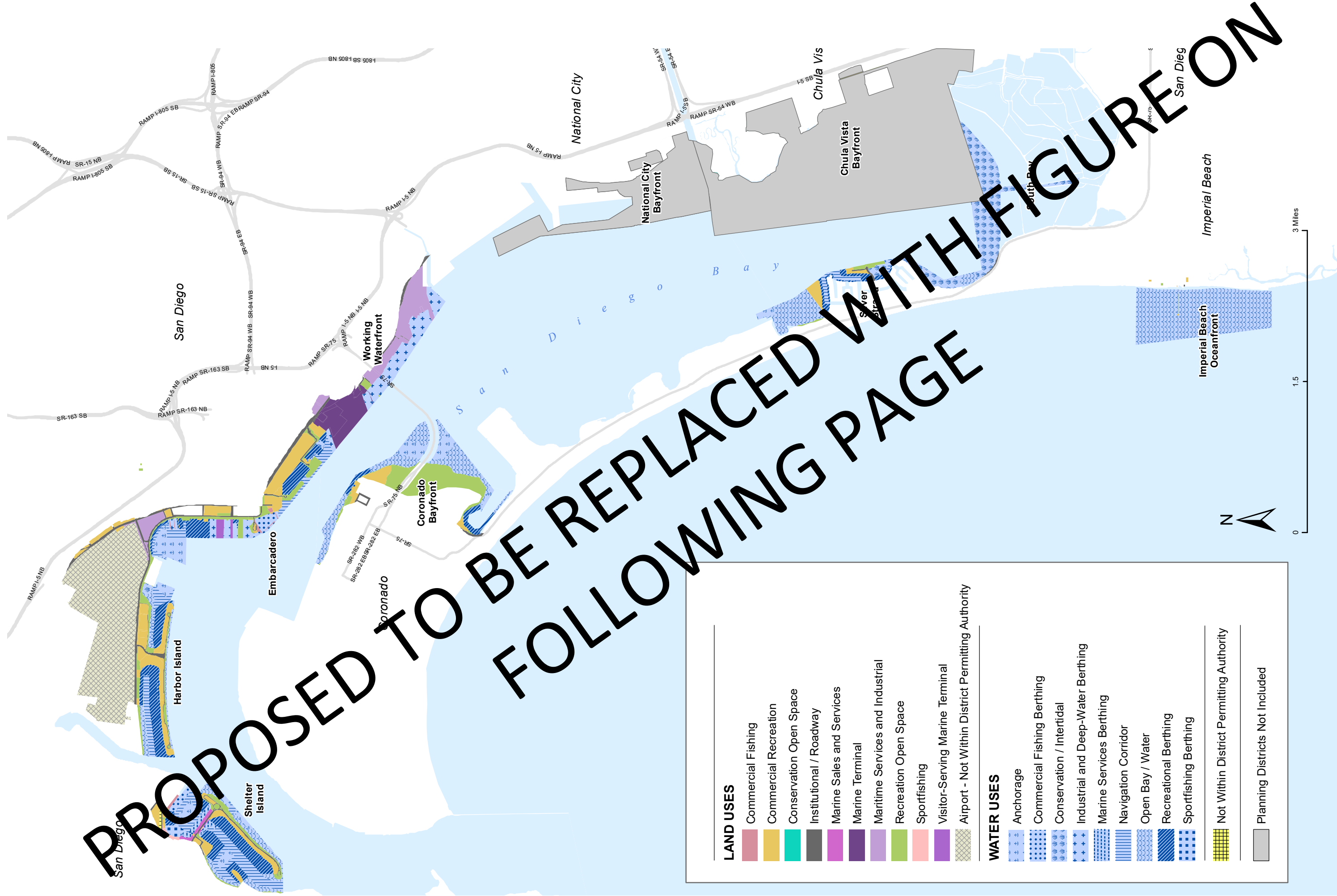


FIGURE 3.1.1

BAYWIDE WATER AND LAND USE DESIGNATIONS

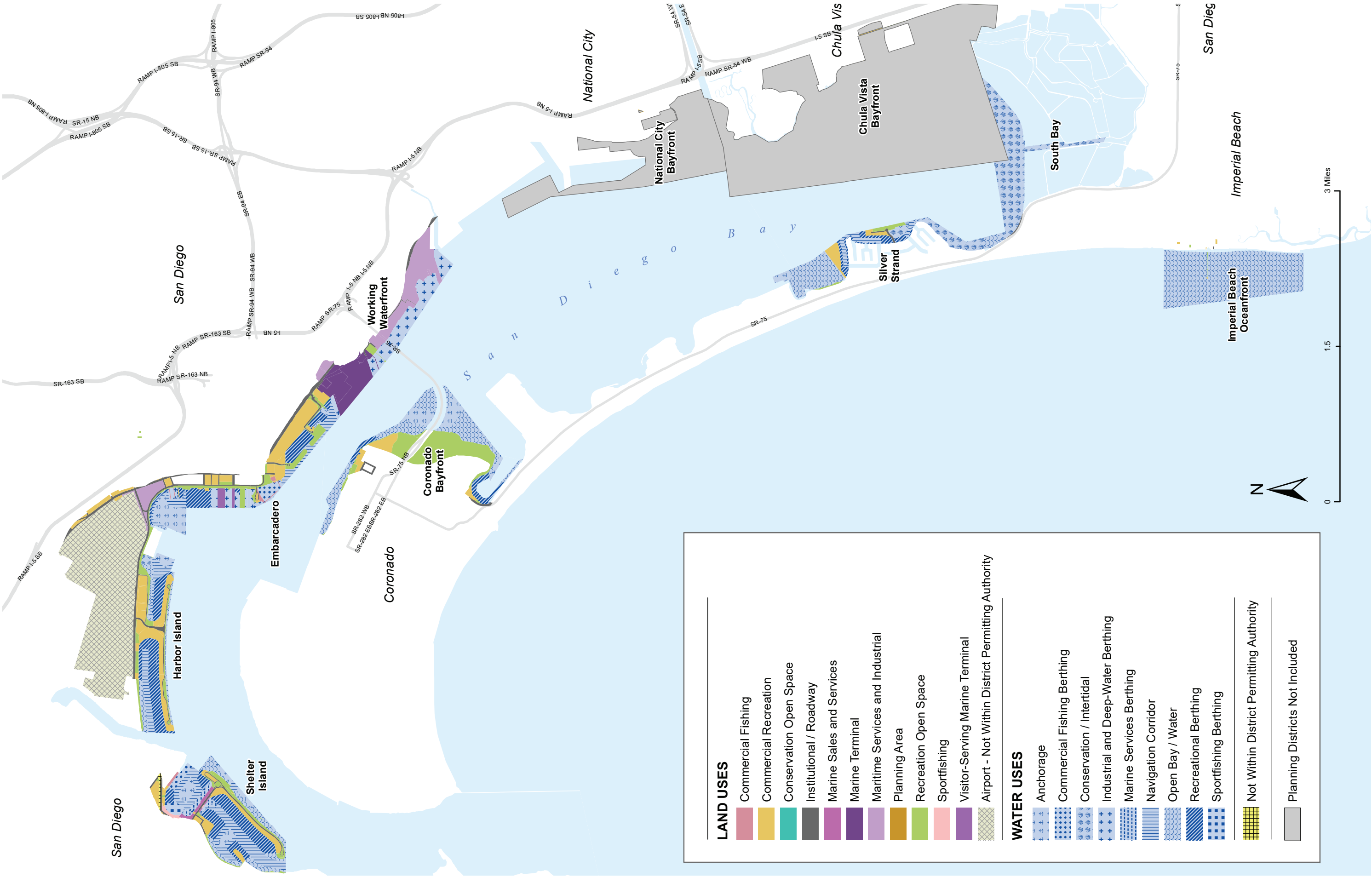
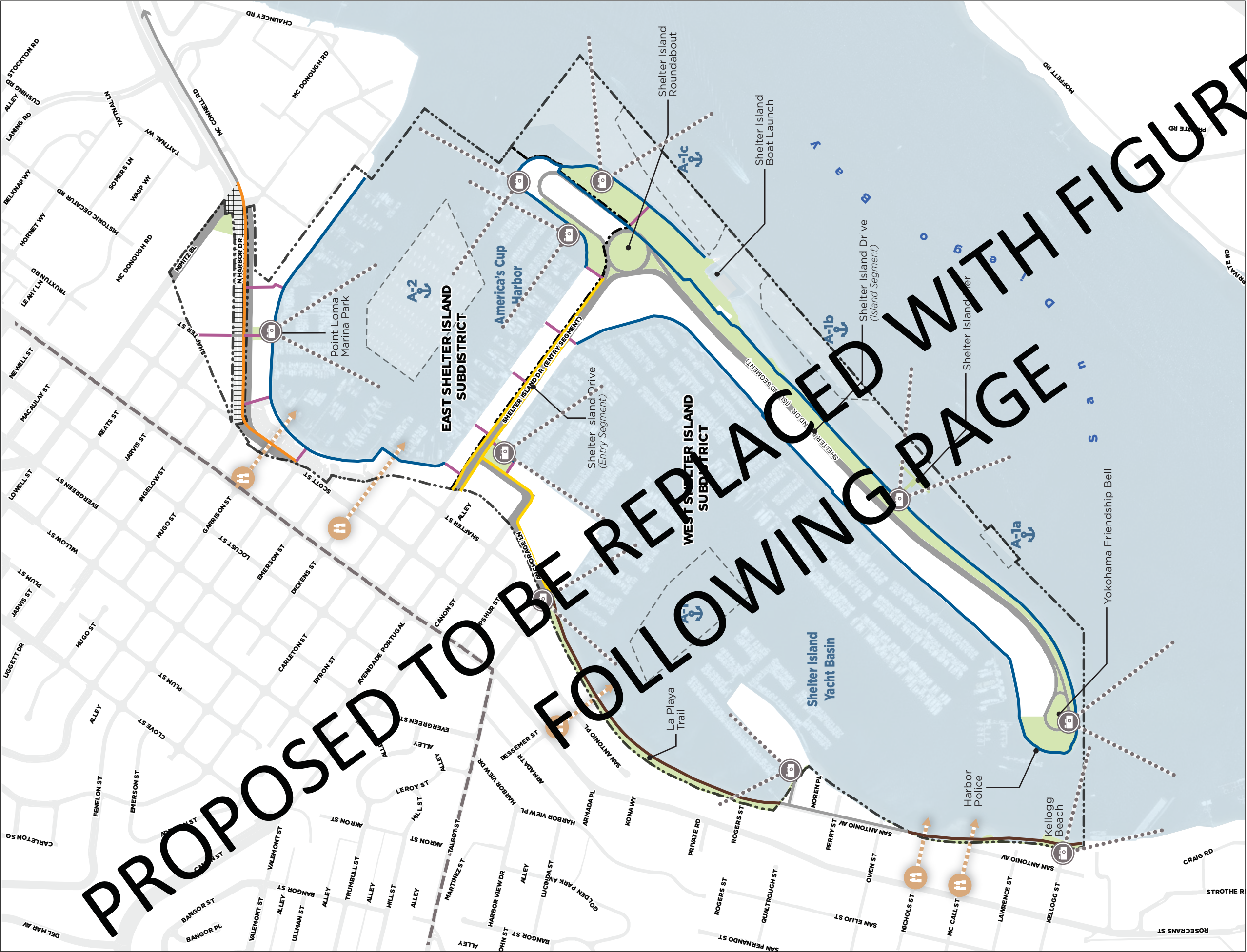


FIGURE 3.1.1

BAYWIDE WATER AND LAND USE DESIGNATIONS





Planning Subdistricts

Coastal Zone

Other

Other

Institutional/Roadway

View Corridor Extension

Scenic Vista Area

Multi-Use Path

Waterside Promenade

Sidewalk

Walkway (Non-Water Side)

