

PRESENTATION AND DIRECTION TO STAFF ON THE PORT MASTER PLAN UPDATE:

- A) INFORMATIONAL UPDATE ON THE PMPU DISCUSSION DRAFT, INCLUDING A SUMMARY PRESENTATION OF PUBLIC COMMENTS RECEIVED DURING A 90 DAY REVIEW PERIOD;
AND
- B) STAFF RECOMMENDATIONS FOR APPROACHING REVISIONS TO THE DRAFT PORT MASTER PLAN UPDATE AND CONFIRMATION OF NEXT STEPS



Mobility



**Maritime
Uses**



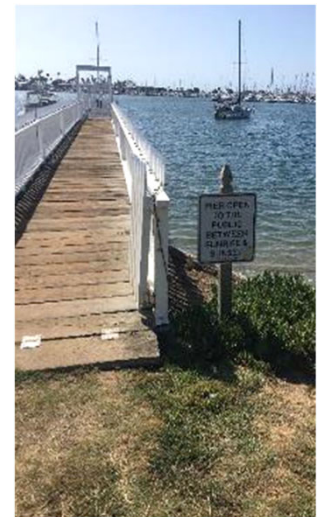
**Environmental
Stewardship**



**Development
Intensity**



**Height
Limits**



**La Playa
Piers**

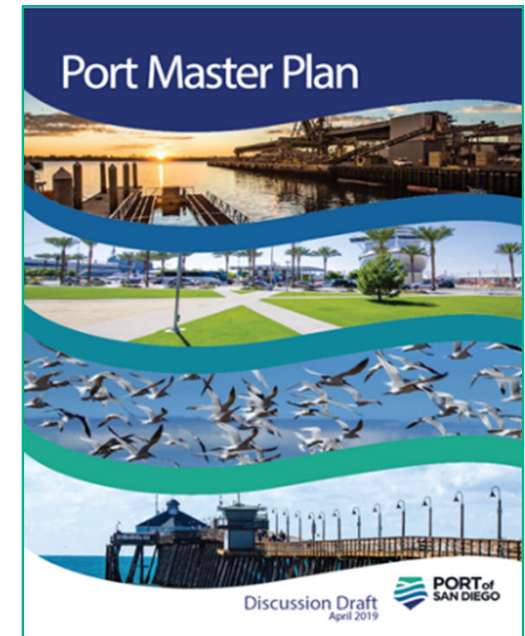
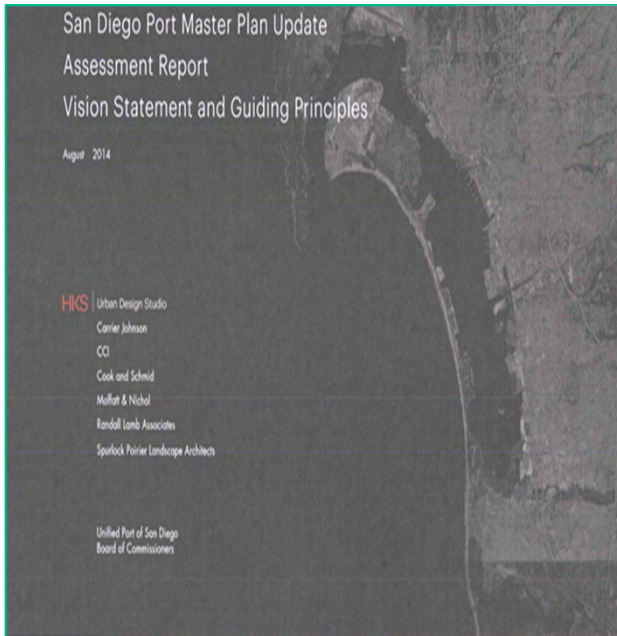
Today's Presentation:

- **Background & Public Engagement**
- **Themes of Discussion Draft Comment Letters**
 - Baywide
 - Planning Districts
- **Board Direction for Revising the Draft PMPU**
- **Next Steps**

PMPU Discussion Draft Background & Public Engagement



Integrated Planning: Port Master Plan Update



**Vision Statement and
Guiding Principles
2013-2014**



**Framework Report
2014-2015**



**Discussion Draft
2016-2019**

**VISION
STATEMENT
& GUIDING
PRINCIPLES**

**FRAMEWORK
REPORT**

**PMPU
GOALS**

**PMPU
POLICIES**

OBJECTIVES

- Market Ready
- Streamline Permit Process
- Certainty with Flexibility
- Balance Development with Natural Resources while Enhancing Fiscal Sustainability

Legislative Framework

Port Act

San Diego Unified
Port District Act
(1962)

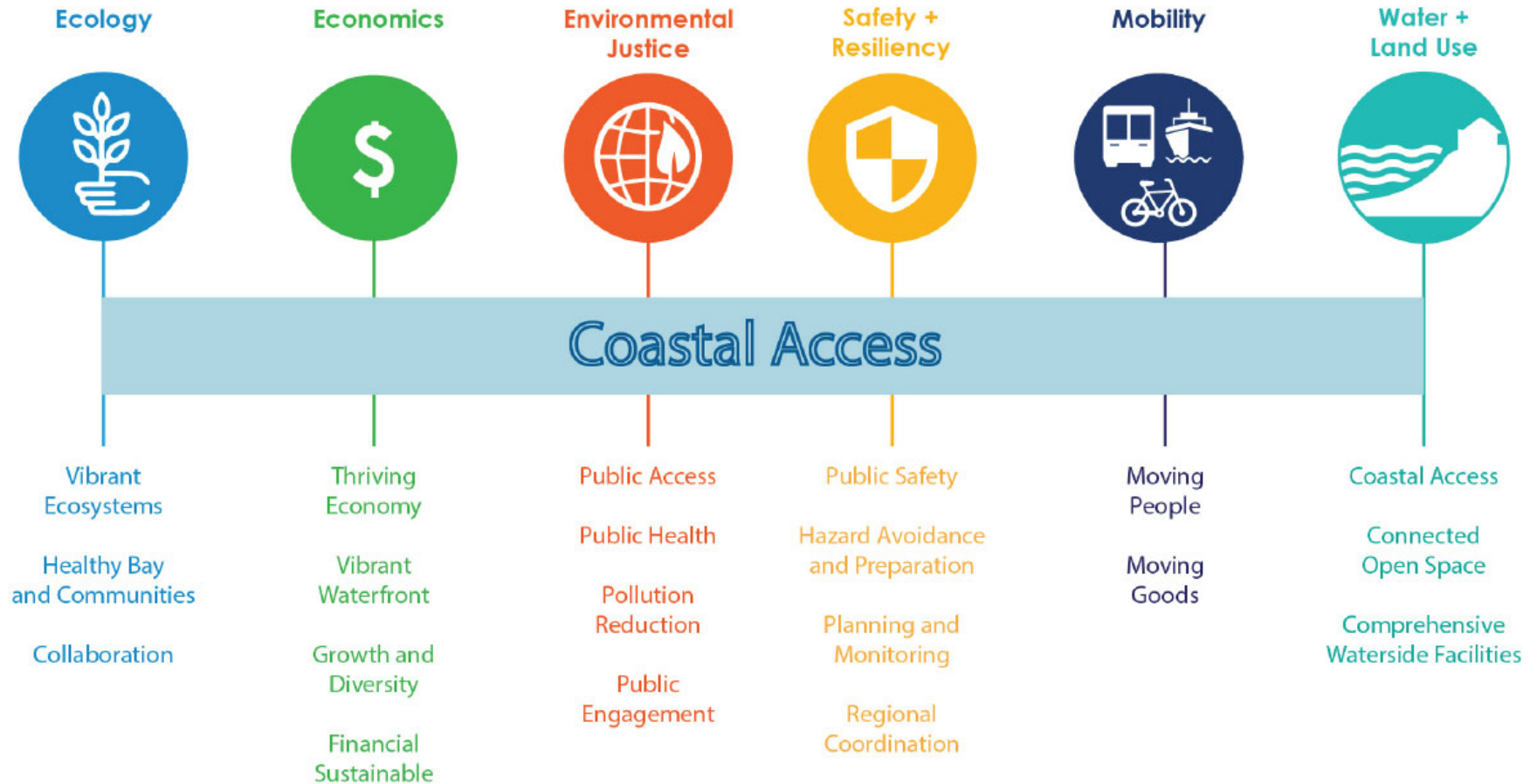
Public Trust

Common Law
Doctrine of the
Public Trust

Coastal Act

California
Coastal Act
(1976)

Key Elements to Achieve Coastal Access



PMPU Discussion Draft - Contents

1. Background

2. User Guide

3. Elements  Coastal Access

4. Planning Districts

5. Appendices



Ecology



Economics



Environmental Justice



Safety & Resiliency



Mobility



Water & Land Use

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

* *This Planning District was not included in the PMPU Discussion Draft*



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

PMPU Discussion Draft

90-Day Review Period



April 30 – July 31, 2019

- Available:
 - Download on Port website: www.portofsandiego.org/waterfront-development/integrated-planning-port-master-plan-update
 - Review hardcopy in Clerks Office
 - Purchase hardcopy from Clerks Office

- Submit written comments to:
 - PMPU@portofsandiego.org
 - 3165 Pacific Highway, San Diego, CA 92101

