PORT of SAN DIEGO
Waterfront of Opportunity

# Port Master Plan Update
# Discussion Draft Comments

***Comments received after 90-day review period***

*Comments are not listed in any particular order*

**First update: 8/22/2019**
**Second update: 9/12/2019**
**Third update: 10/10/2019**
**Fourth update: 3/9/2020**
**Fifth update: 10/19/2020**

* **denotes comments added on second update**
* **denotes comments added on third update**
* **denotes comments added on fourth update**
* **denotes comments added on fifth update**

**From:** Aleene Queen <hilokona1965@san.rr.com>
**Sent:** Thursday, August 1, 2019 1:01 AM
**To:** Port Master Plan Update
**Subject:** San Diego Unified Port District

Dear Port of San Diego:

The purpose of the San Diego Unified Port District is to hold and manage our tidelands properties for the good of all San Diego County residences.

To serve this purpose the San Diego Unified Port District has developed many good projects along the bay tidelands in the North end of San Diego Bay and created at least 7 new parks and beaches which the public and family's use to access and enjoy the Bay.

However, the same cannot be said about the South Bay of San Diego Bay. It is clear to any observer that Environmental Injustice is embedded in the San Diego Unified Ports District Master Plan and land use polices. The people of the South San Diego Bay should have the same type of tidelands improvements and access as the North San Diego Bay.

In the California State Constitution, the right to access our Beach and Bays is guaranteed. It is an inalienable right of every citizen rich or poor. This access inalienable right means that it cannot be taken away nor traded to any environmental group, developer, Public Agency or private group.

Unfortunately, the San Diego Unified Ports District Master Plan clearly takes away the access rights of South San Diego Bay Citizens and does not have the same level of infrastructure investment or projects which equally provide the recreational activities as the North end of San Diego Bay.

This master plan must be rejected and a new land use plan developed with the Citizens of Chula Vista, Coronado, Imperial Beach, National City and South San Diego needs to be produced.

Sincerely,

Aleene Queen
241 G Avenue
Coronado CA 92118

Hilokona1965@san.rr.com

**From:** Amy Sanford <amy.sanford@hotmail.com>
**Sent:** Thursday, August 1, 2019 5:20 AM
**To:** Port Master Plan Update
**Subject:** Coronado

Dear Port of San Diego:

The purpose of the San Diego Unified Port District is to hold and manage our tidelands properties for the good of all San Diego County residences.

To serve this purpose the San Diego Unified Port District has developed many good projects along the bay tidelands in the North end of San Diego Bay and created at least 7 new parks and beaches which the public and family's use to access and enjoy the Bay.

However, the same cannot be said about the South Bay of San Diego Bay. It is clear to any observer that Environmental Injustice is embedded in the San Diego Unified Ports District Master Plan and land use polices. The people of the South San Diego Bay should have the same type of tidelands improvements and access as the North San Diego Bay.

In the California State Constitution, the right to access our Beach and Bays is guaranteed. It is an inalienable right of every citizen rich or poor. This access inalienable right means that it cannot be taken away nor traded to any environmental group, developer, Public Agency or private group.

Unfortunately, the San Diego Unified Ports District Master Plan clearly takes away the access rights of South San Diego Bay Citizens and does not have the same level of infrastructure investment or projects which equally provide the recreational activities as the North end of San Diego Bay.

This master plan must be rejected and a new land use plan developed with the Citizens of Chula Vista, Coronado, Imperial Beach, National City and South San Diego needs to be produced.

Regards,

Amy Sanford

**From:** Bill Kassler <billk263@gmail.com>
**Sent:** Thursday, August 1, 2019 4:05 AM
**To:** Port Master Plan Update
**Subject:** Public access

Dear Port of San Diego:

The purpose of the San Diego Bay Unified Port District is to hold and manage our tidelands for the good of *all San Diego County residences.*

To serve this purpose the San Diego Unified Port District has developed many projects along the bay tidelands in the **North end of San Diego Bay** and created at least 7 new parks and beaches which the public and local family's use to access and enjoy the Bay.

However, the same cannot be said about the **South Bay of San Diego Bay**. It is clear to any observer that **Environmental Injustice** is embedded in the San Diego Unified Ports District Master Plan and land use polices. The people of the South San Diego Bay should have the same type of tidelands improvements and access to the waterline as is in the North San Diego Bay.

In the California State Constitution, the right to access our Beach and Bays is guaranteed. It is an inalienable right of every citizen rich or poor. These rights to access our tidelands are inalienable, meaning that cannot be taken away nor traded to any environmental group, developer, public agency or private group.

Unfortunately, the San Diego Unified Ports District Master Plan clearly takes away the access rights of South San Diego Bay Citizens and we do not have the same level of infrastructure investment or projects which equally provide the same level recreational activities. We are treated differently than the citizens who live in the North end of San Diego Bay.

This master plan must be rejected and a new land use plan developed with improvements to our coastline. The Citizens of Chula Vista, Coronado, Imperial Beach, National City and South San Diego ask for your help in creating a bay which provides equal access to all it citizens.

Bill Kassler
Sent from my iPhone

**From:** Bryan <bpowell207@aol.com>
**Sent:** Thursday, August 1, 2019 9:23 AM
**To:** Port Master Plan Update
**Subject:** Parking shelter island

I do not want the parking at shelter island a green belt.

Thank You
Bryan Powell

Sent from my iPhone

**From:** CARL LUCKNER <sdsalor@cox.net>
**Sent:** Thursday, August 1, 2019 8:30 AM
**To:** Port Master Plan Update
**Subject:** La Playa /Shelter Island

As along time resident of Point Loma and user of Shelter Island I would hope the board would reconsider the plans for our area.

Shelter Island should remain a Polynesian Theamed location with no hi-Rise. I cannot believe that the Hotels on the Island have 100% occupancy

As to the Trail along the Bay It,s not broke and does not need fixing.

Carl Luckner

**From:** Chris Gensler <chrisgensler@yahoo.com>
**Sent:** Thursday, August 1, 2019 5:25 PM
**To:** Port Master Plan Update
**Subject:** PMPU- NO!

Dear Port Admin.,

Please do not over burden our small community with a large addition of hotel rooms, extensive buildings, cars and tourists. We already feel the huge negative impact of our Navy traffic and unfortunate bridge deaths.

As a Coronado business owner and resident since 1993, I ask that you listen to the voice of our community and temper your plans accordingly. Coronado residents understand the damage your plan can do.

Please take our concerns into consideration when reviewing and developing your plans.

Sincerely,
Christine Gensler

Sent from my iPhone

**From:** Chuck Adams <vcadams70@gmail.com>
**Sent:** Thursday, August 1, 2019 9:42 AM
**To:** Port Master Plan Update
**Subject:** Loss of precious parking

Hello,
I am writing to respectfully request that the Shelter Island launch ramp parking lot not be turned into green belt. Parking is very difficult already in that area and any further loss would make access to sport fishing more difficult. Also much of the time the types of vehicles that depend on this parking area are full size pick-ups that would not be able to find a safe alternative.

Respectfully,

Chuck Adams
619 888-9820

**From:** Dan Collado <drdancollado@gmail.com>
**Sent:** Thursday, August 1, 2019 12:58 AM
**To:** Port Master Plan Update; Ann Moore; barbarabry@sandiego.gov; chriscate@sandiego.gov; christopherward@sandiego.gov; cityattorney@sandiego.gov; Dan Malcolm; Garry Bonelli; georgettegomez@sandiego.gov; jennifercampbell@sandiego.gov; Jason Giffen; kevinfaulconer@sandiego.gov; markkersey@sandiego.gov; Marshall Merrifield; monicamontgomery@sandiego.gov; mzuccet@portofsandiego.org; Rafael Castellanos; Randa Coniglio; Robert Valderrama; sandiego@coastal.ca.gov; scottsherman@sandiego.gov; Sharon Cloward; stephen.Padilla@coastal.ca.gov; vivianmoreno@sandiego.gov
**Subject:** Input for port plan at la playa and shelter island basin

Our neighborhood started in the late 1500's by the spanish landing in la playa, and my neighborhood is a residential area with a one lane road that services the traffic of over 5000 Navy personnel going to and from the sub base and spa wars. Our traffic merges with that of shelter island's, which is also a one lane road, which on weekends is already very busy. Besides all the concerns of disrupting wildlife in our area to bring in outsiders as many residents have said, we should improve community parks and rec areas, and it would better serve san diegans to make like a la jolla shores beach, but regardless, traffic studies will have to be done and i am sure they will not support the surge and overbuilding of the area.
If you must have a spot for a new hotel, then the ocean side of the cabrillo monument can give a lease to open land, loke hotels in yosemite or yellowstone, and traffic on Catalina can support it with 4 lanes until the very end.
Also, I live next to the trailhead at talbot and anchorage and walk it everyday. There is sufficient accessibility from shelter island on the sidewalks. It can be a wider sidewalk if necessary but does not have to be a promenade that is planned because there simply is not that kind of pedestrian traffic in the area. The bessemer path dead ends into the surrounding neighborhood, not any commercial or retail areas.
Thank you for hearing my concerns.
Daniel Collado, DMD
940 Rosecrans St
San Diego, CA 92106

**From:** Guy Schneider <gcs622@gmail.com>
**Sent:** Thursday, August 1, 2019 11:38 AM
**To:** Port Master Plan Update
**Subject:** Shelter Island Launch ramp and parking

Dear sirs,

Its come to my attention that you are contemplating removing the parking facility at or near the Shelter Island boat launch ramp and replacing it with a greenbelt and or park. While I am all for protecting our environment and support limiting development that will reduce natural greenbelts and open areas, removing this parking facility and replacing it with a greenbelt is neither practical nor best represents the City of San Diego and or the Port Authority values and objectives.

1) San Diego is and always will be (hopefully) a bay front water adjacent city supporting maritime activities in San Diego's beautiful harbor. To that end, the City of San Diego and the Port Authority should consider the native and long standing benefits of supporting not only the maritime fleet that harbors permanently in the Bay, but also the large and supportive small boat fleet that regularly commutes their personal marine craft from various locations in San Diego, Orange County, Riverside County, Los Angeles County and Arizona to San Diego Bay Shelter Island launch ramp where. Shelter Island Launch Ramp is the premier location for San Diego Bay boaters to launch and remove their boats from the Bay. Without accessible trailer parking to store trailers and tow vehicles while patrons are using the Bay, Shelter Island Launch Ramp and the Bay becomes inaccessible and a useless facility for commuting boaters.

2) Shelter Island launch ramp is the only viable launch ramp in San Diego Bay with adequate parking. Both National City and Imperial Beach have limited and inadequate trailer parking to accommodate the overflow from Shelter Island should this parking facility be shut down. Thus further limiting Bay access and patronage from commuting small vessel owners.

3) The Port Authority just spend millions of dollars retrofitting the Shelter Island launch ramp to accommodate more boats and Bay patronage. Without the necessary parking facilities, this launch ramp would be deemed useless and prior City and Port Authority investment would be a waste of taxpayer money.

4) San Diego already has a massive and growing homeless problem. Opening additional greenbelt space along the waterfront will only serve to attract more homeless persons, drugs, human trafficking, pollution, waste and violence that will deter San Diego Bay visitors and patrons and cost the city millions each year to contain. This is opposite of what you would hope to achieve by opening a greenbelt.

In an effort to support compromise, I would suggest a few things:

1) convert unused parking areas at the East end of the Shelter Island parking lot to a regulated greenbelt that provide no 24 hour access, while maintaining the larger trailer parking area from the east entrance West for Launch ramp and trailer use;
2) keep and maintain current trailer parking facility for Shelter Island launch ramp. If maintenance is required, secure the facility with access gates and charge a nominal fee to patrons who would use the trailer parking facility. This will also serve to eliminate unwanted overnight transient parking.

Please do not close this very scarce and valuable resource.

Thank you.

Regards,

Guy Schneider
760-519-4238

**From:** brislin1971 <brislin1971@gmail.com>
**Sent:** Thursday, August 1, 2019 8:21 AM
**To:** Port Master Plan Update
**Subject:** Shelter Island

Boating is San diegos life blood. Shelter island is the hub of SD boating. To remove an already too small parking lot will have a negative impact on its fishing and sailing culture. Keep the parking lot.
The SD Marlin club has been a mecca fir So. Cal. Fishermen for decades. It represents a tradition of sportfishing in the area. Not to include this bastion of comeraderie would be a travesty.
Thankyou for your time.
Jeremy Brislin

**From:** Jimm Hoffmann, Instrument Engineers <jimm@instrumentengineers.com>
**Sent:** Thursday, August 1, 2019 5:05 PM
**To:** Port Master Plan Update
**Subject:** Loss of Shelter Island Launch Ramp? Really?

Dear Port Authority:

It has come to my attention that the Shelter Island Launch Ramp, which was just expanded, updated, and reopened, may be in danger of becoming useless if the port takes on the action of converting some or all of the parking lot to a green belt.

This is the best launch for dry-stored (trailered) boats in San Diego Bay with the shortest distance of available ramps to the ocean. Other ramps require a longer trip to the mouth of the bay and burn more fuel.

Hopefully you will not enact such a damaging plan and leave the launch ramp and parking lot as they are.

Please do not eliminate parking spaces at the Shelter Island Launch Ramp.

I am a San Diego City and County resident and business owner.

Sincerely,

Jimm Hoffmann
**Instrument Engineers**

*800-444-6106* *858-673-3644* *www.InstrumentEngineers.com*

**From:** John Stuemke <jssd11x@gmail.com>
**Sent:** Thursday, August 1, 2019 9:24 AM
**To:** Port Master Plan Update
**Subject:** Shelter Island Boat Ramp parking

Please keep Shelter Island Boat Ramp parking!

John Stuemke
Ocean Beach

Sent from my iPhone

**From:** Kenny Pickard <kpick41@gmail.com>
**Sent:** Thursday, August 1, 2019 9:26 AM
**To:** Port Master Plan Update
**Subject:** NO ON - Shelter Island Boat Launch Greenbelt

Please do not make this change to the Shelter Island boat launch parking lot.

**Sincerely,**

**Kenneth Pickard**
**619-994-4875**

**From:** KC <vilcakid@yahoo.com>
**Sent:** Friday, August 2, 2019 10:33 AM
**To:** SanDiegoCoast@coastal.ca.gov; Port Master Plan Update
**Subject:** Keep the San Diego Marlin Club

I would like the Marlin Club to be included in the master plan for Shelter Island. It has been an institution in San Diego and needs to be a part of the future of the area. For 88 years it has been a part of the city and that needs to continue.

Signed,

Kevin Cassidy

Sent from my iPad

**From:** Lyle Van Horn <vanhorn77@icloud.com>
**Sent:** Thursday, August 1, 2019 8:04 PM
**To:** Port Master Plan Update
**Subject:** Shelter Island Parking Lot

To whom it may concern,

I, and many others use this parking lot while launching our vessels. I pay more than my fair share of taxes in this city/state and don't want any more privileges taken away. Please take this into consideration.

Regards,
Lyle Van Horn
Vanhorn77@gmail.com

**From:** MV2 <mv2@cox.net>
**Sent:** Thursday, August 1, 2019 7:45 AM
**To:** Port Master Plan Update
**Subject:** Closing of Shelter Island parking Lot?

Greetings:

Please consider keeping the Shelter Island parking lot. As an owner of a 28 foot ocean boat, it is already difficult to find adequate parking for launch and I often do multiple day trips. The parkin lot is a safe place to leave my trailer and truck. I am a contributor to the San Diego economy, even though I live in Mission Viejo. I make the trip down and use local businesses for gas and supplies.

Again, please reconsider this closing of an important economy generator in the area.

Best Regards,
Michael Van Vorhis
Mission Viejo
MV2

**From:** Nick Valenzuela <nvdarkhelmet@yahoo.com>
**Sent:** Thursday, August 1, 2019 9:25 PM
**To:** Port Master Plan Update
**Subject:** Parking lot in shelter island

Please do not take are boat parking lot in shelter island Sent from my iPhone

**From:** Patrick Farrier <pnfarrier@gmail.com>
**Sent:** Thursday, August 1, 2019 10:13 AM
**To:** Port Master Plan Update
**Subject:** Port master plan

I would like to see that parking remains for recreational fishing at the launch.

Patrick Farrier
Farrier Custom Fishing Rods
www.farrierfishingrods.com
6198878088
https://m.facebook.com/farriercustomfishingrods/

**From:** philip londo <philiplondo@yahoo.com>
**Sent:** Thursday, August 1, 2019 9:39 AM
**To:** Port Master Plan Update
**Cc:** gamesterinvestments@gmail.com
**Subject:** against the green belt at shelter island boat launch

To whom it may concern,
I'm against the green belt at shelter island boat launch.

Sincerely,

Philip Londo
9428 Terrywood road
Santee, CA 92071
(619) 339-9071
Philiplondo@yahoo.com

**From:** Rachel Von Fleck <rachelvonfleck@gmail.com>
**Sent:** Thursday, August 1, 2019 9:21 AM
**To:** Port Master Plan Update
**Subject:** Parking Shelter Island

Hello,

I have recently heard that there may be future plans to turn the parking at shelter island into a park/green area. Please keep the parking at Shelter Island Launch Ramp. Fishing is a huge part of San Diego, and parking is already difficult at most landings/launch ramps. Please keep the parking.

Best,
Rachel Fleck
(951) 966-2228

**From:** Ron Fernandez <finesttile@gmail.com>
**Sent:** Thursday, August 1, 2019 6:49 AM
**To:** Port Master Plan Update
**Subject:** Removal of Shelter Island Ramp parking lot

Port Master,

I understand that there are plans to remove the launch ramp parking lot . You just spent a ton of money renovating the ramp , it makes no sense not using this new ramp to its full potential . Please consider other options.

Sincerely ,

Ron Fernandez

**From:** Ryan Keefe <rgkeefe@gmail.com>
**Sent:** Thursday, August 1, 2019 1:32 PM
**To:** Port Master Plan Update
**Subject:** Shelter island parking lot

Please leave the parking lot for the shelter island boat ramp

**From:** sabrinavierling@gmail.com
**Sent:** Thursday, August 1, 2019 7:29 AM
**To:** Port Master Plan Update
**Subject:** Regarding la playa trail expansion

Hello! Thank you for your efforts to improve the area. I would request that you consider the strong non-tourist community here that is not set up for this type of trail system. We moved here to la playa after much research and consideration so that our children could have a small town feel, safe area and less traffic. We have many issues already on a daily basis such as homeless people sleeping on the water or in our bushes and military base traffic. We need to get our kids to school, get to work, etc without mayhem from construction and then influx of people. This expansion will bring in more transients and also more traffic. We are stretched so thin already and this will completely disrupt the life we have saved and saved for to provide a safe community for our kids. San Diego coastline has so many great trails along the water already. Disrupting the historic area to put in more tourist trails is essientially bulldozing our community to accommodate tourists and traffic in a residential area that ppl intentionally moved to to avoid these pitfalls. Our life savings went into a home here. We uprooted our kids to get them to this safe area. Please remember the history of cabrillo monument and Portuguese settlers as well in la playa. Let's preserve this special gem that few cities have. This will also really hurt the strong boating community that cannot absorb more people and tourists in la playa. Please constrain it to shelter island and the commercial fishing area(not including the yacht clubs) which is already a tourist area and right next door. The yacht club is an Olympic club. We have invested so much and built boats from Pieces of junk with our bare hands so that our kids can learn all about boats and hopefully one day become Olympic sailors like the many before them at San Diego yacht club. The character, safety and functionality of this club will be destroyed with the new plan. The boat clubs are a major reason San Diego is such a desirable city to live in and they really need their own space
To thrive. Allowing public access to boat clubs will increase crime in this area. My kids play, build boats and learn a safe healthy hobby in this club. Many others as well. It keeps them off the street, off drugs etc. Through this club they learn skills to be leaders and help the community(monarch school service etc). We cannot afford the increase fees that increased security will cost us directly. Also-We have no city pool in Point Loma. The ymca is for swim teams and lessons. Our kids use kellogg as their city Pool. Again San Diego has so many great tourist beaches. Let our little polluted harbor sandy area stay unique to our area. Please! Disrupting this communities ecosystem in such a drastic way will destroy a whole community. I am actually shocked and dismayed that a plan such is this that is so disruptive to a thriving boating club area and residential community would be considered and it feels so threatening! Please modify the plan to stay away from la playa redevelopment. Thank you so much for reworking this Plan and stopping the redevelopment just Bedford the San Diego yacht club and la playa zone.

Respectfully
Sabrina Vierling PhD
Clinical psychologist. (Not a rich person, a person who has worked hard to become first PhD in family - still paying off loans- and put great effort into finding a safe space for my kids in San Diego)

Sent from my iPhone

**From:** Steff <steff@san.rr.com>
**Sent:** Thursday, August 1, 2019 7:09 AM
**To:** Port Master Plan Update
**Subject:** PMPU of Coronado

Dear Sir or Madam:

I am a resident and home owner her in Coronado living here since 1988. My husband and I would like to go on record as being opposed to major negative impact to the lives of residents in Coronado, especially the increase in traffic that will result from the plans the Port of San Diego have outlined, and also the density of more people it will bring into our already crowded
town. Our concerns focus on the North Coronado Sub district/ Ferry Landing.

We especially protest the building of any hotel should NOT be in your Plan. We are already over the quota of hotel rooms set by the City of Coronado. We cannot handle any more tourists, their cars, the trucks and cars that a hotel will bring required to bring in daily deliveries and the cars and fumes the hotel guests will bring in.

Not only will building a hotel and performing arts center bring in more people, the cars coming over our already crowded bridge and neighborhood streets will had even more fumes to the environment, congested traffic, daily traffic accidents, and danger and frustration to our residents as we already deal with this now due to the military traffic and incredible tourist traffic Monday through Sunday. The added tall buildings along the Ferry Landing will mar the view for all and block important cool breezes and air flow to our town.

Our City does not have the infrastructure to deal with all these plans you have. It is already taxed and overburdened.

We agree the Ferry Landing needs a “facelift” but NOT what you propose. Please remove this Master Draft Plan and work with citizen representatives of Coronado to develop a plan that will not impact our residents in a negative way but still enhance the bay area of all to enjoy.

Thank you.

Steffenie and Peter Andreasen
753 C Avenue
Coronado, CA 92118

**From:** Tatum Dilley <scottshelter123@gmail.com>
**Sent:** Thursday, August 1, 2019 12:07 AM
**To:** Port Master Plan Update; Stephen.padilla@coastal.ca.gov; Ryan.moroney@coastal.ca.gov; Sharon Cloward; Rebecca Harrington; Garry Bonelli; Dan Malcolm; Marshall Merrifield; Robert Valderrama; Rcastellanos@portofdsndiego.org; Randa Coniglio; Jason Giffen; Ssummer@portofsandiego.org
**Subject:** Save Point Loma

To Whom it may concern:
Please accept these objections to the Proposed Master Plan Update by the Port of San Diego as it relates to Planning District 1 Shelter Island/ La Playa.

**From:** Tyler Saladino <saladino.t@icloud.com>
**Sent:** Thursday, August 1, 2019 7:20 PM
**To:** Port Master Plan Update
**Subject:** Preserve our traditions!!!

To whom it may concern,

Certain places must be preserved. Just like our coastal waters that are protected to preserve marine life. That marine life has great significance and that is why they are protected. Just like shelter island pier, launch ramp, and the marlin club. Those places play a significant role in the culture of our town. It allows our community members and our youth the opportunities to be outside enjoying our towns fisheries. These facilities are a staple to the local communities and cannot be replaced.

Thank you!!
Tyler Saladino

**From:** Alyssa Madruga <alyssa.madruga@gmail.com>
**Sent:** Friday, August 2, 2019 3:34 PM
**To:** Port Master Plan Update
**Subject:** Master Port Plan

To whom it may concern:

I am writing in regards to the Port Master Plan and specifically planning district 1, Shelter Island. My family and I are absolutely opposed to the proposed plan and specifically the height and over development of Shelter Island and surrounding area!

I am in absolute shock that once again the city and port are trying to circumvent the height restriction San Diegans voted to enforce, specifically the 30 foot height restrictions for our beach communities west of I5 corridor (Prop D in the 1970's), and the many items in the report trying over burden our quaint neighborhood with mass traffic and congestion.

As written in PD1.8 it reads "Height should be compatible but does not need to be in conformance with adjacent jurisdiction standards." That is, once again, a travesty of justice and public disregard. As citizens we have voiced our concerns about height issues and have fought to keep our beautiful city clean of enormous buildings blocking the views of our bay and oceans for all citizens to enjoy in low level access locations as recently as 2 years ago!

The master plan is allocating once again to disregard its citizens and instead apply over building in areas that have a pristine environmental enjoyment for all its citizens. Please do not cater to developers and tourists by allowing buildings to circumvent the law and wants of its citizens, especially those most impacted by its negative expansion!

Shelter Island is a beautiful and peaceful location that its residents enjoy daily, without over burdening it's neighbors and nearby neighborhoods by creating a visual blockage of our bay!

Logically speaking, adding 1600 new hotel rooms, 1300 on the west side of shelter island, and 300 on the east is just too many for an area with one egress and ingress. Traffic congestion and environmental ramifications that ensue from over developing a community already overburdened by congestion. We do not want to be Miami or New York!

Please keep its residents in mind and do not go forward with this plan.

Regards,
Alyssa Madruga

**From:** ckeigher@earthlink.net
**Sent:** Friday, August 2, 2019 12:39 PM
**To:** Port Master Plan Update; Garry Bonelli
**Subject:** Request for Action / Port Master Plan Update

I am concerned that I will be negatively-affected by the changes proposed in the Draft Port Master Plan Update that has been distributed by the Port of San Diego. Unfortunately, there have been no events organized by the Port to inform the public in the Point Loma area and only two events where the Port participated in a brief discussion with the public.

At this point, I'm interested in understanding more about the Master Plan and how it will affect the Point Loma area, or I have friends/neighbors that would be interested IF they were aware of this important activity. I believe the general public has not had the opportunity to be engaged in this activity.

Public hearings and outreach events need to be held to understand the San Diego Port Master Plan and its impact on the Point Loma community and the existing users of Port-managed facilities.

This Port Master Plan has several contentious and potentially harmful changes proposed for the Port's managed property and those changes will further impact residents that are not directly within the managed properties. For instance, they are proposing that 1,600 additional hotel rooms be authorized for Shelter Island as well as reducing the traffic capacity of Scott Street by 50% (the road parallel to Rosecrans St.). Both of these simple items will prove disastrous for the already crowded traffic corridors leading out of the Peninsula.

Without exception, every nearby resident and current regular user of the shoreside facilities has not been adequately informed and consulted before this Draft Plan becomes 'complete'. This is the appropriate time to educate the community and solicit informed responses. The Port-sponsored outreach events were held in Rancho Bernado, La Mesa and Imperial Beach which were not appropriate locations.

This Draft review began in early May, but there was never an adequate attempt made to inform Point Loma, the community most affected by the major changes proposed in this 30-year planning document. There have only been 2 community meetings in Point Loma, solicited by the community groups themselves (neither meeting was organized by the Port nor advertised or shown on the Port's website). One event was approximately 30 minutes during a regular Peninsula Community Planning Board meeting on 7/18/19. This was followed by a similar 1-hour event hosted by the P-3 organization on 7/23 in Liberty Station. In both cases the Port representatives provided a background on the process and answered questions from attendees. Both events were standing-room only and a handful of attendees were able to get their questions answered before time elapsed.

I am requesting a full and complete discussion of this 30-year plan that will change the lives of all people living in and around San Diego by affecting their use of the Port-managed facilities.

I ask that the Board of Port Commissioners shall direct its staff to extend the due date sufficient to hold no less than 6 public outreach events that are intended to inform, explore and solicit feedback by the affected public that that is concerned about Point Loma or currently using the affected Port-managed properties in/around Shelter Island. Each Public Outreach event shall be attended by at least one Port Commissioner and shall be sufficiently advertised to ensure that full and complete engagement of the Port and affected communities are made aware of the issues related to the Master Plan.

1. I ask that you organize, advertise and manage at least 6 outreach events at varied times and locations to maximize the opportunities for the Point Loma community to understand involvement with the Draft Port Master Plan.

2. I request sufficient time to reflect and research the issues, please extend the comment period allowing at least 30-days after the last outreach event.

Signed,

Carol Keigher
cKeigher@Earthlink.net
(619)630-6611

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**This is the background information I used to form my opinion.**

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www.PortOfSanDiego.org/PMPU

This Port Master Plan has several contentious and potentially harmful changes proposed for the Port's managed property and those changes will further impact residents that are not directly within the managed properties. For instance, they are proposing that 1,600 additional hotel rooms be authorized for Shelter Island as well as reducing the traffic capacity of Scott Street by 50% (the road parallel to Rosecrans St.). Both of these simple items will prove disastrous for the already crowded traffic corridors leading out of the Peninsula.

Without exception, every nearby resident and current regular user of the shoreside facilities has not been adequately informed and consulted before this Draft Plan becomes 'complete'. This is the appropriate time to educate the community and solicit informed responses. The Port-sponsored outreach events were held in Rancho Bernado, La Mesa and Imperial Beach which were not appropriate locations.

This Draft review began in early May, but there was never an adequate attempt made to inform Point Loma, the community most affected by the major changes proposed in this 30-year planning document. There have only been 2 community meetings in Point Loma, solicited by the community groups themselves (neither meeting was organized by the Port nor advertised or shown on the Port's website). One event was approximately 30 minutes during a regular Peninsula Community Planning Board meeting on 7/18/19. This was followed by a similar 1-hour event hosted by the P-3 organization on 7/23 in Liberty Station. In both cases the Port representatives provided a background on the process and answered questions from attendees. Both events were standing-room only and a handful of attendees were able to get their questions answered before time elapsed.

I am requesting a full and complete discussion of this 30-year plan that will change the lives of all people living in and around San Diego by affecting their use of the Port-managed facilities.

I ask that the Board of Port Commissioners shall direct its staff to extend the due date sufficient to hold no less than 6 public outreach events that are intended to inform, explore and solicit feedback by the affected public that that is concerned about Point Loma or currently using the affected Port-managed properties in/around Shelter Island. Each Public Outreach event shall be attended by at least one Port Commissioner and shall be sufficiently advertised to ensure that full and complete engagement of the Port and affected communities are made aware of the issues related to the Master Plan.

**From:** Einar Lohner <einarlohner@me.com>
**Sent:** Friday, August 2, 2019 4:16 PM
**To:** Port Master Plan Update
**Subject:** Shelter island parking

Please do not reduce the amount of truck trailer parking at the Shelter Island ramp!
Einar Lohner

Sent from my iPhone

**From:** Nancy Hall <nmhall3@gmail.com>
**Sent:** Friday, August 2, 2019 1:23 PM
**To:** Port Master Plan Update
**Subject:** Coronado

Dear Port of San Diego:

The purpose of the San Diego Unified Port District is to hold and manage our tidelands properties for the good of all San Diego County residences.

To serve this purpose the San Diego Unified Port District has developed many good projects along the bay tidelands in the North end of San Diego Bay and created at least 7 new parks and beaches which the public and family's use to access and enjoy the Bay.

However, the same cannot be said about the South Bay of San Diego Bay. It is clear to any observer that Environmental Injustice is embedded in the San Diego Unified Ports District Master Plan and land use polices. The people of the South San Diego Bay should have the same type of tidelands improvements and access as the North San Diego Bay.

In the California State Constitution, the right to access our Beach and Bays is guaranteed. It is an inalienable right of every citizen rich or poor. This access inalienable right means that it cannot be taken away nor traded to any environmental group, developer, Public Agency or private group.