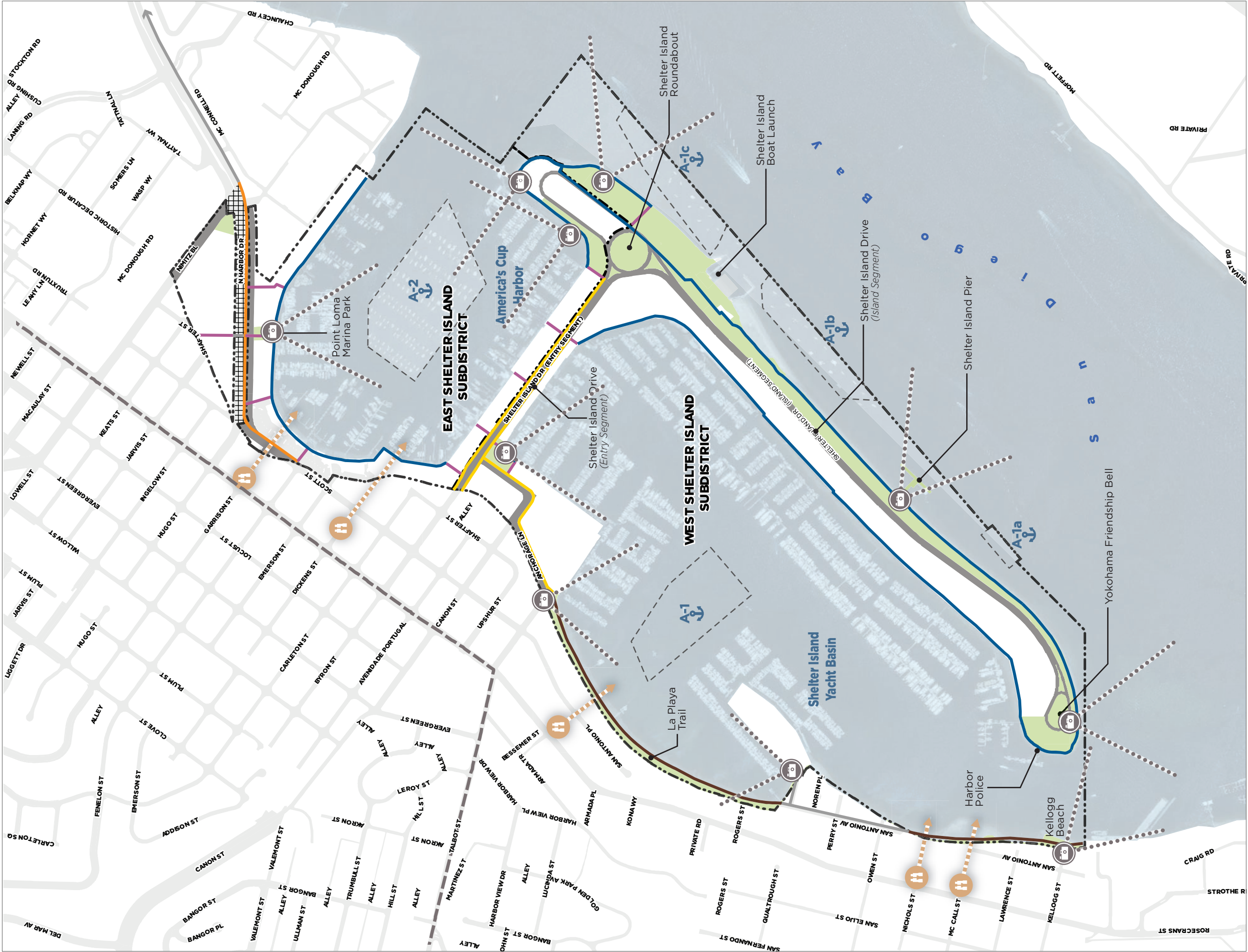
Nature Trail

Non-District Pathway

00.1250.25Miles

December 6, 2023





Planning Subdistricts

Coastal Zone

Not Within District Permitting Authority

Other

Recreation Open Space

Anchorage

Institutional/Roadway

View Corridor Extension

Scenic Vista Area

Multi-Use Path

Waterside Promenade

Sidewalk

Walkway (Non-Waterside)

Nature Trail

Non-District Pathway

Not Within District Permitting Authority

Pathways (See Mobility Element for definitions)