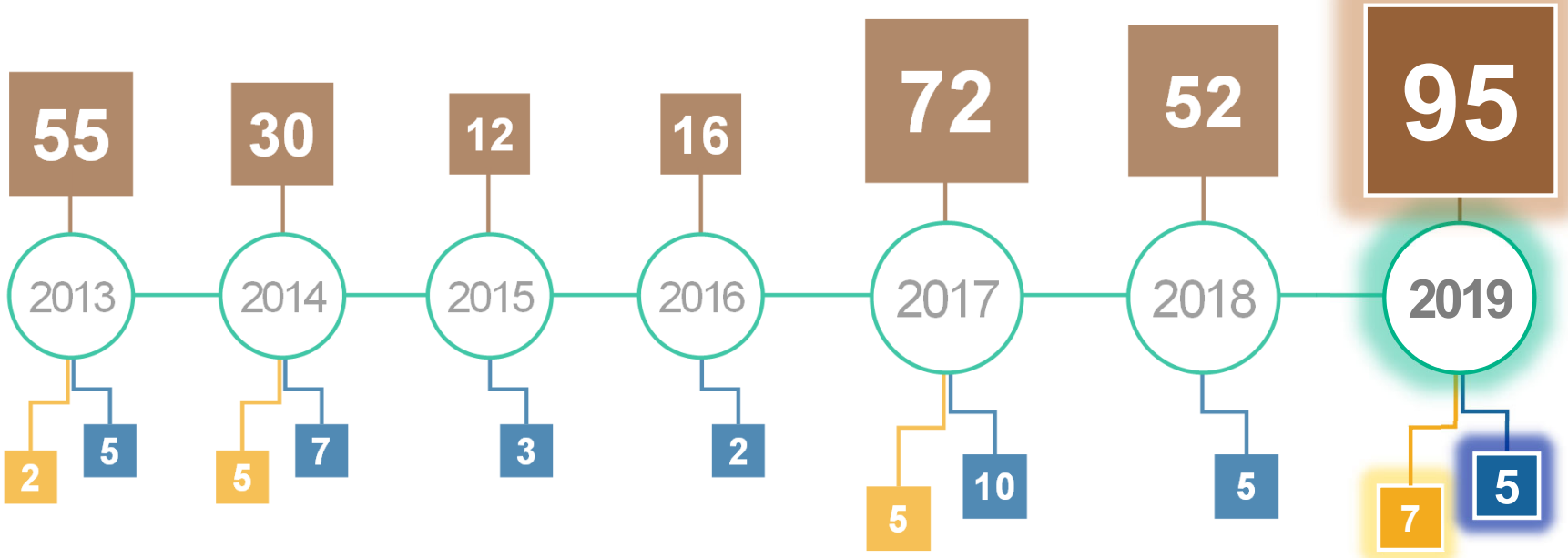
PMPU Public Outreach and Stakeholder Engagement

- **Get the Word Out** – Promoted the Discussion Draft via Advertising, News Coverage, and Social Media
- **Open Our Doors** – Hosted a Public Open House Event at the Port Administration Building
- **Bring the PMPU to the Community** – Held Community Discussion events throughout the County titled: *“The Future of San Diego Bay: A Community Discussion”*
- **Solicit Key Input** – Continued Stakeholder Meetings
- **Engage and Discuss** – Presentations and Interactive Discussion Sessions with:
 - Key Agencies, including Coastal Commission and SANDAG Committees
 - Community and Professional Organizations

PMPU Community Discussions



PMPU Public Outreach and Stakeholder Engagement



Stakeholder Meetings
 Public Events
 BPC Meetings

Comments Letters Received

- **11** comment letters from agencies
- **43** comment letters from organizations
- Approx **2,800** comment letters from individuals
- Nearly **3,000** comment letters total
- Almost **4,000** pages total



PMPU Discussion Draft

Themes of Discussion Draft Comments

PMPU Discussion Draft
Comment Letters

Baywide Themes

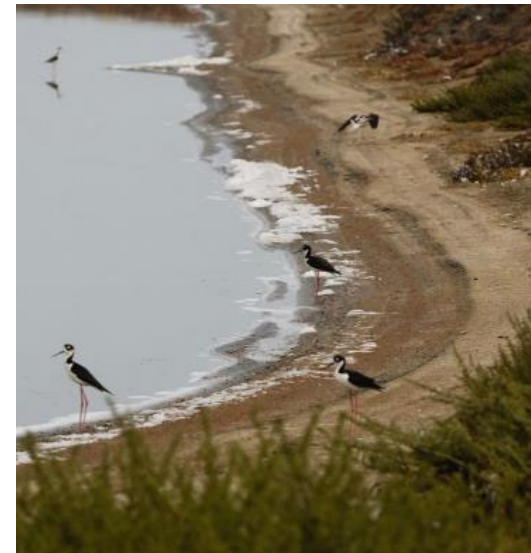
General Baywide Comment Themes



Mobility



Maritime



**Environmental
Stewardship**

PMPU Discussion Draft
Comment Letters

Planning District Themes



General Planning District Comment Themes

- Development Intensity
- Height Limits
- Maritime Uses
- Mobility
- La Playa Piers



Port Master Plan Planning Districts

What is proposed in the PMPU?

East & West Shelter Island

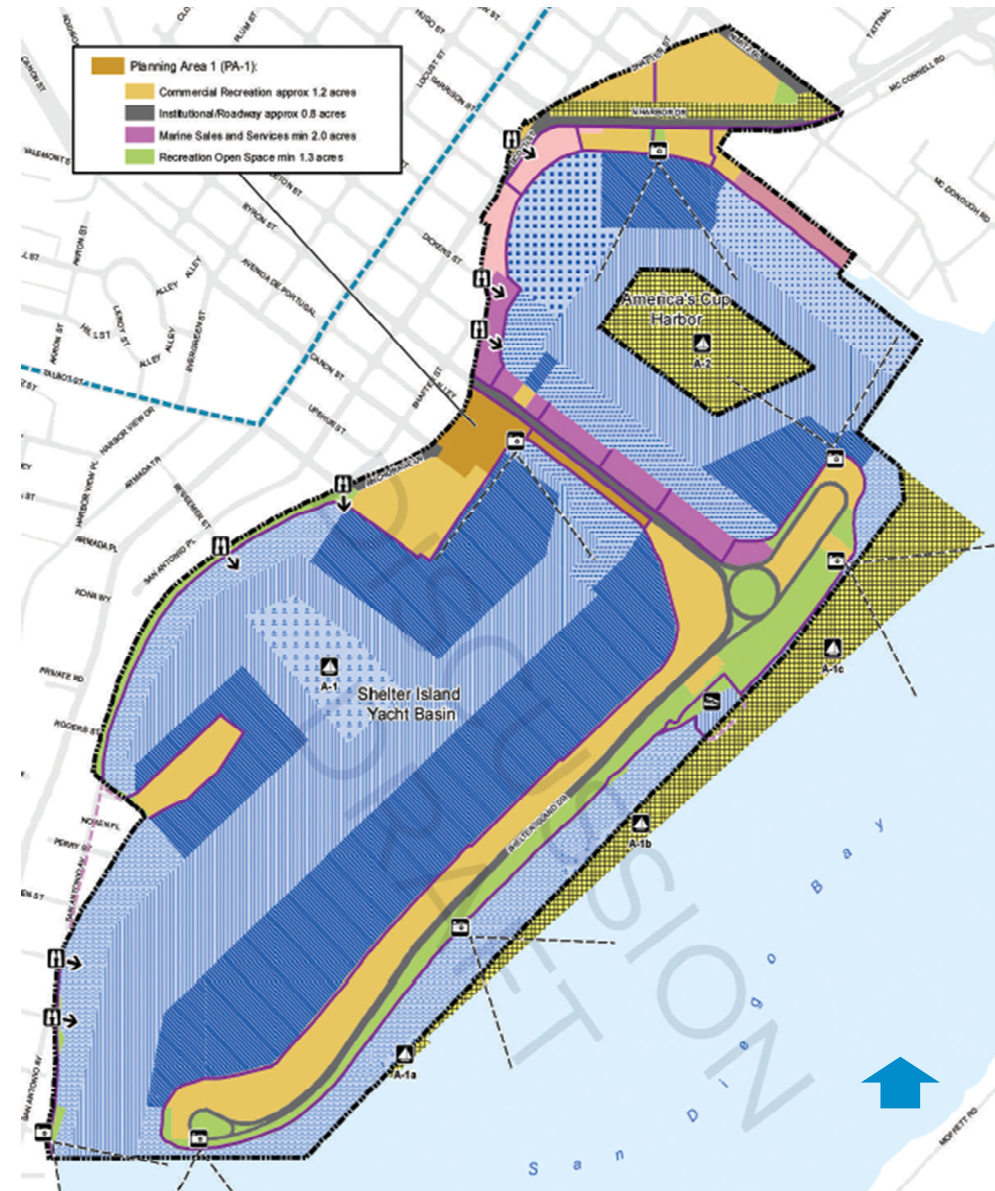
- Enhance La Playa Trail trailhead (i.e., add seating, public art, or shade structures – NO RESTROOMS)
- Increase or decrease of up to 10% in vessel slip quantity
- Potential increase in hotel rooms, retail and meeting space
- Reconfigure island segment of Shelter Island Drive to expand park space
- Reconfigure Scott Street [within Port jurisdiction] to improve pedestrian and bike connections
- Increased water mobility opportunities



What is staying the same in the PMPU?