Unfortunately, the San Diego Unified Ports District Master Plan clearly takes away the access rights of South San Diego Bay Citizens and does not have the same level of infrastructure investment or projects which equally provide the recreational activities as the North end of San Diego Bay.

This master plan must be rejected and a new land use plan developed with the Citizens of Chula Vista, Coronado, Imperial Beach, National City and South San Diego needs to be produced.
Sincerely,
George Hall

Sent from my iPhone

**From:** Nancy Hall <nmhall3@gmail.com>
**Sent:** Friday, August 2, 2019 1:25 PM
**To:** Port Master Plan Update
**Subject:** Fwd: Coronado

> Dear Port of San Diego:
>
> The purpose of the San Diego Unified Port District is to hold and manage our tidelands properties for the good of all San Diego County residences.
>
> To serve this purpose the San Diego Unified Port District has developed many good projects along the bay tidelands in the North end of San Diego Bay and created at least 7 new parks and beaches which the public and family's use to access and enjoy the Bay.
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> However, the same cannot be said about the South Bay of San Diego Bay. It is clear to any observer that Environmental Injustice is embedded in the San Diego Unified Ports District Master Plan and land use polices. The people of the South San Diego Bay should have the same type of tidelands improvements and access as the North San Diego Bay.
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> In the California State Constitution, the right to access our Beach and Bays is guaranteed. It is an inalienable right of every citizen rich or poor. This access inalienable right means that it cannot be taken away nor traded to any environmental group, developer, Public Agency or private group.
>
> Unfortunately, the San Diego Unified Ports District Master Plan clearly takes away the access rights of South San Diego Bay Citizens and does not have the same level of infrastructure investment or projects which equally provide the recreational activities as the North end of San Diego Bay.
>
> This master plan must be rejected and a new land use plan developed with the Citizens of Chula Vista, Coronado, Imperial Beach, National City and South San Diego needs to be produced.
> Sincerely,
Nancy Hall
>
>
> Sent from my iPhone

**From:** Pete Williams <petewilliams69@gmail.com>
**Sent:** Friday, August 2, 2019 11:09 PM
**To:** Port Master Plan Update
**Subject:** I vote no to the master plan Stop green belt and leave parking lot save the marlin club

To whom  It may concern;
Please note I am an avid fisherman,
I trailer into shelter island and launch from the now new ramp.
I protest the green belt and support leaving the parking lot and marlin club.
You went through all the trouble of rebuilding the launch and now threaten to remove the parking.
I do not think that is in the best interest of the boating and fishing community,

Peter Williams

Sent from my iPhone

**From:** todddeckman@yahoo.com
**Sent:** Friday, August 2, 2019 4:07 PM
**To:** Port Master Plan Update
**Subject:** Sheltet island parking lot

So what was the purpose of spending all our tax money on a new lauch and docking area if your not going to allow parking for the same people whos money you used to pay for the updated launch.... This is the most rediculous idea I have heard of in along while. Thats like building a new football stadium and then letting go of your only football team. Oh wait that almost happened here as well!!! On top of it all you want to get rid of the oldest fishing club San Diego has? Take from the fisherman who give so much money and revenue to the local stores and then take away local history as well... I hope this isn't a realsuggested rebuild of the area. There should defenitly be a public voice in this plan... Obviously local politicians aren't much help on this matter! I say hear the peoples voice before any plans are excepted!

*Sent from my Sprint Phone.*

**From:** richard jackson <rnjackson1@hotmail.com>
**Sent:** Saturday, August 3, 2019 9:17 AM
**To:** Port Master Plan Update
**Subject:** shelter island parking lot

please save the parking lot for recreation boaters. I have been a resident of point loma for 70 years. This is one of our last areas to enjoy our bay. With out the convenience of free parking, it becomes hard for the aa
Sent from Mail for Windows 10
Average person to afford a day boating

PORT of SAN DIEGO
Waterfront of Opportunity



## COMMENTS

The Port is inviting the public to review the full Discussion Draft of the Port Master Plan Update and provide written comment during a 90-day review period, ending **July 31, 2019**.

Please don't get rid of the marlin club!!! I love that place
I go there a lot when fishing. My dad worked there in 1981
It has been around for a long time!!! If you get rid of it where can the boaters Weigh there fish they caught. It's very important you keep it.
It's like the Star of India at the maritime museum a really old ship but a building. It would be sad to see all the memories go. If you do everyone will be sad. The people of Point Loma will take action against it because it's historical. The people of Point Loma and Shelter island will saying it's historical. So don't remove it!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

To submit comments on the Discussion Draft, please write your comments above and mail this form to:

**Port of San Diego**
**Attn: Planning Department**
**3165 Pacific Highway**
**San Diego, CA 92101**

Or email your comments to **PMPU@portofsandiego.org**.

**From:** Jeslyn Wynkoop <jgwinsd@aol.com>
**Sent:** Tuesday, August 6, 2019 10:38 PM
**To:** Port Master Plan Update
**Subject:** Scott Street

Just occurred to me this week, after comments closed , Scott Street can't be turned over to bicycles. It floods with high tides all the time. As does other intersections. I can't see bikes whizzing thru 2' of water!
You don't really know your Port do you!

Jeslyn Wynkoop

**From:** John Frangos <frangos@ljbi.org>
**Sent:** Monday, August 19, 2019 10:39 PM
**To:** Port Master Plan Update; Marshall Merrifield; Garry Bonelli; Ann Moore; Rafael Castellanos
**Subject:** Latest PMPU meeting

Port of San Diego,

I received the email regarding the new public event for the discussion of the PMPU. You have already heard our voices loud and clear – why are you having another meeting across the bay to discuss the same thing? Were our letters and protests at the last meeting not clear to you?

The date and time of your proposed meeting, Wednesday August 28 at 5:30pm, is exactly at the same time as my daughter's Back to School Night at Coronado Middle School. Why are you forcing me to make a choice between preserving my community's character and attending to my child's education?

This is outrageous.

John Frangos
432 Glorietta Blvd
Coronado, CA 92118

**From:** Stephanie Kaupp <skaupp1@san.rr.com>
**Sent:** Wednesday, August 21, 2019 11:19 AM
**To:** Port Master Plan Update
**Cc:** Stephen.Padilla@coastal.ca.gov
**Subject:** Community Meetings - Port's Master Plan

To Whom it May Concern:

Over 3,000 comment letters were sent to the Port regarding the Port's Master Plan.

The meeting scheduled for August 28, 2019 is a good start for increasing public input, however, the location and venue is not adequate.

Public meetings should be held in each of the Port districts where there is access to public parking and transportation options, and can accommodate the number of people who plan to attend.

Since the public has a right to know, I would like to request that:

1) The Port extend the deadline for the public comment period on the Port's Master Plan

2) Schedule meetings in each Port district so that citizens have the opportunity to ask questions about the Port's plans for their specific district

3) Hold meetings at locations that are accessible to the public and can accommodate the number of people who would like to attend

Thank you in advance for your consideration.

**CHAPTER 9. Meetings [54950 - 54963] ( Chapter 9 added by Stats. 1953, Ch. 1588. )**
**54950.**

***"In enacting this chapter, the Legislature finds and declares that the public commissions, boards and councils and the other public agencies in this State exist to aid in the conduct of the people's business. It is the intent of the law that their actions be taken openly, and their deliberations be conducted openly."***

***"The people of this State do not yield their sovereignty to the agencies which serve them. The people, in delegating authority, do not give their public servants the right to decide what is good for the people to know and what is not good for them to know. The people insist on remaining informed so that they may retain control over the instruments they have created."***

Sincerely,

Stephanie Kaupp
Coronado, CA
skaupp1@san.rr.com

**From:** Ann SONNE <asonne@san.rr.com>
**Sent:** Friday, August 2, 2019 3:22 PM
**To:** Port Master Plan Update
**Subject:** Re: Thank you for your comments on the Port Master Plan Update Discussion Draft!

Participation is fine and dandy. But I would really like you to listen — really listen and be responsive to Coronado's residents— the people most affected by your administrative decisions. Come live here for a while if you don't believe us and you will see first hand how your proposals resulting in huge increases in traffic and population would destroy our community. Please be fair and put people before the Almighty Buck. Ann Sonne

Sent from my iPhone

On Aug 2, 2019, at 5:35 PM, Port Master Plan Update <pmpu@portofsandiego.org> wrote:

> Dear PMPU Participant,
>
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> If you sent your comment via email or provided an email in your written comment letter, we have added you to the PMPU notification list. If you know of others who would like to be added to this PMPU notification list, please have them sign up here and check the "Integrated Planning/Port Master Plan Update" box at the bottom of the "sign up" form. Being on the PMPU notification list provides you and others in the community notification of upcoming PMPU community meetings and Board meetings. We invite and encourage you to attend and participate in each of these events so that you may continue to help shape this master plan.
>
> Your participation in this process is valued and appreciated, so thank you again!
>
> Sincerely,
>
> **Lesley Nishihira, AICP**

Director, Planning

3165 Pacific Highway, San Diego, CA 92101
(o) 619.686.6469 • (c) 619.961.6322

connect:

Port administration offices are open Monday-Thursday and every other Friday from 8am-5pm.

**From:** dave <davekr@me.com>
**Sent:** Friday, August 2, 2019 5:09 PM
**To:** Port Master Plan Update; Marshall Merrifield; Garry Bonelli; Ann Moore; Rafael Castellanos; Dan Malcolm; Robert Valderrama
**Cc:** rbailey@coronado.ca.us; team@savecoronado.com
**Subject:** Re: SAVE CORONADO - PLEASE

dear port,

while I appreciate your recap of history, it doesn't address the plight your recently revealed plan indicates for the future of coronado?

it's clear from what has been revealed that it's against the very fabric of what has been built by city government and residents of coronado?

I now know why, as you indicate below, this process started in 2013, but it's intent to turn shoreline into business, is quite counter to those who have invested in building the culture that is the draw for your plan?

don henley said it best "call someplace paradise, kiss it goodbye!"

until the port realizes it MUST operate in harmony with those it touches, it will face opposition not harmony in its endeavors!

so, instead of responding to objections by quoting the hidden history of this "master plan," please indicate how the clarifications via objections to blight of the waterfront has changed the "master plan."

dave krebes
coronado resident since '85!

On Aug 2, 2019, at 14:34, Port Master Plan Update <pmpu@portofsandiego.org> wrote:

> Dear PMPU Participant,
>
> Thank you for your participation in the Port Master Plan Update (PMPU) process and the comment letter you submitted regarding the Discussion Draft of the PMPU. Your input is greatly appreciated!
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comment letters were received reflecting a remarkable level of participation in this process. The Port welcomes all feedback and is glad the community is engaged in our PMPU process.

Although the comment period for the Discussion Draft concluded on July 31, please know that this is not the last opportunity to provide comment or input on the contents of the draft master plan (e.g., policies, standards and use designations). There will be several additional opportunities for public review and feedback as the PMPU is revised, including community meetings, Board meetings and workshops that are open to the public.

If you sent your comment via email or provided an email in your written comment letter, we have added you to the PMPU notification list. If you know of others who would like to be added to this PMPU notification list, please have them sign up here and check the "Integrated Planning/Port Master Plan Update" box at the bottom of the "sign up" form. Being on the PMPU notification list provides you and others in the community notification of upcoming PMPU community meetings and Board meetings. We invite and encourage you to attend and participate in each of these events so that you may continue to help shape this master plan.

Your participation in this process is valued and appreciated, so thank you again!

Sincerely,

**Lesley Nishihira, AICP**
Director, Planning

3165 Pacific Highway, San Diego, CA 92101
(o) 619.686.6469 • (c) 619.961.6322

<image001.png>

connect: <image002.png> <image003.png> <image004.png> <image005.png> <image006.png> <image007.png>

Port administration offices are open Monday-Thursday and every other Friday from 8am-5pm.
This email may contain public information and may be viewed by third parties pursuant to the Cal. Public Records Act.

On Jul 27, 2019, at 20:41, dave kr <davekr@me.com> wrote:

***Summary of Objections:***

- Development of any new hotel on the Coronado Ferry Landing property
- The Port exceeding Coronado's 40-foot height limit in all subdistricts
- Adhering to important view corridors and preserving new view vistas
- The intensification of use of the North Coronado Subdistrict
- Paid parking in the North Coronado Subdistrict
- Increased density in commercial uses in the North Coronado Subdistrict
- Any improvements that force existing property owners to pay for improvements
- Any uses that increase greenhouse gas concentrations or emissions that would limit the City's ability to comply with AB 32, the California State Law that fights global warming by establishing a comprehensive program to reduce greenhouse gas emissions from all sources throughout the state.

- Bayfront uses that focus on “visitor-serving” and “attracting visitors” but that fails to recognize the impact on the existing adjacent residents.
- Any path around the shoreline of the Coronado Golf Course and through the Coronado Yacht Club
- Any uses that will bring more vehicles into Coronado and worsen Coronado’s traffic problems

***Please Include in the Master Plan***

- Expanded recreational opportunities on both land and on the bay
- Expanded public access that would increase reliance on water forms of mass transit including expanding ferry service to different destinations and return of military boat taxis to decrease military vehicular traffic on Coronado
- Expand number of docks at Ferry Landing for private boats to access restaurants and Coronado
- Expanding open space and developing landscaping consistent with attracting more nature to Coronado
- Recreating Coronado’s historic setting to better connect Coronado’s history with the design of the bayfront.
- Revitalize the wetlands habitat around the old ferry landing and improve ecosystems that were native to the area with designs that attract birds, invertebrate and wetland vegetation. Possibly create a “living shoreline” and remove revetment.
- Preserve open space in Grand Caribe
- Continue to provide reasonably priced restaurant options at the Ferry Landing.

Sincerely,

dave krebes
[redacted]

**From:** Dawn Richards <dawn_richards@mac.com>
**Sent:** Friday, August 2, 2019 4:08 PM
**To:** Port Master Plan Update
**Subject:** Re: Thank you for your comments on the Port Master Plan Update Discussion Draft!

Dear Lesley Nishihira,

Thank you for your reply, and for adding me to the PMPU notification list; it is greatly appreciated. I will share that with interested community residents.

Sincerely,
Dawn

Dawn Richards
301 535-5832

On August 2, 2019 at 2:35 PM, Port Master Plan Update <pmpu@portofsandiego.org> wrote:

> Dear PMPU Participant,
>
> Thank you for your participation in the Port Master Plan Update (PMPU) process and the comment letter you submitted regarding the Discussion Draft of the PMPU. Your input is greatly appreciated!
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Your participation in this process is valued and appreciated, so thank you again!

Sincerely,

**Lesley Nishihira, AICP**

Director, Planning

3165 Pacific Highway, San Diego, CA 92101

(o) 619.686.6469 • (c) 619.961.6322

PORT of SAN DIEGO

connect:

Port administration offices are open Monday-Thursday and every other Friday from 8am-5pm.

**From:** Gina Bernsen <gbernsen@gmail.com>
**Sent:** Friday, August 2, 2019 2:54 PM
**To:** Port Master Plan Update
**Subject:** Re: Thank you for your comments on the Port Master Plan Update Discussion Draft!

Dear Lesley Nishihira:

Just to clarify, my letter was written and mailed on July 17th. It should have gotten to you at the Port well before the July 31st deadline. So my comments and concerns should have been included within the comment period ending on July 31st. Your email makes it sound as if I was late getting my comments to the Port.

It is my sincere hope that you will heed the concerns of those wishing to maintain San Diego's lovely bay front and not turn us into Miami Beach.

Thank you,

Gina Bernsen
461 H Ave, Coronado, CA 92118

On Fri, Aug 2, 2019 at 2:35 PM Port Master Plan Update <pmpu@portofsandiego.org> wrote:

> Dear PMPU Participant,
>
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Sincerely,

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Director, Planning

3165 Pacific Highway, San Diego, CA 92101

(o) 619.686.6469 • (c) 619.961.6322


connect:

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**From:** Janice Howard <janice.hhinc@gmail.com>
**Sent:** Friday, August 2, 2019 8:16 PM
**To:** Port Master Plan Update
**Subject:** Re: Thank you for your comments on the Port Master Plan Update Discussion Draft!

What is the Port planning to do to remediate the additional traffic a new hotel will create over the bridge? Is the Port willing to fund a tunnel to North Island?

Owner/Innkeeper
Mobile: 619.405.7500
**CORONADO CARRIAGE QUARTERS**

On Fri, Aug 2, 2019 at 5:40 PM Port Master Plan Update <pmpu@portofsandiego.org> wrote:

> Dear PMPU Participant,
>
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**Lesley Nishihira, AICP**

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3165 Pacific Highway, San Diego, CA 92101

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PORT of SAN DIEGO

connect:

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**From:** Karen Dale <karend2010@earthlink.net>
**Sent:** Friday, August 2, 2019 3:30 PM
**To:** Port Master Plan Update
**Subject:** Re: Thank you for your comments on the Port Master Plan Update Discussion Draft!

Note The July 31 Due date. So now I'll have to go back and check I'm sure I did it prior to July 31 . I also Was following save Coronado's timeline.

Sent from my iPhone

On Aug 2, 2019, at 2:34 PM, Port Master Plan Update <pmpu@portofsandiego.org> wrote:

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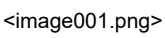
> Your participation in this process is valued and appreciated, so thank you again!
>
> Sincerely,
>
> **Lesley Nishihira, AICP**
> Director, Planning
>
> 3165 Pacific Highway, San Diego, CA 92101

(o) 619.686.6469 • (c) 619.961.6322



connect:      

Port administration offices are open Monday-Thursday and every other Friday from 8am-5pm.

**From:** lisa daniels <nadolisa692@gmail.com>
**Sent:** Friday, August 2, 2019 3:44 PM
**To:** Port Master Plan Update
**Subject:** Re: Thank you for your comments on the Port Master Plan Update Discussion Draft!

The Citizens of Coronado HATE this plan that is being shoved down on our small town. HATE IT!

LISA

On Fri, Aug 2, 2019 at 2:35 PM Port Master Plan Update <pmpu@portofsandiego.org> wrote:

> Dear PMPU Participant,
>
> Thank you for your participation in the Port Master Plan Update (PMPU) process and the comment letter you submitted regarding the Discussion Draft of the PMPU. Your input is greatly appreciated!
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connect:

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**From:** Marianne Blackstone Tabner <mbtgroupnado@gmail.com>
**Sent:** Tuesday, August 6, 2019 12:56 PM
**To:** Port Master Plan Update
**Subject:** Re: Thank you for your comments on the Port Master Plan Update Discussion Draft!

Hello-
One other thought about the lot on the Coronado Bay side. Instead of a hotel, it would be perfect for an over 55 community. It is so desperately needed here on this island. There is no place except an outdated senior retirement home here for people to down size to. Most do not want to leave their families or the island...it would sell out in no time! I even know the builders to build it!

Please let me know if this idea has been presented before?

Thank you for taking the time.

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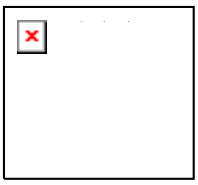
--

**With Warmest Regards,**
**Marianne**



*Experience The Difference!*


**Marianne Blackstone Tabner**
**Realtor,** CA BRE# 02028916
**The MBT Group**
**Keller Williams Realty**
**Residential Sales | Land Development Services | New Home Builder Specialist**
**Direct: 978-621-8028 | Office: 619-233-5935**
**Bi-Coastal Team Office Locations:**
**KW International Luxury Living | 1033 B Ave | Coronado, CA 92118**
**KW Commercial | Land Division |BRE # 01295699|2250 Fourth Ave # 300|SD|CA 92101**
**Keller Williams North Central | 1084 Main St | Bolton, MA 01740**
**MBTGroupNado@gmail.com | TheMBTGroup.com**

**From:** Michael Williams <michaelwayne998@hotmail.com>
**Sent:** Sunday, August 4, 2019 10:17 PM
**To:** Port Master Plan Update
**Subject:** RE: Thank you for your comments on the Port Master Plan Update Discussion Draft!

Thank you. I forwarded my suggestions to the SDSU Coastal and Marine Program as they might have an interest in my concept. I remain interested in Pond 20 and look forward to seeing future discussions/reviews.

Sent from Mail for Windows 10

---

**From:** Port Master Plan Update <pmpu@portofsandiego.org>
**Sent:** Friday, August 2, 2019 2:35:25 PM
**To:** Port Master Plan Update <pmpu@portofsandiego.org>
**Subject:** Thank you for your comments on the Port Master Plan Update Discussion Draft!

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connect:

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**From:** Robert Black <blackroscoe@sbcglobal.net>
**Sent:** Friday, August 2, 2019 3:28 PM
**To:** Port Master Plan Update
**Subject:** Re: Thank you for your comments on the Port Master Plan Update Discussion Draft!

Dear Ms. Nishihira,
The only point I want to make about the plan is that it reduces the availability and accessibility to boat trailer parking, which is counterproductive, given that less parking means fewer boaters. Boating activity/support is the main function of the facility so the idea is terminally misguided.
Thank you for your further consideration on this matter.
Boater Bob.

Sent from my iPhone

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**From:** Stacy Thomas <admin@explorermarineservices.com>
**Sent:** Friday, August 2, 2019 3:10 PM
**To:** Port Master Plan Update
**Subject:** RE: Thank you for your comments on the Port Master Plan Update Discussion Draft!

Leslie,

Thank you for this reply and all the good info, about the master plan and also the notification list.

Thanks for all your hard work for the community. Appreciate it.


***Stacy Thomas***

EXPLORER
MARINE SERVICES

2818 Canon Street
San Diego CA 92106
Phone: 619-223-2158
Fax: 619-223-6158


---

**From:** Port Master Plan Update [mailto:pmpu@portofsandiego.org]
**Sent:** Friday, August 2, 2019 2:34 PM
**To:** Port Master Plan Update <pmpu@portofsandiego.org>
**Subject:** Thank you for your comments on the Port Master Plan Update Discussion Draft!

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Director, Planning

3165 Pacific Highway, San Diego, CA 92101
(o) 619.686.6469 • (c) 619.961.6322


connect:

**From:** Stephanie Kaupp <skaupp1@san.rr.com>
**Sent:** Friday, August 2, 2019 7:31 PM
**To:** Port Master Plan Update
**Subject:** Re: Thank you for your comments on the Port Master Plan Update Discussion Draft! *** Suggestions for Future Meetings - Public Engagement and Participation ***

Dear Lesley:

Thank you for your feedback.

I'm glad you received nearly 3,000 comment letters.

I'm fairly certain that the majority of the letters you received were from Coronado residents, and I'm fairly certain the majority of letters were remarkably negative about the Port's policies and standards (i.e. the plans for District 10).

I am glad to hear you are allowing for additional comments and input on the contents of the draft master plan.

That being said, if the Port truly wants to expand public engagement and public participation, then I would like to suggest the following changes be made to your outreach policies:

* Information about the Port's policies/plans should be presented in a public forum, that allows sufficient time for public comment, questions and answers
* Meetings should not rely on the use of table top displays and handouts as a way to convey the Port's plans
* Meetings should be held within each community district, and not at the Port's offices or locations outside the districts
* Meetings should be held close to public transit points or shuttle services
* Meeting halls should be large enough to include seating for all attendees
* Port Commissions should be in attendance at each district meeting in order to meet and hear from their stakeholders/residents
* Minutes of each meeting should be made available to all attendees and posted on the Port's website

Government Code Title 5
Local Agencies (5001-57550)
Powers and Duties Common to Cities, Counties, and Other Agencies

CHAPTER 9. Meetings [54950 - 54963] ( Chapter 9 added by Stats. 1953, Ch. 1588. )
54950.

***"In enacting this chapter, the Legislature finds and declares that the public commissions, boards and councils and the other public agencies in this State exist to aid in the conduct of the people's business. It is the intent of the law that their actions be taken openly, and their deliberations be conducted openly."***

***"The people of this State do not yield their sovereignty to the agencies which serve them. The people, in delegating authority, do not give their public servants the right to decide what is good for the people to know and what is not good for them to know. The people insist on remaining informed so that they may retain control over the instruments they have created."***

Thank you in advance for your consideration.

Sincerely,

Stephanie S. Kaupp
1133 1st Street
Unit #418
Coronado, CA 92118

Email: skaupp1@san.rr.com
Cell: (619) 992-6436

On Aug 2, 2019, at 2:35 PM, Port Master Plan Update <pmpu@portofsandiego.org> wrote:

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Port administration offices are open Monday-Thursday and every other Friday from 8am-5pm.
This email may contain public information and may be viewed by third parties pursuant to the Cal. Public Records Act.

**From:** sdjfish@aol.com
**Sent:** Friday, August 2, 2019 2:50 PM
**To:** Port Master Plan Update
**Subject:** Re: Thank you for your comments on the Port Master Plan Update Discussion Draft!

Thanks for the reply.

If you need any further input from me personally please don't hesitate to contact me.
I am a lifelong fisherman and waterman with thousands of hours of sea time around San Diego. I love our ocean based community and want to see it prosper.

Steve Johnson
760 522 6608
sdjfish@aol.com

-----Original Message-----
From: Port Master Plan Update <pmpu@portofsandiego.org>
Sent: Fri, Aug 2, 2019 2:35 pmw
Subject: Thank you for your comments on the Port Master Plan Update Discussion Draft!

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connect:

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**From:** Vern Wing <thirdkid@san.rr.com>
**Sent:** Saturday, August 3, 2019 11:30 AM
**To:** Port Master Plan Update
**Subject:** Re: Thank you for your comments on the Port Master Plan Update Discussion Draft!

Do you EVER actually listen to the people your decisions affect???

Sent from my iPhone
619 347 3538

On Aug 2, 2019, at 2:39 PM, Port Master Plan Update <pmpu@portofsandiego.org> wrote:

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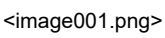

connect:      

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The Port of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101-1128



Dear Sir or Madam:

Please accept these objections to the Proposed Master Plan of the Unified Port of San Diego (the "Plan") for the North Coronado Subdistrict (the "Ferry Landing").

## Summary of Objections

1. Unlike all the other Port-managed properties, Coronado is primarily a residential neighborhood entirely unsuitable for additional commercial development.
2. The Plan proposes to materially and permanently destroy the bay and coastal areas.
3. The Plan will irreparably burden Coronado's infrastructure serving city residents.
4. The Plan will inhibit access to coastal recreational and other resources.
5. The Port proposes profound changes to the character, charm and habitability of the Ferry Landing property and the City of Coronado.

It would appear that the Port is the sole proponent of the proposed Draft Master Plan and that the uniform and unified opposition to it informs and most importantly drives the next steps in this process – which is the withdrawal of the Plan in its entirety and its replacement with a plan that is responsive to the objections outlined below.

## Basis of Objections

I object to the Plan because it poses:

- material detrimental impact to the health and welfare and living environment of Coronado residents;
- enduring and permanent damage to our diminishing and fragile environment and eco-systems encompassing the area;
- threats to Coronado's existing City infrastructure, which currently inadequately supports existing population and traffic density; and
- interference with access to the Bay and the recreational activities associated with unrestricted Bay access.

Sincerely, Luzma Gómez LuzmaCasasdeG

901 First St, Coronado CA 92118

Address:

Email Address: luzmagomez@me.com

Phone: 619-823-8120

The Port of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101-1128



Dear Sir or Madam:

Please accept these objections to the Proposed Master Plan of the Unified Port of San Diego (the "Plan") for the North Coronado Subdistrict (the "Ferry Landing").

## Summary of Objections

1. Unlike all the other Port-managed properties, Coronado is primarily a residential neighborhood entirely unsuitable for additional commercial development.
2. The Plan proposes to materially and permanently destroy the bay and coastal areas.
3. The Plan will irreparably burden Coronado's infrastructure serving city residents.
4. The Plan will inhibit access to coastal recreational and other resources.
5. The Port proposes profound changes to the character, charm and habitability of the Ferry Landing property and the City of Coronado.

It would appear that the Port is the sole proponent of the proposed Draft Master Plan and that the uniform and unified opposition to it informs and most importantly drives the next steps in this process – which is the withdrawal of the Plan in its entirety and its replacement with a plan that is responsive to the objections outlined below.

## Basis of Objections

I object to the Plan because it poses:

- material detrimental impact to the health and welfare and living environment of Coronado residents;
- enduring and permanent damage to our diminishing and fragile environment and eco-systems encompassing the area;
- threats to Coronado's existing City infrastructure, which currently inadequately supports existing population and traffic density; and
- interference with access to the Bay and the recreational activities associated with unrestricted Bay access.

Sincerely, Bernardo Gomez

903 First St, Coronado, CA 92118

Address:

Email Address: ~~bgom~~ bernardogomez@me.com

Phone: 619 437 8956

The Port of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101-1128

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Sincerely,

Address: 760 613 5994
642 Margarita Ave
Coronado CA
92118

Email Address: kellysarber@hotmail.com

Phone:

The Port of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101-1128

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This issue has brought before me a big deficit in ~~the~~ my knowledge – what are the expressed goals of the Port & how do they align with this project?

Sincerely,

Patricia A. Taylor

Address:
2680 San Marcos Ave.
San Diego, CA 92104

Email Address:
dovetail54@aol.com

Phone:
619-516-3632

The Port of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101-1128

**CORONADO RESIDENTS – HELP STOP THE PORT FROM BUILDING OVER 350 NEW HOTEL ROOMS IN CORONADO.**

**SIGN AND MAIL THIS LETTER TO THE PORT TODAY. DEADLINE IS 7/31/19**

Subject: Public Comment on Port Master Plan Update

To Whom It May Concern:

Please accept these objections to the Proposed Master Plan Update by the Port of San Diego as it relates to Coronado.

## Summary of Objections

- Development of any new hotel on the Coronado Ferry Landing property
- The Port exceeding Coronado's 40-foot height limit in all subdistricts
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- Bayfront uses that focus on "visitor-serving" and "attracting visitors" but that fails to recognize the impact on the existing adjacent residents.
- Any path around the shoreline of the Coronado Golf Course and through the Coronado Yacht Club
- Any uses that will bring more vehicles into Coronado and worsen Coronado's traffic problems

## Please Include in the Master Plan

- Expanded recreational opportunities on both land and on the bay
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- Revitalize the wetlands habitat around the old ferry landing and improve ecosystems that were native to the area with designs that attract birds, invertebrate and wetland vegetation. Possibly create a "living shoreline" and remove revetment.
- Preserve open space in Grand Caribe
- Continue to provide reasonably priced restaurant options at the Ferry Landing.

Sincerely, Susan Hanson

Address: 80 Trinidad Bend Coronado, CA

Email Address:

Phone: 619-423-8767

*Letter sponsored by SaveCoronado.com*

**From:** Chris Conlon <conlon_chris@hotmail.com>
**Sent:** Thursday, August 1, 2019 11:15 AM
**To:** Port Master Plan Update; Marshall Merrifield; Garry Bonelli; Ann Moore; Rafael Castellanos; Dan Malcolm; Robert Valderrama
**Subject:** Coronado

*To Whom It May Concern:*

*Please accept these objections to the Proposed Master Plan Update by the Port of San Diego as it relates to Coronado.*

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Sincerely,

First Name Last Name

**From:** Deann Brown <deannbrown@gmail.com>
**Sent:** Thursday, August 1, 2019 8:01 AM
**To:** Port Master Plan Update; Rafael Castellanos; Marshall Merrifield; Garry Bonelli; Ann Moore; Dan Malcolm; Michael Zucchet; Robert Valderrama
**Subject:** Save Coronado

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Sincerely,
DeAnn Brown

The Port of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101-1128

RECEIVED
AUG 14 2019
Planning & Green Port

**CORONADO RESIDENTS – HELP STOP THE PORT FROM BUILDING OVER 350 NEW HOTEL ROOMS IN CORONADO.**

**SIGN AND MAIL THIS LETTER TO THE PORT TODAY. DEADLINE IS 7/31/19**

Subject: Public Comment on Port Master Plan Update

To Whom It May Concern:

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- Continue to provide reasonably priced restaurant options at the Ferry Landing.