Views

Jurisdictional Boundaries

Views

0

0.125

0.25

Miles

N

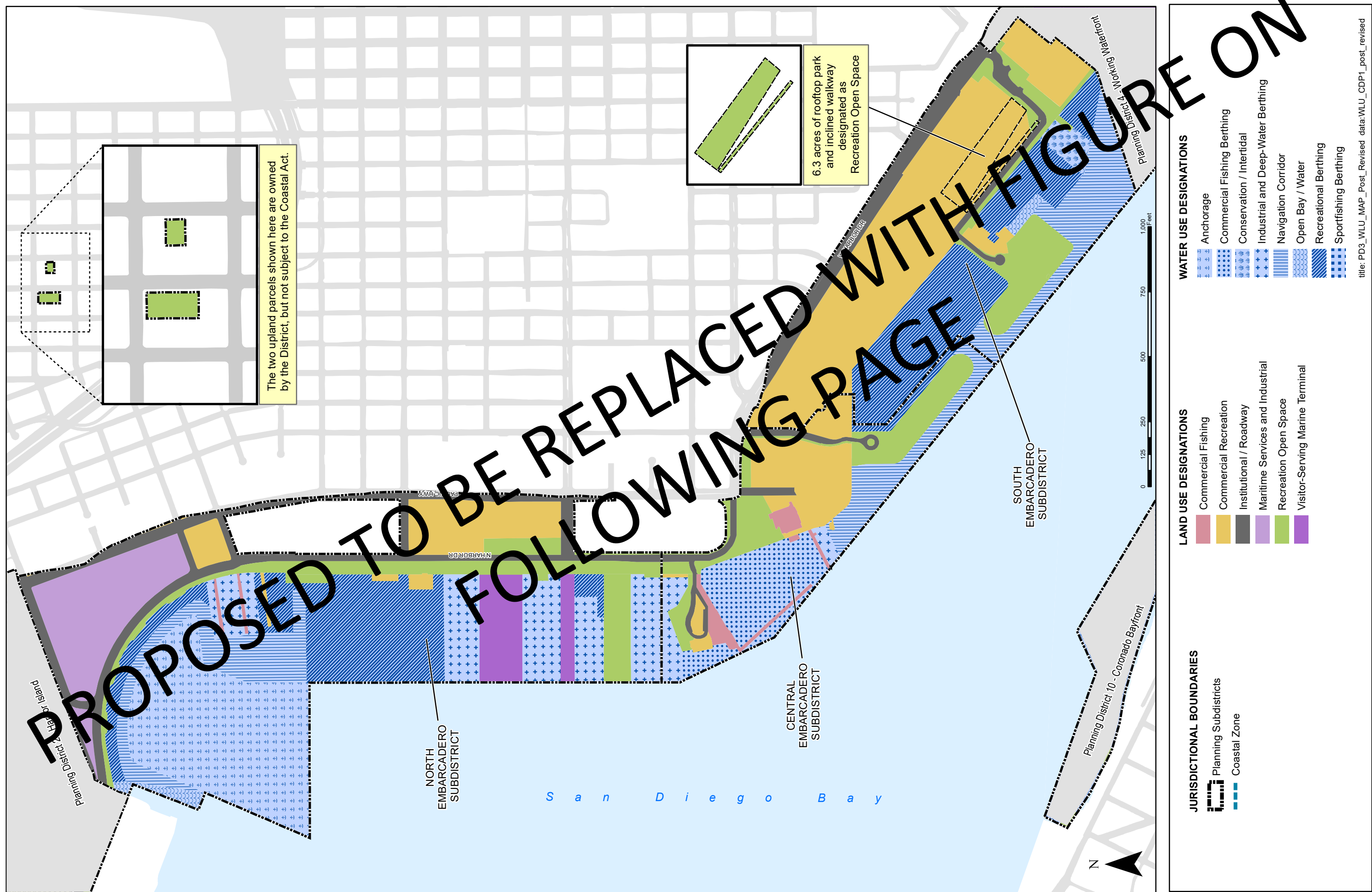
February 12, 2024

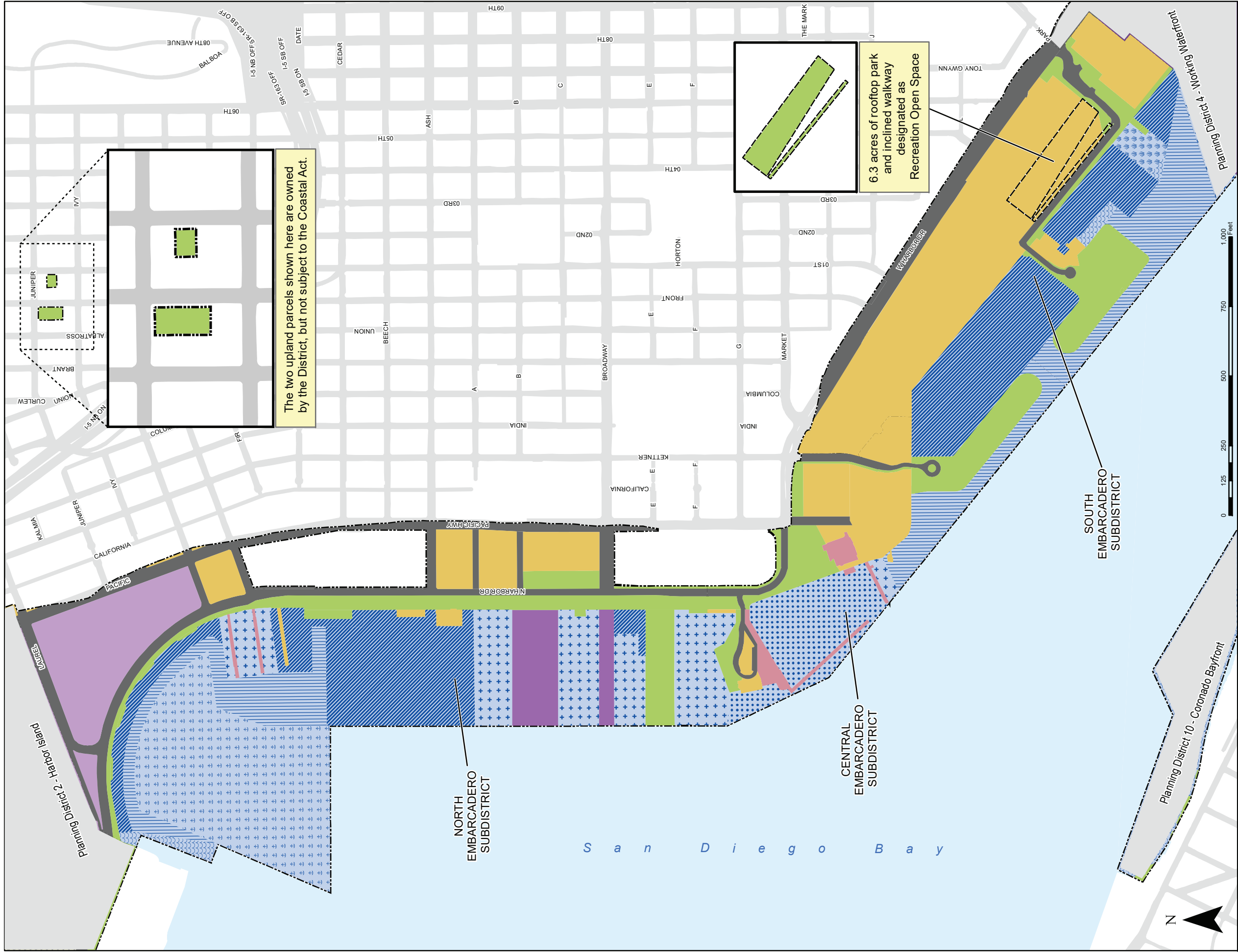
Final Draft PMPU (version published December 6, 2023) Errata | Page 21