Existing Uses

- Boat Launch
- Yacht Clubs
- Anchorages
- Fishing Pier
- Sportfishing
- Marine Sales and Service (e.g., boat repair, boat sales)
- Commercial Fishing



Shelter Island Planning District

Misinterpretations

- Removal of the Shelter Island Boat Launch and its adjacent parking - **Not proposed in PMPU**
- Addition of a dog park - **Not proposed in PMPU**
- Paving the La Playa Trail - **Not proposed in PMPU**
- Addition of restrooms at La Playa Trail trailhead - **Not proposed in PMPU**
- Addition of promenade and bike path through Shelter Island Boat Launch area - **Will be clarified and revised in Revised Draft PMPU**

Example Clarification



Addition of promenade and bike path through Shelter Island Boat Launch area -
Will be clarified and revised in Revised Draft PMPU

Shelter Island Planning District

Development Intensity Comments

- Opposition to 1,600 new hotel rooms, plus additional retail and restaurant space on Shelter Island
- Concerns that new development will exacerbate existing traffic congestion
- More development will further strain public utilities and emergency services

Shelter Island Planning District

Height Limit Comments

- Height limits are needed
- Must respect City's height limit in Coastal Zone – 30 feet
- New development will degrade character of Shelter Island if no restrictions on bulk, scale and massing
- Potential negative impacts to adjacent residential property values

Shelter Island Planning District

Maritime Use Comments

- Must continue support of maritime industry
 - Boat repair facilities
 - Sportfishing
 - Marlin Club
 - Commercial fishing

Shelter Island Planning District

Maritime Use Comments – Commercial Fishing

- Contrary opinions regarding allowed secondary uses in berthing areas

Tuna Harbor

- Spill Response Services
- Marine and Towing Services
- Aquaculture
- Other coastal-dependent commercial uses that do not interfere, conflict, or are not incompatible with commercial fishing operations
- Subject to termination provisions when space is needed by Commercial Fishing, along with commitment to establish an administrative process requiring consultation with the San Diego Fishermen's Working Group for management, monitoring and conflict resolution

Driscoll's Wharf

- Any non-commercial fishing vessel may temporarily berth in provided they be relocated upon 72-hours' notice when space is needed for a commercial fishing vessel

Shelter Island Planning District

Mobility Comments

- Support for increased water-side mobility options
 - Public water transit from Shelter Island to downtown/Coronado
- Concern with roadway reconfigurations
 - Scott Street
 - Shelter Island Drive (island portion only)
 - Anchorage Lane

Shelter Island Planning District

La Playa Piers Comments

- Piers contribute to character of La Playa Community and San Diego Bay
- Piers are part of the history of La Playa
- Retain piers; don't demolish them

Shelter Island Planning District

La Playa Piers - History

- Five private recreational piers on District tidelands constructed in 1930s-1940s
- Located on public tidelands and fee interest not granted to homeowners upon formation of District in 1962
- 1981: Coastal Commission certified the Port Master Plan with the following language:
 - *“The Board of Port Commissioners shall not renew the existing leases on the five privately owned piers in the La Playa and adjacent Kellogg Beach areas that extend out from the tidelands into the yacht Basin near Shelter Island. At the termination of the existing leases in 1986 the Board of Port Commissioners shall either: a) make the piers available for public use; or b) cause them to be removed. Any piers retained which create a severe impediment to lateral shoreline access shall be modified to correct this situation. Signs indicating availability for public use shall be posted on any piers retained.”*

Shelter Island Planning District

La Playa Piers - History

- **1986: District and Coastal Commission staff determined that La Playa Yacht Club Pier is not subject to requirement**
- **1988: District pursued Port Master Plan Amendment to continue private use of piers, but amendment was denied by Coastal Commission**
- **1992: District and Coastal Commission staff agreed on interim arrangement for piers to be public and gangway/floating dock to be private**
- **2018-2019: District takes back Donnelley and Arrington/Daly piers when permittees chose not to renew short-term leases**
- **Two other piers remain quasi-public/private**
 - Olson, Alexander, Graham Pier – short-term lease expires on November 30, 2019
 - Driscoll Pier – on holdover after June 30, 2019 expiration

Shelter Island Planning District

La Playa Piers – PMPU Discussion Draft

Two standards included in the Shelter Island Planning District:

- **No new private residential or quasi-private residential/public piers are permitted**
- **Except for the La Playa Yacht Club Pier, all piers and docks in this West Shelter Island Subdistrict that are private residential or quasi-private residential/public shall be removed within two years of certification of this Port Master Plan**

Shelter Island Planning District

La Playa Piers – PMPU Discussion Draft

Coastal Commission Comments on PMPU Discussion Draft

La Playa Piers. Commission staff supports the removal of the docks and piers in La Playa, except of the La Playa Yacht Club pier, within two years of certification of the PMPU. Alternatively, if the Port wishes to retain the piers, the piers (including their docks) should be available for public use at all times. Either action would be consistent with the Commission’s action on the certification of the PMP in 1982 that required: “The Board of Port Commissioners shall not renew the existing leases on the five privately owned piers in the La Playa and adjacent Kellogg Beach areas that extend out from the tidelands into the yacht Basin near Shelter Island. At the termination of the existing leases in 1986 the Board of Port Commissioners shall either: a) make the piers available for public use; or b) cause them to be removed. Any piers retained which create a severe impediment to lateral shoreline access shall be modified to correct this situation. Signs indicating availability for public use shall be posted on any piers retained.” However, Commission staff does not support the retention of the piers with the existing public access restrictions (i.e., the Nichols Street pier is entirely private and the other four piers contain private docks).