Sincerely,

M. Markakis

Address: 1021 Olive Ave Coronado CA 92118

Email Address: shellmarkakis@gmail.com

Phone: 619-435-1156

*Letter sponsored by SaveCoronado.com*

RECEIVED

AUG 08 2019

Planning & Green Port

We whole-heartedly endorse these objections of the proposed Master Plan of Coronado!!!

B&L Lorie Michaels
909 Ocean Blvd.
Coronado, 92118

The Port of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101-1128

Subject: Public Comment on Port Master Plan Update

To Whom It May Concern:

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- Preserve open space in Grand Caribe
- Continue to provide reasonably priced restaurant options at the Ferry Landing.

Sincerely,

Address: Email Address: Phone:

*Letter sponsored by SaveCoronado.com*

**From:** commissioners mailbox
**Sent:** Monday, August 19, 2019 4:38 PM
**To:** ELG - cc Assistants
**Cc:** Commissioner Services Staff; Port Master Plan Update
**Subject:** Coronado Port

Good afternoon;
Passing along an email received for Commissioner Valderrama.
Best,
Julie

---

**From:** brooke ballard
**Sent:** Monday, August 19, 2019 2:46:38 PM (UTC-08:00) Pacific Time (US & Canada)
**To:** Robert Valderrama; James Hsiao
**Subject:** Coronado Port

*To Whom It May Concern:*
*Please accept these objections to the Proposed Master Plan Update by the Port of San Diego as it relates to Coronado.*

***Summary of Objections:***

- Development of any new hotel on the Coronado Ferry Landing property— this greatly affects us since we live near the ferry landing and do not want more hotel folks near our family or more traffic issues which are d
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Sincerely,
Brooke Ballard, MD

The Port of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101-1128

**CORONADO RESIDENTS – HELP STOP THE PORT FROM BUILDING OVER 350 NEW HOTEL ROOMS IN CORONADO.**

**SIGN AND MAIL THIS LETTER TO THE PORT TODAY. DEADLINE IS 7/31/19**

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Sincerely, Carol Kearney

Address: 526 Glorietta Coronado CA 92118

Email Address: mandcee@cox.net

Phone: 602-703-7451

*Letter sponsored by SaveCoronado.com*

The Port of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101-1128

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Sincerely, Michael Kearney

Address: 526 Gloretta Coronado CA 92118

Email Address: mkearney@kearneyaz.com

Phone: 602-703-7452

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The Port of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101-1128

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Sincerely,

Address: 1101 First Street #305 Coronado, CA 92118

Email Address: Lisaalizadeh@gmail.com

Phone: 949-295-0704

*Letter sponsored by SaveCoronado.com*

The Port of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101-1128

RECEIVED
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Sincerely, Brenda & Dave Beverly 619-318-0975

Address: 200 H. Ave Coronado CA 92118

Email Address: beverlys@san.rr.com

Phone:

*Letter sponsored by SaveCoronado.com*

RECEIVED

AUG 05 2019

Planning & Green Port

The Port of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101-1128

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- Preserve open space in Grand Caribe
- Continue to provide reasonably priced restaurant options at the Ferry Landing.

Sincerely, Laurie Blackington

Address: 930 Country Club Lane Coronado 92118

Email Address: LAURIEBLACKINGTON930@GMAIL.COM

Phone: 619-435-3927

*Letter sponsored by SaveCoronado.com*

The Port of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101-1128

**CORONADO RESIDENTS – HELP STOP THE PORT FROM BUILDING OVER 350 NEW HOTEL ROOMS IN CORONADO.**

**SIGN AND MAIL THIS LETTER TO THE PORT TODAY. DEADLINE IS 7/31/19**

Subject: Public Comment on Port Master Plan Update

To Whom It May Concern:

Please accept these objections to the Proposed Master Plan Update by the Port of San Diego as it relates to Coronado.

## Summary of Objections

- Development of any new hotel on the Coronado Ferry Landing property
- The Port exceeding Coronado's 40-foot height limit in all subdistricts
- Adhering to important view corridors and preserving new view vistas
- The intensification of use of the North Coronado Subdistrict
- Paid parking in the North Coronado Subdistrict
- Increased density in commercial uses in the North Coronado Subdistrict
- Any improvements that force existing property owners to pay for improvements
- Any uses that increase greenhouse gas concentrations or emissions that would limit the City's ability to comply with AB 32, the California State Law that fights global warming by establishing a comprehensive program to reduce greenhouse gas emissions from all sources throughout the state.
- Bayfront uses that focus on "visitor-serving" and "attracting visitors" but that fails to recognize the impact on the existing adjacent residents.
- Any path around the shoreline of the Coronado Golf Course and through the Coronado Yacht Club
- Any uses that will bring more vehicles into Coronado and worsen Coronado's traffic problems

## Please Include in the Master Plan

- Expanded recreational opportunities on both land and on the bay
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- Preserve open space in Grand Caribe
- Continue to provide reasonably priced restaurant options at the Ferry Landing.

Sincerely, Michael Alves

Michael Alves

Address:
53 Green Turtle Rd
Coronado, CA 92118

Email Address:
NEED4SPEED@REAGAN.COM

Phone: 2014101243

*Letter sponsored by SaveCoronado.com*

The Port of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101-1128

**CORONADO RESIDENTS – HELP STOP THE PORT FROM BUILDING OVER 350 NEW HOTEL ROOMS IN CORONADO.**

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- Preserve open space in Grand Caribe
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Sincerely,

Susan Howe

Address: 916 8th St
Coronado, CA 92118

Email Address: Sue9168howe@gmail.com

Phone: (619) 522 0553

*Letter sponsored by SaveCoronado.com*

The Port of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101-1128

**CORONADO RESIDENTS – HELP STOP THE PORT FROM BUILDING OVER 350 NEW HOTEL ROOMS IN CORONADO.**

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Sincerely,

Address: 500 J AVE

Email Address: Rocky.FLYE@GMAIL.com

Phone:

*Letter sponsored by SaveCoronado.com*

**CORONADO RESIDENTS – HELP STOP THE PORT FROM BUILDING OVER 350 NEW HOTEL ROOMS IN CORONADO.**

**SIGN AND MAIL THIS LETTER TO THE PORT TODAY. DEADLINE IS 7/31/19**

The Port of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101-1128

Subject: Public Comment on Port Master Plan Update

To Whom It May Concern:

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Sincerely,

Gila Relel

Address: 1222 1st st #6

Email Address: Drgila@coronadoisland

Phone: 619 435 2522

The Port of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101-1128

**CORONADO RESIDENTS – HELP STOP THE PORT FROM BUILDING OVER 350 NEW HOTEL ROOMS IN CORONADO.**

**SIGN AND MAIL THIS LETTER TO THE PORT TODAY. DEADLINE IS 7/31/19**

Subject: Public Comment on Port Master Plan Update

To Whom It May Concern:

July 31, 2019

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- Preserve open space in Grand Caribe
- Continue to provide reasonably priced restaurant pptions at the Ferry Landing.

Sincerely, Respectfully, but with above objections
Frank and Virginia Osgood → (Coronado residents since 1976)
CDR, USN ret.)

Address: 2347 B. Ave.
Coronado, CA 92118-1222

Email Address: Vosgood@san.rr.com
fosgood@san.rr.com

Phone: (619 435-1269)

*Letter sponsored by SaveCoronado.com*

***To Whom It May Concern:***

***Please accept these objections to the Proposed Master Plan Update by the Port of San Diego as it relates to Planning District 1 Shelter Island/La Playa.***

## Summary of Objections:

- Exceeding Point Loma's 30-foot height limit in District 1 and all subdistricts
- Additional 1,600 rooms throughout Shelter Island East and West, a nearly 200% increase from current occupancy
- The narrowing of Scott Street and Shelter Island Drive, with shared bike lanes
- The addition of "mobility hubs" and/or parking structures in residential neighborhoods
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- 20' wide promenades connecting La Playa trail to Shelter Island
- Fixed/permanent "ammenities" at the Talbot Street trailhead
- Additional 70,000 sq ft of retail and restaurant space on Shelter Island

## Please Include in the Master Plan the Following:

- Continued support of our maritime industry related businesses
- Ideas about public water transit from Shelter Island to downtown/Coronado
- Maintain open space along Shelter Island for communal usage, recreation, BBQ's, fire pits
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Sincerely,

Karen — First Name

Milligan — Last Name

Karen L Milligan
3727 Centralona Dr.
San Diego, CA 92107

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Sincerely,

Brett — First Name

Sangiolo — Last Name

**From:** DAVID.MULLIKEN@LW.com
**Sent:** Friday, August 2, 2019 1:12 AM
**To:** Port Master Plan Update
**Subject:** Objection to Port Master Plan Update-Planning District 1 (Shelter Island/La Playa)
**Attachments:** Objection To Proposed Master Plan Update pg 2 DLM.pdf

Dear Port District Planning Staff and Commissioners,

Please see my attached opposition petition to the proposed alternations of the Bayfront path along La Playa cove and adjacent Port lands.

Kind regards,
David Mulliken

713 Rosecrans Street
San Diego, CA 92106

_____

***To Whom It May Concern:***

***Please accept these objections to the Proposed Master Plan Update by the Port of San Diego as it relates to Planning District 1 Shelter Island/La Playa.***

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**Sincerely,**

David Mulliken

**First Name** **Last Name**

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Sincerely,

JACK

First Name

Young

Last Name

6

***To Whom It May Concern:***

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Sincerely,

Michael — First Name

Simons — Last Name

701 Kettner Blvd
S.D. CA 92101

7

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Sincerely,

Natalie _____ _____

First Name Last Name

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Sincerely,

Nikolaus — First Name

Waldschmidt — Last Name

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- Maintain free off street parking to allow for employees that serve the maritime industry and surrounding businesses accessibility.
- Maintain limited access to Kellogg and La Playa consistent with the isolated and low intensive recreational use orientation which is geared to serve the immediate neighborhood
- Replenishment of sand at Kellogg Beach to prevent excessive shoreline erosion
- Preserving Point Loma's historic landscape to better connect Point Loma history with the design of the bayfront.
- Nurture the wetlands habitat around the La Playa basin and improve ecosystems that were native to the area. Attract birds, invertebrate and wetland vegetation. Possibly create a "living shoreline"

Sincerely,

| First Name | Last Name |
|---|---|

***To Whom It May Concern:***

***Please accept these objections to the Proposed Master Plan Update by the Port of San Diego as it relates to Planning District 1 Shelter Island/La Playa.***

## Summary of Objections:

- Exceeding Point Loma's 30-foot height limit in District 1 and all subdistricts
- Additional 1,600 rooms throughout Shelter Island East and West, a nearly 200% increase from current occupancy
- The narrowing of Scott Street and Shelter Island Drive, with shared bike lanes
- The addition of "mobility hubs" and/or parking structures in residential neighborhoods
- The removal of historic La Playa Piers
- Bayfront uses that focus on "visitor-serving" and "attracting visitors" but that fail to recognize the impact on the existing adjacent residents.
- Public transit/water taxi service within La Playa basin or Kellogg beach
- Any path around the shoreline and through the 3 Yacht Club in this district: Silver Gate Yacht Club, San Diego Yacht Club, Southwestern Yacht Club
- Any improvements that force existing property owners to pay for improvements
- Additional transient anchorage/wharfage
- 20' wide promenades connecting La Playa trail to Shelter Island
- Fixed/permanent "ammenities" at the Talbot Street trailhead
- Additional 70,000 sq ft of retail and restaurant space on Shelter Island

## Please Include in the Master Plan the Following:

- Continued support of our maritime industry related businesses
- Ideas about public water transit from Shelter Island to downtown/Coronado
- Maintain open space along Shelter Island for communal usage, recreation, BBQ's, fire pits
- Support and maintain new boat launch/public access on Shelter Island
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- Nurture the wetlands habitat around the La Playa basin and improve ecosystems that were native to the area. Attract birds, invertebrate and wetland vegetation. Possibly create a "living shoreline"

Sincerely,

Kristie Williams

First Name Last Name

11

***To Whom It May Concern:***

***Please accept these objections to the Proposed Master Plan Update by the Port of San Diego as it relates to Planning District 1 Shelter Island/La Playa.***

## Summary of Objections:

- Exceeding Point Loma's 30-foot height limit in District 1 and all subdistricts
- Additional 1,600 rooms throughout Shelter Island East and West, a nearly 200% increase from current occupancy
- The narrowing of Scott Street and Shelter Island Drive, with shared bike lanes
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- Continued support of our maritime industry related businesses
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- Nurture the wetlands habitat around the La Playa basin and improve ecosystems that were native to the area. Attract birds, invertebrate and wetland vegetation. Possibly create a "living shoreline"

Sincerely,

First Name

Brian Scott

Last Name

12

**From:** Shawn Fettel <skf1@cox.net>
**Sent:** Sunday, August 4, 2019 7:10 AM
**To:** Port Master Plan Update
**Subject:** Objections to the Proposed Master Plan

*To Whom It May Concern:*

*Please accept these objections to the Proposed Master Plan Update by the Port of San Diego as it relates to Planning District 2 Shelter Island/La Playa.*

***Summary of Objections:***

- Exceeding Point Loma's 30-foot height limit in District 2 and all sub districts. The limit is already too high!
- Additional 1,600 rooms throughout Shelter Island East and West, a nearly 200% increase from current occupancy, but does nothing for the residence who deal with traffic and lack of infrastructure.
- The narrowing of Scott Street and Shelter Island Drive, with shared bike lanes. Although bike lanes are wonderful, installing bike lanes on Nimitz only negatively impacts traffic and has not increased bike use.
- The addition of "mobility hubs" and/or parking structures in residential neighborhoods
- The removal of historic La Playa Piers
- Bayfront uses that focus on "visitor-serving" and "attracting visitors" but that fail to recognize the impact on the existing adjacent residents.
- Public transit/water taxi service within La Playa basin or Kellogg beach
- Any path around the shoreline and through the 3 Yacht Club in this district: Silver Gate Yacht Club, San Diego Yacht Club, Southwestern Yacht Club
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- Additional 70,000 sqft of retail and restaurant space on Shelter Island

***Please Include in the Master Plan***

- Continued support of our maritime industry related businesses
- Ideas about public water transit from Shelter Island to downtown/Coronado
- Maintain open space along Shelter Island for communal usage, recreation, BBQ's, fire pits
- Support and maintain new boat launch/public access on Shelter Island

- Maintain free off street parking to allow for employees that serve the maritime industry and surrounding businesses accessibility.
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- Nurture the wetlands habitat around the La Playa basin and improve ecosystems that were native to the area. Attract birds, invertebrate and wetland vegetation. Possibly create a "living shoreline"

**Sincerely,**

**Shawn Fettel**

***To Whom It May Concern:***

***Please accept these objections to the Proposed Master Plan Update by the Port of San Diego as it relates to Planning District 1 Shelter Island/La Playa.***

## Summary of Objections:

- Exceeding Point Loma's 30-foot height limit in District 1 and all subdistricts
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- Nurture the wetlands habitat around the La Playa basin and improve ecosystems that were native to the area. Attract birds, invertebrate and wetland vegetation. Possibly create a "living shoreline"

Sincerely,

Stephanie Peternoster

First Name Last Name

***To Whom It May Concern:***
***Please accept these objections to the Proposed Master Plan Update by the Port of San Diego as it relates to Planning District 1 Shelter Island/La Playa.***

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**Sincerely,**

Tatum Dilley

**First Name** **Last Name**

***To Whom It May Concern:***

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Sincerely,

Jeanne — First Name

Scott — Last Name

4

***To Whom It May Concern:***

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Sincerely,

First Name _____ Last Name _____

5

**From:** Steve Chupik <chupik@aol.com>
**Sent:** Saturday, August 3, 2019 6:18 PM
**To:** Port Master Plan Update
**Subject:** Proposed Master Plan - Planning District 1

*Please accept these objections to the Proposed Master Plan Update by the Port of San Diego as it relates to Planning District 1 Shelter Island/La Playa.*

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***Please Include in the Master Plan***

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- Preserving Point Loma's historic landscape to better connect Point Loma history with the design of the bay front.
- Nurture the wetlands habitat around the La Playa basin and improve ecosystems that were native to the area. Attract birds, invertebrate and wetland vegetation. Possibly create a "living shoreline"

**Sincerely,**

Steve Chupik
3436 Trumbull St
SD 92106

*To Whom It May Concern:*

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Sincerely,

TOM Jones

First Name Last Name

*

RECEIVED
AUG 26 2019
Planning & Port

The Port of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101-1128

**CORONADO RESIDENTS – HELP STOP THE PORT FROM BUILDING OVER 350 NEW HOTEL ROOMS IN CORONADO.**

**SIGN AND MAIL THIS LETTER TO THE PORT TODAY. DEADLINE IS 7/31/19**

Subject: Public Comment on Port Master Plan Update

To Whom It May Concern:

Please accept these objections to the Proposed Master Plan Update by the Port of San Diego as it relates to Coronado.

## Summary of Objections

- Development of any new hotel on the Coronado Ferry Landing property
- The Port exceeding Coronado's 40-foot height limit in all subdistricts
- Adhering to important view corridors and preserving new view vistas
- The intensification of use of the North Coronado Subdistrict
- Paid parking in the North Coronado Subdistrict
- Increased density in commercial uses in the North Coronado Subdistrict
- Any improvements that force existing property owners to pay for improvements
- Any uses that increase greenhouse gas concentrations or emissions that would limit the City's ability to comply with AB 32, the California State Law that fights global warming by establishing a comprehensive program to reduce greenhouse gas emissions from all sources throughout the state.
- Bayfront uses that focus on "visitor-serving" and "attracting visitors" but that fails to recognize the impact on the existing adjacent residents.
- Any path around the shoreline of the Coronado Golf Course and through the Coronado Yacht Club
- Any uses that will bring more vehicles into Coronado and worsen Coronado's traffic problems

## Please Include in the Master Plan

- Expanded recreational opportunities on both land and on the bay
- Expanded public access that would increase reliance on water forms of mass transit including expanding ferry service to different destinations and return of military boat taxis to decrease military vehicular traffic on Coronado
- Expand number of docks at Ferry Landing for private boats to access restaurants and Coronado
- Expanding open space and developing landscaping consistent with attracting more nature to Coronado
- Recreating Coronado's historic setting to better connect Coronado's history with the design of the bayfront.
- Revitalize the wetlands habitat around the old ferry landing and improve ecosystems that were native to the area with designs that attract birds, invertebrate and wetland vegetation. Possibly create a "living shoreline" and remove revetment.
- Preserve open space in Grand Caribe
- Continue to provide reasonably priced restaurant options at the Ferry Landing.

Sincerely, Patricia Gilyard

Address: 15 BLUEFIN CHOR CRT
CORONADO, CA 92118

Email Address: Patjcoronado@gmail.com

Phone: 619-423-1303

*Letter sponsored by SaveCoronado.com*

*

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**From:** Howard Haimsohn <howard@lawrance.com>
**Sent:** Thursday, August 29, 2019 3:42 PM
**To:** Port Master Plan Update
**Cc:** Rebecca Harrington; Garry Bonelli; Ann Moore; Marshall Merrifield; rvalderrama@portofsandiego.com; mzuccet@portofsandiego.org; Randa Coniglio; Rafael Castellanos; Jason Giffen; Shaun Sumner; dmalcolm@portofsandiego.com
**Subject:** Re: Master Plan Concerns

I want to thank the Port for the time and effort made last night to present, hear from the Point Loma community and respond to questions/comments.

I do wish to add a comment/concern, regarding the potential of sand replenishment at Kellogg Beach. I understand that a couple of the commissioners saw first hand, some of the impact that high tides have in our community. We experience high tides on a regular basis. And, every couple months we experience King Tides (tides in excess of 7').

The erosion of sand at Kellogg Beach has been an ongoing issue. There are detailed studies and reports that document the acceleration of this occurring after the Scripps Pier was built in the 1970's. As I understand it, this caused a change in tidal flows and began a more rapid erosion of beach between Kellogg St and Lawrence St. Then as I have read, some of the local residents began constructing a rock (riprap) breakwater to attempt to stop the sand erosion. This was done without permits nor the acceptance of the Port , the CCC nor the City. As it was discovered in process, my understanding is that the City or Port then stepped in and completed the riprap rockpile as we now have it.

This rock structure eliminated true beachfront for the public, but served to protect the condos and homes at the very south end of what used to be a part of Kellogg Beach. Now, we only have true beach land between Lawrence and McCall Streets and slightly north of McCall.

So, now the Port is looking to again replenish sand on this small stretch of beach. I know that a certain aggressive developer has had meetings with the Port to help push for this effort. Replenishing the sand for the public may be a worthy cause. My concern is that as a community, we do not want to see this occur as part of an effort to assist a developer to build a new condo project. Further development beyond the size and scope of what is there now, will ultimately serve to further alter natural tidal effects. You cannot stop Mother Nature. She will decide where the true shoreline should be.

I have photos from the 1940's that show tides, even then reaching as high as they do today. When the dredging and fill occurred in the 1950's to create Shelter Island, the natural tidal movements were artificially altered. We cannot continue to allow developers to attempt to alter the natural coastline to serve their financial gain.

We have too much congestion at the southern end of Point Loma, Neither the City, nor the Port has a workable plan for any form of evacuation, in the event of a disaster. High tides already impact our community and coastline. And, tides are guaranteed to keep rising.

I urge the Port to consider not assisting in added density to an area that cannot handle it. I urge the Port to only consider the public's best interest, not a developer's interest. If sand is to be added to the beach at Kelloggs, it should not attempt to create a levee or impact the natural tidal flows. Sand cannot be added to private property (even private property designated as coastal beach) to allow developers to substantiate higher density or added building mass.

As some of you saw the effects of high tides last night, I also urge you to come to Kellogg Beach during a King Tide. Experience what occurs naturally, and will continue to occur, even with replenished sand. We will have King tides tonight at 9:20PM and tomorrow night at 10PM.

Thank you for your efforts to better our City, coastline and communities.

Respectfully,
Howard Haimsohn

On Tue, Jul 30, 2019 at 10:39 AM Howard Haimsohn <howard@lawrance.com> wrote:

> First let me say that I respect much of the work that the Port does. I have also found the Port to be responsive when presented with a concern from the community.
>
> I do need to voice my concerns however, as it relates to the Port Master Plan Update (Draft)
>
> I am a resident and native of Point Loma. My concerns are centered around the impact that this proposed plan will have on our local area. Generally speaking, I am not against progress. Nor am I against development.
>
> But, in reading the section that will directly impact my community, where I live, PD1, here are my concerns
>
> We cannot sustain increased development in this community, without corresponding increased traffic lanes. This is not going to happen. So,
>
> - **Allowing for up to 1600 new lodging rooms on Shelter Island is unacceptable.**
> - **Any deviation from the 30' height restriction is unacceptable**
>
> The addition of new hotels on Shelter Island will essentially wall off the harbor from the residents who live in Point Loma. The City and the Port have policies of preserving public views from the La Playa area and Kellogg Beach to the harbor and downtown. Adding this much building on Shelter Island will not serve that purpose.
>
> Removing the historic piers and docks along the La Playa Trail is to remove the character of our waterfront. I walk this path twice a week. I cannot imagine walking this path and not seeing these piers. It defines the character of this area. I understand that some believe that because they are not strictly for public use that they should not be there. **So...figure it out. But, do not remove them.**
>
> The preservation of Kellogg Beach is a critical concern for myself and the community. The plan mentions preserving views from there. **No new 30' condo buildings should be allowed**. They will increase congestion, cause more parking issues and wall off public views that have existed forever. Replenishing sand is a nice thought. But, without a means of preserving that sand, it is a futile effort. Mother Nature will control the shoreline. Unless we add shoreline erosion devises, this idea is not sustainable. And, we do not want shoreline devices. Kellogg Beach used to stretch another block south of Lawrence Street. Today it is only one block long, from Lawrence to

McCall. The riprap that was placed between Kellogg St and Lawrence Street, preserved the sand/bluff, but we lost the beachfront. And this riprap altered the natural tidal flows causing increased erosion to the north.

Traffic lanes, ie Scott St cannot be reduced. At peak times, traffic in and out of the La Playa area is significant and excessive. My understanding is that neither the City, nor any other governmental organization has a plan to evacuate the community in the event of a disaster. We have but one road in and out of La Playa. Please do not create more traffic and congestion for this area.

Any effor to improve/enhance this La Playa/Shelter Island area, should consider the needs and desires of the community, as being equally or more important than the economic concerns of the Port or the City. Tourism is still an important part of our local economy. But, it should not rule out over the people who live here, use the area daily and pay taxes.

Thank you for your attention to this.

Respectfully,

*Howard Haimsohn*

--
**Howard Haimsohn**
**Lawrance**
Contemporary Home Furnishings

633 University Ave
San Diego, CA 92103
(P) 619-291-1911
(F) 619-291-0568
howard@lawrance.com
www.facebook.com/lawrancefurniture

**From:** Rafael Castellanos
**Sent:** Friday, August 30, 2019 1:08 PM
**To:** commissioners mailbox
**Subject:** FW: Save shelter Island

_____
From: John Lamott
Sent: Friday, August 30, 2019 1:07:53 PM (UTC-08:00) Pacific Time (US %2A Canada)
To: Rafael Castellanos
Subject: Save shelter Island

Please save shelter island as we have it right now.
Bettyann Lamott

Sent from my iPhone

**From:** Marshall Merrifield
**Sent:** Friday, August 30, 2019 1:06 PM
**To:** commissioners mailbox
**Subject:** FW: Stop and care

_____
From: John Lamott
Sent: Friday, August 30, 2019 1:06:17 PM (UTC-08:00) Pacific Time (US %2A Canada)
To: Marshall Merrifield
Subject: Stop and care

Care about people. Put your buildings at liberty station. Let the people have one space. Don’t ruin a good thing.we love shelter island BettyannLamott

Sent from my iPhone

**From:** Michael Zucchet
**Sent:** Friday, August 30, 2019 1:04 PM
**To:** commissioners mailbox
**Subject:** FW: You of all people

_____
From: John Lamott
Sent: Friday, August 30, 2019 8:04:01 PM (UTC+00:00) Monrovia, Reykjavik
To: Michael Zucchet
Subject: You of all people

Why do you not care about you community. Shelter Island is used by lots of people. Stop and think money over the people is not right BettyannLamott

Sent from my iPhone

**From:** John Lamott <jblamott@aol.com>
**Sent:** Friday, August 30, 2019 1:02 PM
**To:** Ann Moore
**Subject:** Please think twice

Money isn't everything. Our children, friends, dog walker. And our picnic group had met at Shelter Island for 30 years every Friday night from Memorial Day to October. Why don't you care about people. BettyannLamott Sent from my iPhone

**From:** Garry Bonelli
**Sent:** Friday, August 30, 2019 12:59 PM
**To:** commissioners mailbox
**Subject:** FW: What are you thinking?

---

From: John Lamott
Sent: Friday, August 30, 2019 12:58:39 PM (UTC-08:00) Pacific Time (US %2A Canada)
To: Garry Bonelli
Subject: What are you thinking?

This is so horrible that money comes before family's seniors and dog walkers.
Think
Leave shelter island alone.
Bettyann Lamott
Sent from my iPhone

**From:** Kelly Madruga <kmadruga@yahoo.com>
**Sent:** Friday, August 30, 2019 8:46 AM
**To:** karl.schwing@coastal.ca.gov
**Cc:** Port Master Plan Update
**Subject:** Master Port plan

Dear Commissioner Schwing,

I am writing in regards to the Port Master plan and specifically planning district 1 Shelter Island. My family and I are absolutely opposed to the proposed plan and specifically the height and over development of Shelter Island and surrounding area!

I am in absolute shock that once again the city and port are trying to circumvent the height restriction San Diegans voted to enforce specifically the 30 foot height restrictions for our beach communities west of I5 corridor (Prop D in the 1970's) and the many items in the report trying over burden our quaint neighborhood with mass traffic and congestion. As written in PD1.8 it reads **"Height should be compatible but does not need to be in conformance with adjacent jurisdiction standards"**
That is once again a A *travesty* of justice and public disregard as well a possible legal infringement on a law taken all the way to the US Supreme Court in upholding the height limits.

As citizens we have voiced our concerns about height issues and have fought to keep our beautiful city clean of enormous buildings blocking the views of our bay and oceans for all citizens to enjoy in low level access locations as recently as 2 years ago!

The master plan is allocating once again to disregard its citizens and instead apply over building in areas that have a pristine environmental enjoyment for all its citizens. Please do not cater to developers & tourists by allowing buildings to circumvent the law and want of its citizens, especially those most impacted by its negative expansion! Shelter Island is a beautiful peaceful location its citizens enjoy daily and without over burdening it's neighbors and nearby neighborhoods by creating a visual blockage of our bay!
Logically speaking adding 1600 new hotel rooms 1300 on west side of shelter island and 300 on the east is just to many for an area with one egress and ingress. Traffic congestion and environmental ramifications that ensue from over developing a community already overburdened by congestion.
This historic community (Point Loma) is and should be protected as it is the gateway to California. We have four piers that need protections as well.
Although I personally do not believe private piers are a good idea I do believe the residents have done a great job with coming up with a compromise, and that compromise should continue with the open access during the sunrise to sunset times. They the residents maintain and insure the piers for all to admire and walk on. As you are aware there are many piers with no historical context in Newport Beach maintaining these 4 piers are a community favorite.
In closing I and many of my fellow neighbors do not want to be Miami or New York so please keep its citizens in mind and not go forward with this plan as written. Modifications must be made and written into the new plan to protect our height limit laws and not overburdening our community with mass traffic congestion.

Kelly Madruga
3220 Hugo St

San Diego Ca 92106
619-993-1641

*

**From:** Matthew Madruga <madruga@fusion.gat.com>
**Sent:** Friday, August 30, 2019 2:00 PM
**To:** karl.schwing@coastal.ca.gov
**Cc:** Port Master Plan Update
**Subject:** Master Port Plan District 1 Shelter Island

Dear Commissioner Schwing,

I am writing in regards to the Port Master plan and specifically planning district 1 Shelter Island. My family and I are completely opposed to the proposed plan and specifically the height and over development of Shelter Island and surrounding area!

I am in absolute shock that once again the city and port are trying to circumvent the height restriction San Diegans voted to enforce. Specifically, the 30 foot height restrictions for our beach communities west of the I5 corridor (Prop D in the 1970's) and the many items in the report trying to over burden our quaint neighborhood with mass traffic and congestion. As written in PD1.8 it reads "height should be compatible but does not need to be in conformance with adjacent jurisdiction standards"
That is once again a travesty of justice and public disregard as well as a possible legal infringement on a law taken all the way to the US Supreme Court in upholding the height limits.

As citizens we have voiced our concerns about height issues and have fought to keep our beautiful city clean of enormous buildings blocking the views of our bay and oceans for all citizens to enjoy in low level access locations as recently as 2 years ago!