FIGURE PD1.4 SHELTER ISLAND PLANNING DISTRICT - COASTAL ACCESS: VIEWS AND PATHWAYS

201







## JURISDICTIONAL BOUNDARIES

## Planning Subdistricts

Coastal Zone

## LAND USE DESIGNATIONS

## Commercial Fishing

## Commercial Recreation

Institutional / Roadway

Maritime Services and Industrial

## Recreation Open Space

## Visitor-Serving Marine Terminal

## WATER USE DESIGNATIONS

## Anchorage


Commercial Fishing Berthing

Conservation / Intertidal

Industrial and Deep-Water Berthing



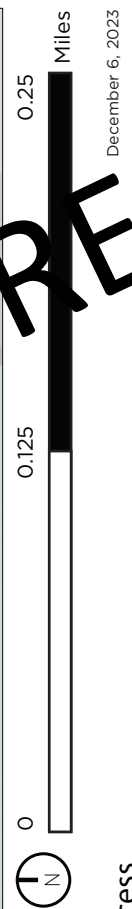
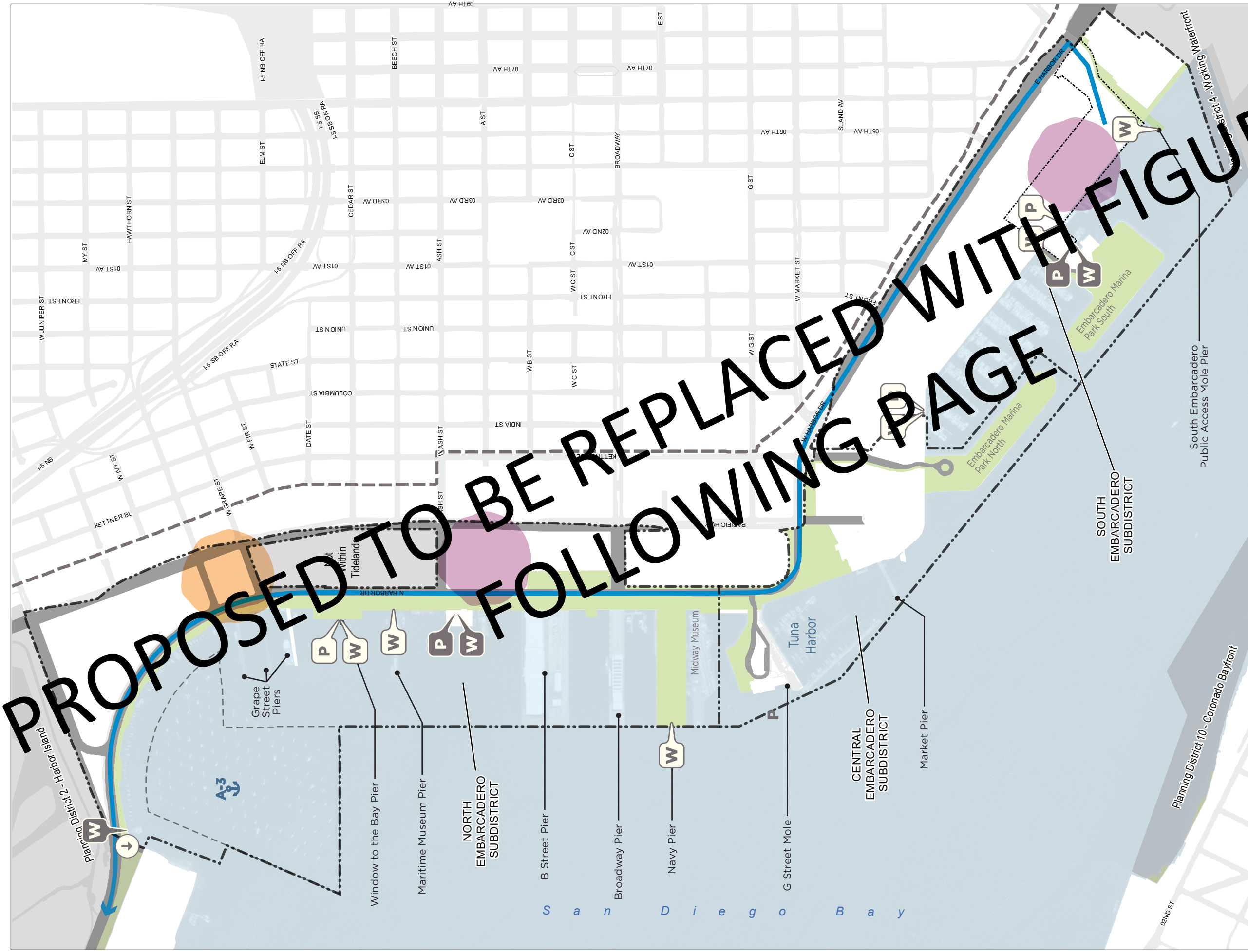
Navigation Corridor

 Open Bay / Water Recreational Berthing

Sportfishing Berthine

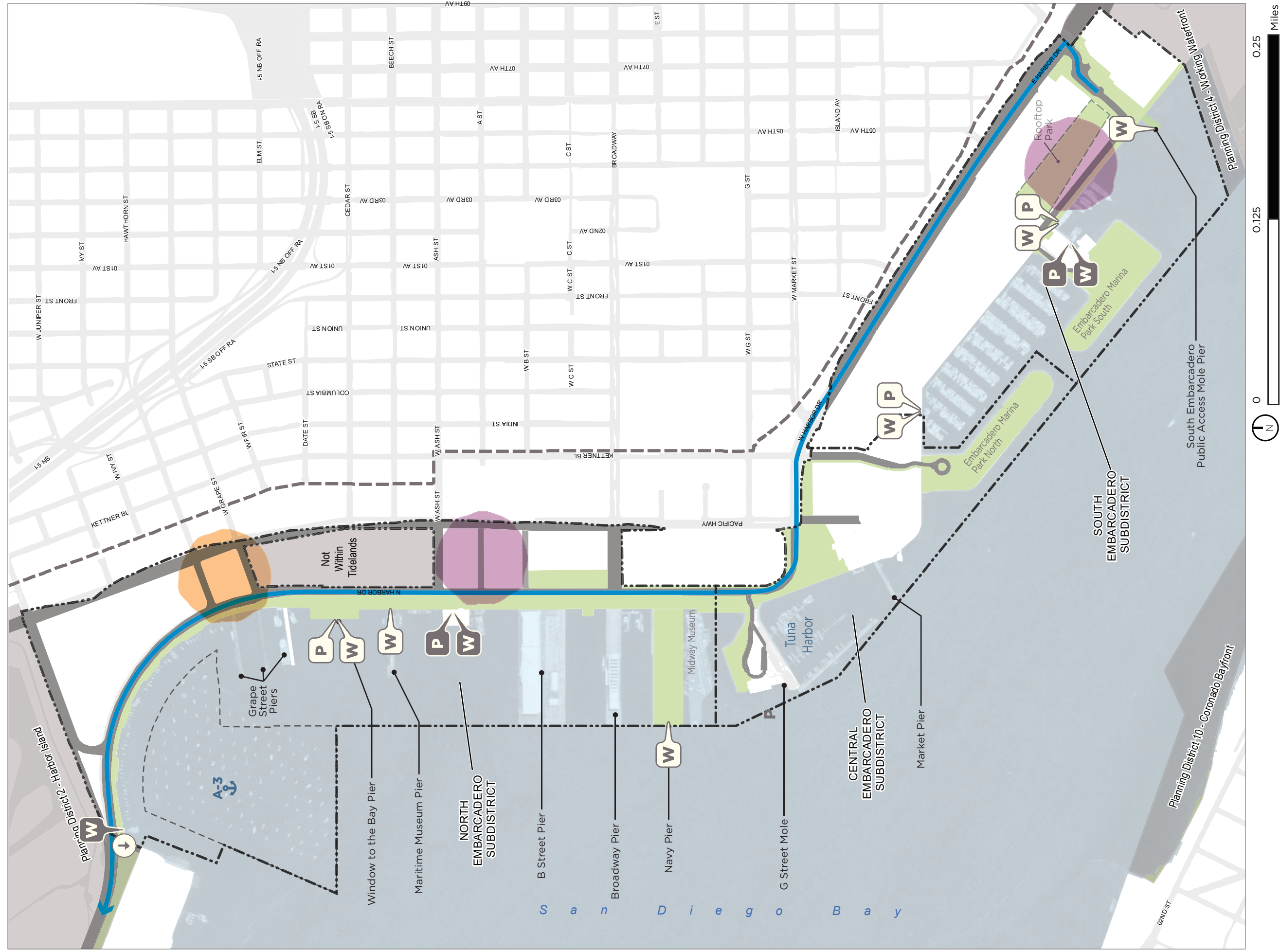
PD3\_WLU\_MAP\_FINALDRAFT\_52ft A and B street V2





Jurisdictional Boundaries		Landside Access		Water Access	
Planning Subdistricts	Regional Mobility Hub	Local Gateway Mobility Hub	Potential Bayfront Circulator Route	Existing Water-Based Transfer Point	Potential Hand-Launched Non-Motorized Watercraft Launch Area
Coastal Zone	Recreation Open Space	Potential Bayfront Circulator Route		Existing Short-Term Public Docking	Potential
Anchorage	Institutional/Roadway				