Shelter Island Planning District

La Playa Piers

North San Diego Bay



Shelter Island Planning District La Playa Piers



1. Olson, Alexander, Graham Pier



1. Olson, Alexander, Graham Pier



1. Olson, Alexander, Graham Pier



1. Olson, Alexander, Graham Pier



2. Driscoll Pier



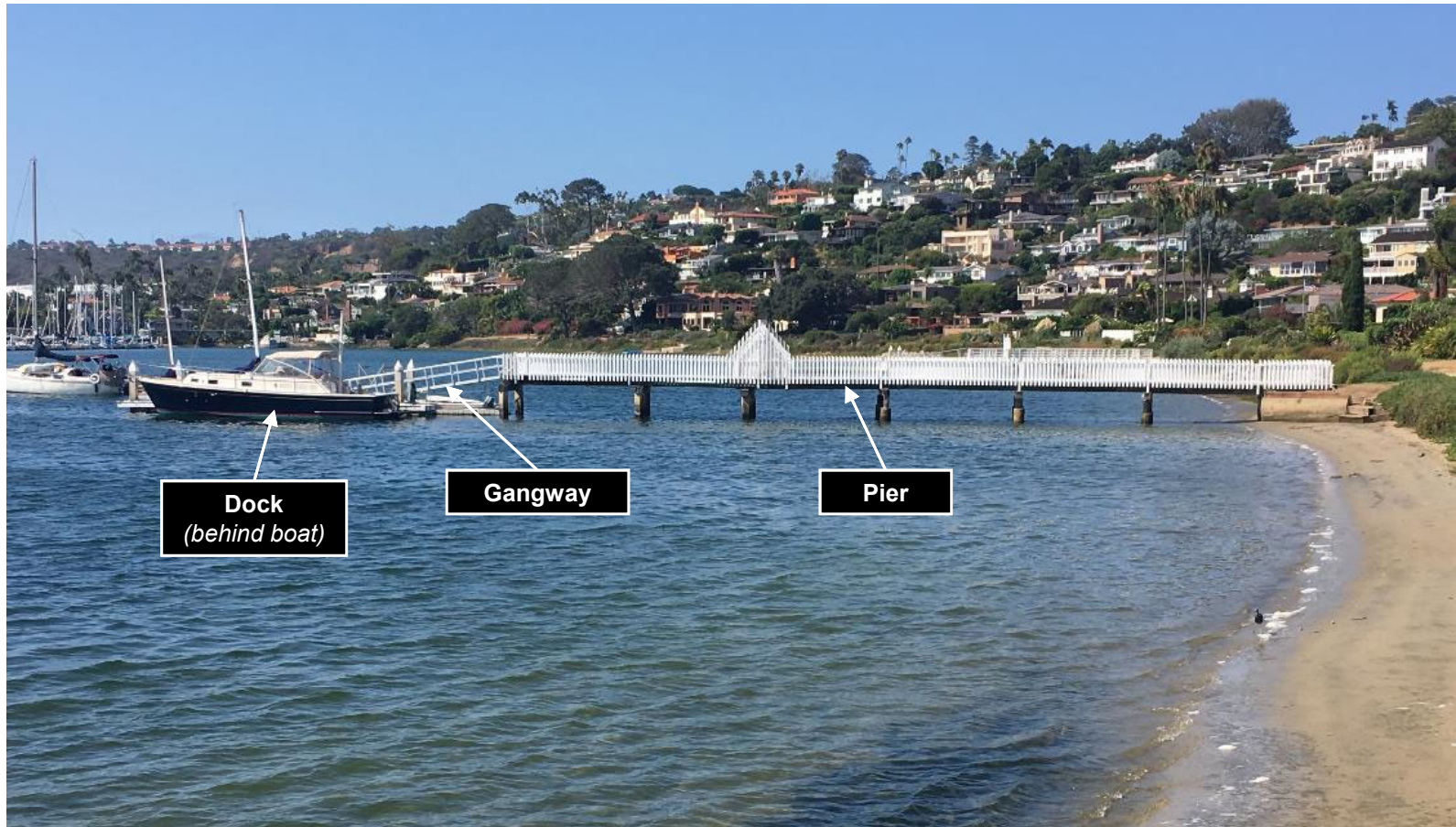
2. Driscoll Pier



2. Driscoll Pier



2. Driscoll Pier



3. Donnelley Pier



3. Donnelley Pier



3. Donnelley Pier



3. Donnelley Pier



4. La Playa Yacht Club Pier



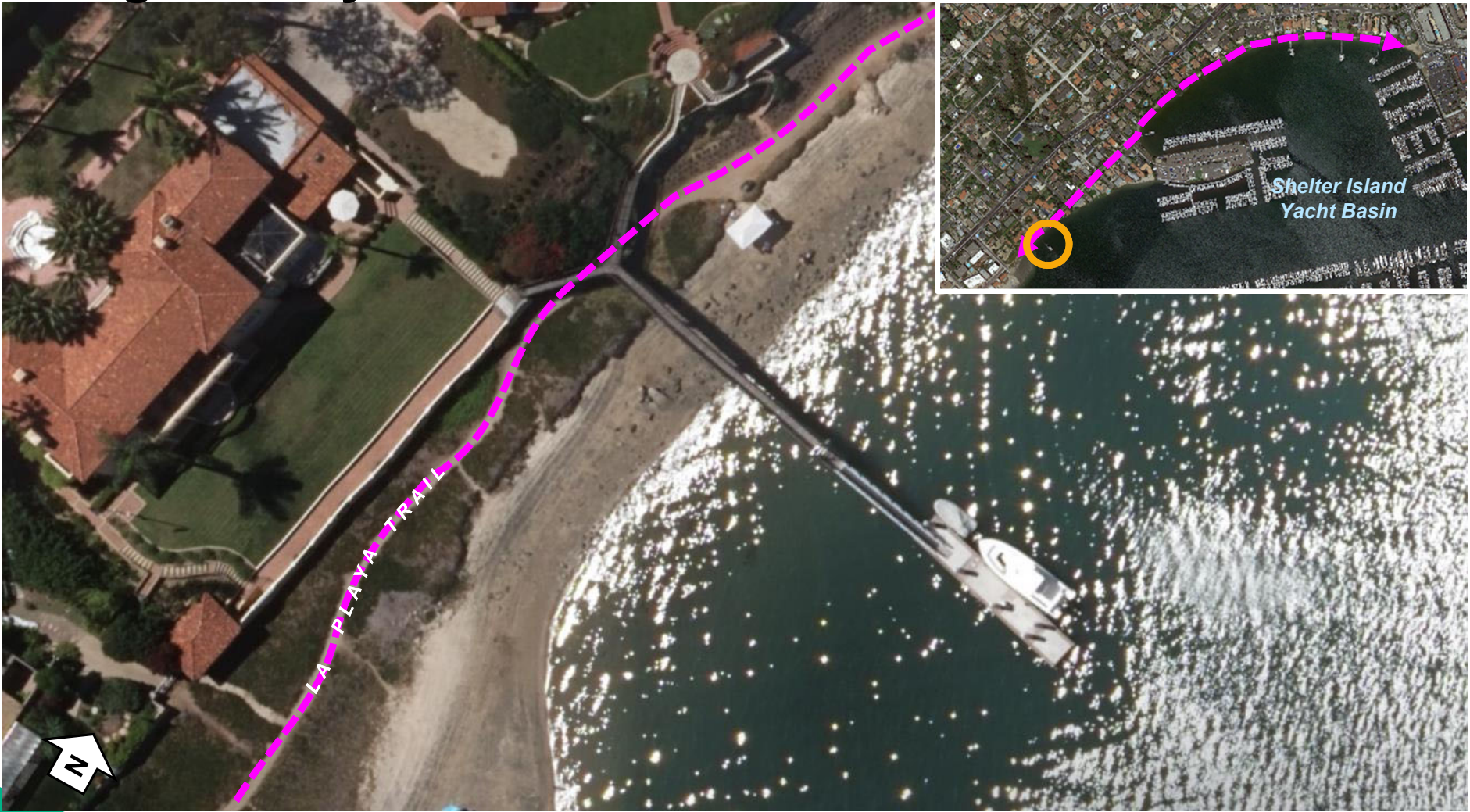
4. La Playa Yacht Club Pier



4. La Playa Yacht Club Pier



5. Arrington/Daly Pier



5. Arrington/Daly Pier



5. Arrington/Daly Pier



Shelter Island Planning District

La Playa Piers

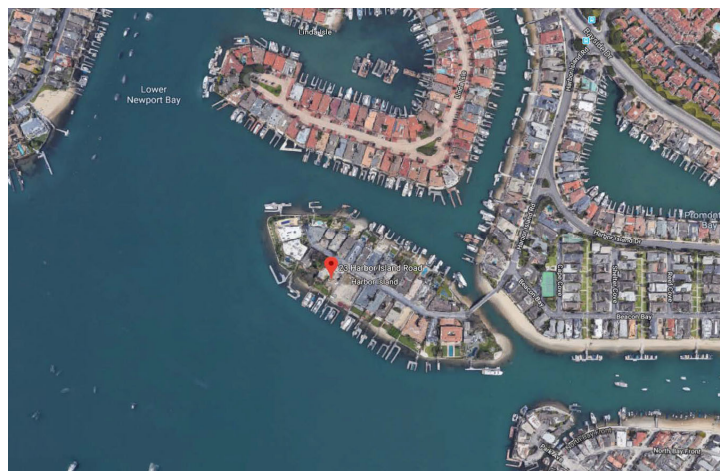
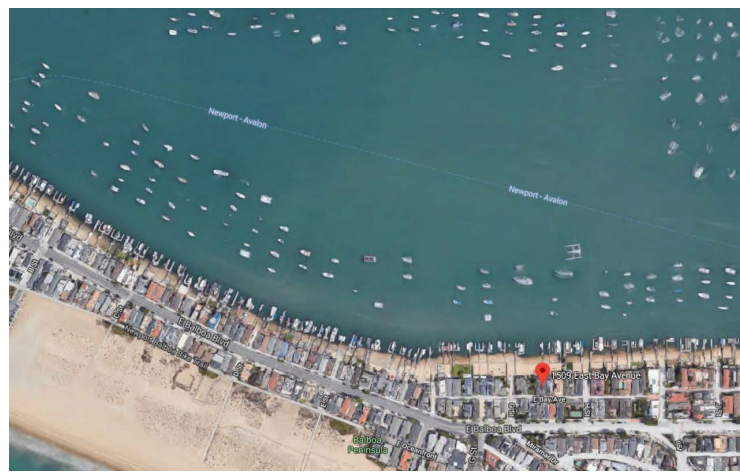
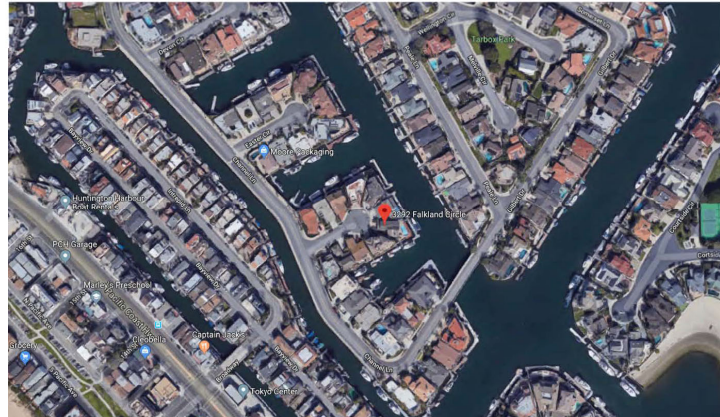
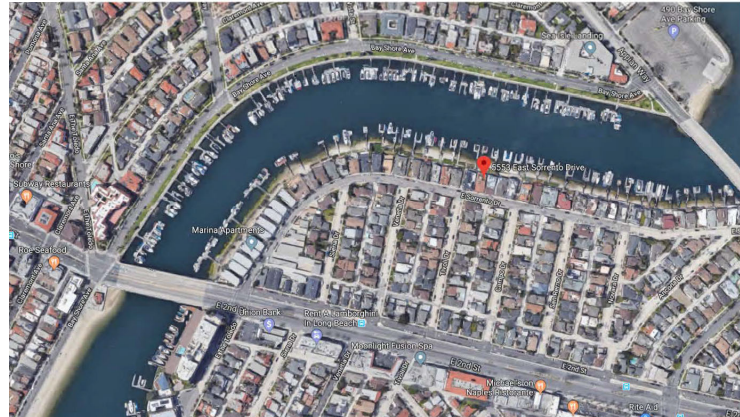
Distinctions from Other Residential Piers