The master plan proposal is once again trying to disregard its citizens and instead apply over building in areas that have a pristine area enjoyed by all of its citizens. Please do not cater to developers & tourists by allowing buildings to circumvent the law and the will of its citizens, especially those most impacted by its negative expansion! Shelter Island is a beautiful and peaceful location that is enjoyed by the community on a daily basis. The layout of the hotels and businesses here create an inviting area that is both profitable and welcoming at the same time without over burdening the neighbors or creating a visual blockage of our bay!

Logically speaking adding 1600 new hotel rooms, 1300 on the west side of shelter island and 300 on the east is just too many for an area with one entrance and exit. The area is already over taxed by the amount of traffic and density. The environmental ramifications that ensue from continued development will most certainly have lasting negative effects. This historic community of Point Loma is and should be protected as it is the gateway to California. We have four piers that need protections as well.
Although I personally do not believe private piers are a good idea I do believe the residents have come up with a compromise that should continue with open access during the sunrise to sunset times. The residents maintain and insure the piers for all to enjoy, admire and walk on.

In closing I and many of my fellow neighbors do not want to be Miami or Fort Lauderdale. We ask that you please keep its citizens in mind and not go forward with this plan as written. Modifications must be made and written into the new plan to protect our height limit laws and not overburdening our community with increased density and mass traffic congestion.

Matthew Madruga
3220 Hugo St
San Diego Ca 92106

619-222-3662

**From:** mary pereira <maryweeza@msn.com>
**Sent:** Saturday, August 31, 2019 12:30 AM
**To:** karl.schwing@coastal.ca.gov
**Cc:** Port Master Plan Update
**Subject:** Master Port plan

Dear Commissioner Schwing,

I am writing in regards to the Port Master plan and specifically planning district 1 Shelter Island. My family and I are absolutely opposed to the proposed plan and specifically the height and over development of Shelter Island and surrounding area!

I am in absolute shock that once again the city and port are trying to circumvent the height restriction San Diegans voted to enforce specifically the 30 foot height restrictions for our beach communities west of I5 corridor (Prop D in the 1970's) and the many items in the report trying over burden our quaint neighborhood with mass traffic and congestion. As written in PD1.8 it reads **"Height should be compatible but does not need to be in conformance with adjacent jurisdiction standards"**
That is once again a A *travesty* of justice and public disregard as well a possible legal infringement on a law taken all the way to the US Supreme Court in upholding the height limits.

As citizens we have voiced our concerns about height issues and have fought to keep our beautiful city clean of enormous buildings blocking the views of our bay and oceans for all citizens to enjoy in low level access locations as recently as 2 years ago!

The master plan is allocating once again to disregard its citizens and instead apply over building in areas that have a pristine environmental enjoyment for all its citizens. Please do not cater to developers & tourists by allowing buildings to circumvent the law and want of its citizens, especially those most impacted by its negative expansion! Shelter Island is a beautiful peaceful location its citizens enjoy daily and without over burdening it's neighbors and nearby neighborhoods by creating a visual blockage of our bay!
Logically speaking adding 1600 new hotel rooms 1300 on west side of shelter island and 300 on the east is just to many for an area with one egress and ingress. Traffic congestion and environmental ramifications that ensue from over developing a community already overburdened by congestion.
This historic community (Point Loma) is and should be protected as it is the gateway to California. We have four piers that need protections as well.
Although I personally do not believe private piers are a good idea I do believe the residents have done a great job with coming up with a compromise, and that compromise should continue with the open access during the sunrise to sunset times. They the residents maintain and insure the piers for all to admire and walk on. As you are aware there are many piers with no historical context in Newport Beach maintaining these 4 piers are a community favorite.
In closing I and many of my fellow neighbors do not want to be Miami or New York so please keep its citizens in mind and not go forward with this plan as written. Modifications must be made and written into the new plan to protect our height limit laws and not overburdening our community with mass traffic congestion.

Mary Pereira
3231 Hugo St.
San Diego, CA
92106

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**From:** joe noble <joebn3@gmail.com>
**Sent:** Friday, September 6, 2019 9:10 AM
**To:** Port Master Plan Update
**Subject:** Marlin club

Hello,my name is Joe Noble and I am sad to hear the the San Diego Marlin Club is being closed for parking spaces...what a shame to lose a great piece of S.D. fishing history. I personally have never been a member but myself and many friends have used the scales there to weigh the trophy fish of a lifetime...please rethink your decision to eliminate this great place for the community and replace with heat absorbing asphalt parking spaces . More folks could use the exercise from a little walk.
Thank you for your time.
Joe Noble
Carlsbad. Ca.
Joebn3@gmail.com

Get Outlook for Android

*

**From:** Douglas Tibbitts <dptibs@gmail.com>
**Sent:** Monday, September 9, 2019 4:05 PM
**To:** Port Master Plan Update

September 9, 2019

Port Authority of San Diego

Attn: Planning Department

3165 Pacific Highway

San Diego, CA 92101

Re: Additional Public Comment on Port Master Plan Update (PMPU) – North Embarcadero

As residents of the beautiful city of San Diego and owners of a condominium in The Grande North, at 1205 Pacific Highway, we have significantly invested our time and finances in the North Embarcadero area and enjoy the views and feeling of downtown life. We have significant concerns about the future value of our property and the effect on our lifestyle based of the current Port Master Plan Update Draft.

While we appreciate and support certain elements of the PMPU (ie. increased public park space), we do not believe that is needs to be done at the expense of our views and the connectivity to the bay.

Specifically, we are opposed to:

- the enlargement / creation of a 2000 room hotel complex at the current site of the Wyndham Hotel (1200 – 1300 N. Harbor Dr.), and the associated increase in building height that would be necessary to accomplish that goal.
    - The downtown portion of the San Diego Bay is already almost entirely walled off from the city itself… by the Bayfront Hilton, Convention Center, Marriott Marquis, Manchester Grand Hyatt, pending hotel development at Seaport Village, The Manchester Gateway Development, The InterContinental Hotel, and Marriot Hotels (Residence Inn and Springhill Suites).
- Changing the A Street and B Street view corridors.
- Establishing a high-rise structure in support of the “Mobility Hub” at the 1220 Pacific Highway site.
- Increasing the traffic flow on Pacific Highway (which is already planned to be narrowed by the City of San Diego) by narrowing North Harbor Dr. and adding the “Mobility Hub”.
- Giving corporate entities “first right of refusal for exclusive use and commercialization” access to public areas such as the InterContinental Hotel has at Lane Field.

The PMPU envisions the tidelands area as belonging primarily to tourists and revenue generating industries. Yet the tidelands and bay are irreplaceable treasures which were entrusted to the Port for the benefit of all of us… residents and visitors.

Currently there are over 3500 residential units in the Columbia District with views of the bay water. Most are clustered into a dozen or so high-rise complexes, and include a wide-range of price points to serve a diverse population. For most of these residents and workers in the area, the best view corridor is within the Wyndham hotel property. The hotel towers are spread out and currently provide clear views to the water. The massive hotel the PMPU proposes be placed on this property will forever alter the views, property values, and neighborhood feel of the Columbia District. Simply put, the PMPU will wall off the last major connection to the bay from its residents and downtown city workers. It will destroy a community in favor of tourists.

Specifically, we encourage and support:

- Creation of an elevated public park at Navy Pier, one story above the existing parking. This will eliminate the need to permanently relocate parking away from USS Midway, provide minimal visibility impact to residents and an improved view of the bay to the north of USS Midway. This would be an exceptional public viewing area for fireworks etc.

- If the proposed 30,000 square foot "Window to the Bay" pier were constructed between Grape and Ash Streets (PD3.28), this could also be done as an elevated park with single level of parking. This would provide for perhaps a thousand or more parking spaces.

- Increasing / preserving visual connection to the San Diego Bay for residents and downtown workers.

- Increased physical access to the bay, adding park lands with trees, grass and other plants (not decomposed granite).

- Retention of the Wyndham Hotel individual tower footprints and current heights.

- To minimize the impact to downtown residents and workers, new hotel sites (in addition to those already planned at the Manchester Gateway) should only be considered for:

    - South of the Working Waterfront
    - North of the County Administration Building
    - Harbor Island

Finally, due to our proximity to this development, we would like the HOA Boards of the Grande North, Grande South, Bayside, Sapphire, Savina, and Breeza; as well as their owners and residents be involved in the planning for the parcels located on the 1200-1300 Harbor Dr - Pacific Hwy blocks (which includes the Wyndham Hotel site and the 1220 property currently leased by the Navy). I believe local involvement in this particular project and parcel is more important than most others because the North Embarcadero is the Gateway to San Diego and such an important part of the region. The needs of the downtown community to be connected to the Bay visually and physically are critical. The area between the Lane Field Hotels and the County Admin Building are the last 2 blocks that have the potential to address this need.

Thousands of downtown residents are counting on the Port to get this updated before the final Port Master Plan is updated and approved. Thank you for considering this input.

Sincerely,

Douglas Tibbitts

1205 Pacific Highway, Unit 1602

San Diego, CA 92101

**From:** commissioners mailbox
**Sent:** Tuesday, September 10, 2019 5:03 PM
**To:** ELG - cc Assistants
**Cc:** Port Master Plan Update; Lesley Nishihira
**Subject:** FW: Flushing/Culvert Studies, addition to Port Master Plan (Shelter Island)

Good afternoon;
Passing along an email received for Commissioner Merrifield.
Best,
Julie

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**From:** Pamela Lynd
**Sent:** Tuesday, September 10, 2019 4:58:24 PM (UTC-08:00) Pacific Time (US %2A Canada)
**To:** Marshall Merrifield
**Subject:** Flushing/Culvert Studies, addition to Port Master Plan (Shelter Island)

Commissioner Marshall Merrifield,

Thank you for your time and consideration listening to all the public input at the meeting at Portuguese Hall in Point Loma. I concur with the general public that night but also tried to address issues that most of the public are not aware of and are not addressed in the master plan.

One of the major and legal issue that is not addressed in the master plan is the water quality of Shelter Island basin. When you and I met at San Diego Yacht Club after the meeting, we spoke about what a culvert is and what it would do. You then asked me to send you a copy of the plan.

Attached are two studies, one done by Weston Solutions, February 2013, and the other done by Rick Engineering, August 2016.

The Weston solutions gives a little more background to the problem and the TMDL that the Regional Water Quality Board mandated, where the Rick Engineering one gives great detail on two viable solutions to resolve the problem

> https://pantheonstorage.blob.core.windows.net/environment/Shelter-Island-Yacht-Basin-Tidal-Flushing-Modeling-and-Engineering-Feasibility-Study-2013.pdf
>
> https://pantheonstorage.blob.core.windows.net/environment/Shelter-Island-Yacht-Basin-Tidal-Flushing-Project-Engineering-Feasibility-and-Constructability-Report-2016.pdf

Shelter Island basin has had a problem with the water quality since the water can not circulate. In the 70's it was the trash. In the 80s it was tribunal tin. In the 90's it is copper. We are years away from coming up with a solution with a bottom paint for boats that is effective against marine growth that does not contain some copper. When we do, what is

the next problem that it will bring? Wayne Chiu,PE of the Regional Water Board agrees that the culvert is a good solution and should reduce the copper by 28% at the head of the basin.

Another issue not address is the erosion of Kellogg beach. The Port has addressed replenishing sand however that does not address the problem. The jetty that extends from the south side of Kellogg's beach is designed wrong and with modification can help keep the replenished sand in place. The second issue that contributes to the eroding of the sand is the storm drain which should be extended with a diffuser put in place. Unfortunately at this time I have not seen an engineering plan to address this issue.

One last thing, in the master plan it talks of changing parallel parking on Shelter Island Drive to diagonal parking. It does not address specifically where along Shelter Island Drive. The businesses along Shelter Island Drive from Anchorage Lane to the roundabout consist of large boatyards. Trucks that move large boats and yachts traverse Shelter Island Drive and in order to turn into or out of those boatyards need all the space. In fact there are times when the parallel parked cars need to move. Having cars at a diagonal will hinder boat business. One of the Ports function is to not only protect our waterways and tidal properties but protect our maritime industries.

If you have any questions, please contact me.
Thank you again for your time and consideration.
See you Monday, September 16 at 1pm

Pamela Lynd
619 992-7245

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**From:** Paula Couture <nadolady@gmail.com>
**Sent:** Tuesday, September 10, 2019 9:29 AM
**To:** Port Master Plan Update; Garry Bonelli
**Cc:** Dean K Eckenroth Jr
**Subject:** Coronado Ferry Landing

I read with interest the summary of the meeting on August 29 in the Winn Room.
We were unable to attend being out of town, so my comments are based on the article in the Eagle.

I appreciate and applaud the headline "Port Chair Says No Hotel At Ferry Landing, No Hotel in Cays and No Promenade".

We are 50 years plus residents of Coronado before the Bridge living at the corner of 4th and I, members of Coronado Yacht Club, and owned at the Cays when Bahama Village was under construction. For 40 years, we have lived in the Sunset Park area. My husband is a retired Naval Commander.

We have lived and experienced all of the major changes in our community and residential
lifestyle throughout Coronado.

We have supported and welcomed many of them... **good things to a point at which we have, for the most part, arrived.)**

The Bridge began our community transformation and contributed to our prosperity (**a good thing to a point**.)

The Ferry Landing development was a great use of public space and public use (**a good thing to a point**).

Public access to San Diego and Coronado Bay is important and is available (**a good thing to a point**).

The Cays Development added a unique lifestyle opportunity (**a good thing to a point.**)

**At this point**, however, any change that contributes to our density, traffic and parking is problematic. Although tourism and business may welcome Port Proposals, the impact on our neighborhoods will be seriously negative. Our community character is under attack not only by

the Port, but also by other governmental agencies. We are currently and will experience increased traffic and parking issues with any of these proposals/plans. M**ost importantly** the safety of our children in our neighborhoods as they play out and about and go to and from school will be compromised with plans that increase density, traffic, and general public access (that has already reached a tipping point with the beach, day trippers, etc.)

One may agree or disagree with Port plans at Seaport Village, but the fact is that Seaport Village is not a small residential, boundary finite community. **Coronado is.** Chula Vista and National City Bayfronts, no doubt, welcome increased large Port development that increases density and tourism. **Coronado residents no longer do as the Eagle seems to state,** and we concur.

Your recognition, understanding, and support of Coronado's major contribution to public use and space over the last 50 years

is critical going forward. We have opened up our community to the world. Scale down your plans and proposals to help us maintain our community character and neighborhoods for future generations.

Thank you to the residents who have been visible and vocal throughout this process. Thank you to the Port (at least for now) for the current headline.

Paula Bingham-Couture

--
Paula Couture

**From:** Ferri Landin <cpsfc@san.rr.com>
**Sent:** Friday, August 30, 2019 11:08 AM
**To:** Port Master Plan Update
**Subject:** Fwd: Additional Comments to Port's Master Plan Update (PMPU)
**Attachments:** Ferry Landing Upgrade - PMPU Fresh Start - Ltr to Port 8-29-19.pdf

-------- Forwarded Message --------
**Subject:**Additional Comments to Port's Master Plan Update (PMPU)
**Date:**Fri, 30 Aug 2019 10:51:21 -0700
**From:**Ferri Landin <cpsfc@san.rr.com>

August 30, 2019

To the Port of San Diego

Attn: Chairman, Garry Bonelli, Lesley Nishihira, and Port Commissioners

Thank you for giving the community of Coronado an opportunity to meet with you and your staff to further discuss the PMPU process going forward. The meeting was very productive and we are encouraged by your efforts to help preserve Coronado's valuable environmental and public safety resources.

Please see attached for further comments to the Port's PMPU.

Thank you again for helping to keep Coronado the special place that it is!

Coronado Public Safety First Collaborative (CPSFC)

114 C Avenue #296, Coronado, CA 92118 - CPSFC@san.rr.com

Attachment

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**The Port of San Diego**
**Attn: Planning Department**
**3165 Pacific Highway**
**San Diego, CA 92101-1128**
**August 29, 2019**

**FERRY LANDING UPGRADE**

**A FRESH START FOR THE**

**PORT'S MASTER PLAN UPDATE (PMPU)**

**TO THE PORT OF SAN DIEGO:**

**PLEASE HONOR, RESPECT AND PROTECT CORONADO'S**

**VALUABLE NATURAL, HISTORIC, AND PUBLIC SAFETY RESOURCES**

**WHICH ARE ENTRUSTED TO YOUR AUTHORITY.**

**YOUR DUE DILIGENCE WILL BENEFIT ALL!**

# NO OVER-DEVELOPMENT

**"An amount of Development**
**(for example the Quantity of Buildings or Intensity of Use)**
**that is Excessive in terms of Demands on Infrastructure**
**and Services, or Impact on Local Amenity and Character."**

**Sponsored by Coronado Public Safety First Collaborative (CPSFC)**

**114 C Avenue #296, Coronado, CA 92118**

**CPSFC@san.rr.com**

**From:** Matthew Genovese <magenovese1@gmail.com>
**Sent:** Wednesday, September 11, 2019 4:34 PM
**To:** Port Master Plan Update
**Subject:** Marlin club

What happens with the club in the new port plans?

Sent from my iPhone

**From:** Chung, Steve U CIV USN COMNAVREG SW SAN CA (USA) <steve.u.chung@navy.mil>
**Sent:** Wednesday, September 11, 2019 1:00 PM
**To:** Jason Giffen; Lesley Nishihira
**Cc:** Dreusike, Mary E (Mary Beth) CIV (USA)
**Subject:** Follow Up From Discussion AUG - Discussion Draft

Good Afternoon Jason and Leslie,

Sorry this note is late getting to you – I thought I had sent this back a few weeks ago, and just saw it in my draft box!

Here are two key areas for consideration as your team works the draft plan:

A. Within the General Development Policy Section of the Draft Port Master Plan, our Navy team recommends incorporating verbiage that provides & establishes a framework that affords the military the ability to review proposals to ensure mission compatibility and consider including an action to prime the pumps to memorialize a compatibility review process within the standards – this will assist and ensure continued streamline coordination w/ the military.

B. In the effort to maintain, enhance, and expand the travel options to, from, and through the Port Tidelands, the assured protection of the Strategic Highway Network should be emphasized as a priority to maintain terminals as a Strategic Port. The Mobility Element would benefit from a some additional language that defines the Strategic Highway Network and elaborates on its importance. Some language for consideration might state, "The Strategic Highway Network is critical to military domestic operations. This system of roads is necessary for emergency mobilization and peacetime movement of goods to support the military. Through continued support and cooperation of neighboring jurisdictions, the District will endeavor to maintain the linkages the Strategic Highway Network and Connectors provide to the Port Tidelands and its facilities." Furthermore, noting these linkages in such a specific manner will help external agencies know that the implementation of Mobility Goal 4 Policies related to Land Based Transportation Facilities - Goods is a priority and may help spur investment.

Again, sorry this is a bit late and we look forward to continuing to work with both you on the draft master plan.

All the Best and V/R,

Steve Chung
NRSW Regional CPLO - Encroachment Program Director
937 N Harbor Dr, San Diego, CA 92132
Office: 619-532-4268 / Cell 619-723-5936
steve.u.chung@navy.mil (NIPR)
steve.u.chung@navy.smil.mil (SIPR)

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**From:** Elizabeth Courtiér <elizabethcourtier@me.com>
**Sent:** Thursday, September 12, 2019 12:07 PM
**To:** Port Master Plan Update
**Subject:** OPPOSITION- Port Master Plan Update District 1 Shelter Island/La Playa

Dear Sirs:

In anticipation of your September meeting I am AGAIN writing to express my vehement **OPPOSITION** of the seriously flawed recommendations contained in the Port Master Plan Update…specifically those pertaining to Planning District 1 Shelter Island/La Playa.

**Your Mission Statement clearly states… "The Port of San Diego will protect the Tidelands Trust resources by providing economic vitality and community benefit through a balanced approach to the maritime industry, tourism, water and land recreation, environmental stewardship and public safety."**

Most of the recommendations contained in the current Port Master Plan Update contradict the District's very own Mission Statement: "…providing economic vitality" may be the only one it does satisfy. This plan will provide economic vitality to developers and hoteliers without a doubt however, it is not a "balanced approach", nor does it provide a "community benefit" nor "environmental stewardship/public safety".

The proposed over development of Shelter Island and the Historic La Playa Bayside Trail is irresponsible and lacking in environmental stewardship. The plan invites thousands more people into the area, while reducing parking. Planners talk about so-called mobility hubs and the rise of ride sharing services. Although these may be realistic solutions for Harbor Island and Downtown, there is no plan for a trolley extension along Rosecrans Street or even reliable bus service for the Peninsula. Thousands more people will bring thousands more polluting cars into an already impacted by significant Military traffic which makes navigating Penninsula ingress/egress a challenge on a daily basis…and that is the "before" picture.

Adding up to 1600 hotel rooms on Shelter Island is simply irresponsible. As I mentioned, residents and employees already suffer from routine traffic gridlock. Emergency Medical professionals shudder at the challenge of getting residents off the Point Loma Peninsula during Fourth of July much less in the case of a tsunami or other natural disaster. Day to day Fire and EMS responses into the Shelter Island/La Playa area will be slowed, not only for residents but for the guests in those hotel rooms. The update shows no concern whatsoever for public safety.

Before proceeding with this plan, I encourage all of the Planners to meet with Peninsula residents. Talk to people who live on their boats, walk on the Bayside Trail daily. Talk to people who live along Rosecrans Street, Catalina Boulevard, and Sunset Cliffs Boulevard about daily traffic and about safety concerns. Talk to me.
My family and I strongly **OPPOSE**…

- Exceeding the 30-foot height limit in District 1 and all subdistricts
- Adding 1,600 rooms throughout Shelter Island East and West, a nearly 200% increase from current occupancy!
- Narrowing Scott St and Shelter Island Dr with shared bike lanes
- Adding "mobility hubs" and/or parking structures in residential neighborhoods
- Removing the Historic La Playa Piers
- Focusing Bayfront uses on "visitor-serving" and "attracting visitors" while failing to recognize the impact on the existing adjacent residents
- Public transit/water taxi service within La Playa basin or Kellogg Beach

- Any path around the shoreline and through the 3 Yacht Club in this district: Silver Gate Yacht Club, San Diego Yacht Club, Southwestern Yacht Club
- Adding transient anchorage/wharfage
- 20' wide promenades connecting La Playa trail to Shelter Island
- "Amenities" at the Talbot Street trailhead
- Adding 70,000 sf of retail and restaurant space on Shelter Island
- Altering…whether it be paving/widening etc… the existing Bayside Trail

My family and I strongly **SUPPORT**…

- Retaining the existing Historic La Playa Piers
- Retaining the recently rebuilt/replanted Historic Bayside Trail
- Continued support of our Maritime Industry related businesses
- Public water transit from Shelter Island to downtown/Coronado
- Maintaining open space along Shelter Island for communal usage, recreation, BBQ's, fire pits
- Supporting/maintaining new boat launch/public access on Shelter Island
- Maintaining free off street parking to allow for employees that serve the Maritime Industry and surrounding businesses accessibility.
- Maintaining existing access to Kellogg and La Playa consistent with the isolated and low intensive recreational use orientation which is geared to serve the immediate neighborhood
- Replenishment of sand at Kellogg Beach to prevent excessive shoreline erosion
- Preserving Point Loma's historic landscape to better connect Point Loma history with the design of the bay front.
- Nurturing the wetland habitat around the La Playa basin and improving ecosystems that were native to the area. Attract birds, invertebrate and wetland vegetation. Possibly create a "living shoreline" .

Best Regards,

Alfonso Escalante
3580 Jennings Street
San Diego, CA 92106

AlfonsoVEscalante@gmail.com

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**From:** Elizabeth Courtier <elizabeth@architectureinsandiego.com>
**Sent:** Thursday, September 12, 2019 12:04 PM
**To:** Port Master Plan Update
**Subject:** OPPOSITION- Port Master Plan Update District 1 Shelter Island/La Playa

Dear Sirs:

In anticipation of your September meeting I am AGAIN writing to express my vehement **OPPOSITION** of the seriously flawed recommendations contained in the Port Master Plan Update…specifically those pertaining to Planning District 1 Shelter Island/La Playa.

**Your Mission Statement clearly states… "The Port of San Diego will protect the Tidelands Trust resources by providing economic vitality and community benefit through a balanced approach to the maritime industry, tourism, water and land recreation, environmental stewardship and public safety."**

Most of the recommendations contained in the current Port Master Plan Update contradict the District's very own Mission Statement: "…providing economic vitality" may be the only one it does satisfy. This plan will provide economic vitality to developers and hoteliers without a doubt however, it is not a "balanced approach", nor does it provide a "community benefit" nor "environmental stewardship/public safety".

The proposed over development of Shelter Island and the Historic La Playa Bayside Trail is irresponsible and lacking in environmental stewardship. The plan invites thousands more people into the area, while reducing parking. Planners talk about so-called mobility hubs and the rise of ride sharing services. Although these may be realistic solutions for Harbor Island and Downtown, there is no plan for a trolley extension along Rosecrans Street or even reliable bus service for the Peninsula. Thousands more people will bring thousands more polluting cars into an already impacted by significant Military traffic which makes navigating Penninsula ingress/egress a challenge on a daily basis…and that is the "before" picture.

Adding up to 1600 hotel rooms on Shelter Island is simply irresponsible. As I mentioned, residents and employees already suffer from routine traffic gridlock. Emergency Medical professionals shudder at the challenge of getting residents off the Point Loma Peninsula during Fourth of July much less in the case of a tsunami or other natural disaster. Day to day Fire and EMS responses into the Shelter Island/La Playa area will be slowed, not only for residents but for the guests in those hotel rooms. The update shows no concern whatsoever for public safety.

Before proceeding with this plan, I encourage all of the Planners to meet with Peninsula residents. Talk to people who live on their boats, walk on the Bayside Trail daily. Talk to people who live along Rosecrans Street, Catalina Boulevard, and Sunset Cliffs Boulevard about daily traffic and about safety concerns. Talk to me.
My family and I strongly **OPPOSE**…

- Exceeding the 30-foot height limit in District 1 and all subdistricts
- Adding 1,600 rooms throughout Shelter Island East and West, a nearly 200% increase from current occupancy!
- Narrowing Scott St and Shelter Island Dr with shared bike lanes
- Adding "mobility hubs" and/or parking structures in residential neighborhoods
- Removing the Historic La Playa Piers
- Focusing Bayfront uses on "visitor-serving" and "attracting visitors" while failing to recognize the impact on the existing adjacent residents
- Public transit/water taxi service within La Playa basin or Kellogg Beach

- Any path around the shoreline and through the 3 Yacht Club in this district: Silver Gate Yacht Club, San Diego Yacht Club, Southwestern Yacht Club
- Adding transient anchorage/wharfage
- 20' wide promenades connecting La Playa trail to Shelter Island
- "Amenities" at the Talbot Street trailhead
- Adding 70,000 sf of retail and restaurant space on Shelter Island
- Altering…whether it be paving/widening etc… the existing Bayside Trail

My family and I strongly **SUPPORT**…

- Retaining the existing Historic La Playa Piers
- Retaining the recently rebuilt/replanted Historic Bayside Trail
- Continued support of our Maritime Industry related businesses
- Public water transit from Shelter Island to downtown/Coronado
- Maintaining open space along Shelter Island for communal usage, recreation, BBQ's, fire pits
- Supporting/maintaining new boat launch/public access on Shelter Island
- Maintaining free off street parking to allow for employees that serve the Maritime Industry and surrounding businesses accessibility.
- Maintaining existing access to Kellogg and La Playa consistent with the isolated and low intensive recreational use orientation which is geared to serve the immediate neighborhood
- Replenishment of sand at Kellogg Beach to prevent excessive shoreline erosion
- Preserving Point Loma's historic landscape to better connect Point Loma history with the design of the bay front.
- Nurturing the wetland habitat around the La Playa basin and improving ecosystems that were native to the area. Attract birds, invertebrate and wetland vegetation. Possibly create a "living shoreline" .

Best Regards,

Elizabeth Courtiér
3580 Jennings Street
San Diego, CA 92106

elizabethcourtier@me.com

**From:** Ned Daugherty <ecoplnr@gmail.com>
**Sent:** Friday, September 13, 2019 8:01 AM
**To:** Port Master Plan Update
**Subject:** Proposed plan update

Board,

Please realize, and appreciate, what a tremendously wonderful resource we have in our Point Loma community Bay front, AS IS. It seems obvious that these proposed "updates" are "improvements" driven solely by fiscal profit.
We urge you to abandon the current approach and instead pursue a socially and ecologically respectful planning course that will increase natural capital and value for ALL members of our community and our visitors.

Less is more.

Edwin and Patricia Daugherty

Sent from my iPhone

**From:** would be interested in renewing ONLY Randy Peterson subscription <lizpeterson@cox.net>
**Sent:** Friday, September 13, 2019 10:53 AM
**To:** Port Master Plan Update
**Subject:** redoing the Point against our support

In anticipation of your September meeting I am AGAIN writing to express my vehement OPPOSITION of the seriously flawed recommendations contained in the Port Master Plan Update…specifically those pertaining to Planning District 1 Shelter Island/La Playa. Your Mission Statement clearly states… "The Port of San Diego will protect the Tidelands Trust resources by providing economic vitality and community benefit through a balanced approach to the maritime industry, tourism, water and land recreation, environmental stewardship and public safety." Most of the recommendations contained in the current Port Master Plan Update contradict the District's very own Mission Statement: "…providing economic vitality" may be the only one it does satisfy. This plan will provide economic vitality to developers and hoteliers without a doubt however, it is not a "balanced approach", nor does it provide a "community benefit" nor "environmental stewardship/public safety". The proposed over development of Shelter Island and the Historic La Playa Bayside Trail is irresponsible and lacking in environmental stewardship. The plan invites thousands more people into the area, while reducing parking. Planners talk about so-called mobility hubs and the rise of ride sharing services. Although these may be realistic solutions for Harbor Island and Downtown, there is no plan for a trolley extension along Rosecrans Street or even reliable bus service for the Peninsula. Thousands more people will bring thousands more polluting cars into an already impacted by significant Military traffic which makes navigating Penninsula ingress/egress a challenge on a daily basis…and that is the "before" picture. Adding up to 1600 hotel rooms on Shelter Island is simply irresponsible. As I mentioned, residents and employees already suffer from routine traffic gridlock. Emergency Medical professionals shudder at the challenge of getting residents off the Point Loma Peninsula during Fourth of July much less in the case of a tsunami or other natural disaster. Day to day Fire and EMS responses into the Shelter Island/La Playa area will be slowed, not only for residents but for the guests in those hotel rooms. The update shows no concern whatsoever for public safety. Before proceeding with this plan, I encourage all of the Planners to meet with Peninsula residents. Talk to people who live on their boats, walk on the Bayside Trail daily. Talk to people who live along Rosecrans Street, Catalina Boulevard, and Sunset Cliffs Boulevard about daily traffic and about safety concerns. Talk to me. My family and I strongly OPPOSE… • Exceeding the 30-foot height limit in District 1 and all subdistricts • Adding 1,600 rooms throughout Shelter Island East and West, a nearly 200% increase from current occupancy! • Narrowing Scott St and Shelter Island Dr with shared bike lanes • Adding "mobility hubs" and/or parking structures in residential neighborhoods • Removing the Historic La Playa Piers • Focusing Bayfront uses on "visitor-serving" and "attracting visitors" while failing to recognize the impact on the existing adjacent residents • Public transit/water taxi service within La Playa basin or Kellogg Beach • Any path around the shoreline and through the 3 Yacht Club in this district: Silver Gate Yacht Club, San Diego Yacht Club, Southwestern Yacht Club • Adding transient anchorage/wharfage • 20' wide promenades connecting La Playa trail to Shelter Island • "Amenities" at the Talbot Street trailhead • Adding 70,000 sf of retail and restaurant space on Shelter Island • Altering…whether it be paving/widening etc… the existing Bayside Trail My family and I strongly SUPPORT… • Retaining the existing Historic La Playa Piers • Retaining the recently rebuilt/replanted Historic Bayside Trail • Continued support of our Maritime Industry related businesses • Public water transit from Shelter Island to downtown/Coronado • Maintaining open space along Shelter Island for communal usage, recreation, BBQ's, fire pits • Supporting/maintaining new boat launch/public access on Shelter Island • Maintaining free off street parking to allow for employees that serve the Maritime Industry and surrounding businesses accessibility. • Maintaining existing access to Kellogg and La Playa consistent with the isolated and low intensive recreational use orientation which is geared to serve the immediate neighborhood • Replenishment of sand at Kellogg Beach to prevent excessive shoreline erosion • Preserving Point Loma's historic landscape to better connect Point Loma history with the design of the bay front. • Nurturing the wetland habitat around the La Playa basin and improving ecosystems that were native to the area. Attract birds, invertebrate and wetland vegetation. Possibly create a "living shoreline" . Best Regards, Liz Peterson
18 hr ago

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# 9/16/2019 Port Board Meeting Comments

**By Don Wood**

Today's planning staff report includes a summary of comments on the discussion draft port master plan update from state and local agencies, organizations and individuals.