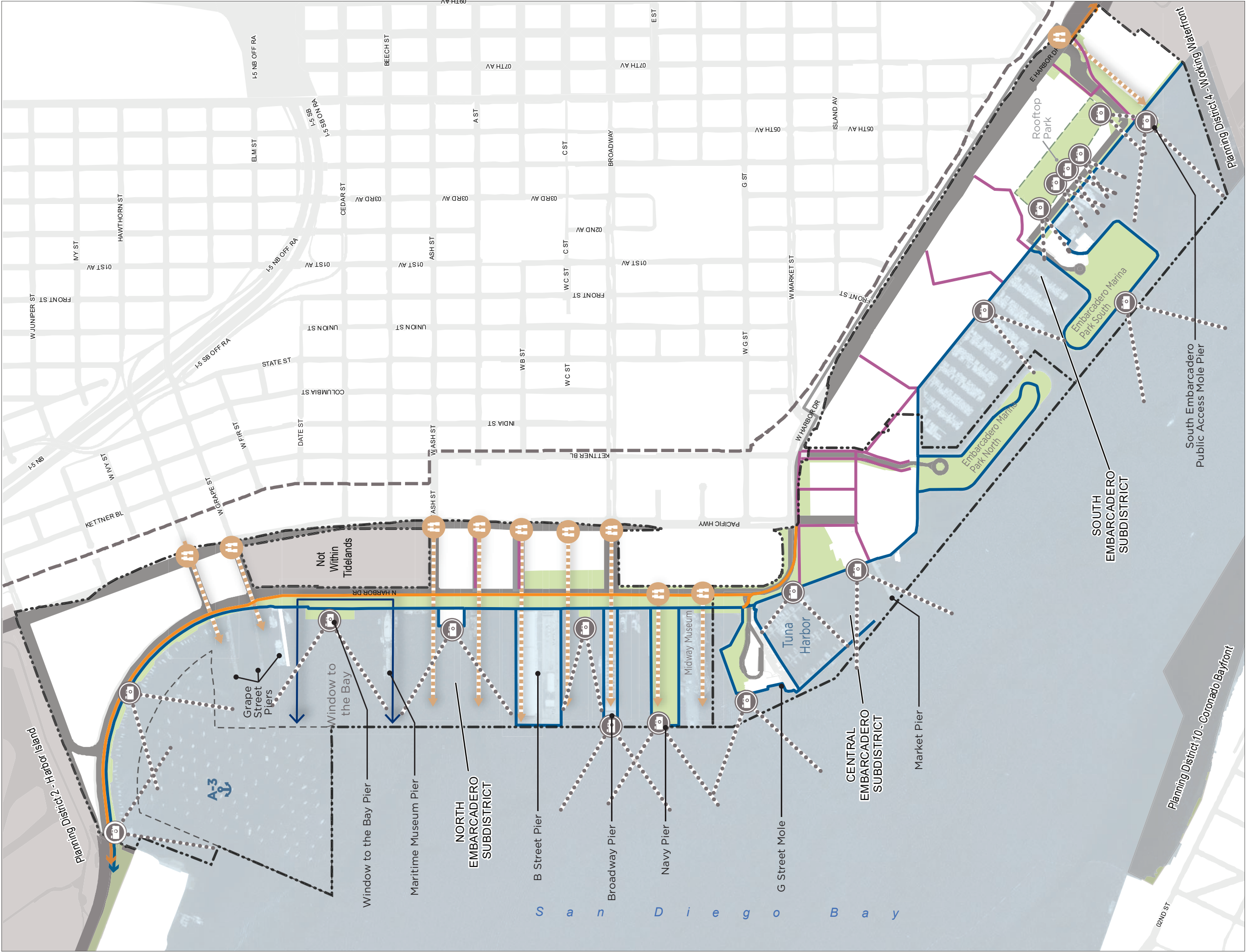


**FIGURE PD3.3** EMBARCADERO PLANNING DISTRICT - COASTAL ACCESS: MOBILITY









Planning Subdistricts

Coastal Zone

Recreation Open Space

Anchorage

Institutional/Roadway

View Corridor Extension

Scenic Vista Area

Window to the Bay

Multi-Use Path

Waterside Promenade

Walkway (Non-Waterside)

Non-District Pathway

Not Within District Permitting Authority

Pathways (See Mobility Element for definitions)