- Coastal Commission has allowed for private piers/docks in other jurisdictions, such as Newport Beach and Long Beach
- Coastal Commission factors for allowing private piers/docks include:
 - Existing conditions are characterized by a significant pattern of development of private residential piers/docks
 - The pier/dock is a replacement of an existing pier/dock
 - There is no existing direct public access to the shoreline or pier
 - The pier is raised to maintain lateral access along the shoreline by allowing the public to walk under the structure
- Majority of CDPs were for replacement of existing piers/docks
- Only two CDPs found for new piers/docks

Shelter Island Planning District

La Playa Piers

Private Residential Piers/Docks in Newport & Balboa Island





Harbor Island

Shelter Island

Embarcadero

Working Waterfront

Coronado Bayfront

National City Bayfront

Chula Vista Bayfront

Silver Strand

South Bay

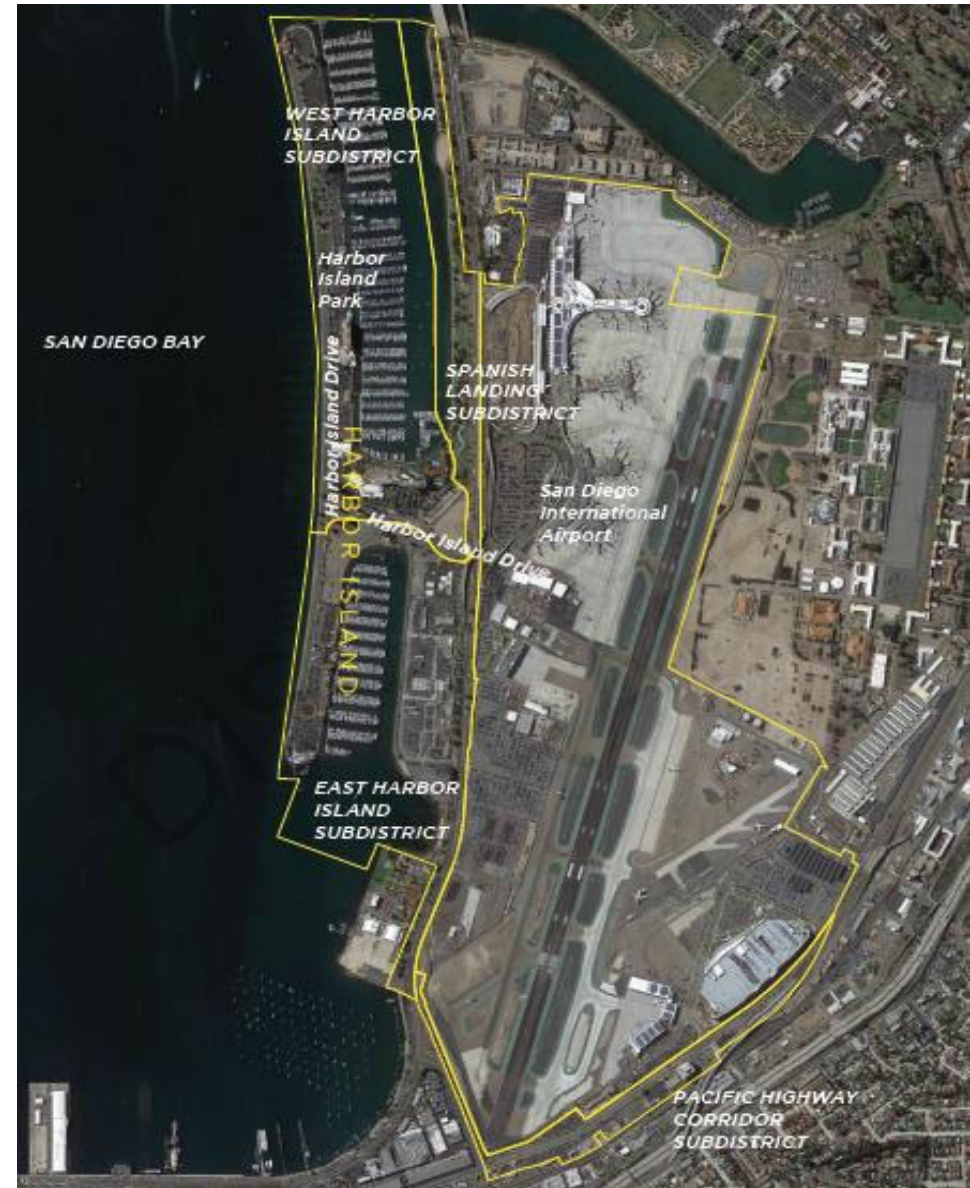
Imperial Beach Oceanfront

Port Master Plan Planning Districts

What is proposed in the PMPU?

East & West Harbor Island

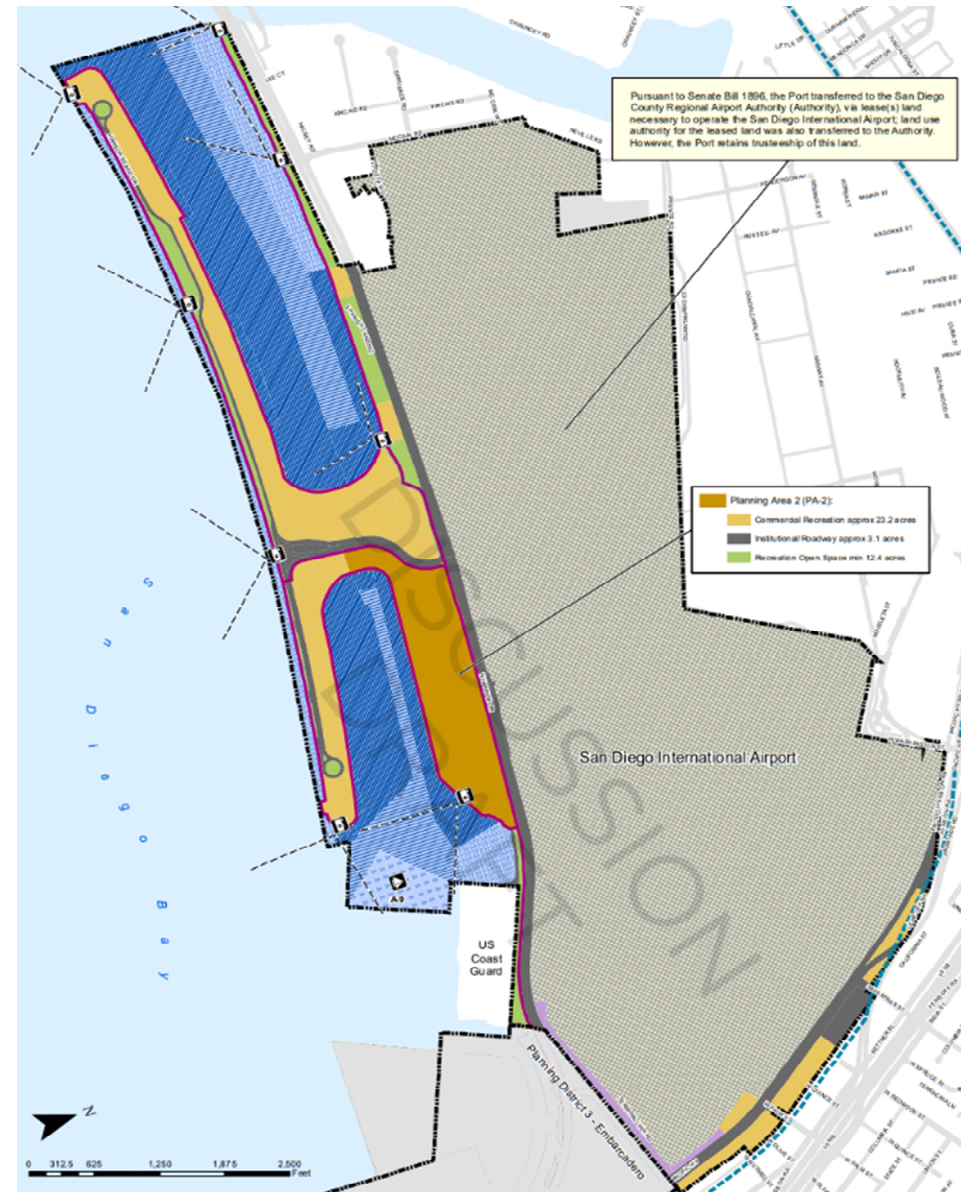
- Redevelop rental car area with visitor-serving uses
- Potential increase in hotel rooms, retail and office space
- Increase or decrease of up to 10% in vessel slip quantity
- Increased water mobility
- Reconfigure Harbor Island Drive to expand park space
- Potential increase in hotel rooms/beds, visitor-serving retail and restaurant
- Reconfiguration of Pacific Highway [within Port jurisdiction] to improve vehicle, transit, bike, and pedestrian movements



What is staying the same in the PMPU?