In addition to my original comments on the draft port master plan update, I strongly support comments filed by the California Coastal Commission, the City of San Diego, the San Diego Waterfront Coalition, Save Our Heritage Organization and the Fish Market Restaurant. I urge each of you to carefully read those comments for yourself, instead of basing your thinking solely on the staff summary.

While I understand that staff is proposing to address downtown Embarcadero (Planning District 3) related comments and issues at a future BPC meeting, it is important that you fully understand key policy points brought up in Coastal Commission staff comments as you review the rest of the comments and consider design suggestions for proposed development projects in PD 3 and around the Bay. (*Underlining added for emphasis*).

Among other key comments on issues Commission staff note:

**Under Water and Land Use:**

> "2.WLU 3.3. Visual Access. Add a policy that <u>developments should not distract from views of the bay and ocean</u>, including advertisements, neon signage, digital ads, and lighting that is above that necessary for security or safety."
>
> "17. WLU 4.9. <u>Building height standards should be identified here or in each planning district</u>."

**Under Baywide Standards:**

> "• 13.a. Explain why staff believes a 2:1 ratio should be used to satisfy Recreation Open Space requirements. Commission staff recommends consideration of a higher ratio. In addition, <u>the acceptance of rooftop open space should be evaluated and allowed on a case by case basis</u>."

**Under Embarcadero (PD 3):**

> **"Offices.** Offices are only allowed for uses permitted by the public trust doctrine. This should be clarified by adding a definition of office."

**"G Street Mole.** Given that commercial fishing uses are proposed to be relocated to G Street Mole, the specific land uses for that area should be designated as part of the PMPU to ensure they are compatible and complementary to commercial fishing. Therefore, the currently proposed Planning Area should not include the G Street Mole. Commission staff recommends that a larger portion of the mole be designated for commercial fishing in order to provide adequate turnarounds and a buffer for the commercial fishing facilities. In addition, access to and from the mole is already constrained, and the ability of fishermen to easily access the site should not be further obstructed by allowing a variety of uses or intensifying the mole beyond its current operations."

**3. PD 3.18.** "Identify building height limits."

**8. PD 3.29.** "Additional hotel rooms should be listed as a project. More detailed policy language related to a hotel expansion should be identified here."

**10. PD 3.39.** "The development of a Local Gateway Mobility Hub is not an adequate trigger for removing parking and converting Navy Pier to a public park. Please refer to the commitments detailed in the certified PMP, as well as in the associated lease agreement and CDP, and develop a more immediate timeline for relocation of parking and construction of the park. The current use of Navy Pier for parking is unpermitted and is considered a violation. The resolution of this violation should be prioritized by both the Port and the U.S.S. Midway Museum as part of the PMPU process, or sooner. Any interim solution should maximize recreation open space; the proposal for a minimum of one-acre is not adequate."

**11. PD 3.42**. "The conversion of Navy Pier to a park is mitigation for the visual resource impacts of the Midway and elevated overlooks would further obstruct views of the bay; therefore, please delete this policy. In addition, a high-level view of the Bay already exists from the adjacent Midway."

**16. PD 3.61.** "How much existing recreation open space is there within the subdistrict in the certified PMP? The PMPU should avoid any net loss of recreation open space."

**24. Table PD 3.2.** "Identify the amount of rooftop open space and clarify that this number includes only the area approved for the Convention Center. Note that Commission staff continues to have reservations regarding the utility and function of rooftop open space. Based on preliminary calculations, approximately 63.9 acres of Recreation Open Space is provided for in the certified PMP compared to 58.8 acres in the PMPU. Please clarify how much Recreation Open Space is included in the certified PMP compared to what is proposed in the PMPU; no net loss of Recreation Open Space would be supported."

**From:** PublicRecords
**Sent:** Monday, September 23, 2019 12:49 PM
**To:** Commissioner Services Staff
**Subject:** FW: comments on Port Master Plan Update

Hello,

I received the e-mail below in the Public Records in-box which I'm passing on to you. It is comments on the PMPU which were intended for last week's BPC Meeting.

Thank you.

**Janet Graham**
Administrative Assistant II, Office of the District Clerk

3165 Pacific Highway, San Diego, CA 92101
(o) (619) 686.6259

PORT of SAN DIEGO

connect:



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**From:** CustomerServiceCenter <customerservicecenter@portofsandiego.org>
**Sent:** Monday, September 23, 2019 11:55 AM
**To:** PublicRecords <publicrecords@portofsandiego.org>
**Cc:** Annette Walton <awalton@portofsandiego.org>
**Subject:** FW: comments on Port Master Plan Update

**From:** Lu Rehling <lurehling@gmail.com>
**Sent:** Thursday, September 19, 2019 3:14 PM
**To:** CustomerServiceCenter <customerservicecenter@portofsandiego.org>
**Subject:** comments on Port Master Plan Update

Hello. I attended the meeting on Monday that addressed the Port Master Plan Update but, as the hour became late, I had to withdraw my name from the list of people offering public comments. So I am offering these comments for the Commissioners and staff now, in this format.

I want to advocate for an expert study of historic resources in the port, including the La Playa piers. The Board could direct staff to include such a study in presentations to the Coastal Commission, as well as in the EIR (along with already planned studies on traffic, natural resources, etc.). The presentation provided for the recent meeting mentions some construction dates and decision timelines, but it does not address other potential historic considerations related to architecture & design, archeology, engineering, landscaping, and cultural factors, such as community impact and important people and events associated with the piers and the port. Such a study, conducted by one or more parties

with appropriate expertise, might raise important concerns that, in addition to contemporary uses, could argue in favor of presentation or even reconstruction of the piers and perhaps some other existing port features, as well.

Thank you for considering this suggestion.

---
Lu Rehling
3510 Park Boulevard
San Diego, CA 92103
650-208-8678 (cell)
LuRehling@gmail.com
---

**From:** commissioners mailbox
**Sent:** Monday, September 16, 2019 8:26 AM
**To:** ELG - cc Assistants
**Cc:** Commissioner Services Staff; Port Master Plan Update; Lesley Nishihira
**Subject:** FW: You have a duty to perform--disappointed

Good morning;
Passing along an email received for the Commissioners.
Best,
Julie
-----Original Message-----
From: ronmark <ronmark@aol.com>
To: gbonelli <gbonelli@oortofsandiego.org>
Sent: Sun, Sep 15, 2019 11:19 am
Subject: Fwd: You have a duty to perform--disappointed

-----Original Message-----
From: ronmark <ronmark@aol.com>
To: customerservicecenter <customerservicecenter@portofsandiego.org>
Sent: Sun, Sep 15, 2019 11:14 am
Subject: You have a duty to perform--disappointed

---Harbor Dr is a mess. The first thing outside the airport that a visitor sees and it's WORN and un-kept! it should be clean, organized, welcoming and give a first impression that says "I LOVE THIS CITY". This is "AMERICA'S FINEST CITY"
As managers of the Port Lands it's your responsibility to fix it NOW. It shouldn't be a 10 year project!
--Traffic on Harbor Dr should efficiently flow. Traffic Lights should be coordinated so we have traffic flow not "traffic stop" with a darn stop sign or traffic lights that forces stop and go driving. Harbor Dr. if constructed correctly is a great opportunity to efficiently connect communities from Point Loam all the way thru downtown to National City with the opportunity to avoid the crowded freeway. It is easy access to the north and South of downtown San Diego. Harbor Dr. should be a Boulevard that transports people North and South of Downtown San Diego. An overpass or two would help for example at Laurel St and Hawthorn St. to help traffic flow to North and South 5 for travelers that are not staying along the Harbor. NONE OF THIS SHOULD TAKE 10 YEARS--IT'S NOT A 10 YEAR PLAN. I could plan it for you in a week or two--it just takes money to build it and the Port District has plenty of that. You guys just down't know how to effectively use it.

--Landscaping on all Port District land should be green and plus that gives a warm welcoming feeling--not a coastal dessert landscaped in rock and cactus. It should look like a destitute city that can't afford the water bill. WATER--you have plenty of it your the Port District for God's sake. You have the all bay, the Ocean. You know what? You can purchase desalinization facilities small enough for a private boat or large enough for an entire city. Desalinization facilities strategically located next to all of your water could easily and inexpensively allow Warm green plus landscaping. There is a rule with landscaping of any kind--it needs to be maintained. Your landscaping (all of it) is in dire need of a gardener!

--Shelter Island parking lot between the new boat ramp and the Bali Hai restaurant may be one of the ugliest parking lots ever built. Who the heck planned that lot. Shelter Island Dr. is worn and outdated and not maintained. The drive from Rosecrans out to the Island is down right ugly and dirty. The small strips of sidewalk and grass out on the island are from the 1950's. Do you job! Do what you are paid to do! Maintain the property your responsible for. I wonder what the heck does your personal residence look like?

--Harbor Island--a bit better than Shelter but the only thing that saves both "Islands" is the incredible views

--Old Rental Car lot. What a joke this is! You have know for years that a new rental car location was being built but nothing was being done with the old rental car property. NOT A 10 YEAR PROJECT. Fix it now. What a wonderful

wasted opportunity. This vital piece of property sitting in waste and ruin due to lack of attention buy it's owners. What an embarrassment for all Port Commissioners and all Port District Staff. What a waste of valuable property. I got an idea why not make this something really unique. A little Venice right there on the Harbor. A system of canals with town houses and boat docks and of course with some public access as well. I'd purchase one of these in a nano second. Centrally located but yet away from it all.
The Little water bay between the Coast Guard Facility and the rental car lot--What a great place for one of those inexpensive hotels with rooms all facing the water (away from the noise of the airport) with docks for water sport activities. First floor or two a parking garage and lobby. Hotel built on pylons in the water and there is plenty of land out front for easy off Harbor Dr. access and some additional parking.

I could go on and on. Creative ideas with some of the world's most valuable property. You have such a huge, great, wonderful opportunity but you do nothing because you accept that your're a bureaucrat with limits. GET THE HECK OUT OF THE BOX. THING BIG. GET CREATIVE. DO SOMETHING OTHER THAN JUST COLLECT A PAYCHECK.

Ron Miller
Owner Manager
Paragon Deli Cafe, LLC (just off of Port Land on Shelter Island Dr.)
64 years San Diego resident

PS--I've been hearing about 'Up-Lighting the Coronado Bridge for almost 10 years and still NOTING. There is a reason why the airport is now under control of the San Diego Regional Airport Authority..

**From:** commissioners mailbox
**Sent:** Thursday, September 19, 2019 4:28 PM
**To:** ELG - cc Assistants
**Cc:** Commissioner Services Staff; Lesley Nishihira; Port Master Plan Update
**Subject:** FW: Port of San Diego Master Plan

Good afternoon;
Passing along an email received for Commissioner Zucchet.
Best,
Julie

_____

From: Ben Bensoul
Sent: Thursday, September 19, 2019 8:17:20 PM (UTC+00:00) Monrovia, Reykjavik
To: Michael Zucchet
Subject: Port of San Diego Master Plan

Dear Mr. Zucchet,

I don't know if you remember me, but I supported you with contributions and as a volunteer when you ran for City Council. When you were wrongfully charged with illegal activities, I contributed to your legal defense fund. Now I am asking you to oppose certain elements of the proposed Port of San Diego Master Plan. The proposal includes 1,600 new hotel rooms on Shelter Island, 240,000 square feet of retail and restaurant space, increasing the height of Shelter Island hotels above the 30 foot height limit, narrowing Scott Street, and demolishing the existing piers along the La Playa trail. The vast majority of the Point Loma community is opposed to all of these changes. I won't rehash the reasons for the community's opposition to these proposed changes since I'm quite certain that you are aware of the reasons.

I hope that you too would oppose these elements of the Port of San Diego Master Plan. Please contact me if you have any questions regarding my position.

Thank you,

Benjamin Bensoul

**From:** Brent Sherman <sherman.abide@gmail.com>
**Sent:** Thursday, September 19, 2019 8:15 PM
**To:** Port Master Plan Update
**Subject:** Shelter Island from a hospitality perspective

Hello Port of San Diego team,

I work at a hotel in Shelter Island, providing shuttle service to and from the airport as well as multiple points around the harbor.

I receive a lot of feedback from our out of town guests, and some of the big things they love about Shelter Island are: the relaxed feel, joggers and walkers, the views, the Humphrey's concerts of course, the mom-and-pop feel, the boat launch, the marinas, the local dining, not as much airport noise as harbour Island, the lack of major hustle and bustle, the local proximity to airport, downtown, gaslamp, Little Italy, Midway, Balboa Park, old Town, liberty station, seaport village, and the convention center.

Oh, and THE WEDDINGS and the WORLD FAMOUS MAI TAIS!

That's my two cents!

Best Regards,

Brent Sherman
Guest Relations

**From:** commissioners mailbox
**Sent:** Monday, September 23, 2019 8:51 AM
**To:** ELG - cc Assistants
**Cc:** Commissioner Services Staff; Port Master Plan Update; Lesley Nishihira
**Subject:** FW: The Ferry Landing Marketplace - A Big Thank You!

Good morning;
Passing along an email received for Commissioner Moore.
Best,
Julie
-----Original Message-----
From: marilyn field <mfield1@san.rr.com>
Sent: Friday, September 20, 2019 9:20 AM
To: Ann Moore <amoore@portofsandiego.org>
Subject: The Ferry Landing Marketplace - A Big Thank You!

Dear Commissioner Moore,
I am writing to thank you.
I was the woman who commented on the red roofed buildings at the Ferry Landing Marketplace at the Port Board Meeting on Monday. I had to leave before the meeting was over but I was told by a friend who stayed until the end that you picked up on my comments and made a suggestion that may save these buildings. I talked to Chairman Bonelli when he was in Coronado on Tuesday. He explained the Port's directions to Staff and said that the red roofed buildings will stay - and that, I am sure, is because of you. So thank you.

I believe those buildings are treasured throughout the San Diego region as a symbol of Coronado's unique village atmosphere and slightly antique-y charm. Yet because people only tend to focus on the sections of the PMPU closest to them - and not to pay attention to the PMPU at all if they don't live near Port property - I think very few people have been paying attention to what has seemed like a very real possibility that the red roofed building would be demolished. I meet with a women's group comprised of women from all over the region and they were shocked when I mentioned the like demolition of these buildings and replacement with something more modern. If they had come down I believe they would have been missed by people throughout the region but it would have been too late.

And I also want to thank you for initiating the whole PMPU process and hiring a consultant to help develop plans. The whole atmosphere on the Port Board has changed for the better in the 25 years I have been following the Port and I believe that is due in good measure to you. So thank you for everything you have done and continue to do.

Marilyn Field
1101 1st Street, Apt. 208
Coronado, CA 92118

September 25, 2019

Port Authority of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101

Re: Public Comment on Port Master Plan Update (PMPU) – North Embarcadero

We are residents of the beautiful city of San Diego and owners of a condominium in The Grande North, at 1205 Pacific Highway. We are significantly invested in the North Embarcadero area, caring deeply about our San Diego bay. We have a strong connection to the public tidelands and bay. We have significant concerns about the current Port Master Plan Update Draft we would like the Port to address.

While we appreciate and support certain elements of the PMPU we do not believe the land use designations and development plans are balanced. We do not believe that it is necessary to change the very nature of our neighborhood's visual and physical connectivity to the bayfront.

We asked the Port to consider the following:

- In the last 15 years, the Columbia District has become a high-density residential neighborhood rather than the commercial zone that it once was. These residents are individuals and families who utilize the bayfront recreational space on a daily basis.
- Downtown San Diego is already severely under served for open recreational areas compared to other significantly less dense residential areas of the PMPU. The PMPU draft proposes to make this problem worse by creating a wall of hotels which will blockade the entire bayfront from our neighborhood, blocking water views and severely restricting our physical access and connections to our public lands and the water.
- The condominium towers and apartments along Pacific Highway, Kettner Blvd and India Street were placed in a staggered fashion, specifically to maximize the panorama water views through and over the Wyndham Hotel and 1220 buildings as they currently exist. The current draft PMPU will destroy those views.
- The already built out Lane Field Hotels have removed a large area of land from public use reserving the land to private commercial use. Furthermore, these massive hotels have isolated the community from the bayfront and removed public panorama views to the water. A balanced use of land in the North Embarcadero plan would be to now designate an equally large area as recreation open space, preserving water views and access now and for the future.
- The area at 1200-1300 N. Harbor Dr is the only location where a significant open-space park can connect through from Pacific Hwy to N Harbor Dr and the bay front. This physical and visual connection is crucial to create unrestricted access for the Columbia residents and area workers to their bay.
- Our quality of life and our property values are largely dependent on the panoramic views of the San Diego Bay, the airport, Point Loma, Coronado Island and beyond. Narrow street-wide "view corridors" with tall towers on each side are insufficient.

The PMPU as written seems to envision the tidelands area as belonging primarily to tourists and as a means of revenue generation for the Port of San Diego. Yet the tidelands and bay are irreplaceable treasures which were entrusted to the Port for the benefit of all of us... residents and visitors.

Currently there are over 3500 residential units in the Columbia District with views of the bay water. Most are clustered into a dozen or so high-rise complexes and include a wide-range of price points to serve a diverse population. In addition, there are a number of high rise office towers with thousands of office workers. For most of these residents and workers in the area, the best views are within the Wyndham hotel property and the adjacent 1220 office complex. The hotel towers are spread out and currently provide clear views to the water. The massive hotel the PMPU proposes be placed on this property will forever alter the views, property values, and neighborhood feel of the Columbia District. Simply put, unless it is re-written the PMPU will wall off the last major connection to the bay from its residents and downtown city workers. It will destroy a community in favor of tourists.

Specifically, we are opposed to:

- Enlargement/creation of a 2000 room hotel complex at the current site of the Wyndham Hotel (1200 – 1300 N. Harbor Dr.), and the associated increase in building height that would be necessary to accomplish that goal. We oppose adding more than the current 600 hotel rooms on this site.
    - The downtown portion of the San Diego Bay is already almost entirely walled off from the city itself by the Bayfront Hilton, Convention Center, Marriott Marquis, Manchester Grand Hyatt, The Manchester Gateway Development, The Lane Field InterContinental, Springhill Suites, and Residence Inn Hotels.
- The imbalance of land uses at the bayfront with Commercial Recreation (i.e. hotels, retail, etc.) at over 101 acres (41% of the available land) with fewer than 60 acres (23%) dedicated for Recreation Open Space.
    - And we oppose counting bike lanes and tracks as Recreation Open Space.
    - And we oppose counting rooftop venues on hotels, retail, and restaurants as Recreation Open Space since these have severely restricted access through private businesses.
- Establishing a "Mobility Hub" at the 1220 Pacific Hwy.
- Increasing the traffic flow on Pacific Highway through PMPU commercial developments with ingress and egress on Pacific Hwy. The city of San Diego is in the process of removing 33% of the traffic lanes on Pacific Hwy. All traffic and ingress/egress of Port commercial development should occur on N Harbor Dr which will be served by the Port's Bayfront Circulator plan.

Specifically, we encourage and support:

- Reserving one full block of land at either 1200 or 1300 N Harbor Dr as Recreation Open Space. This will create clear and unobstructed physical land access and visual connections from Pacific Hwy through to the N Harbor Dr bayfront and the San Diego bay waters for residents and workers in the adjacent city neighborhoods.
- Creating Navy Pier park on an elevated level, a one-story deck which creates a cover over the existing parking. The Park over Parking option. This will preserve parking adjacent to the USS Midway which is also convenient for visitors to the attractions at the G Street Mole. It will eliminate the need to relocate parking to another location which would use valuable tidelands. This option will provide an improved view of the bay to the north of the USS Midway. This would be an exceptional public viewing area of the bay and for special events like the 4th of July fireworks.
- Locating the Mobility Hubs for the North Embarcadero district only at Navy Pier and at the Grape St parcel (pg. 168, PA-3). These hubs are accessible from N Harbor Dr and therefore served by the bike lanes and the Bayfront Circulator route with its reserved traffic lanes.

Specifically, we encourage and support (cont.)

- Increased physical access to the bay and park lands with trees, grass and other plants not decomposed granite or paving stones and tiles. Connecting the bayfront and water to the city neighborhoods with natural elements is crucial to serve residents and downtown workers.
- Retention of the current Wyndham Hotel room count, building footprints and current building height limitation.
    - Should this hotel property be remodeled and rebuilt it should do so with the buildings occupying only one block, either the 1200 block or the 1300 block of N Harbor Dr, but not both. The other block should become Recreation Open Space
    - To accomplish this redesign and public park compatible land use designation we would support the Port in having the city remove its requested setback from N Harbor Dr.

To minimize the impact to downtown residents and workers, new hotel sites on the public tidelands managed by the Port should be considered only for the commercial areas located at:

- South of the Working Waterfront
- North of the County Administration Building
- Adjacent to the Airport
- Harbor Island

Finally, due to our proximity to this development, we would like the HOA Boards of the Grande North, Grande South, Bayside, Sapphire, Savina, and Breeza; as well as their owners and residents be involved in the planning for the parcels located on the 1200-1300 Harbor Dr - Pacific Hwy blocks, which includes the Wyndham Hotel site and the 1220 property currently leased by the Navy. I believe local involvement in this particular project and parcel is more important than most others because the North Embarcadero is where the bay and waterfront connect with downtown city grid. It is the Gateway to San Diego and such an important part of the region.

The needs of the downtown community to be connected to the Bay visually and physically are critical. The area between the Lane Field Hotels and the County Admin Building which are the 1200 & 1300 Harbor Dr - Pacific Hwy, are the last 2 blocks that have the potential to address this need.

Tens of thousands of downtown residents and workers are counting on the Port to get this fixed before the final Port Master Plan Update is finalized and approved. Thank you for considering this input.

Sincerely,

Bret Cleveland

1205 Pacific Highway, #3103
San Diego, CA 92101

September 25, 2019

Port Authority of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101

Re: Public Comment on Port Master Plan Update (PMPU) – North Embarcadero

We are residents of the beautiful city of San Diego and owners of a condominium in The Grande North, at 1205 Pacific Highway. We are significantly invested in the North Embarcadero area, caring deeply about our San Diego bay. We have a strong connection to the public tidelands and bay. We have significant concerns about the current Port Master Plan Update Draft we would like the Port to address.

While we appreciate and support certain elements of the PMPU we do not believe the land use designations and development plans are balanced. We do not believe that it is necessary to change the very nature of our neighborhood's visual and physical connectivity to the bayfront.

We asked the Port to consider the following:

- In the last 15 years, the Columbia District has become a high-density residential neighborhood rather than the commercial zone that it once was. These residents are individuals and families who utilize the bayfront recreational space on a daily basis.
- Downtown San Diego is already severely under served for open recreational areas compared to other significantly less dense residential areas of the PMPU. The PMPU draft proposes to make this problem worse by creating a wall of hotels which will blockade the entire bayfront from our neighborhood, blocking water views and severely restricting our physical access and connections to our public lands and the water.
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Sincerely,

Mark + Brenda Lane

Mark & Brenda Lane
1205 Pacific Highway , Unit 902
San Diego, CA 92101

September 25, 2019
Port Authority of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101

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Sincerely,

Paula Jones

Dean W Jones

1205 Pacific Highway #1402
San Diego, CA 92101

Paula Jones Dean W Jones

September 25, 2019

Port Authority of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101

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Sincerely,

1205 Pacific Highway
San Diego, CA 92101

**From:** commissioners mailbox
**Sent:** Friday, September 27, 2019 1:21 PM
**To:** ELG - cc Assistants
**Cc:** Commissioner Services Staff; Port Master Plan Update
**Subject:** FW: Public Comment on Port Master Plan Update (PMPU) ? North Embarcadero

**Importance:** High

Good afternoon;
Passing along an email received for the Commissioners.
Best,
Julie

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**From:** Ernie Edwards
**Sent:** Friday, September 27, 2019 11:12:53 AM (UTC-08:00) Pacific Time (US & Canada)
**To:** Rafael Castellanos
**Subject:** Public Comment on Port Master Plan Update (PMPU) ? North Embarcadero

My wife and I are residents of the beautiful city of San Diego and owners of a condominium in The Grande North, located at 1205 Pacific Highway. Along with our neighbors, we have made a significant investment in the North Embarcadero area and possess a strong connection the bay and tide lands. As a result, we also have a heightened level of interest re: any proposed development in our neighborhood, especially development with such close proximity to the embarcadero. It is due to these aforementioned facts that we have significant concerns about the current *Port Master Plan Update Draft* we would like the Port to address.

We do appreciate and support certain elements of the PMPU; however, we do not believe the land use designations and development plans are balanced. We do not believe that it is necessary to change the very nature of our neighborhood's visual and physical connectivity to the Bayfront.
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Finally, due to our proximity to this development, we would like the HOA Boards of the Grande North, Grande South, Bayside, Sapphire, Savina, and Breeza; as well as their owners and residents be involved in the planning for the parcels located on the 1200-1300 Harbor Dr. - Pacific Hwy blocks, which includes the Wyndham Hotel site and the 1220 property currently leased by the Navy. I believe local involvement in this particular project and parcel is more important than most others because the North Embarcadero is where the bay and waterfront connect with downtown city grid. It is the Gateway to San Diego and such an important part of the region.

The needs of the downtown community to be connected to the Bay visually and physically are critical. The area between the Lane Field Hotels and the County Admin Building which are the 1200 & 1300 Harbor Dr. - Pacific Hwy, are the last 2 blocks that have the potential to address this need. Tens of thousands of downtown residents and workers are counting on the Port to get this fixed before the final Port Master Plan Update is finalized and approved. Thank you for considering this input.

Sincerely,

Angie Wilcox & John E. Edwards
1205 Pacific Highway
San Diego, CA 92101

**From:** Ernie Edwards <ee102357@aol.com>
**Sent:** Friday, September 27, 2019 11:07 AM
**To:** Port Master Plan Update
**Subject:** PMPU Plan Commentary
**Attachments:** Resident Letter to Port Planning Dept GN.docx

**Importance:** High

## Re: Public Comment on Port Master Plan Update (PMPU) – North Embarcadero

My wife and I are residents of the beautiful city of San Diego and owners of a condominium in The Grande North, located at 1205 Pacific Highway. Along with our neighbors, we have made a significant investment in the North Embarcadero area and possess a strong connection the bay and tide lands. As a result, we also have a heightened level of interest re: any proposed development in our neighborhood, especially development with such close proximity to the embarcadero. It is due to these aforementioned facts that we have significant concerns about the current *Port Master Plan Update Draft* we would like the Port to address.

We do appreciate and support certain elements of the PMPU; however, we do not believe the land use designations and development plans are balanced. We do not believe that it is necessary to change the very nature of our neighborhood's visual and physical connectivity to the Bayfront.

We asked the Port to consider the following:

- In the last 15 years, the Columbia District has become a high-density residential neighborhood rather than the commercial zone that it once was. These residents are individuals and families who utilize the Bayfront recreational space on a daily basis.
- Downtown San Diego is already severely under served for open recreational areas compared to other significantly less dense residential areas of the PMPU. The PMPU draft proposes to make this problem worse by creating a wall of hotels which will blockade the entire Bayfront from our neighborhood, blocking water views and severely restricting our physical access and connections to our public lands and the water.
- The condominium towers and apartments along Pacific Highway, Kettner Blvd and India Street were placed in a staggered fashion, specifically to maximize the panorama water views through and over the Wyndham Hotel and 1220 buildings as they currently exist. The current draft PMPU will destroy those views.
- The already built out Lane Field Hotels have removed a large area of land from public use reserving the land to private commercial use. Furthermore, these massive hotels have isolated the community from the Bayfront and removed public panorama views to the water. A balanced use of land in the North Embarcadero plan would be to now designate an equally large area as recreation open space, preserving water views and access now and for the future.
- The area at 1200-1300 N. Harbor Dr. is the only location where a significant open-space park can connect through from Pacific Hwy to N Harbor Dr. and the bay front. This physical and visual connection is crucial to create unrestricted access for the Columbia residents and area workers to their bay.
- Our quality of life and our property values are largely dependent on the panoramic views of the San Diego Bay, the airport, Point Loma, Coronado Island and beyond. Narrow street-wide "view corridors" with tall towers on each side are insufficient.

The PMPU as written seems to envision the tidelands area as belonging primarily to tourists and as a means of revenue generation for the Port of San Diego. Yet the tidelands and bay are irreplaceable treasures which were entrusted to the Port for the benefit of all of us… residents and visitors. Currently there are over 3500 residential units in the Columbia District with views of the bay water. Most are clustered into a dozen or so high-rise complexes and include a wide-range of price points to serve a diverse population. In addition, there are a number of high rise office towers with thousands of office workers. For most of these residents and workers in the area, the best views are within the Wyndham hotel property and the adjacent 1220 office complex. The hotel towers are spread out and currently provide clear views to the water. The massive hotel the PMPU proposes be placed on this property will forever alter the views, property values, and neighborhood feel of the Columbia District. Simply put, unless it is re-written the PMPU will wall off the last major connection to the bay from its residents and downtown city workers. It will destroy a community in favor of tourists. Specifically, we are opposed to:

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Specifically, we encourage and support:

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Angie Wilcox & John E. Edwards
1205 Pacific Highway
San Diego, CA 92101

September 27th, 2019

Port Authority of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101

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Sincerely,

Angie Wilcox & John E. Edwards
1205 Pacific Highway
San Diego, CA 92101

**From:** sgershwind@gmail.com
**Sent:** Friday, September 27, 2019 2:02 PM
**To:** Port Master Plan Update
**Cc:** Garry Bonelli; Ann Moore; Marshall Merrifield; Rafael Castellanos; alcodmm@portofsandiego.org; Robert Valderrama; Michael Zucchet; kevinfaulconer@sandiego.gov; barbarabry@sandiego.gov; chriscate@sandiego.gov; christopherward@sandiego.gov; georgettegomez@sandiego.gov; scottsherman@sandiego.gov; vivianmoreno@sandiego.gov; monicamontgomery@sandiego.gov; markkersey@sandiego.gov; jennifercampbell@sandiego.gov
**Subject:** Public Comment on the Port Master Plan Update

September 27, 2019
Port Authority of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101

Re: Public Comment on Port Master Plan Update (PMPU) – North Embarcadero

Dear Sirs:

I am the resident owner of a condominium in The Grande North, at 1205 Pacific Highway. I care deeply about San Diego, my home city for the past 48 years, and especially about the North Embarcadero area and San Diego Bay. I have significant concerns about the current Port Master Plan Update Draft that I would like the Port to address.