February 8, 2024

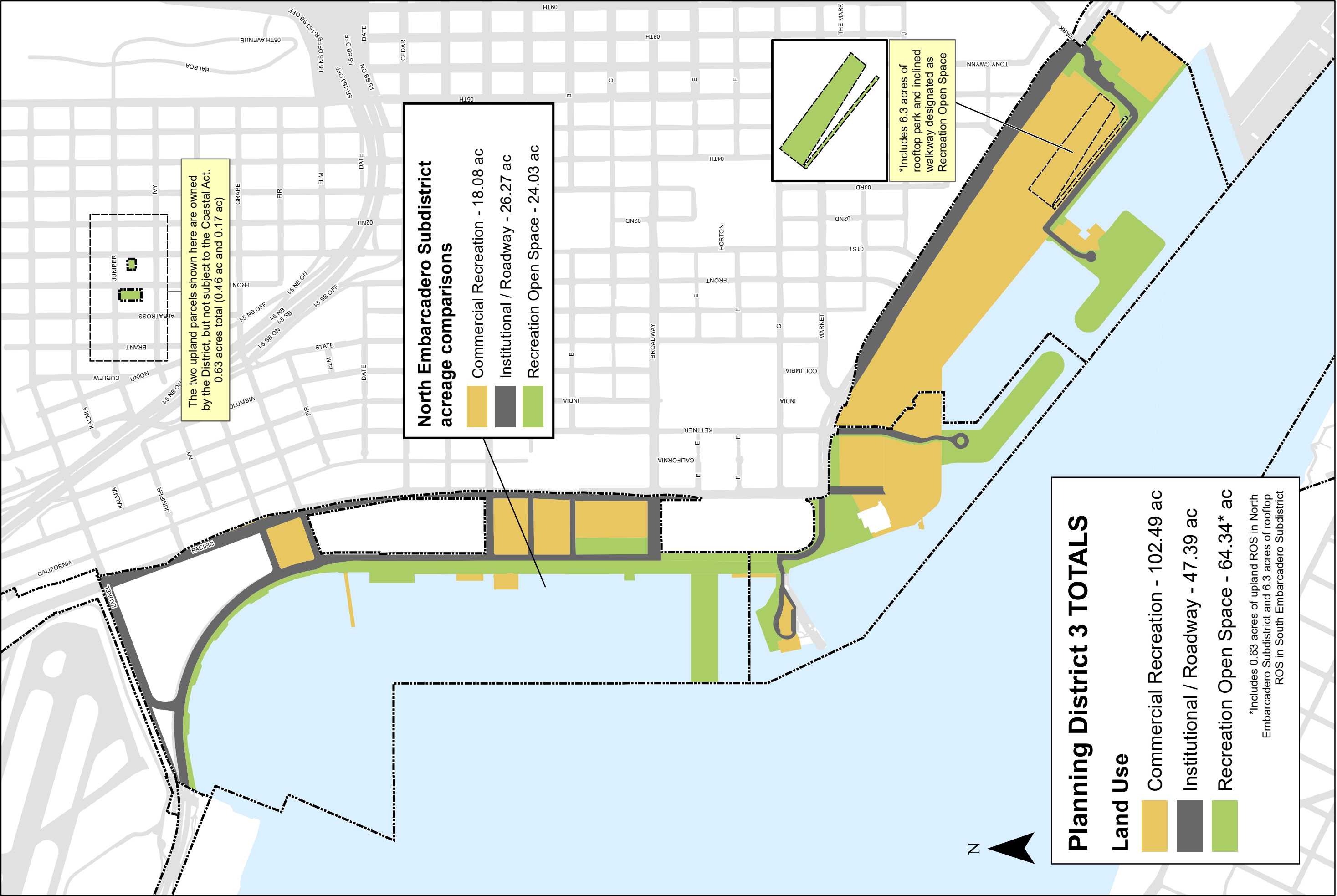
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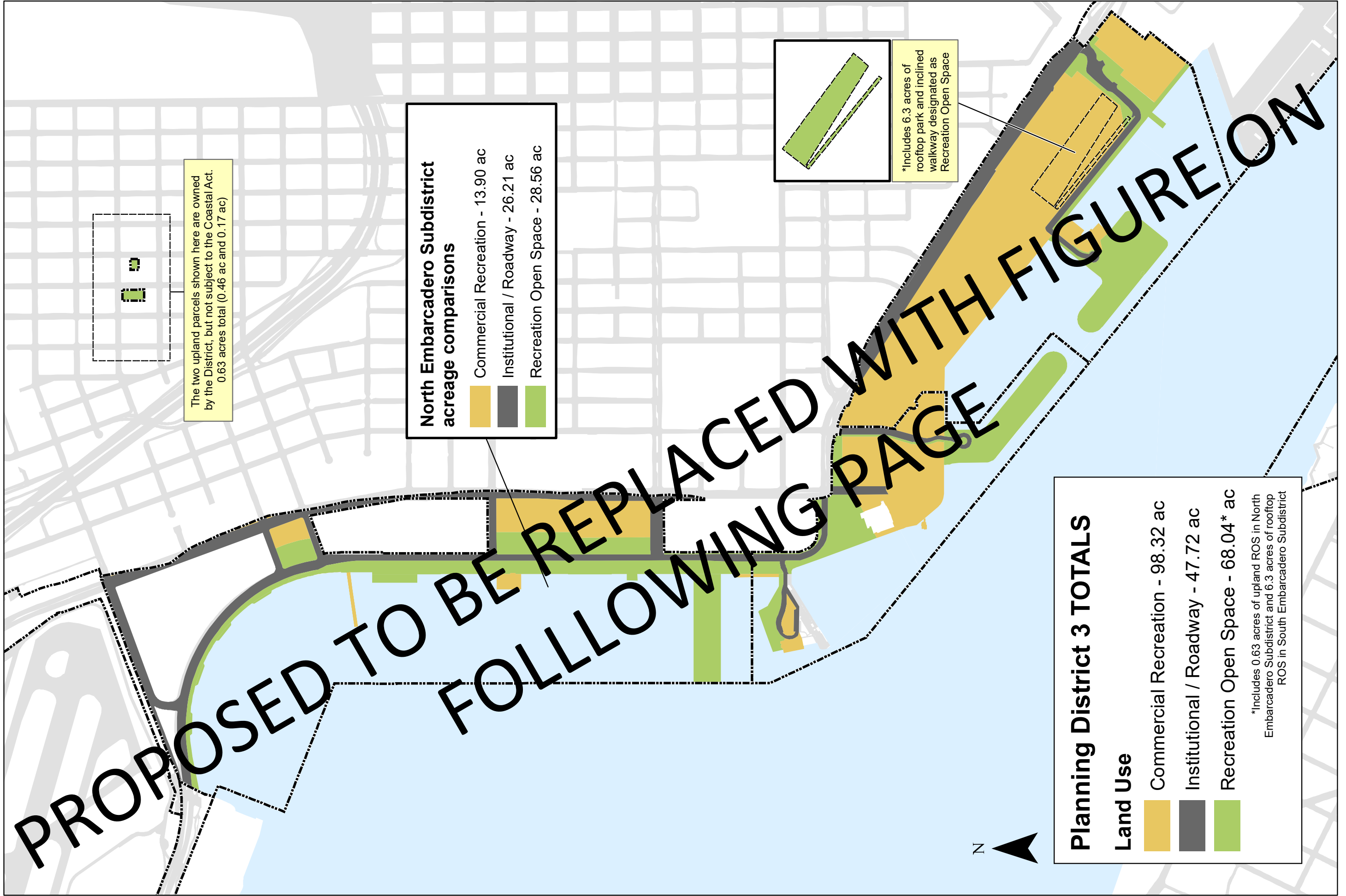
Option 1: Waterfront Destination Park at Foot of Navy Pier