Existing Uses

- Parks
- Recreational marinas
- Hotels
- Restaurants



Harbor Island Planning District

Development Intensity Comments

- No concerns expressed regarding proposed development on Harbor Island
- Some comments suggested increasing hotel rooms as offset to reduced intensities in Shelter Island

Harbor Island Planning District

Mobility Comments

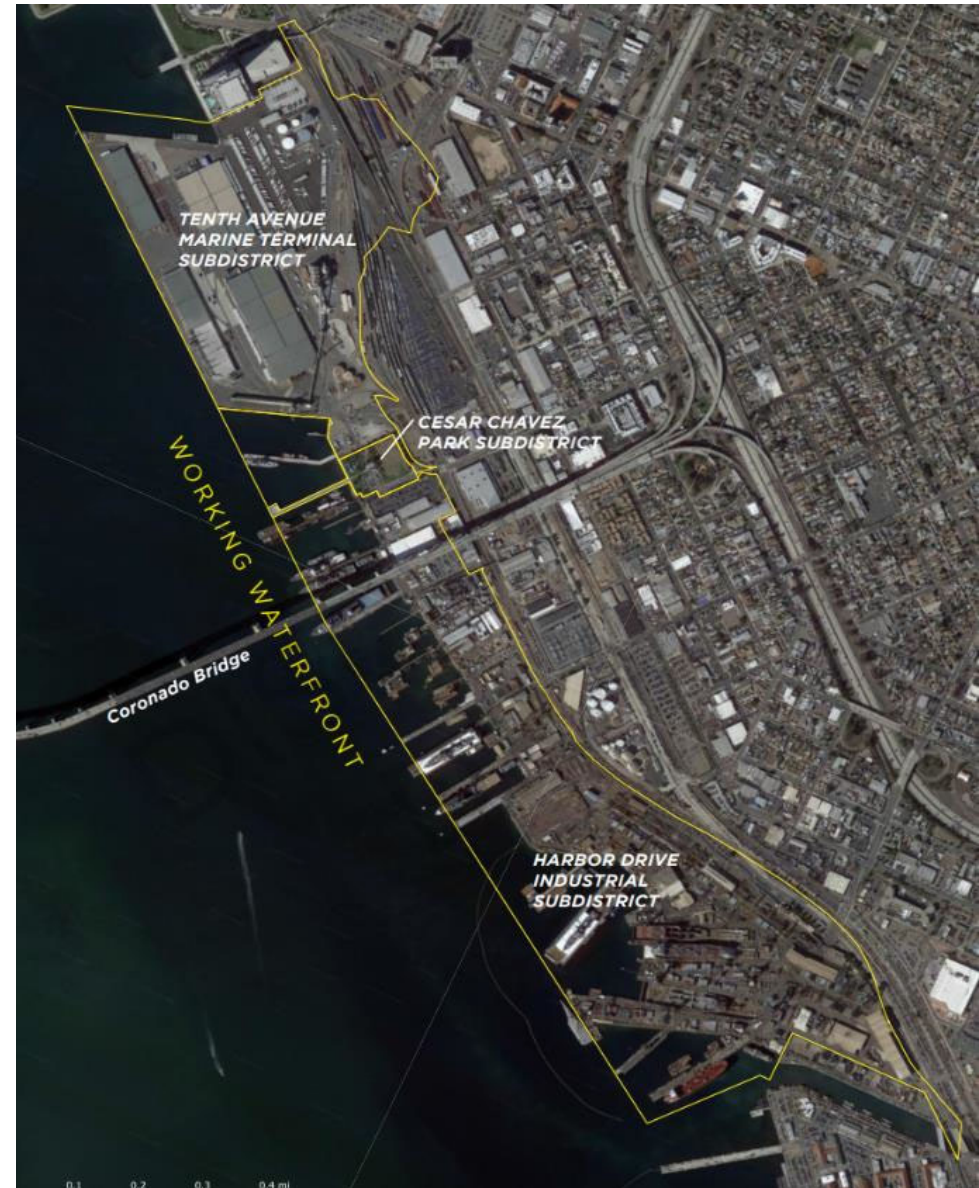
- Concerns raised about roadway changes that may result in increased traffic congestion or reductions to on-street parking
- Comments expressed support for providing additional connections to water-side mobility options
- Feedback also included support for non-motorized launch point proposed for East Harbor Island



What is proposed in the PMPU?

Working Waterfront

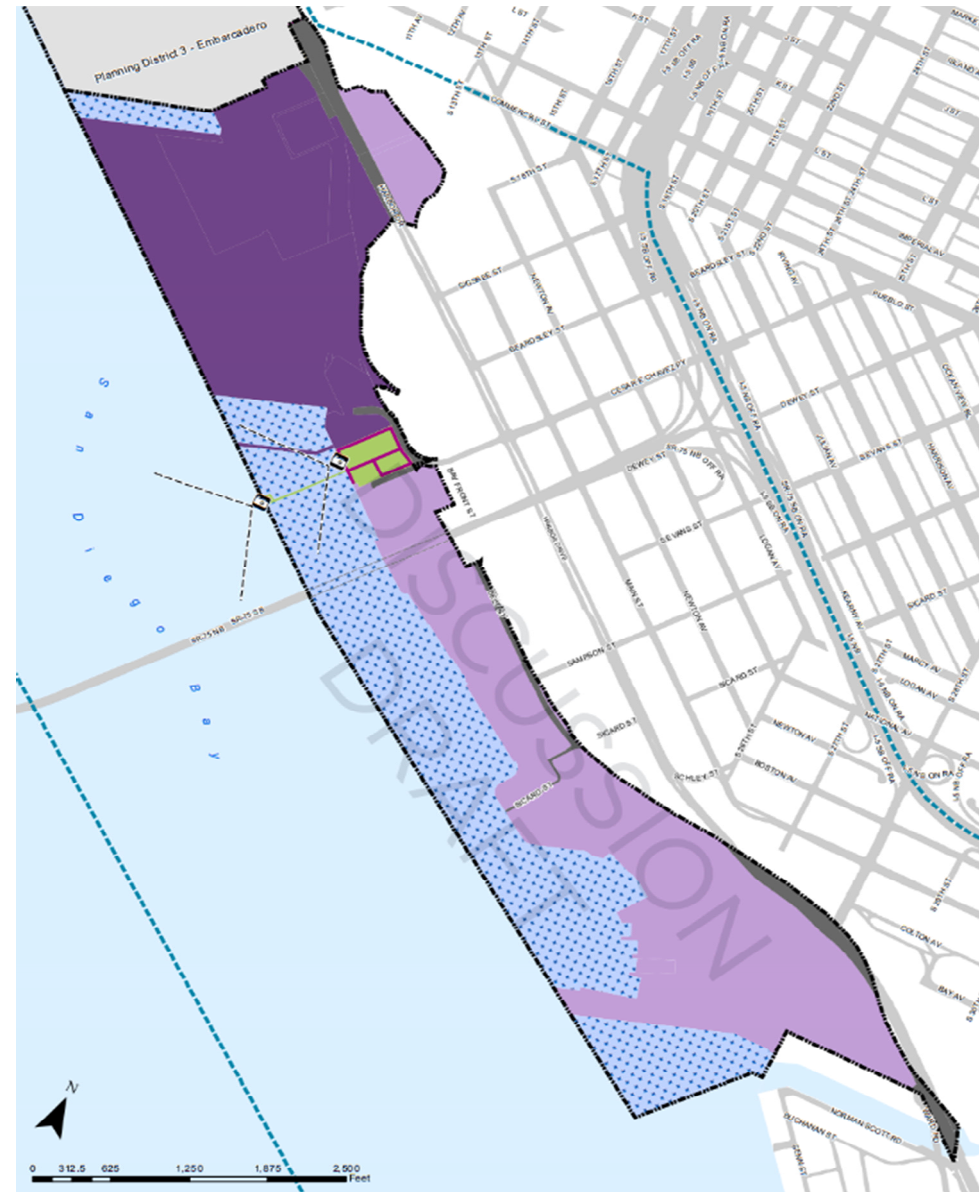
- Encourage and allow for sustainable freight and shipping methods
- Add a water-based transit landing
- Add scenic vista areas to protect views from Cesar Chavez Park



What is staying the same in the PMPU?

Working Waterfront

- Maritime trade operations
- Strategic regional, state, and federal port of entry
- Public access to Cesar Chavez Park
- Size and location of Cesar Chavez Park



Working Waterfront Planning District

Maritime Use Comments

- Greater emphasis must be given to importance of maintaining and growing San Diego's maritime industry
- Safety concerns raised related to allowing expanded opportunities to touch the water

Working Waterfront Planning District

Mobility Comments

- Support expressed for increased water-based transit opportunities



Port Master Plan Planning Districts

What is proposed in the PMPU?