While I appreciate and support certain elements of the PMPU, I do not believe the land use designations and development plans are balanced. I do not believe that it is necessary to change the very nature of our neighborhood's visual and physical connectivity to the bayfront.

I ask the Port to consider the following:

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The PMPU as written seems to envision the tidelands area as belonging primarily to tourists and as a means of revenue generation for the Port of San Diego. Yet the tidelands and bay are irreplaceable treasures which were entrusted to the Port for the benefit of all of us -residents and visitors.

Currently there are over 3500 residential units in the Columbia District with views of the bay. Most are clustered into a dozen or so high-rise complexes and include a wide range of price points to serve a diverse population. In addition, there are a number of high-rise office towers with thousands of office workers. For most of these residents and workers in the area, the best views are within the Wyndham hotel property and the adjacent 1220 office complex. The hotel towers are spread out and currently provide clear views to the water. The massive hotel the PMPU proposes be placed on this property will forever alter the views, property values, and neighborhood feel of the Columbia District. Simply put, unless it is re-written the PMPU will wall off the last major connection to the bay from its residents and downtown city workers. It will destroy a community in favor of tourists.

Specifically, I am opposed to:

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2. The imbalance of land use at the bayfront with Commercial Recreation (i.e. hotels, retail, etc.) at over 101 acres (41% of the available land) with fewer than 60 acres (23%) dedicated for Recreation Open Space.
3. Counting bike lanes and tracks as Recreation Open Space.
4. Counting rooftop venues on hotels, retail, and restaurants as Recreation Open Space since these have severely restricted access through private businesses.
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the USS Midway which is also convenient for visitors to the attractions at the G Street Mole. It will eliminate the need to relocate parking to another location which would use valuable tidelands. This option will provide an improved view of the bay to the north of the USS Midway. This would be an exceptional public viewing area of the bay and for special events like the 4th of July fireworks.

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south of the Working Waterfront; north of the County Administration Building; adjacent to the airport; Harbor Island.

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Sincerely,

Arline Gershwind

1205 Pacific Highway – Unit 2002
San Diego, CA 92101

September 27, 2019

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Sincerely,

Craig R. J. Darling
1205 Pacific Highway – Unit 506
San Diego, CA 92101

**From:** killeri717@aol.com
**Sent:** Friday, September 27, 2019 10:01 AM
**To:** Port Master Plan Update; adkitalia@aol.com
**Subject:** Future Wyndham reconstruction

Dear Port of San Diego,

Please do not approve the Wyndham Hotel plan to increase the density and height of future hotel buildings. The residential buildings behind the Wyndham, (Bayside, Grande North, Grande South, Savina, Sapphire, and Breeza) form the core of a wonderful residential community. The community adds economic value to the area, lower crime rates, and and serves as a model residential community for the downtown area. Please do not let the Wyndham destroy the fabric of our community with over-development and reckless expansion.

Thank You,

Emi and Al Killeri
1205 Pacific Hwy.
unit 3001

September 25, 2019

Port Authority of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101

Re: Public Comment on Port Master Plan Update (PMPU) – North Embarcadero

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Ghassan and Grace Abdo
1205 Pacific Highway Unit 1301
San Diego, CA 92101

RECEIVED
OCT 03 2019
Planning & Green Port

September 27, 2019

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3165 Pacific Highway
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Dan Brunn Ph.d

1205 Pacific Highway
San Diego, CA 92101

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Sincerely,

Karen Beeles

1205 Pacific Highway
San Diego, CA 92101

**From:** Michael Zucchet
**Sent:** Friday, September 27, 2019 3:41 PM
**To:** commissioners mailbox
**Subject:** FW: Port Master Plan

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**From:** Richard Shaine
**Sent:** Friday, September 27, 2019 10:40:32 PM (UTC+00:00) Monrovia, Reykjavik
**To:** Garry Bonelli; Ann Moore; Marshall Merrifield; Rafael Castellanos; alcodmm@portofsandiego.org; Robert Valderrama; Michael Zucchet
**Cc:** kevinfaulconer@sandiego.gov; barbarabry@sandiego.gov; chriscate@sandiego.gov; christopherward@sandiego.gov; georgettegomez@sandiego.gov; scottsherman@sandiego.gov; vivianmoreno@sandiego.gov; monicamontgomery@sandiego.gov; markkersey@sandiego.gov; jennifercampbell@sandiego.gov
**Subject:** Port Master Plan

September 25, 2019

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Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101

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- the traffic flow on Pacific Highway through PMPU commercial developments with ingress and egress on Pacific Hwy. The city of San Diego is in the process of removing 33% of the traffic lanes on Pacific Hwy. All traffic and ingress/egress of Port commercial
- development should occur on N Harbor Dr which will be served by the Port’s Bayfront Circulator plan.
-

Specifically, we encourage and support:

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- Reserving
- one full block of land at either 1200 or 1300 N Harbor Dr as Recreation Open Space. This will create clear and unobstructed physical land access and visual connections from Pacific Hwy through to the N Harbor Dr bayfront and the San Diego bay waters for residents
- and workers in the adjacent city neighborhoods.
-
-
- Creating
- Navy Pier park on an elevated level, a one-story deck which creates a cover over the existing parking. The Park over Parking option. This will preserve parking adjacent to the USS Midway which is also convenient for visitors to the attractions at the G Street
- Mole. It will eliminate the need to relocate parking to another location which would use valuable tidelands. This option will provide an improved view of the bay to the north of the USS Midway. This would be an exceptional public viewing area of the bay and
- for special events like the 4th of July fireworks.
-
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- Locating
- the Mobility Hubs for the North Embarcadero district only at Navy Pier and at the Grape St parcel (pg. 168, PA-3). These hubs are accessible from N Harbor Dr and therefore served by the bike lanes and the Bayfront Circulator route with its reserved traffic
- lanes.
-

Specifically, we encourage and support (cont.)

-
- Increased
- physical access to the bay and park lands with trees, grass and other plants not decomposed granite or paving stones and tiles. Connecting the bayfront and water to the city neighborhoods with natural elements is crucial to serve residents and downtown workers.
-

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- Retention
- of the current Wyndham Hotel room count, building footprints and current building height limitation.
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    -
    - Should
    - this hotel property be remodeled and rebuilt it should do so with the buildings occupying only one block, either the 1200 block or the 1300 block of N Harbor Dr, but not both. The other block should become Recreation Open Space
    -

    -
    - To
    - accomplish this redesign and public park compatible land use designation we would support the Port in having the city remove its requested setback from N Harbor Dr.
    -

To minimize the impact to downtown residents and workers, new hotel sites on the public tidelands managed by the Port should be considered only for the commercial areas located at:

-
- South
- of the Working Waterfront
-
-
- North
- of the County Administration Building
-
-
- Adjacent
- to the Airport
-
-

- Harbor
- Island
-

Finally, due to our proximity to this development, we would like the HOA Boards of the Grande North, Grande South, Bayside, Sapphire, Savina, and Breeza; as well as their owners and residents be involved in the planning for the parcels located on the 1200-1300 Harbor Dr - Pacific Hwy blocks, which includes the Wyndham Hotel site and the 1220 property currently leased by the Navy. I believe local involvement in this particular project and parcel is more important than most others because the North Embarcadero is where the bay and waterfront connect with downtown city grid. It is the Gateway to San Diego and such an important part of the region.

The needs of the downtown community to be connected to the Bay visually and physically are critical. The area between the Lane Field Hotels and the County Admin Building which are the 1200 & 1300 Harbor Dr - Pacific Hwy, are the last 2 blocks that have the potential to address this need.

Tens of thousands of downtown residents and workers are counting on the Port to get this fixed before the final Port Master Plan Update is finalized and approved. Thank you for considering this input.

Sincerely,

Richard & Jane Shaine
1205 Pacific Highway
San Diego, CA 92101

**From:** sgershwind@gmail.com
**Sent:** Friday, September 27, 2019 1:58 PM
**To:** Port Master Plan Update
**Cc:** Garry Bonelli; Ann Moore; Marshall Merrifield; Rafael Castellanos; alcodmm@portofsandiego.org; Robert Valderrama; Michael Zucchet; kevinfaulconer@sandiego.gov; barbarabry@sandiego.gov; chriscate@sandiego.gov; christopherward@sandiego.gov; georgettegomez@sandiego.gov; scottsherman@sandiego.gov; vivianmoreno@sandiego.gov; monicamontgomery@sandiego.gov; markkersey@sandiego.gov; jennifercampbell@sandiego.gov
**Subject:** Public Comment on the Port Master Plan Update

September 27, 2019

Port Authority of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101

Re: Public Comment on Port Master Plan Update (PMPU) – North Embarcadero

Dear Sirs:

I am the resident owner of a condominium in The Grande North, at 1205 Pacific Highway. I care deeply about San Diego, my home city for the past 48 years, and especially about the North Embarcadero area and San Diego Bay. I have significant concerns about the current Port Master Plan Update Draft that I would like the Port to address.

While I appreciate and support certain elements of the PMPU, I do not believe the land use designations and development plans are balanced. I do not believe that it is necessary to change the very nature of our neighborhood's visual and physical connectivity to the bayfront.

I ask the Port to consider the following:

- In the last 15 years, the Columbia District has become a high-density residential neighborhood rather than the commercial zone that it once was. These residents are individuals and families who utilize the bayfront recreational space on a daily basis.
- Downtown San Diego is currently severely underserved in terms of open recreational areas compared to other (less dense) residential areas of the PMPU. The PMPU draft proposal will make this problem worse by creating a wall of hotels, effectively blockading the entire bayfront from our neighborhood, blocking water views, and severely restricting our physical access and connection to our public lands and the water.
- The condominium towers and apartments along Pacific Highway, Kettner Blvd., and India Street were placed in a staggered fashion, specifically to maximize the panoramic water views through and over the Wyndham Hotel and 1220 Pacific Highway buildings as they currently exist. The current draft PMPU will destroy those views.
- The recently built Lane Field Hotels have removed a large area of land from public use and converted it to private commercial use. Furthermore, these massive hotels have isolated the community from the bayfront and removed public views to the water. A balanced use of land in the North Embarcadero plan would be to now designate an equally large area as recreational open space, preserving water views and access, now and for the future.

- The area at 1200-1300 N. Harbor Dr is the only location where a significant open-space park can connect through from Pacific Hwy to N Harbor Dr and the bayfront. This physical and visual connection is crucial to create unrestricted access for the Columbia residents and area workers to their bay.
- Our quality of life and our property values are largely dependent on the panoramic views of the San Diego Bay, the airport, Point Loma, Coronado, and beyond. Narrow street-wide "view corridors" with tall towers on each side are insufficient.

The PMPU as written seems to envision the tidelands area as belonging primarily to tourists and as a means of revenue generation for the Port of San Diego. Yet the tidelands and bay are irreplaceable treasures which were entrusted to the Port for the benefit of all of us -residents and visitors.

Currently there are over 3500 residential units in the Columbia District with views of the bay. Most are clustered into a dozen or so high-rise complexes and include a wide range of price points to serve a diverse population. In addition, there are a number of high-rise office towers with thousands of office workers. For most of these residents and workers in the area, the best views are within the Wyndham hotel property and the adjacent 1220 office complex. The hotel towers are spread out and currently provide clear views to the water. The massive hotel the PMPU proposes be placed on this property will forever alter the views, property values, and neighborhood feel of the Columbia District. Simply put, unless it is re-written the PMPU will wall off the last major connection to the bay from its residents and downtown city workers. It will destroy a community in favor of tourists.

Specifically, I am opposed to:

1. Enlargement/creation of a 2000 room hotel complex at the current site of the Wyndham Hotel (1200 – 1300 N. Harbor Dr.), and the associated increase in building height that would be necessary to accomplish that goal. I oppose adding to the current 600 hotel rooms on this site. The downtown portion of the San Diego Bay is already almost entirely walled off from the city itself by the Bayfront Hilton, Convention Center, Marriott Marquis, Manchester Grand Hyatt, The Manchester Gateway Development, The Lane Field InterContinental, Springhill Suites, and Residence Inn Hotels.
2. The imbalance of land use at the bayfront with Commercial Recreation (i.e. hotels, retail, etc.) at over 101 acres (41% of the available land) with fewer than 60 acres (23%) dedicated for Recreation Open Space.
3. Counting bike lanes and tracks as Recreation Open Space.
4. Counting rooftop venues on hotels, retail, and restaurants as Recreation Open Space since these have severely restricted access through private businesses.
5. Establishing a "Mobility Hub" at the 1220 Pacific Hwy.
6. Increasing the traffic flow on Pacific Highway through PMPU commercial developments with ingress and egress on Pacific Hwy. The city of San Diego is in the process of removing 33% of the traffic lanes on Pacific Hwy. All traffic and ingress/egress of Port commercial development should occur on N Harbor Dr which will be served by the Port's Bayfront Circulator plan.

Specifically, I encourage and support:

1. Reserving one full block of land at either 1200 or 1300 N Harbor Dr as Recreation Open Space. This will create clear and unobstructed physical land access and visual connections from Pacific Hwy through to the N Harbor Dr bayfront and the San Diego Bay waters for residents and workers in the adjacent city neighborhoods.
2. Creating Navy Pier park on an elevated level, a one-story deck which creates a cover over the existing parking. The Park over Parking option. This will preserve parking adjacent to

the USS Midway which is also convenient for visitors to the attractions at the G Street Mole. It will eliminate the need to relocate parking to another location which would use valuable tidelands. This option will provide an improved view of the bay to the north of the USS Midway. This would be an exceptional public viewing area of the bay and for special events like the 4th of July fireworks.

3. Locating the Mobility Hubs for the North Embarcadero district only at Navy Pier and at the Grape St parcel (pg. 168, PA-3). These hubs are accessible from N Harbor Dr and therefore served by the bike lanes and the Bayfront Circulator route with its reserved traffic lanes.
4. Increased physical access to the bay and park lands with trees, grass and other plants - not decomposed granite or paving stones and tiles. Connecting the bayfront and water to the city neighborhoods with natural elements is crucial to serve residents and downtown workers.
5. Retention of the current Wyndham Hotel room count, building footprints, and current building height limitation. Should this hotel property be remodeled and rebuilt it should do so with the buildings occupying only one block, either the 1200 block or the 1300 block of N Harbor Dr, but not both. The other block should become Recreation Open Space. To accomplish this redesign and public park compatible land use designation we would support the Port in having the city remove its requested setback from N Harbor Dr.

To minimize the impact to downtown residents and workers, new hotel sites on the public tidelands managed by the Port should be considered only for the following commercial areas:
south of the Working Waterfront; north of the County Administration Building; adjacent to the airport; Harbor Island.

Finally, due to our proximity to this development, I would like the HOA Boards of the Grande North, Grande South, Bayside, Sapphire, Savina, and Breeza, as well as their owners and residents, to be involved in the planning for the parcels located on the 1200-1300 Harbor Dr - Pacific Hwy blocks, which includes the Wyndham Hotel site and the 1220 property currently leased by the Navy. I believe local involvement in this particular project and parcel is more important than most others because the North Embarcadero is where the bay and waterfront connect with the downtown city grid. It is the Gateway to San Diego and an important part of the region.

The need for the downtown community to be connected to the Bay visually and physically are critical. The area between the Lane Field Hotels and the County Admin Building (the 1200 & 1300 Harbor Dr - Pacific Hwy blocks) are the last blocks that have the potential to address this need.

Tens of thousands of downtown residents and workers are counting on the Port to get this fixed before the final Port Master Plan Update is finalized and approved.

Thank you for considering this input.

Sincerely,

Stephen E. Gershwind

1205 Pacific Highway – Unit 2002
San Diego, CA 92101

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**From:** Jim Nathenson <natesr@aol.com>
**Sent:** Saturday, September 28, 2019 5:17 PM
**To:** Port Master Plan Update; Garry Bonelli; Ann Moore; Marshall Merrifield; Rafael Castellanos; alcodmm@portofsandiego.org; Robert Valderrama; Michael Zucchet
**Cc:** kevinfaulconer@sandiego.gov; barbarabry@sandiego.gov; chriscate@sandiego.gov; christopherward@sandiego.gov; georgettegomez@sandiego.gov; scottsherman@sandiego.gov; vivianmoreno@sandiego.gov; monicamontgomery@sandiego.gov; markkersey@sandiego.gov; jennifercampbell@sandiego.gov
**Subject:** Public Comment on Port Master Plan Update (PMPU) - North Embarcadero

September 28, 2019
Port Authority of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101

Re: Public Comment on Port Master Plan Update (PMPU) – North Embarcadero

We are residents of the beautiful city of San Diego and owners of a condominium in The Grande North, at 1205 Pacific Highway. We are significantly invested in the North Embarcadero area, caring deeply about our San Diego bay. We have a strong connection to the public tidelands and bay. We have significant concerns about the current Port Master Plan Update Draft we would like the Port to address.

While we appreciate and support certain elements of the PMPU we do not believe the land use designations and development plans are balanced. We do not believe that it is necessary to change the very nature of our neighborhood's visual and physical connectivity to the bayfront. We asked the Port to consider the following:

- In the last 15 years, the Columbia District has become a high-density residential neighborhood rather than the commercial zone that it once was. These residents are individuals and families who utilize the bayfront recreational space on a daily basis.
- Downtown San Diego is already severely under served for open recreational areas compared to other significantly less dense residential areas of the PMPU. The PMPU draft proposes to make this problem worse by creating a wall of hotels which will blockade the entire bayfront from our neighborhood, blocking water views and severely restricting our physical access and connections to our public lands and the water.
- The condominium towers and apartments along Pacific Highway, Kettner Blvd and India Street were placed in a staggered fashion, specifically to maximize the panorama water views through and over the Wyndham Hotel and 1220 buildings as they currently exist. The current draft PMPU will destroy those views.
- The already built out Lane Field Hotels have removed a large area of land from public use reserving the land to private commercial use. Furthermore, these massive hotels have

isolated the community from the bayfront and removed public panorama views to the water. A balanced use of land in the North Embarcadero plan would be to now designate an equally large area as recreation open space, preserving water views and access now and for the future.

- The area at 1200-1300 N. Harbor Dr is the only location where a significant open-space park can connect through from Pacific Hwy to N Harbor Dr and the bay front. This physical and visual connection is crucial to create unrestricted access for the Columbia residents and area workers to their bay.
- Our quality of life and our property values are largely dependent on the panoramic views of the San Diego Bay, the airport, Point Loma, Coronado Island and beyond. Narrow street-wide "view corridors" with tall towers on each side are insufficient.

The PMPU as written seems to envision the tidelands area as belonging primarily to tourists and as a means of revenue generation for the Port of San Diego. Yet the tidelands and bay are irreplaceable treasures which were entrusted to the Port for the benefit of all of us… residents and visitors.

Currently there are over 3500 residential units in the Columbia District with views of the bay water. Most are clustered into a dozen or so high-rise complexes and include a wide-range of price points to serve a diverse population. In addition, there are a number of high rise office towers with thousands of office workers. For most of these residents and workers in the area, the best views are within the Wyndham hotel property and the adjacent 1220 office complex. The hotel towers are spread out and currently provide clear views to the water. The massive hotel the PMPU proposes be placed on this property will forever alter the views, property values, and neighborhood feel of the Columbia District. Simply put, unless it is re-written the PMPU will wall off the last major connection to the bay from its residents and downtown city workers. It will destroy a community in favor of tourists.

Specifically, we are opposed to:

- Enlargement/creation of a 2000 room hotel complex at the current site of the Wyndham Hotel (1200 – 1300 N. Harbor Dr.), and the associated increase in building height that would be necessary to accomplish that goal. We oppose adding more than the current 600 hotel rooms on this site.
    - The downtown portion of the San Diego Bay is already almost entirely walled off from the city itself by the Bayfront Hilton, Convention Center, Marriott Marquis, Manchester Grand Hyatt, The Manchester Gateway Development, The Lane Field InterContinental, Springhill Suites, and Residence Inn Hotels.
- The imbalance of land uses at the bayfront with Commercial Recreation (i.e. hotels, retail, etc.) at over 101 acres (41% of the available land) with fewer than 60 acres (23%) dedicated for Recreation Open Space.
    - And we oppose counting bike lanes and tracks as Recreation Open Space.
    - And we oppose counting rooftop venues on hotels, retail, and restaurants as Recreation Open Space since these have severely restricted access through private businesses.
- Establishing a "Mobility Hub" at the 1220 Pacific Hwy.

- Increasing the traffic flow on Pacific Highway through PMPU commercial developments with ingress and egress on Pacific Hwy. The city of San Diego is in the process of removing 33% of the traffic lanes on Pacific Hwy. All traffic and ingress/egress of Port commercial development should occur on N Harbor Dr which will be served by the Port's Bayfront Circulator plan.

Specifically, we encourage and support:

- Reserving one full block of land at either 1200 or 1300 N Harbor Dr as Recreation Open Space. This will create clear and unobstructed physical land access and visual connections from Pacific Hwy through to the N Harbor Dr bayfront and the San Diego bay waters for residents and workers in the adjacent city neighborhoods.
- Creating Navy Pier park on an elevated level, a one-story deck which creates a cover over the existing parking. The Park over Parking option. This will preserve parking adjacent to the USS Midway which is also convenient for visitors to the attractions at the G Street Mole. It will eliminate the need to relocate parking to another location which would use valuable tidelands. This option will provide an improved view of the bay to the north of the USS Midway. This would be an exceptional public viewing area of the bay and for special events like the 4th of July fireworks.
- Locating the Mobility Hubs for the North Embarcadero district only at Navy Pier and at the Grape St parcel (pg. 168, PA-3). These hubs are accessible from N Harbor Dr and therefore served by the bike lanes and the Bayfront Circulator route with its reserved traffic lanes.

Specifically, we encourage and support (cont.)

- Increased physical access to the bay and park lands with trees, grass and other plants not decomposed granite or paving stones and tiles. Connecting the bayfront and water to the city neighborhoods with natural elements is crucial to serve residents and downtown workers.
- Retention of the current Wyndham Hotel room count, building footprints and current building height limitation.
    - Should this hotel property be remodeled and rebuilt it should do so with the buildings occupying only one block, either the 1200 block or the 1300 block of N Harbor Dr, but not both. The other block should become Recreation Open Space
    - To accomplish this redesign and public park compatible land use designation we would support the Port in having the city remove its requested setback from N Harbor Dr.

To minimize the impact to downtown residents and workers, new hotel sites on the public tidelands managed by the Port should be considered only for the commercial areas located at:

- South of the Working Waterfront
- North of the County Administration Building
- Adjacent to the Airport
- Harbor Island

Finally, due to our proximity to this development, we would like the HOA Boards of the Grande North, Grande South, Bayside, Sapphire, Savina, and Breeza; as well as their owners and residents be involved in the planning for the parcels located on the 1200-1300 Harbor Dr - Pacific Hwy blocks, which includes the Wyndham Hotel site and the 1220 property currently leased by the Navy. I believe local involvement in this particular project and parcel is more important than most others because the North Embarcadero is where the bay and waterfront connect with downtown city grid. It is the Gateway to San Diego and such an important part of the region.

The needs of the downtown community to be connected to the Bay visually and physically are critical. The area between the Lane Field Hotels and the County Admin Building which are the 1200 & 1300 Harbor Dr - Pacific Hwy, are the last 2 blocks that have the potential to address this need.

Tens of thousands of downtown residents and workers are counting on the Port to get this fixed before the final Port Master Plan Update is finalized and approved. Thank you for considering this input.

Sincerely,

James and Barbara Nathenson
Unit #905
1205 Pacific Highway
San Diego, CA 92101

September 25, 2019

Port Authority of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101

Re: Public Comment on Port Master Plan Update (PMPU) – North Embarcadero

We are residents of the beautiful city of San Diego and owners of a condominium in The Grande North, at 1205 Pacific Highway. We are significantly invested in the North Embarcadero area, caring deeply about our San Diego bay. We have a strong connection to the public tidelands and bay. We have significant concerns about the current Port Master Plan Update Draft we would like the Port to address.

While we appreciate and support certain elements of the PMPU we do not believe the land use designations and development plans are balanced. We do not believe that it is necessary to change the very nature of our neighborhood's visual and physical connectivity to the bayfront.

We asked the Port to consider the following:

- In the last 15 years, the Columbia District has become a high-density residential neighborhood rather than the commercial zone that it once was. These residents are individuals and families who utilize the bayfront recreational space on a daily basis.
- Downtown San Diego is already severely under served for open recreational areas compared to other significantly less dense residential areas of the PMPU. The PMPU draft proposes to make this problem worse by creating a wall of hotels which will blockade the entire bayfront from our neighborhood, blocking water views and severely restricting our physical access and connections to our public lands and the water.
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The PMPU as written seems to envision the tidelands area as belonging primarily to tourists and as a means of revenue generation for the Port of San Diego. Yet the tidelands and bay are irreplaceable treasures which were entrusted to the Port for the benefit of all of us… residents and visitors.

Currently there are over 3500 residential units in the Columbia District with views of the bay water. Most are clustered into a dozen or so high-rise complexes and include a wide-range of price points to serve a diverse population. In addition, there are a number of high rise office towers with thousands of office workers. For most of these residents and workers in the area, the best views are within the Wyndham hotel property and the adjacent 1220 office complex. The hotel towers are spread out and currently provide clear views to the water. The massive hotel the PMPU proposes be placed on this property will forever alter the views, property values, and neighborhood feel of the Columbia District. Simply put, unless it is re-written the PMPU will wall off the last major connection to the bay from its residents and downtown city workers. It will destroy a community in favor of tourists.

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- Adjacent to the Airport
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Finally, due to our proximity to this development, we would like the HOA Boards of the Grande North, Grande South, Bayside, Sapphire, Savina, and Breeza; as well as their owners and residents be involved in the planning for the parcels located on the 1200-1300 Harbor Dr - Pacific Hwy blocks, which includes the Wyndham Hotel site and the 1220 property currently leased by the Navy. I believe local involvement in this particular project and parcel is more important than most others because the North Embarcadero is where the bay and waterfront connect with downtown city grid. It is the Gateway to San Diego and such an important part of the region.

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Tens of thousands of downtown residents and workers are counting on the Port to get this fixed before the final Port Master Plan Update is finalized and approved. Thank you for considering this input.

Sincerely,

Douglas P. Tibbitts

1205 Pacific Highway, Unit 1602
San Diego, CA 92101

Port Authority of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101

Re: Public Comment on Port Master Plan Update (PMPU) – North Embarcadero

We are residents of the beautiful city of San Diego and proud to be residents of the Columbia neighborhood. We are significantly invested in the North Embarcadero area, caring deeply about our San Diego bay. We have a strong connection to the public tidelands and bay. We have significant concerns about the current Port Master Plan Update Draft we would like the Port to address.

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- The area at 1200-1300 N. Harbor Dr is the only location where a significant open-space park can connect through from Pacific Hwy to N Harbor Dr and the bay front. This physical and visual connection is crucial to create unrestricted access for the Columbia residents and area workers to their bay.
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Specifically, we are opposed to:

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Finally, due to our proximity to this development, we would like the HOA Boards of the Grande North, Grande South, Bayside, Sapphire, Savina, and Breeza; as well as their owners and residents be involved in the planning for the parcels located on the 1200-1300 Harbor Dr - Pacific Hwy blocks, which includes the Wyndham Hotel site and the 1220 property currently leased by the Navy. I believe local involvement in this particular project and parcel is more important than most others because the North Embarcadero is where the bay and waterfront connect with downtown city grid. It is the Gateway to San Diego and such an important part of the region.

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Tens of thousands of downtown residents and workers are counting on the Port to get this fixed before the final Port Master Plan Update is finalized and approved. Thank you for considering this input.

Sincerely,

Helmut Leibbrandt
1262 Kettner Blv Ap #1602
San Diego, CA 92101

9-3-19

Port Authority of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101

Re: Public Comment on Port Master Plan Update (PMPU) – North Embarcadero

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Sincerely,

Greg Watkins

1262 Kettner Blvd. #2701
San Diego, CA 92101

**From:** Louis Cohen <louiscohen2006@gmail.com>
**Sent:** Monday, September 30, 2019 10:22 AM
**To:** Port Master Plan Update
**Subject:** Public Comment on Discussion Draft of the Port Master Plan Update (PMPU)

I live full-time in Planning Area PA-4 directly across from the property at 1220 Pacific Highway, which the port plans to acquire and develop.

Here are my concerns about the Port's April 2019 Master Plan Update:

- The PMPU does not describe the height or general architectural look of a Gateway Mobility Hub. My immediate neighborhood and property value will be impacted by the planned Gateway Mobility Hub and we would like to know what it will look like.
  - *PD3.24 Prioritize the District's acquisition of the lease premises or development site at 1220 Pacific Highway to enable any future development to reconnect B Street between Pacific Highway and Harbor Drive and to introduce a Local Gateway Mobility Hub. This can be one of the mobility hubs recommended in the North Embarcadero Sub-district. During cruise operations, the reconnected B Street can be used for truck and other staging associated with cruise operations.*
- The proposed Gateway Mobility Center will result in reduced air quality because of increased traffic, especially diesel truck staging, on the reconnected B St.
- The PMPU lacks view corridor designations, unlike nearby areas
  - *PD3.27b The Window to the Bay between Grape Street and Ash Street*
- The PMPU calls for more hotel rooms. Planning Area PA-4 has within a short time been impacted by three newly constructed hotels: Intercontinental, SpringHill Suites, and Residence Inn. Placing additional hotel rooms in PA-4 is not reasonable for residents living within the PA-4.
  - PD3.29 Allow for additional hotel rooms at the existing hotel facility south of the County Administration Building. (South of the County Administration Building begins at Ash Street)

Here are some additional considerations and suggestions:

- The Port needs to be aware of the on-going issue with inadequate storm drainage on Pacific Highway from Ash Street to West Broadway. Cars driving into this area during rain storms become flooded and stall. The San Diego Police have to set-up roadblocks to stop traffic onto this segment of Pacific Highway when there is heavy rain.
- Pacific Highway roadway paving and markings are currently in very poor condition. Increased traffic on an already poor surface should be addressed as a component of the PMPU.
- The designated area's recently built hotels have impacted traffic. There are currently 8 driveways into multi-story vehicle parking facilities on this 3 block area of Pacific Highway. Traffic estimates in year 2017 North Harbor Drive Mobility & Access Study likely don't reflect the 3 newly constructed multi-level parking facilities with driveways onto Pacific Highway.

There is no need for a Mobility Hub Structure for the following reasons:

- There are already 4 multi-level high occupancy vehicle parking within the area of Ash street to West Broadway. The planners and developers of the three recently built hotels (InterContinental, Springhill Suites, Residence Inn) on Pacific Highway between West Broadway and B street promised the neighborhood that the hotels would be providing public parking access to hundreds of parking spaces.
- The County currently has 2 multi-level parking facilities nearby (underground at the County Administration Building and at the corner of Cedar and Kettner).