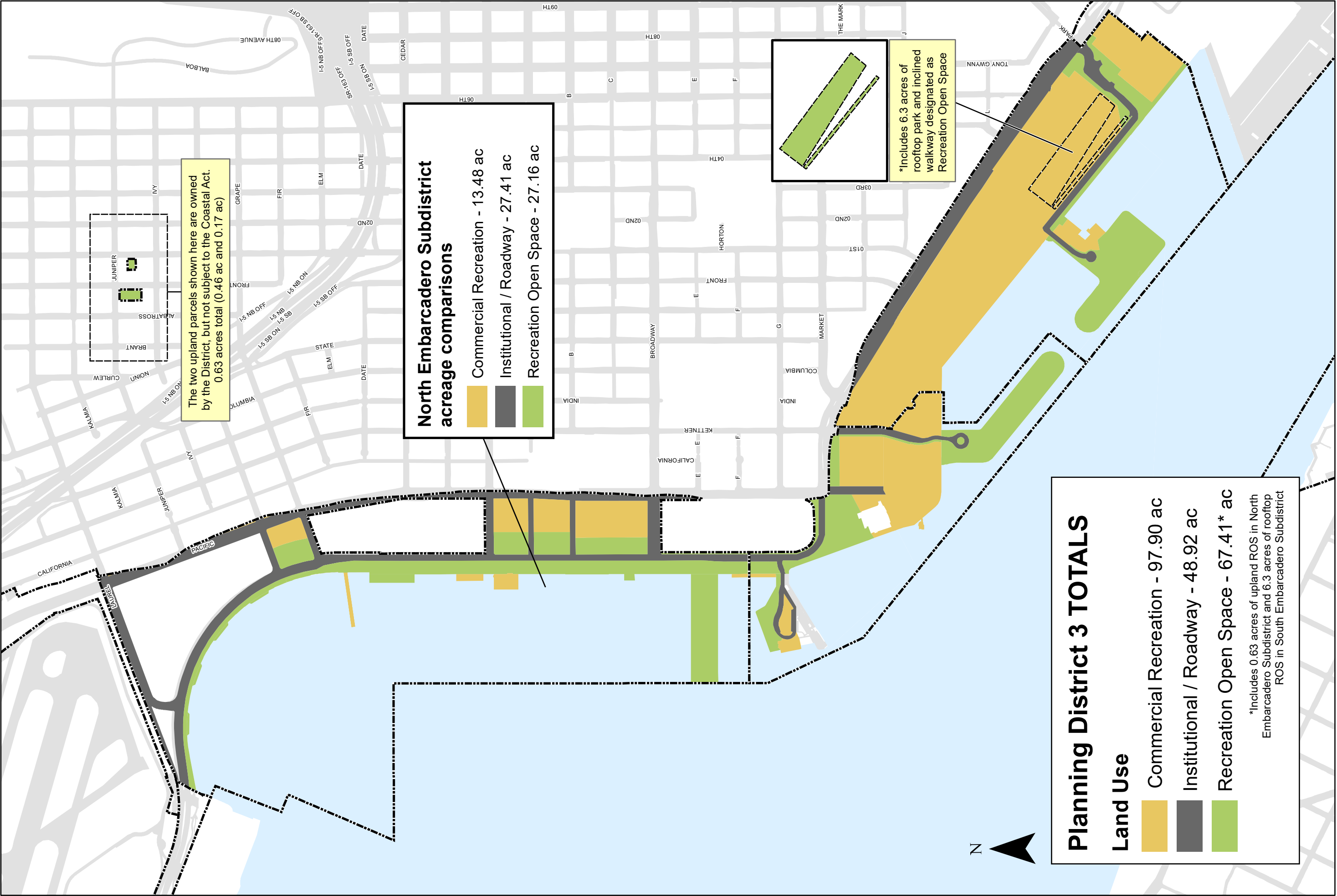


OPTION 1: Waterfront Destination Park at Foot of Navy Pier

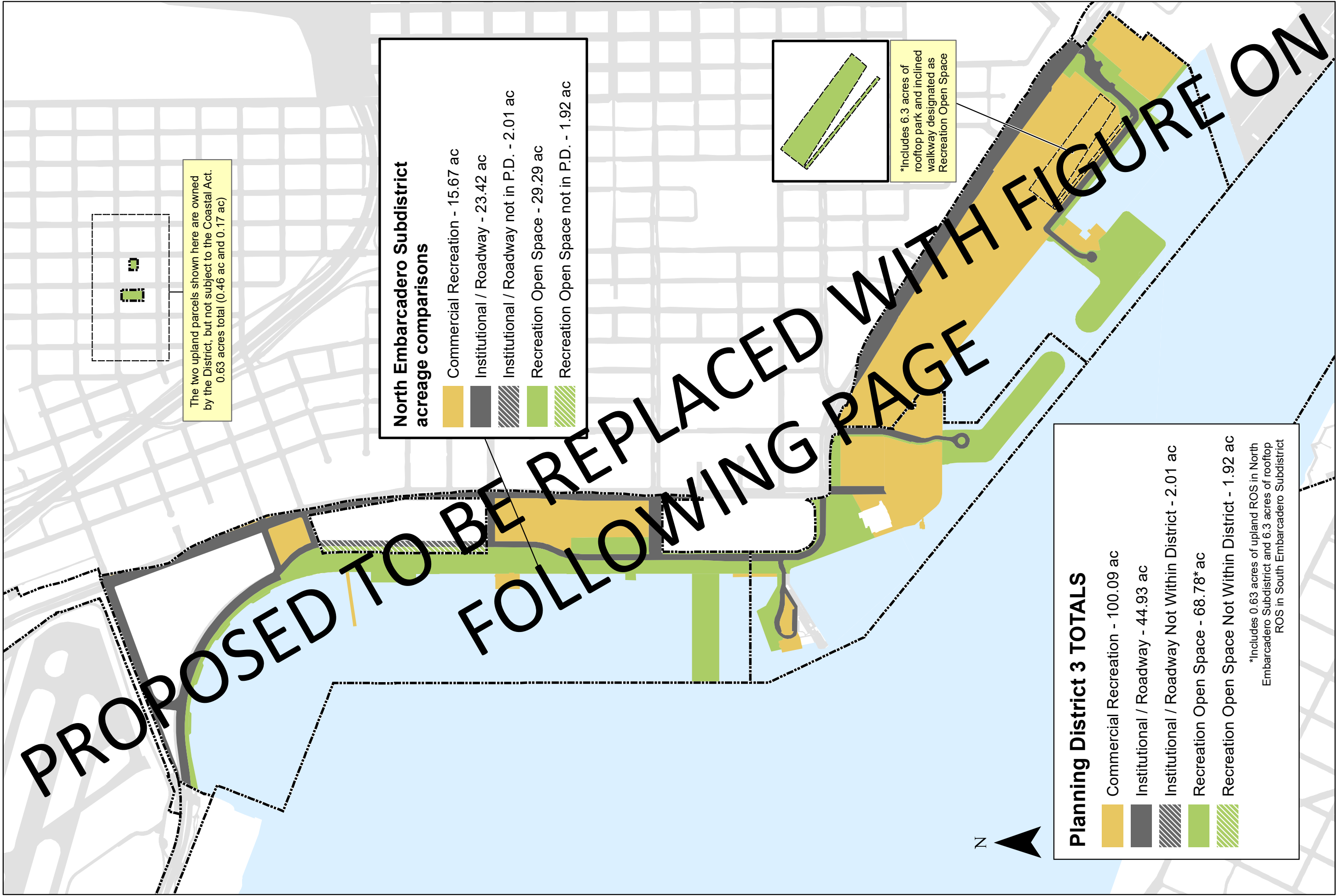




OPTION 2: 205-Foot Setback East of North Harbor Drive



Option 3: 205-Foot Setback West of North Harbor Drive





OPTION 3: 205-Foot Setback West of North Harbor Drive