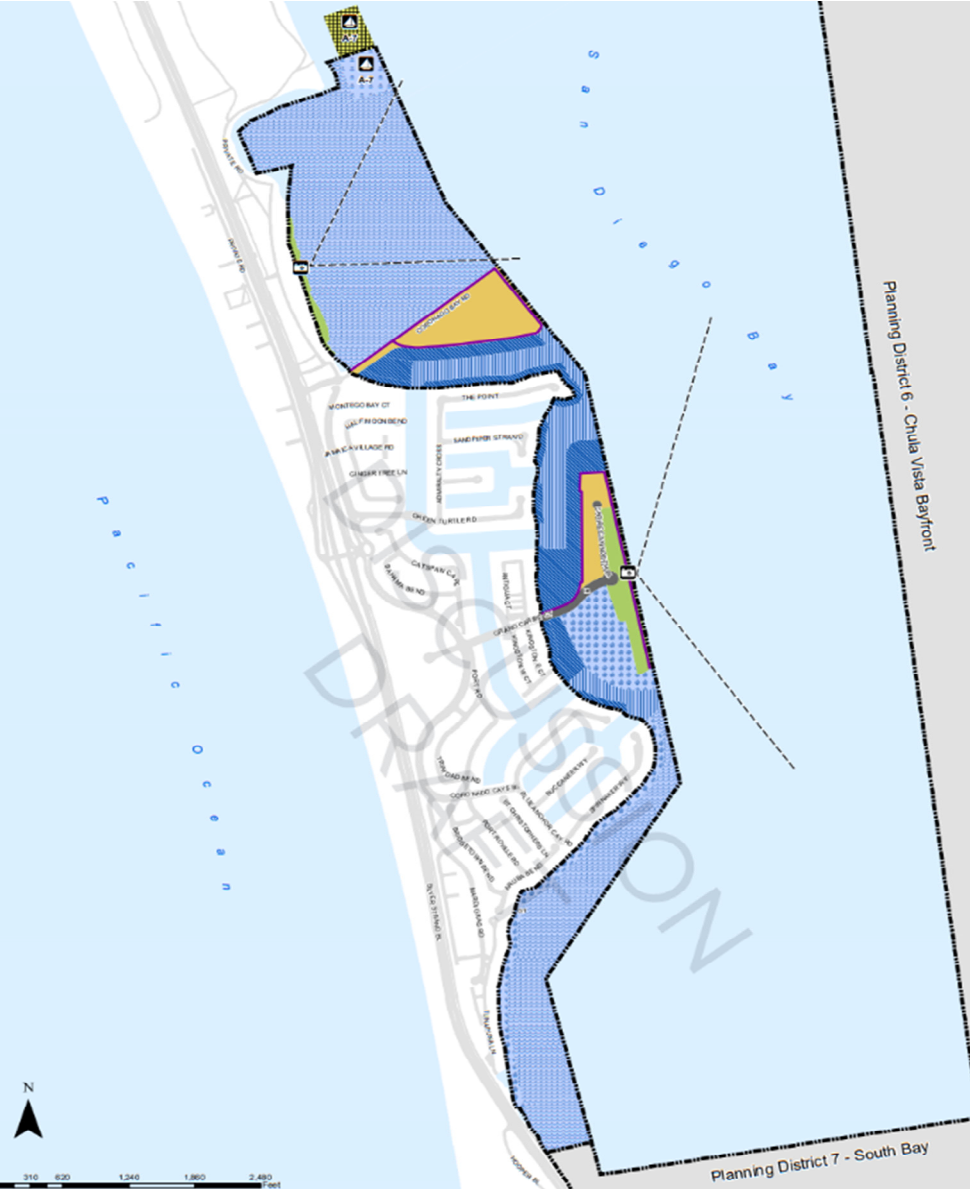
Silver Strand

- One land use change in Grand Caribe Isle
 - Change from *Commercial Recreation* to *Open Space*
- Increased water mobility



What is staying the same in the PMPU? *Silver Strand*

- Hotel
- Recreational marina
- Yacht club
- Nature trails and natural habitat areas



Silver Strand Planning District

Development Intensity Comments

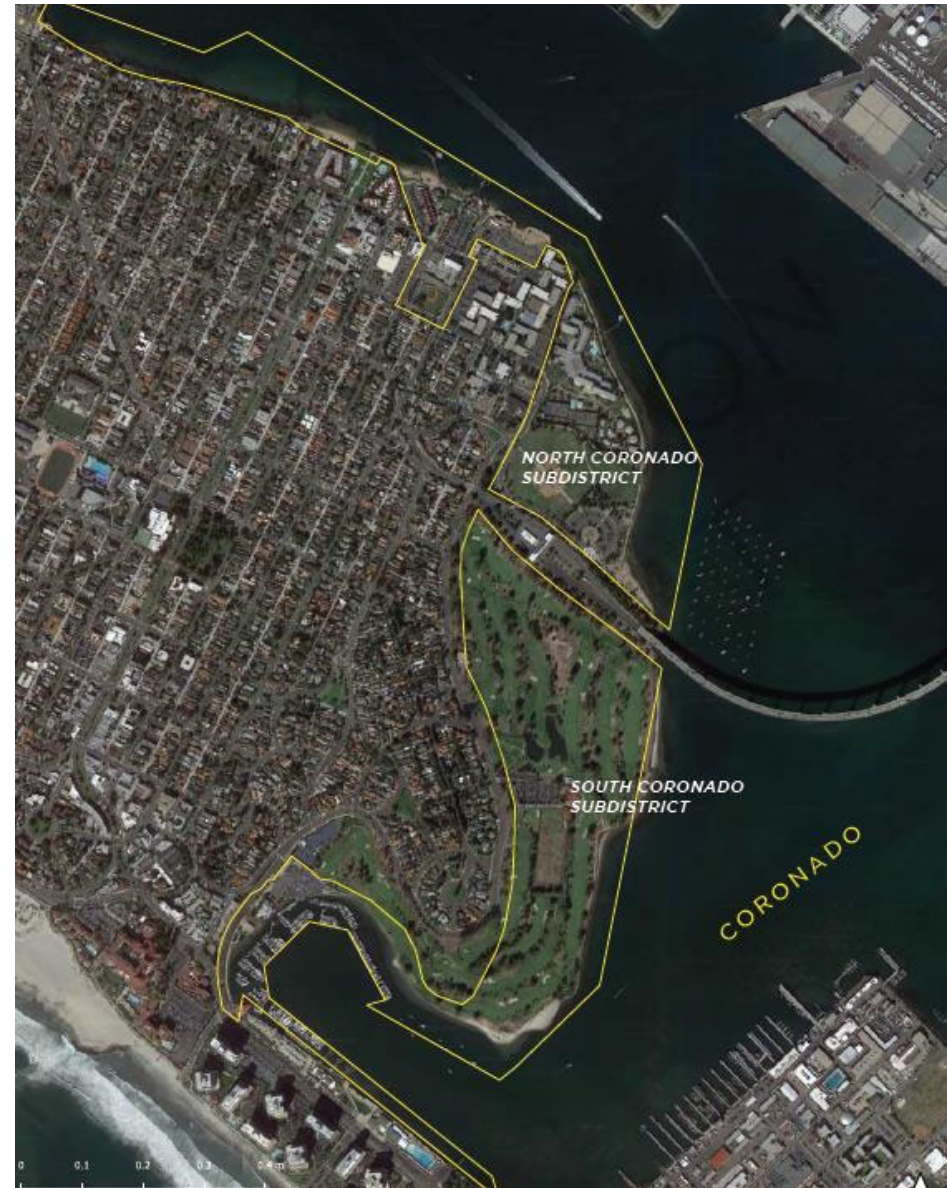
- Proposed 360 new hotel rooms at Loews Coronado Bay Resort is incompatible with surrounding area
- Support expressed for changing portion of Grand Caribe from Commercial Recreation to Recreation Open Space
- Two comments received requesting no change to Commercial Recreation in Grand Caribe