- There are already 4 public transportation stations located within 2 blocks of the waterfront (Seaport Village Trolley Station, One America Plaza Station, Santa Fe Train and Trolley Station, Little Italy Trolley Station). Public access to the waterfront from the nearby 4 public transportation stations has successfully accommodated very large numbers of users. Thousands of people successfully used public transportation to get to Waterfront Park for marches. Educating the public and tourists about the close proximity of public transportation to the waterfront should be a priority to eliminate the need to increase private vehicle parking in the area.
- The City of San Diego introduced a Climate Action Plan which requires less vehicular traffic downtown. The Port should work with the City and MTS to promote public transportation options to and from the North Embarcadero Waterfront.
- Instead of building a new parking structure (Mobility Hub), work with existing waterfront hotels to offer discounted public parking. The planners and developers of the recently built hotels within this Port Plan Area claimed to the homeowners on Pacific Highway that their new hotels would provide hundreds of public parking spaces at their hotel sites (which had been parking lots). The Tenants of Port waterfront area properties need to be required to be good neighbors to the nearby residents and local area taxpayers.

--
Sincerely,

Louis Cohen
1205 Pacific Highway unit 2101
San Diego, CA 92101

I'm with her: 

**From:** Rafael Castellanos
**Sent:** Monday, September 30, 2019 10:59 AM
**To:** commissioners mailbox
**Subject:** FW: Port Master Plan & the North Embarcadero - local resident's comments

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**From:** steve kohn
**Sent:** Monday, September 30, 2019 10:58:42 AM (UTC-08:00) Pacific Time (US & Canada)
**To:** Garry Bonelli; Ann Moore; Michael Zucchet; Rafael Castellanos; Dan Malcolm; Marshall Merrifield; Robert Valderrama; Randa Coniglio; Thomas A. Russell; Robert Monson
**Cc:** Steve Kohn
**Subject:** Port Master Plan & the North Embarcadero - local resident's comments

Board of Port Commissioners & Executive Leadership Team,

I am Steve Kohn, a long time resident of downtown San Diego. I am a past board member of the DCPC, present board member of the Clean & Safe, chairperson for the building committee and a member of the finance committee at the Bayside condo building. I have attended various PMPU meetings but none have addressed the PMPU plans for North Embarcadero directly. I believe it is imperative for the Port to have a meeting focused on the North Embarcadero to clarity their plans and solicit input from the businesses and residences that will be directly impacted.

Specifically I am interested that the Port Authority abides by it's own overarching PMPU plans:

*PD3.19 Require major redevelopment and new development to maintain as architectural scale and height that is consistent with existing adjacent development, and the following parameters:*
*a. Development and improvements shall be context sensitive in size, scale, and design, in character with adjacent development; and*

when implementing:

*PD3.29 Allow for additional hotel rooms at the existing hotel facility south of the County Administration Building.*
*PD3.30 Allow for hotel development with a mix of commercial uses in Commercial Recreation land use designations along North Harbor Drive.*
So to be consistent with the existing adjacent development (County Administration building - 4 stories, Wyndham - 14 stories & Springfield Suites - 16 stories), I believe any new construction south of the County Administration building and north of Springfield Suites should be no higher than 16 stories and hopefully closer to the 14 stories that Wyndham already is.

I hope to hear from you soon as to when such a meeting could be held, or to verify that any construction south of the County Administration building and north of Springfield Suites will be 16 or less stories.

Sincerely,
Steve Kohn
1325 Pacific Highway, #2902
202 494 4160

| | |
|---|---|
| **From:** | sskolnik@cox.net |
| **Sent:** | Monday, September 30, 2019 10:52 AM |
| **To:** | Port Master Plan Update; kevinfaulconer@sandiego.gov; barbarabry@sandiego.gov; chriscate@sandiego.gov; christopherward@sandiego.gov; scottsherman@sandiego.gov; vivianmoreno@sandiego.gov; monicamontgomery@sandiego.gov; markkersey@sandiego.gov; jennifercampbell@sandiego.gov; Ann Moore; Marshall Merrifield; Rafael Castellanos; alcodmm@portofsandiego.org; Robert Valderrama; Michael Zucchet |
| **Subject:** | Public Comment on Port Master Plan Update (PMPU) - North Embarcadero |
| **Attachments:** | GN Port Embarcadero Plan.docx |

Ladies and Gentlemen:

Please see the attached comment on the Port Master Plan Update – North Embarcadero. Please consider the residents and taxpayers of San Diego when further developing this Plan. If you further wall off our Bay access and views you will obsolete our original reasons for purchasing condos in the Embarcadero area. I know the Port makes a lot of money from tourism, but San Diego County is well funded by the property taxes paid by the homeowners in the Columbia District. Walling off the Bay would cause many of the residents to leave the area, hence lowering our property values and therefore lowering the property taxes collected by our Treasurer – Tax Collector.

Thank you for your consideration.

Sincerely,

Susan J. Skolnik
1205 Pacific Hwy., Suite 706
San Diego, CA 92101
Home Phone: 619-795-2580
Fax: 619-795-1552
E-mail: sskolnik@cox.net

September 30, 2019

Port Authority of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101

Re: Public Comment on Port Master Plan Update (PMPU) – North Embarcadero

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    - Should this hotel property be remodeled and rebuilt it should do so with the buildings that are the same height occupying only one block, the 1300 block of N Harbor Dr. if any. The 1200 block should become Recreation Open Space as originally specified in the Plan and has been should continue to be reserved as a view corridor. This view corridor was a strong consideration in determining the location of our original purchase in the Grande North.
        - *Request change to Land Use Designation in the PMPU from Commercial Recreation to Recreation Open Space*
    - To accomplish this redesign and public park compatible land use designation we would support the Port in having the city remove its requested setback from N Harbor Dr.
        - *City has a requested setback of 205 ft which severely constrains land available to build hotel causing increase in height and mass of building.*

To minimize the impact to downtown residents and workers, new hotel sites on the public tidelands managed by the Port should be considered only for the commercial areas located at:

- South of the Working Waterfront
- North of the County Administration Building
- Adjacent to the Airport
- Harbor Island

Finally, due to our proximity to this development, we would like the HOA Boards of the Grande North, Grande South, Bayside, Sapphire, Savina, and Breeza; as well as their owners and residents be involved in the planning for the parcels located on the 1200-1300 Harbor Dr - Pacific Hwy blocks, which includes the Wyndham Hotel site and the 1220 property currently leased by the Navy. I believe local involvement in this particular project and parcel is more important than most others because the North Embarcadero is where the bay and

waterfront connect with downtown city grid. It is the Gateway to San Diego and such an important part of the region.

The needs of the downtown community to be connected to the Bay visually and physically are critical. The area between the Lane Field Hotels and the County Admin Building which are the 1200 & 1300 Harbor Dr - Pacific Hwy, are the last 2 blocks that have the potential to address this need.

Tens of thousands of downtown residents and workers are counting on the Port to get this fixed before the final Port Master Plan Update is finalized and approved. Thank you for considering this input.

Sincerely,

Susan J. Skolnik
1205 Pacific Hwy., Suite 706
San Diego, CA 92101
Email: sskolnik@cox.net
Phone: 619-795-2580

September 30, 2019

Port Authority of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101

Re: Public Comment on Port Master Plan Update (PMPU) – North Embarcadero

I am a residents of the beautiful city of San Diego and an owner of a condominium in The Grande North, at 1205 Pacific Highway. I am significantly invested in the North Embarcadero area, caring deeply about our San Diego bay. I have a strong connection to the public tidelands and bay. I have significant concerns about the current Port Master Plan Update Draft I would like the Port to address.

While I appreciate and support certain elements of the PMPU I do not believe the land use designations and development plans are balanced. I do not believe that it is necessary to change the very nature of our neighborhood's visual and physical connectivity to the bayfront.

I asked the Port to consider the following:

- In the last 15 years, the Columbia District has become a high-density residential neighborhood rather than the commercial zone that it once was. These residents are individuals and families who utilize the bayfront recreational space on a daily basis.
- Downtown San Diego is already severely under served for open recreational areas compared to other significantly less dense residential areas of the PMPU. The PMPU draft proposes to make this problem worse by creating a wall of hotels which will blockade the entire bayfront from our neighborhood, blocking water views and severely restricting our physical access and connections to our public lands and the water.
- The condominium towers and apartments along Pacific Highway, Kettner Blvd and India Street were placed in a staggered fashion, specifically to maximize the panorama water views through and over the Wyndham Hotel and 1220 buildings as they currently exist. The current draft PMPU will destroy those views.
- The already built out Lane Field Hotels have removed a large area of land from public use reserving the land to private commercial use. Furthermore, these massive hotels have isolated the community from the bayfront and removed public panorama views to the water. A balanced use of land in the North Embarcadero plan would be to now designate an equally large area as recreation open space, preserving water views and access now and for the future.
- The area at 1200-1300 N. Harbor Dr is the only location where a significant open-space park can connect through from Pacific Hwy to N Harbor Dr and the bay front. This physical and visual connection is crucial to create unrestricted access for the Columbia residents and area workers to their bay.
- Our quality of life and our property values are largely dependent on the panoramic views of the San Diego Bay, the airport, Point Loma, Coronado Island and beyond. Narrow street-wide "view corridors" with tall towers on each side are insufficient.

The PMPU as written seems to envision the tidelands area as belonging primarily to tourists and as a means of revenue generation for the Port of San Diego. Yet the tidelands and bay are irreplaceable treasures which were entrusted to the Port for the benefit of all of us… residents and visitors.

Currently there are over 3500 residential units in the Columbia District with views of the bay water. Most are clustered into a dozen or so high-rise complexes and include a wide-range of price points to serve a diverse population. In addition, there are a number of high rise office towers with thousands of office workers. For most of these residents and workers in the area, the best views are within the Wyndham hotel property and the adjacent 1220 office complex. The hotel towers are spread out and currently provide clear views to the water. The massive hotel the PMPU proposes be placed on this property will forever alter the views, property values, and neighborhood feel of the Columbia District. Simply put, unless it is re-written the PMPU will wall off the last major connection to the bay from its residents and downtown city workers. It will destroy a community in favor of tourists.

Specifically, I am opposed to:

- Enlargement/creation of a 2000 room hotel complex at the current site of the Wyndham Hotel (1200 – 1300 N. Harbor Dr.), and the associated increase in building height that would be necessary to accomplish that goal. I oppose adding more than the current 600 hotel rooms on this site.
    - The downtown portion of the San Diego Bay is already almost entirely walled off from the city itself by the Bayfront Hilton, Convention Center, Marriott Marquis, Manchester Grand Hyatt, The Manchester Gateway Development, The Lane Field InterContinental, Springhill Suites, and Residence Inn Hotels.
- The imbalance of land uses at the bayfront with Commercial Recreation (i.e. hotels, retail, etc.) at over 101 acres (41% of the available land) with fewer than 60 acres (23%) dedicated for Recreation Open Space.
    - And I oppose counting bike lanes and tracks as Recreation Open Space.
    - And I oppose counting rooftop venues on hotels, retail, and restaurants as Recreation Open Space since these have severely restricted access through private businesses.
- Establishing a “Mobility Hub” at the 1220 Pacific Hwy.
- Increasing the traffic flow on Pacific Highway through PMPU commercial developments with ingress and egress on Pacific Hwy. The city of San Diego is in the process of removing 33% of the traffic lanes on Pacific Hwy. All traffic and ingress/egress of Port commercial development should occur on N Harbor Dr which will be served by the Port’s Bayfront Circulator plan.

Specifically, I encourage and support:

- Reserving one full block of land at either 1200 or 1300 N Harbor Dr as Recreation Open Space. This will create clear and unobstructed physical land access and visual connections from Pacific Hwy through to the N Harbor Dr bayfront and the San Diego bay waters for residents and workers in the adjacent city neighborhoods.
- Creating Navy Pier park on an elevated level, a one-story deck which creates a cover over the existing parking. The Park over Parking option. This will preserve parking adjacent to the USS Midway which is also convenient for visitors to the attractions at the G Street Mole. It will eliminate the need to relocate parking to another location which would use valuable tidelands. This option will provide an improved view of the bay to the north of the USS Midway. This would be an exceptional public viewing area of the bay and for special events like the 4th of July fireworks.
- Locating the Mobility Hubs for the North Embarcadero district only at Navy Pier and at the Grape St parcel (pg. 168, PA-3). These hubs are accessible from N Harbor Dr and therefore served by the bike lanes and the Bayfront Circulator route with its reserved traffic lanes.

Specifically, I encourage and support (cont.)

- Increased physical access to the bay and park lands with trees, grass and other plants not decomposed granite or paving stones and tiles. Connecting the bayfront and water to the city neighborhoods with natural elements is crucial to serve residents and downtown workers.
- Retention of the current Wyndham Hotel room count, building footprints and current building height limitation.
    - Should this hotel property be remodeled and rebuilt it should do so with the buildings occupying only one block, either the 1200 block or the 1300 block of N Harbor Dr, but not both. The other block should become Recreation Open Space
    - To accomplish this redesign and public park compatible land use designation I would support the Port in having the city remove its requested setback from N Harbor Dr.

To minimize the impact to downtown residents and workers, new hotel sites on the public tidelands managed by the Port should be considered only for the commercial areas located at:

- South of the Working Waterfront
- North of the County Administration Building
- Adjacent to the Airport
- Harbor Island

Finally, due to our proximity to this development, I would like the HOA Boards of the Grande North, Grande South, Bayside, Sapphire, Savina, and Breeza; as well as their owners and residents be noticed in the planning for the parcels located on the 1200-1300 Harbor Dr - Pacific Hwy blocks, which includes the Wyndham Hotel site and the 1220 property currently leased by the Navy. I believe local involvement in this particular project and parcel is more important than most others because the North Embarcadero is where the bay and waterfront connect with downtown city grid. It is the Gateway to San Diego and such an important part of the region.

The needs of the downtown community to be connected to the Bay visually and physically are critical. The area between the Lane Field Hotels and the County Admin Building which are the 1200 & 1300 Harbor Dr - Pacific Hwy, are the last 2 blocks that have the potential to address this need.

Tens of thousands of downtown residents and workers are counting on the Port to get this fixed before the final Port Master Plan Update is finalized and approved. Thank you for considering this input.

Sincerely,

*Micah J. Leslie*

Michael “Micah” J. Leslie, JD

1205 Pacific Highway
San Diego, CA 92101

**From:** Beverly Victor <bvictor555@yahoo.com>
**Sent:** Thursday, October 3, 2019 3:57 PM
**To:** Port Master Plan Update
**Subject:** Stakeholder comment

Recommendation for remodel of Wyndham buildings to stay in same or smaller footprint. If a new design is being considered, rotate buildings so that the short end will face the Bay to increase the view corridor on A street.

Beverly & Kenneth Victor
1262 Kettner Blvd #1204
San Diego, CA 92101

Sent from my iPhone

**From:** Richard Levitt <richjlevitt@gmail.com>
**Sent:** Thursday, October 3, 2019 4:02 PM
**To:** Port Master Plan Update
**Subject:** A Street View

I am an owner in the Sapphire Tower and am very concerned about PMPU proposals that do not protect the view corridor on A Street. I would hope that any plans being considered to add additional rooms at the Wyndham Hotel seeks to preserve the A street corridor, which we were told when we purchased the condo in the Sapphire Tower was a protected view. Similarly I that would hope that any consideration to build a large parking structure to serve the Embarcadero (aka "Local Gateway Mobility Hub") also commits to preserve and protect the A Street corridor view. Thanks you for your consideration.

Richard Levitt
1262 Kettner Blvd.
Unit 1802
San Diego, CA 92101
October 3, 2019

**From:** Becky Vesterfelt <beckyvesterfelt@gmail.com>
**Sent:** Sunday, October 6, 2019 10:51 PM
**To:** Port Master Plan Update
**Subject:** Public Comment PMPU

To: Planning Department
pmpu@portofsandiego.org
Port Authority of San Diego

Re: Public Comment on the Discussion Draft of the Port Master Plan Update (PMPU)

I live full-time in Planning Area PA-4 directly across from the property at 1220 Pacific Highway, which the port plans to acquire and develop. Here are my concerns about the Port's April 2019 Master Plan Update:

- The description of Planning Area PA-4 as Visitor Serving Commercial area does not include the more than a thousand Residents with a Pacific Highway home address on our 4 block area of Pacific Highway from Ash Street to West Broadway (PA-4). Please update the PMPU to include "Residential" in Planning Area PA-4 description.
- The PMPU does not describe the height or general architectural look of a Gateway Mobility Hub. My immediate neighborhood and property value will be impacted by the planned Gateway Mobility Hub and we would like to know what it will look like.
    - *PD3.24 Prioritize the District's acquisition of the lease premises or development site at 1220 Pacific Highway to enable any future development to reconnect B Street between Pacific Highway and Harbor Drive and to introduce a Local Gateway Mobility Hub. This can be one of the mobility hubs recommended in the North Embarcadero Sub-district. During cruise operations, the reconnected B Street can be used for truck and other staging associated with cruise operations.*
- The proposed Gateway Mobility Center will result in reduced air quality because of increased traffic, especially diesel truck staging, on the reconnected B St.
- The PMPU lacks view corridor designations, unlike nearby areas
    - *PD3.27b The Window to the Bay between Grape Street and Ash Street*
- The PMPU calls for more hotel rooms. Planning Area PA-4 has within a short time been impacted by three newly constructed hotels: Intercontinental, SpringHill Suites, and Residence Inn. Placing additional hotel rooms in PA-4 is not reasonable for residents living within the PA-4.
    - PD3.29 Allow for additional hotel rooms at the existing hotel facility south of the County Administration Building. (South of the County Administration Building begins at Ash Street)

Here are some additional considerations and suggestions:

- The Port needs to be aware of the on-going issue with inadequate storm drainage on Pacific Highway from Ash Street to West Broadway. Cars driving into this area during rain storms become flooded and stall. The San Diego Police have to set-up roadblocks to stop traffic onto this segment of Pacific Highway when there is heavy rain.
- Pacific Highway roadway paving and markings are currently in very poor condition. Increased traffic on an already poor surface should be addressed as a component of the PMPU.
- The designated area's recently built hotels have impacted traffic. There are currently 8 driveways into multi-story vehicle parking facilities on this 3 block area of Pacific Highway. Traffic estimates in year 2017 North Harbor Drive Mobility & Access Study likely don't reflect the 3 newly constructed multi-level parking facilities with driveways onto Pacific Highway.

There is no need for a Mobility Hub Structure for the following reasons:

- There are already 4 multi-level high occupancy vehicle parking within the area of Ash street to West Broadway. The planners and developers of the three recently built hotels (InterContinental, Springhill Suites, Residence Inn) on Pacific Highway between West Broadway and B street promised the neighborhood that the hotels would be providing public parking access to hundreds of parking spaces.
- The County currently has 2 multi-level parking facilities nearby (underground at the County Administration Building and at the corner of Cedar and Kettner).
- There are already 4 public transportation stations located within 2 blocks of the waterfront (Seaport Village Trolley Station, One America Plaza Station, Santa Fe Train and Trolley Station, Little Italy Trolley Station). Public access to the waterfront from the nearby 4 public transportation stations has successfully accommodated very large numbers of users. Thousands of people successfully used public transportation to get to Waterfront Park for marches. Educating the public and tourists about the close proximity of public transportation to the waterfront should be a priority to eliminate the need to increase private vehicle parking in the area.
- The City of San Diego introduced a Climate Action Plan which requires less vehicular traffic downtown. The Port should work with the City and MTS to promote public transportation options to and from the North Embarcadero Waterfront.
- Instead of building a new parking structure (Mobility Hub), work with existing waterfront hotels to offer discounted public parking. The planners and developers of the recently built hotels within this Port Plan Area claimed to the homeowners on Pacific Highway that their new hotels would provide hundreds of public parking spaces at their hotel sites (which had been parking lots). The Tenants of Port waterfront area properties need to be required to be good neighbors to the nearby residents and local area taxpayers.

Sincerely,

Rebecca Vesterfelt
1205 Pacific Highway
San Diego, CA 92101

*

**From:** Will Demps <demps.william@gmail.com>
**Sent:** Tuesday, October 8, 2019 8:21 PM
**To:** Port Master Plan Update
**Cc:** Garry Bonelli; Ann Moore; Marshall Merrifield; Rafael Castellanos; alcodmm@portofsandiego.org; Robert Valderrama; Michael Zucchet
**Subject:** Resident letter to Port Master Plan - GRANDE NORTH- 2601

Port Authority of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101

Re: Public Comment on Port Master Plan Update (PMPU) – North Embarcadero

We are residents of the beautiful city of San Diego and proud to be residents of the Columbia neighborhood. We are significantly invested in the North Embarcadero area, caring deeply about our San Diego bay. We have a strong connection to the public tidelands and bay. We have significant concerns about the current Port Master Plan Update Draft we would like the Port to address.

While we appreciate and support certain elements of the PMPU we do not believe the land use designations and development plans are balanced. We do not believe that it is necessary to change the very nature of our neighborhood's visual and physical connectivity to the bayfront.

We asked the Port to consider the following:

- In the last 15 years, the Columbia District has become a high-density residential neighborhood rather than the commercial zone that it once was. These residents are individuals and families who utilize the bayfront recreational space on a daily basis.
- Downtown San Diego is already severely under served for open recreational areas compared to other significantly less dense residential areas of the PMPU. The PMPU draft proposes to make this problem worse by creating a wall of hotels which will blockade the entire bayfront from our neighborhood, blocking water views and severely restricting our physical access and connections to our public lands and the water.
- The condominium towers and apartments along Pacific Highway, Kettner Blvd and India Street were placed in a staggered fashion, specifically to maximize the panorama water views through and over the Wyndham Hotel and 1220 buildings as they currently exist. The current draft PMPU will destroy those views.
- The already built out Lane Field Hotels have removed a large area of land from public use reserving the land to private commercial use. Furthermore, these massive hotels have isolated the community from the bayfront and removed public panorama views to the water. A balanced use of land in the North Embarcadero plan would be to now designate an equally large area as recreation open space, preserving water views and access now and for the future.
- The area at 1200-1300 N. Harbor Dr is the only location where a significant open-space park can connect through from Pacific Hwy to N Harbor Dr and the bay front. This physical and visual connection is crucial to create unrestricted access for the Columbia residents and area workers to their bay.
- Our quality of life and our property values are largely dependent on the panoramic views of the San Diego Bay, the airport, Point Loma, Coronado Island and beyond. Narrow street-wide "view corridors" with tall towers on each side are insufficient.

The PMPU as written seems to envision the tidelands area as belonging primarily to tourists and as a means of revenue generation for the Port of San Diego. Yet the tidelands and bay are irreplaceable treasures which were entrusted to the Port for the benefit of all of us… residents and visitors.

Currently there are over 3500 residential units in the Columbia District with views of the bay water. Most are clustered into a dozen or so high-rise complexes and include a wide range of price points to serve a diverse population. In addition, there are a number of high-rise office towers with thousands of office workers. For most of these residents and workers in the area, the best views are within the Wyndham hotel property and the adjacent 1220 office complex. The hotel towers are spread out and currently provide clear views to the water. The massive hotel the PMPU proposes be placed on this property will forever alter the views, property values, and neighborhood feel of the Columbia District. Simply put, unless it is re-written the PMPU will wall off the last major connection to the bay from its residents and downtown city workers. It will destroy a community in favor of tourists.

Specifically, we are opposed to:

- enlargement/creation of a 2000 room hotel complex at the current site of the Wyndham Hotel (1200 – 1300 N. Harbor Dr.), and the associated increase in building height that would be necessary to accomplish that goal. We oppose adding more than the current 600 hotel rooms on this site. We oppose exceeding the current building height.
    - The downtown portion of the San Diego Bay is already almost entirely walled off from the city itself by the Bayfront Hilton, Convention Center, Marriott Marquis, Manchester Grand Hyatt, The Manchester Gateway Development, The Lane Field InterContinental, Springhill Suites, and Residence Inn Hotels.
        - *see PD3.18, PD3.29 and chart on page 183*
- the imbalance of land uses at the bayfront with Commercial Recreation (i.e. hotels, retail, etc.) at over 101 acres (41% of the available land) with fewer than 60 acres (23%) dedicated for Recreation Open Space. See *Page 186 Land Use Table*
    - we oppose counting bike lanes and tracks as Recreation Open Space. *PD3.12*
    - we oppose counting rooftop venues on hotels, retail, and restaurants as Recreation Open Space since these have severely restricted access through private businesses. *PD3.79*
- establishing a "Mobility Hub" at the 1220 Pacific Hwy. *PD3.24*
- increasing the traffic flow on Pacific Highway through PMPU commercial developments with ingress and egress on Pacific Hwy. The city of San Diego is in the process of removing 33% of the traffic lanes on Pacific Hwy. All traffic and ingress/egress of Port commercial development should occur on N Harbor Dr which will be served by the Port's Bayfront Circulator plan.
    - *Request add into the PMPU so that development in Port areas does not negatively impact residents in Columbia District*

Specifically, we encourage and support:

- Reserving one full block of land at either 1200 or 1300 N Harbor Dr as Recreation Open Space. This will create clear and unobstructed physical land access and visual connections from Pacific Hwy through to the N Harbor Dr bayfront and the San Diego bay waters for residents and workers in the adjacent city neighborhoods.
    - *Request change to land use designation in the PMPU to ensure future development of this site is balanced and does not harm our neighborhood*
- Creating Navy Pier park on an elevated level, a one-story deck which creates a cover over the existing parking. The Park over Parking option. This will preserve parking adjacent to the USS Midway which is also convenient for visitors to the attractions at the G Street Mole. It will eliminate the need to relocate parking to another location which would use valuable tidelands. This option will provide an improved view of the bay to the north of the USS Midway. This would be an exceptional public viewing area of the bay and for special events like the 4th of July fireworks.
    - *Request change to be made to PMPU at PD3.38*

- Locating the Mobility Hubs for the North Embarcadero district only at Navy Pier and at the Grape St parcel (pg. 168, PA-3). These hubs are accessible from N Harbor Dr and therefore served by the bike lanes and the Bayfront Circulator route with its reserved traffic lanes.
    - *(PD3.50 Circulator is a "bus" service operated by Port, it has 2 dedicated lanes on N Harbor Dr PD3.46 Grape St has a Mobility Hub already planned. Keeping parking at Navy Pier makes this a good Mobility Hub location. Grape St to Navy Pier is ½ mile. Pedestrians have only ¼ mile walk to a Mobility Hub. Bayfront Circulator passenger stops could be even closer.)*

Specifically, we encourage and support (cont.)

- Increased physical access to the bay and park lands with trees, grass and other plants not decomposed granite or paving stones and tiles. Connecting the bayfront and water to the city neighborhoods with natural elements is crucial to serve residents and downtown workers.
    - *PD3.28c states only 40% of park space has to be a soft surface. Hard paved surfaces are not natural and are not as conducive to calming and restoring adults, certainly not good for recreational pick-up games like soccer, and not as beneficial for children's play as grass. Hard surfaces contribute to heat-island impact and increase in polluted storm water runoff. Request this park have a greater ratio of turf grass, trees and plants in the PMPU.*
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    - To accomplish this redesign and public park compatible land use designation we would support the Port in having the city remove its requested setback from N Harbor Dr.
        - *City has a requested setback of 205 ft which severely constrains land available to build hotel causing increase in height and mass of building.*

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- Adjacent to the Airport
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Finally, due to our proximity to this development, we would like the HOA Boards of the Grande North, Grande South, Bayside, Sapphire, Savina, and Breeza; as well as their owners and residents be involved in the planning for the parcels located on the 1200-1300 Harbor Dr - Pacific Hwy blocks, which includes the Wyndham Hotel site and the 1220 property currently leased by the Navy. I believe local involvement in this particular project and parcel is more important than most others because the North Embarcadero is where the bay and waterfront connect with downtown city grid. It is the Gateway to San Diego and such an important part of the region.

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Tens of thousands of downtown residents and workers are counting on the Port to get this fixed before the final Port Master Plan Update is finalized and approved. Thank you for considering this input.

Sincerely,

Will Demps

1205 Pacific Hwy #2601

San Diego, CA 92101

GAVIN NEWSOM, Governor
NATURAL RESOURCES AGENCY
DEPARTMENT OF FISH AND WILDLIFE
WILDLIFE CONSERVATION BOARD
Mailing address: P.O. Box 944209
Sacramento, California 94244-2090
www.wcb.ca.gov
(916) 445-8448
Fax (916) 323-0280

OCT 01 2019

Mr. Robert DeAngelis
Chief Financial Officer
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

RE: PORT MASTER PLAN: SHELTER ISLAND GRANT

Dear Mr. DeAngelis:

The Wildlife Conservation Board (WCB) was created by legislation in 1947 to administer a capital outlay program for wildlife conservation and related public recreation. As part of its authority to administer grants, WCB provided a grant for $3.3 million of the $9.6 million total cost for the Shelter Island Boat Launch Facility Improvements (WCB Grant WC-1550CA, hereinafter the "WCB Grant"). This grant was approved at the WCB's February 26, 2016 Board meeting and will conclude on September 30, 2019.

The WCB Grant-funded items include the replacement of the existing 10-lane boat launching ramp; replacement of the existing rock jetties with concrete sheet pile walls; installation of publicly accessible walking platforms with viewing areas; replacement of the existing floating docks; installation of new gangways to the floating docks; and improvements to the restroom facilities and parking.

WCB's review of the San Diego Unified Port District's (Port District) Master Plan Update (PMPU) April 2019 Discussion Draft, raised three primary concerns: (1) loss, relocation, or reduction of pull-through parking at the boat launch, (2) use of the boat launch for commercial purposes, and (3) inclusion of a pathway that bisects the boat launch and maneuvering area. These items potentially conflict with the stated purposes, and terms and conditions, of the WCB Grant, signed by the Port District on March 15, 2016.

***Loss, Relocation, or Reduction of Parking***

The PMPU does not speak directly of the Shelter Island Boat Launch Facility; however, Figures PD1.4 and PD1.5 show a significant elimination of existing parking. Mobility 3.2 states, "Reallocate or combine parking, whenever prudent, into mobility hubs or other consolidated parking facilities to free up land for development. This includes parking allocated for specific destinations and uses, as well as public parking."

WCB Grant Section 6.5 states:

> "Grantee shall ensure that the Property enhanced with funds provided by the Grantor is operated, used and maintained throughout the Project Life consistent with the Purpose of the Grant and in accordance with the long-term management plan for the Project attached as Exhibit E – MANAGEMENT PLAN."

The Project Life term exists until February 23, 2041. WCB Grant, Exhibit E – MANAGEMENT PLAN specifies that the Grantee will:

> "Ensure the boat launch ramp, walking platforms with viewing areas, floating docks, gangways, restroom and parking and access to them are maintained in useable condition and are open to the public."

The proposed changes of reduction, loss, or relocation of pull-through parking potentially conflicts with the WCB Grant, Exhibit E – MANAGEMENT PLAN. Exhibit E, Section 2(c) states that the "operator may, at their own expense, make improvements that do not directly or indirectly reduce, restrict, or interfere with the primary purpose of the project". A reduction or removal of pull through, truck/boat trailer parking at the boat launch proposes a significant change that may directly reduce, restrict, and interfere with the WCB grant-funded project improvements.

Shelter Island Boat Launch facility provides 50,000 launches annually. The reduction, relocation, or loss of pull through, truck/boat trailer parking directly adjacent to the boat launch proposes a significant change in use. Any modifications made to the Shelter Island Boat Launch must have prior written approval by the WCB, as stated in Exhibit E – MANAGEMENT PLAN, section 2(d).