Port Master Plan Planning Districts

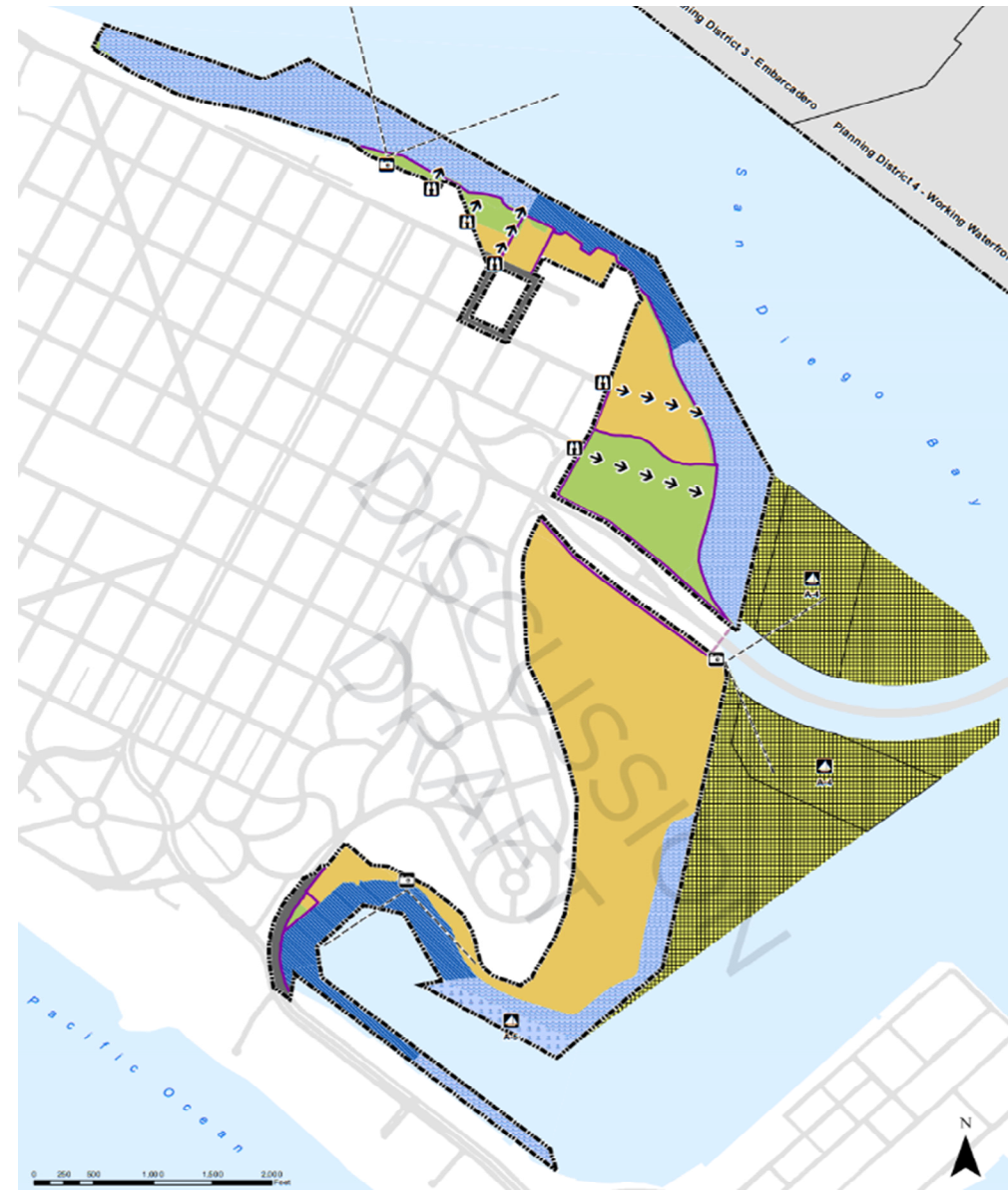
What is proposed in the PMPU?

- Potential increase in hotel rooms, retail and office space
- Golf course use consolidated into Commercial Recreation designation category
- Increased water mobility
- Up to 12 new vessel slips in North Coronado
- Increase or decrease of up to 10% in vessel slip quantity in South Coronado



What is staying the same in the PMPU?

- Parks
- Golf course
- Bike and pedestrian paths
- Yacht Club
- Anchorages



Coronado Bayfront Planning District

Development Intensity Comments

- No support for increased commercial or hotel development on Coronado Bayfront
- Additional development will exacerbate existing traffic congestion
- Existing undeveloped areas at Ferry Landing should be preserved

Coronado Bayfront Planning District

Height Limit Comments

- Must have clear height limits
- City's height limit in Coastal Zone (40 feet) must be respected
- Potential impacts to community character resulting from bulk, scale, massing and view blockage

Coronado Bayfront Planning District

Mobility Comments

- Support for providing additional connections to water-side mobility options, specifically increased opportunities for water-taxi and ferry service
- Concerns over increased traffic congestion raised
- Opposition to structured parking

PMPU Discussion Draft Board Direction for Revising the Draft PMPU

Request for Board Direction

Development Intensity

- **Shelter Island Planning District**
 - Potential Board direction:
 - Reduce new hotel rooms throughput planning district
 - Only allow new hotel rooms in a specific location, such as near Harbor Drive
- **Harbor Island Planning District**
 - Potential Board direction:
 - Increase hotel rooms in Harbor Island (shift from Shelter Island)
- **Silver Strand Planning District**
 - Potential Board direction:
 - Decrease new hotel rooms at Loews from 360 to 250
 - Maintain proposed Recreation Open Space at Grand Caribe (no hotel rooms)
- **Coronado Bayfront Planning District**
 - Potential Board direction:
 - No new hotels or hotel rooms in this planning district
 - No new commercial development in this planning district

Request for Board Direction

Height Limits

- Shelter Island Planning District
- Coronado Bayfront Planning District
 - Potential Board direction to add numerical height limits that are consistent with those of adjacent jurisdictions

Request for Board Direction

Maritime Uses

- Shelter Island Planning District
 - Marlin Club:
 - Potential Board direction to add a policy to PMPU that expressly maintains the Marlin Club in its current location
- Commercial Fishing Berthing:
 - Potential Board direction for Commercial Fishing Berthing allowance to be consistent between Shelter Island and Embarcadero planning districts

Request for Board Direction

La Playa Piers

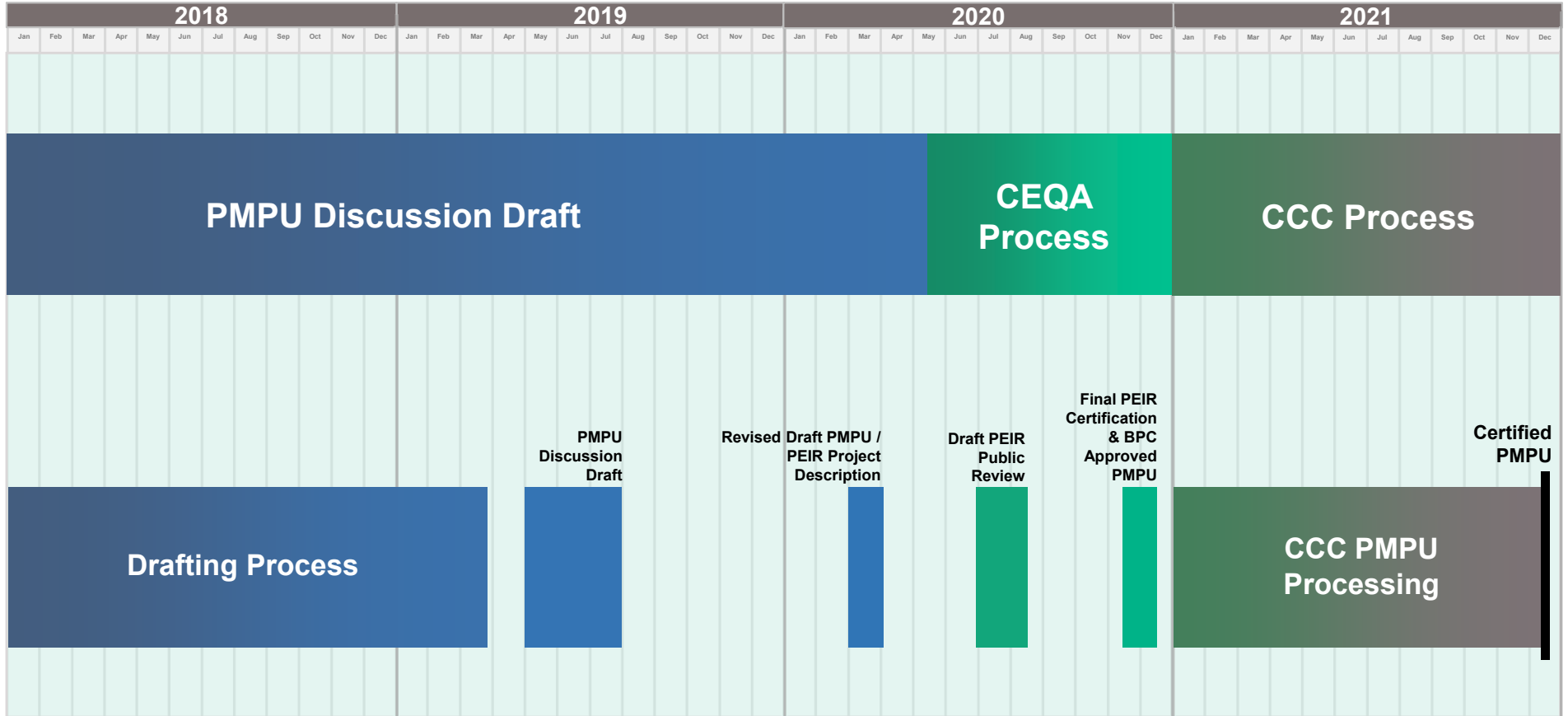
- Potential Board Direction:
 - *Option 1* - Demolish entire pier structure
 - *Option 2* - Demolish floating docks/gangways and leave pier open to public (District would operate and maintain piers)
 - *Option 3* - Make entire pier open to the public (District would operate and maintain piers)
 - *Option 4* - Status Quo – Keep piers open to public, but allow gangways and floating docks to remain private

Note: Under Options 2, 3 and 4, staff recommends that the Arrington/Daly pier still be demolished as it does not provide any public access because it connects directly to the residences' backyards

Port Master Plan Update Next Steps



Integrated Planning: Port Master Plan Update Drafting Process



PRESENTATION AND DIRECTION TO STAFF ON THE PORT MASTER PLAN UPDATE:

- A) INFORMATIONAL UPDATE ON THE PMPU DISCUSSION DRAFT, INCLUDING A SUMMARY PRESENTATION OF PUBLIC COMMENTS RECEIVED DURING A 90 DAY REVIEW PERIOD;
AND
- B) STAFF RECOMMENDATIONS FOR APPROACHING REVISIONS TO THE DRAFT PORT MASTER PLAN UPDATE AND CONFIRMATION OF NEXT STEPS