***Pathway Bisects the Boat Launch and Maneuvering Area***

The PMPU does not clearly articulate how the pedestrian/bike pathway will navigate around the Shelter Island Boat Launch. Figure PD1.5 shows a pathway that bisects the boat launch between the launch ramp and the maneuvering area. For pedestrian, bike, and boater safety, the pathway should completely avoid the active areas of the boat launch: parking area, maneuvering area, and the launch itself. A pathway within the footprint of the boat launch or maneuvering area proposes significant change to the WCB Grant funded project elements.

The PMPU has creative ideas for upgrading the San Diego waterfront that may be developed further. WCB asks the Port District to review its grant obligations to ensure the Shelter Island Boat Launch is maintained and operated in accordance with the terms and conditions of the WCB Grant. For questions or additional information, please contact Heather McIntire, WCB Public Access Program Manager at Heather.McIntire@wildlife.ca.gov.

Sincerely,

John P. Donnelly
Executive Director

cc: San Diego Unified Port District
Mr. Eric Guerreiro, Capital Project Manager
Ms. Aimee Heim, Grants and Policy Manager ✓
Ms. Randa Coniglio, President/Chief Executive Officer

ec: Wildlife Conservation Board
Elizabeth Hubert, Restoration and Development Supervisor
Heather McIntire, Public Access Program Manager

# Outboard Boating Club of San Diego

INC

P.O. BOX 6565
SAN DIEGO, CALIFORNIA 92166-0565

RECEIVED
SEP 30 2019
Planning & Green Port

September 26, 2019

San Diego Unified Port District
ATTN: Lesley Nishihira
Planning Department
3165 Pacific Highway
San Diego, CA 92101
PMPU@portofsandiego.org

**SUBJ: Outboard Boating Club of San Diego's input on the Port Master Plan Update Presentation and Direction to Staff dated September 15, 2019**

**TO: San Diego Unified Port District-Planning Department**

The Outboard Boating Club of San Diego (the "Boating Club"), which is a non-profit corporation organized to promote safe boating recreation, began as the local chapter of the Outboard Boating Club of America in 1953.

The Boating Club continues to support and promote safe boating today. Sitting on top of the Shelter Island Boat Launch Ramp (original location), the Boating Club is uniquely poised to shape the perception of the waterfront experience and promote safe boating.

The principle duty of the Boating Club is to monitor the launch ramp and manage vehicle and trailer traffic in the area surrounding the launch ramp. Congestion on the launch ramp is managed by assisting waiting vehicles with trailers to open spaces on the ramp. Open spaces are often not visible from the top of the ramp, therefore a second set of eyes and ears on the ramp itself is very helpful in directing waiting traffic to an open lane. Further management of pedestrians, bicycles, skateboards and scooters in the launch ramp area helps to keep the launch ramp clear and safe for boaters concentrating on launching and retrieving their boats.

The Outboard Boating Club submitted a timely response to the Port of San Diego Master Plan Update, a copy of which is attached for your reference and marked as Exhibit 1.

Boating Club representatives attended the Community meeting at the Portuguese Hall on August 28, 2019 and the Presentation and Direction to Staff meeting on September 16, 2019 regarding the Port Master Plan Update. The Boating Club verbalized its concerns for the safety of pedestrians, bicycle riders, and boaters alike in relation to the proposed Bike Lane and Promenade.

At issue in this communication is the proposed Bike Lane and Promenade. This addition of a bike lane and promenade is shown in purple on page 13 of the written materials distributed at the Presentation and Direction meeting. The relevant page: "Example Clarification" is attached here for your reference and marked as Exhibit 2. The proposed insertion of a bike path and promenade that crosses the entrance and the exit for the Shelter Island Launch Ramp, as noted in purple, endangers the safety of pedestrians, bicycle riders and boaters alike.

The bike and pedestrian paths endanger the safety of pedestrians and vehicles in the following ways: 1) vehicles having prepared their boats to launch in the upper parking lot, now approach the entrance to launch ramp and the lower parking lot ramp parking area from around a blind corner; the proposed bike path crosses this entrance. 2) boaters approaching the launch ramp entrance from the lower parking lot are moving between rows of parked vehicles and trailers in their approach to the entrance to the launch ramp; the proposed bike path crosses this approach and 3) boaters leaving the launch ramp approach the exit from around a blind corner; the proposed bike path crosses the exit.

For purposes of clarification, the Boating Club has included a second copy of the Example Clarification, marked up in white, showing the approaches to the launch ramp. This is Exhibit 3.

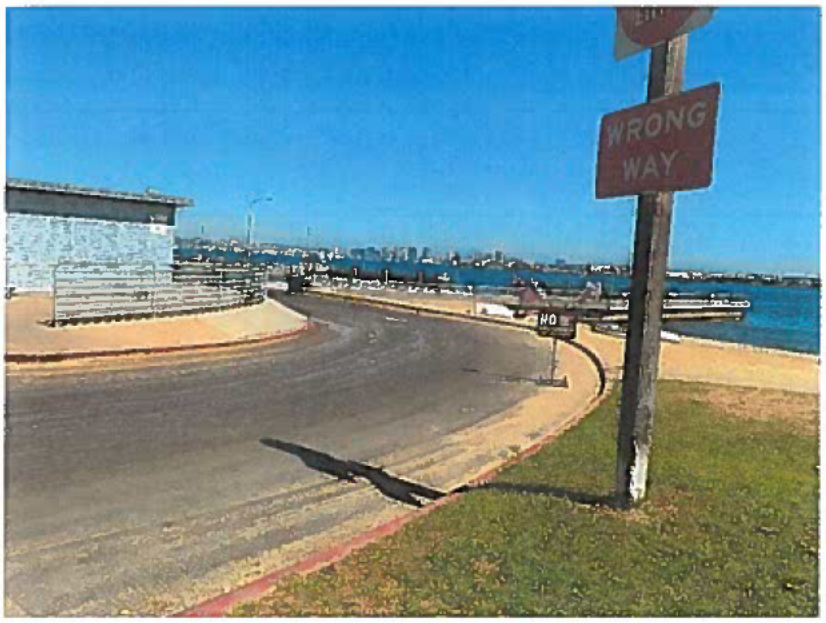
This is a picture of the approach to the launch ramp entrance and lower parking lot from the upper parking lot. The entrance to the launch ramp is on the left. As you can see by the arrows, traffic can move in three directions.

This is a picture of the approach used by vehicles with trailered boats from the lower parking lot. The entrance to the launch ramp is straight forward. On many days, vehicles with boats on trailers are lined up from the entrance to the launch ramp to the back end of the vehicle trailer parking lot. One cannot see any pedestrian or bike traffic approach from the left, which is where the bike lane is proposed.

This is what the lower parking lot usually looks like: vehicles with empty trailers in the stalls; one lane shown here on the left and then another lane unseen to the right. On many days there is not a vacant space available.

This what the upper parking lot usually looks like. This area is designated for boats preparing to launch or preparing for the road trip home. The launch ramp approach starts from the front of this lane of traffic and proceeds to the right around a blind corner. Please refer to Exhibit 3, the Example Clarification which details in white the launch ramp approaches.

This is a picture of the exit (looking down on the launch ramp from the exit point).



The right fork of this sidewalk, looking at launch ramp exit, mistakenly sends bicycles, scooters, skateboards, and pedestrians onto the launch ramp exit route.

The Outboard Boating Club has placed a sign on the right fork to divert foot traffic, bicycles, scooters and skateboards to the left, which is the proper pedestrian cross walk, further indicated by the "Accessible" sign in blue. The Outboard Club is in the background. The sign placed by the Boating Club says NO Pedestrians, Scooters, Bicycles or Skateboards in the Launch Ramp Area. The Boating Club requests that this right fork in the sidewalk be removed, encouraging pedestrians to use the proper cross walk to the left.


Having no expectation of the appearance of pedestrians or bicycles, scooters, or skateboards in an area designated solely for boats launching and retrieving, boater's expectation of safety is compromised.

Boats entering and exiting the launch ramp area are either looking for a vacant lane to launch, engaged in looking behind them to see if their boat is lining up correctly to launch or upon departure, looking behind them to see if their boat is safely attached. They are not looking for pedestrians, bicycles, scooters, or skateboards.

This proposed juxtaposition of vehicles with boats on trailers and pedestrians on bikes, scooters, or skateboards does not promote safe and convenient public access to our waterway. This mixed use does not provide leadership in promoting safe, enjoyable, and environmentally sound recreational boating.

**The Outboard Boating Club does not support the bike path and promenade as configured and suggests a safer corridor be established.**

**Proposed safe corridors** would be: 1) continue to support the bike lane along Shelter Island Drive and encourage enhancement where it currently exists. It is a very popular bike route. 2) continue the promenade and pedestrian path along Shelter Island Drive where it currently exists. It is an extremely popular trail and it does not engage with the boat and trailer parking lot or the main entrance to the launch ramp. Additionally, it is correctly marked where it crosses the approach and exit lanes to the launch ramp.

This is a picture of the current promenade/pedestrian path that starts at the beginning of shelter island and goes all the way to the Harbor Police station. This picture shows the safe pedestrian path crossing the approach to the launch ramp from the upper parking lot, before the blind curve. To the far right in the background is the lower parking lot that is dedicated to vehicles with trailers.

This is a picture of the current safe pedestrian crossing at the launch ramp exit.

The Shelter Island Boat Launch is the busiest launch ramp in California with close to 50,000 launches per year. In laying out a new Master Plan, care must be taken to avoid creating new, dangerous situations for pedestrians, bicycle riders, and boaters.

The California Coastal Commission protects oceanfront land suitable for recreation: The Public Resources Code, Division 20, California Coastal Act (2019), Article 3 Recreation Section 302020: "Oceanfront land suitable for recreation shall be protected for recreational use and development unless present and foreseeable future demands for public or commercial recreation activities that could be accommodated on the property is already provided for in the area."

Thank you for your time and attention to this request. If you have any questions please contact Commodore Sandra Keller sandrakeller428@yahoo.com.

Sincerely on behalf of the Outboard Boating Club of San Diego,

Sandra Keller
Commodore Sandra Keller

cc California Coastal Commission
Department of Boating and Waterways

# EXHIBIT 1

# Outboard Boating Club of San Diego

INC.

P.O. BOX 6565
SAN DIEGO, CALIFORNIA 92166-0565

July 31, 2019

San Diego Unified Port District
ATTN: Planning Department
3165 Pacific Highway
San Diego, CA 92101
PMPU@portofsandiego.org

**SUBJ: Outboard Club of San Diego's input on the Port Master Plan Update "Discussion Draft"**
**TO:** San Diego Unified Port District - Planning Department

The Outboard Boating Club of San Diego (the "Boating Club") began as the local chapter of the Outboard Boating Club of America in 1953, which is a non-profit corporation organized to promote safe boating recreation.

The Boating Club continues to support and promote safe boating today. Sitting on top of the Shelter Island Boat Launch Ramp (original location), the Boating Club is uniquely poised to shape the perception of the waterfront experience and promote safe boating. The principle duty of the Boating Club is to monitor the launch ramp and manage vehicle and trailer traffic in the area surrounding the launch ramp. Congestion on the launch ramp is managed by assisting waiting vehicles with trailers to open spaces on the ramp. Open spaces are often not visible from the top of the ramp therefore a second set of eyes and ears on the ramp itself is very helpful in directing waiting traffic to an open lane.

The Boating Club promotes boating safety by interacting with vehicles in the launch queue and handing out a checklist prepared by the Boating Club, as follows:

1. Prepare your boat for launching BEFORE entering the launching area. Remove hold downs, transfer gear to and from the boat, step the mast, prepare dock lines, etc.
2. Enter ramp from the east – leave to the west (toward ocean). Park towing vehicle and trailer IN A MARKED stall (yellow lines). No unattached trailers ... they may be towed by the Harbor Police.
3. For passenger and child safety you are advised that ONLY THE DRIVER should be in the VEHICLE when launching or retrieving boats.
4. Boat trailers must be ATTACHED to the towing vehicle by a SOLID PIECE OF METAL, not ropes or chains.

5. DO NOT STOP OR PARK at any time in a position that interferes with the flow of traffic. After retrieval, prepare your boat for the road on the upper parking lot.
6. Use of dock is limited to 15 minutes.
7. Boat speed in the launching basin is five mph or less.
8. Your cooperation in following the above points will allow ALL trailer boaters to continue to enjoy the finest ramp in California.

The Boating Club concentrates every effort on providing a safe boating environment. Further management of pedestrians, bicycles, skateboards and scooters in the launch ramp area helps to keep the launch ramp clear and safe for boaters concentrating on launching and retrieving their boats.

The Boating Club associates with the Coast Guard Auxiliary in promoting safe boating by hosting Boating Safety Seminars, and providing information on free USCGAUX vessel safety checks, as well as Federal Safety Requirements and Boating Certification Courses.

By all estimates, the Shelter Island Boat Launch Ramp is by far the busiest launch ramp in California with close to 50,000 launches a year.

The Boating Club serves to assist the San Diego Harbor Police and the San Diego Unified Port District on the waterfront.

The Outboard Boating Club of San Diego has conducted a thorough review of the PMPU "Discussion Draft" as it pertains to the Shelter Island Boat Launch Ramp and Safe Boating Principles. The Boating Club is offering the following recommendations based on its accumulative personal experience in monitoring the Shelter Island Boat Launch Ramp.

<u>Proposed Bike Lane Loop</u>

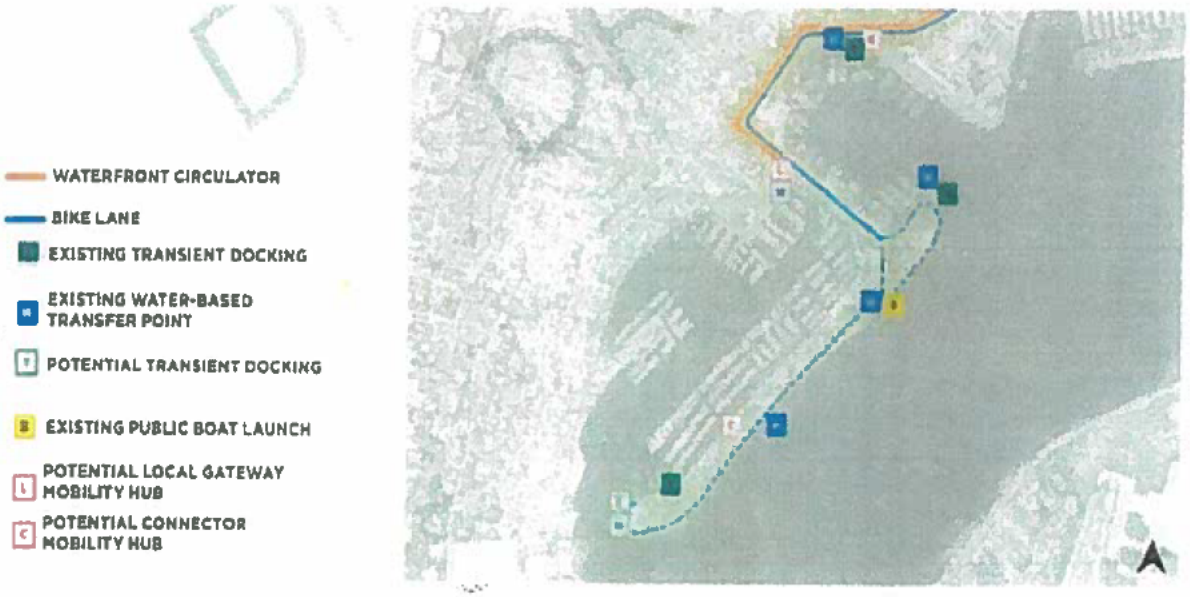



*Figure PD1.2 - Shelter Island water and land-based mobility system*

Figure PD1.2, Shelter Island Water and land-based mobility system indicates a blue solid line (defined as bike lane) shown to come down Shelter Island Drive and proceed as a blue broken line around the Bali Hai to the lower parking lot and then up the waterfront ending at the entrance to the Shelter Island Boat Launch Ramp. At issue is that in order for the lane to connect back up to Shelter Island Drive, where the bike lane is today, it must cross two lanes of boat launching traffic.

The first lane of boat trailer traffic is the queue to enter the launch ramp that parallels San Diego Bay. Often times this line extends back to the lower parking lot near the Bali Hai. These boats are prepared to move forward onto the launch ramp as space becomes available concentrating on the entrance to the launch ramp and are not prepared for bicycles to cross at a right angle directly in front of them, unseen one moment, an obstruction the next. Even more problematic is the temptation for bicycles to proceed from the end of the bike lane path directly onto the launch ramp, crossing in back of trailers launching and in front of trailers departing the 10 lanes of launch traffic.

It is important to note that vehicles engaged in launching their boats on the ramp are looking in their rear-view mirror to see how the trailer is lining up. Vehicles and trailers engaged in exiting the launch ramp are looking in their rear-view mirrors to see if their boat is coming out of the water properly. There is no anticipation of bicycles or pedestrians, scooters, or skateboarders to be anywhere around them during this process. The launch ramp is for vehicles with trailers and boats only, in order to promote safe boating and for the protection of individuals launching their boats.

The second lane of boat trailer traffic crossed by bicycles exiting the end of the proposed bike lane is the blind corner that proceeds from the top parking lot to the launch ramp entrance. This is a separate queue formed primarily of boaters that are utilizing that space to get their boats ready to launch, at which time they will proceed to the launch ramp entrance, a blind right turn, and onto the launch ramp. Again, there is no expectation that bicycles, pedestrians, scooters or skateboards will be in their immediate area.

One solution to this awkward convergence of disparate traffic is to stop the bike lane well before the launch ramp entrance and provide a lane that connects to the primary bike lanes on Shelter Island. That lane would be at the well back from boat trailer parking.

Bike lanes already exist on Shelter Island Drive and we see from the PMPU that the Port is seeking to improve and expand those bike lanes.

**The Outboard Boating Club does not support the bike path as configured and suggests a safer corridor be established.**

<u>Introduction of Private Chartering at the Shelter Island Public Launch Ramp – Pick- up and Delivery Station</u>

We have seen an influx of private boats chartering at the Shelter Island Launch Ramp that are not launching or retrieving. By virtue of their insertion into the launch ramp basin, they

are out of sequence with the pattern already established by boats that are launching and retrieving. For example, a charter boat enters the launch ramp basin and sits in the middle of basin, thereby cutting off boats moving from the dock to their trailer or taking the water space of a boat in a launch sequence that was counting on that water space to launch his boat. The charter boat sitting in the middle of the basin is focused on finding his party so his attention is on the shore, waiving to participants waiving back at him. Suddenly, groups of individuals are crossing the launch ramp to get to the charter boat. All the while boats are coming in to launch (there is no wiggle room, one can see that there are tire prints all the way from the water to the wall) and boats on trailers are exiting, looking in their rear view mirror to make sure they have the boat on the trailer properly. Boats launching and retrieving have no expectation that suddenly there will be pedestrians on the ramp that are not aware of the sequence established 5 minutes ago, 10 minutes ago, 15 minutes ago in the queue to launch and retrieve. Charter boats are also taking up launch basin dock space and staying for a period of time that is in violation of the 15 minute courtesy docking privilege for boats launching and retrieving.

Charter boat space is already provided for on Shelter Island. Wherever these boats were chartering from before is still there: marinas, the sport boat landings, moorings, boatyards, yacht broker slips.

**The Outboard Boating Club does not support allowing private charter passenger pick-up and drop off at the Shelter Island Boat Launch Ramp. There are established and permitted locations all around San Diego Bay. Private charter use of the launch ramp adds additional stress on the already very busy launch ramp and is contrary to the purpose of the ramp.**

PD1.14 Expanding the water-based transit system by establishing a water-based transfer point inside the Shelter Island Boat Launch Ramp basin

Intentionally attracting pedestrians to the launch ramp for the purpose of boarding a water-based transit vessel (water taxi) will cause chaos and confusion, endangering both pedestrians and vessels in an area designated for launching and retrieving boats. Pedestrians, unaware of boats launching and retrieving, will suddenly attempt to cross the launch ramp to catch a water taxi. Boats launching and retrieving have no expectation that pedestrians not involved in either launching or retrieving will be on the launch ramp. Pedestrians are not focused on what boat, trailer and truck will be in their exact space in moments.

There is no shortage of water-based transfer points on Shelter Island. The water taxi has been operating intermittently for years and slippage has been provided for in the area. The PMPU even suggests that the water taxis may consider utilizing Shelter Island fishing pier. In addition to the sport boat landing and Bail Hai in the commercial basin, and the public Harbor Police docks in the yacht basin most restaurants have been mandated to provide a public slip if they have boat slips behind the restaurant.

**The Outboard Boating Club does not support utilizing the Shelter Island Boat Launch Ramp basin as a water - based transfer point. It adds additional stress on the already very busy launch ramp and is contrary to the purpose of the ramp.**

Building a low-cost restaurant near the Shelter Launch Ramp

The area surrounding the Shelter Island Boat Launch Ramp is dedicated to parking for vehicles with attached trailers, marked in yellow, and space in the both the upper and lower parking lots for those launching to stop and prepare their boats prior to entering the launch ramp, as outlined in the OBC handout on tips for a safe and successful boating experience.

The Outboard Boating Club objects to building a restaurant near the Boating Club. Restaurants are provided for in the area. There are 14 restaurants on Shelter Island. The PMPU indicates that the Port is developing additional restaurants for the Entrance Corridor on Shelter Island Drive. Boating enthusiasts that trailer launch are generally self-sufficient, bringing everything with them in coolers and packs that they will need for the day or stopping along the way to pick up last minute items. The launch ramp is full to capacity many days a year.

The Boating Club further objects to the Port of San Diego building a restaurant in the boat launch area in a previously dedicated boat launch ramp parking area with no association to recreational berthing or open bay water use. We cannot afford to lose even one parking space that may be utilized by potential restaurant patrons.

**The Outboard Boating Club does not support building a restaurant in the Shelter Island Boat Launch Ramp area. There are many food and retail outlets on Shelter Island. An additional facility is not necessary, adds to the congestion of a very busy ramp and is contrary to the purpose of the ramp.**

The new Shelter Island Boat Launch Ramp is beautiful. The Port of San Diego did a masterful job managing this project. We further acknowledge the 6.1 million dollar grant from the Department of Boating and Waterways and the 3.5 million dollar grant from the California Wildlife Conservation.

The Department of Boating and Waterways mission statement is inspirational to the Outboard Boating Club of San Diego: "To promote safe and convenient public access to California waterways and leadership in promoting safe, enjoyable and environmentally sound recreational boating."

Safe Boating Principles followed by the Outboard Boating Club include, but are not limited to, monitoring the launch ramp and educating boaters and are intended to shield boaters and boats launching and retrieving at the Shelter Island Boat Launch Ramp by separating out disparate and conflicting groups of boating activities. The Shelter Island Boat Launch Ramp is for boats launching and retrieving only.

The California Coastal Commission has jurisdiction over San Diego Bay. San Diego Bay is part of the California Coastal Zone: "Land and water area of the State of California from the Oregon border to the border of the Republic of Mexico extending seaward to the State's outer limit of jurisdiction including all offshore islands and extending inland generally 1000 yards from the mean high tide line."

The California Coastal Commission protects oceanfront land suitable for recreation: The Public Resources Code, Division 20, California Coastal Act (2019), Article 3 Recreation Section 30220: "Oceanfront land suitable for recreation shall be protected for recreational use and development unless present and foreseeable future demands for public or commercial recreation activities that could be accommodated on the property is already provided for in the area."

Thank you for the opportunity to respond in a meaningful way to the Ports PMPU.

Sincerely on behalf of the Outboard Boating Club of San Diego,

Sandra Keller
Commodore Sandra Keller

Janet Callow
Vice Commodore Janet Callow

Past Commodore Catherine Miller

Cc Department of Boating and Waterways
California Coastal Commission

# EXHIBIT 2

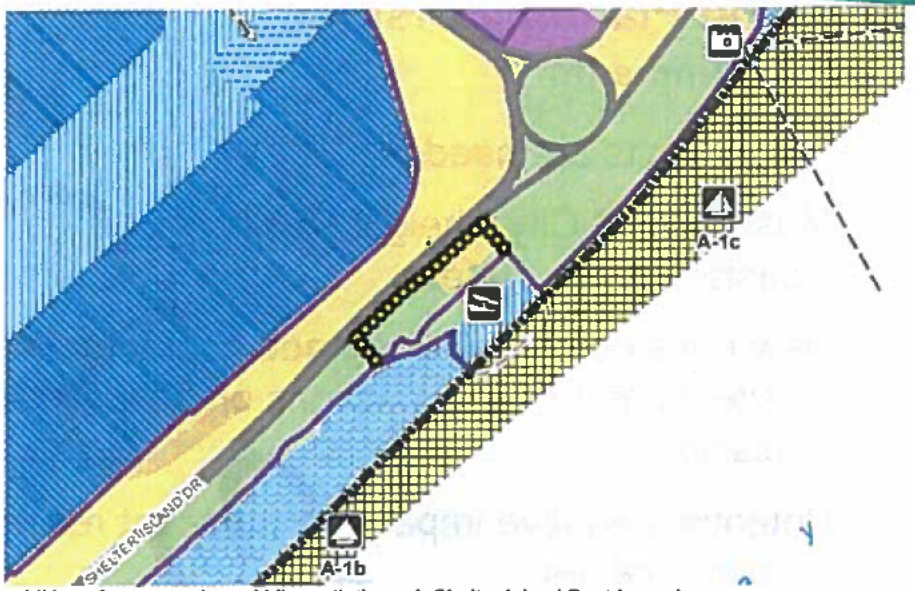
# Shelter Island Planning District

## 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

25

## Example Clarification




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

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# EXHIBIT 3

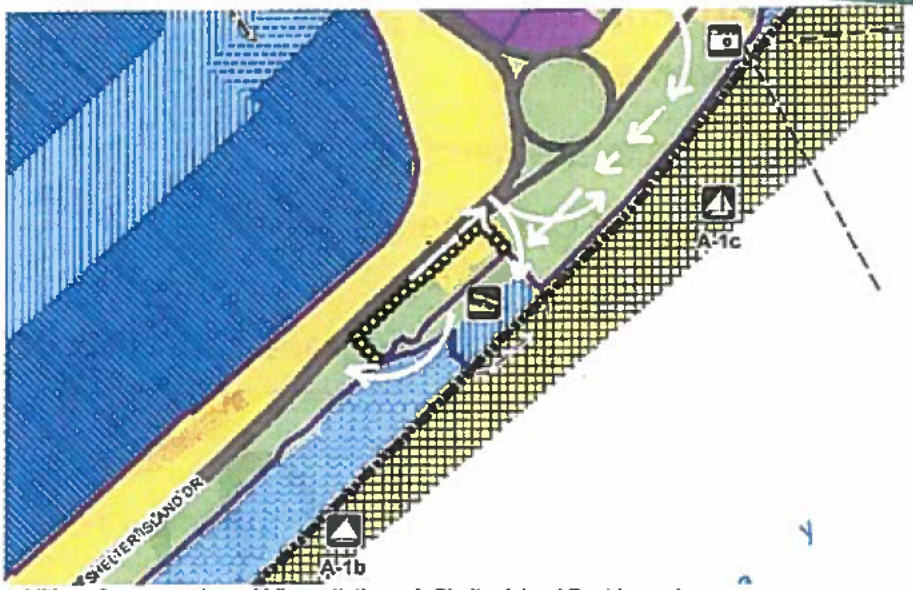
## Shelter Island Planning District

### 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

25

## Example Clarification




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

26

**United States Department of the Interior**
U.S. FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
2177 Salk Avenue, Suite 250
Carlsbad, California 92008

In Reply Refer to:
FWS-SDG-19B0200-19CPA0257

December 10, 2019
*Sent by Email*

Ms. Lesley Nishihira
Port of San Diego
3165 Pacific Highway
San Diego, California 92101

Subject: Port of San Diego's Discussion Draft of the Port Master Plan Update, San Diego, California

Dear Ms. Nishihira;

The U.S Fish and Wildlife Service (Service) has reviewed the Port of San Diego's (Port's) *Discussion Draft of the Port Master Plan Update* (draft PMPU). The primary concern and mandate of the Service is the protection of fish and wildlife resources and their habitats. We have legal responsibility for the welfare of migratory birds, anadromous fish, and threatened and endangered animals and plants occurring in the U.S., and are also responsible for administering the Federal Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq*.). We offer the following comments, based on our knowledge of fish, wildlife, and plant resources of San Diego Bay (Bay), to assist the Port in the development of a Port Master Plan Update (PMPU) that will protect these resources.

As trustee of the Bay's tidelands, the Port is responsible for the protection and enhancement of over 5,000 acres of public trust lands and submerged lands, including terrestrial habitats, wetlands, significant fishery resources, and wildlife of the Bay. Acknowledgement of this responsibility is captured in the *Assessment Report Vision Statement and Guiding Principles* (Port 2014) which recommends that the PMPU: "Celebrate the whole Bay as an inter-related marine, estuarine, and bay ecosystem that is valued, managed, protected, and enhanced for its overall impact on biology, economic prosperity, public use, and enjoyment, and; promote the careful integration of water, natural resources, open space, and buildings and connectivity of both terrestrial and aquatic habitats" (HKS *et al*. 2014).

The intent of the draft PMPU is to "protect and promote coastal-dependent and coastal-related uses, allow for and encourage a diverse range of uses around the Bay, and provide and ensure coastal access to explore and enjoy areas within the Port's jurisdiction." In addition, the PMPU will serve as the primary tool to guide water and land uses and development on Port lands, tidelands, and submerged lands, and controls and regulates the allowable water and land uses, including the type and characteristics of development, recreation, and environmental stewardship throughout the Port's jurisdiction. However, the introductory section of the draft PMPU does not mention protection and restoration of natural resources in the Bay. Therefore, we recommend

that the introductory section of the PMPU also state the intent to protect and restore natural resources in the Bay.

Historical and current uses have modified the bathymetry of the Bay, impacted water quality, and significantly reduced habitat extent and function. For example, an assessment completed in 1976 concluded that about 27 percent of the Bay had been filled, and only about 18 percent of the original Bay floor remained undisturbed by dredge or fill (Smith and Graham 1976). Over the 40 years since this study, dredge and fill projects have continued. Although habitat restoration projects in the Bay have also been initiated, only 15 to 53 percent of the Bay area modeled as preferred habitat for eelgrass and saltmarsh (based on elevation) actually supports these habitats (Port 2019). The absence of eelgrass and saltmarsh may be due to environmental variables as well as land use differences and possible disturbances (Port 2019). The saltmarsh that remains is highly vulnerable to the impacts of sea level rise (SLR; Coastal Conservancy 2018).

In light of this baseline condition and SLR, it is essential to enhance, restore and protect habitat to benefit the fish, wildlife, and plant resources of the Bay, including the federally listed western snowy plover {Pacific Coast population DPS [*Charadrius nivosus nivosus* (*C. alexandrinus n.*); plover]}, California least tern [*Sternula antillarum browni* (*Sterna a. b.*); least tern] and light-footed Ridgway's (=clapper) rail [*Rallus obsoletus* (=*longirostris*) *levipes*; Ridgway's rail]. While the draft PMPU states that the Port will prioritize "…*protection, conservation, restoration, and enhancement of coastal wetlands and nearshore habitats…"* and *"…balance development with natural resources while enhancing fiscal sustainability…"*, overall it lacks adequate detail or policy to achieve these goals.

Therefore, we recommend that the PMPU include baseline and projected natural resource conditions; habitat goals; and potential locations for habitat enhancement/restoration/protection. To facilitate funding and implementation of habitat enhancement/restoration/protection, we recommend that information and potential habitat enhancement/restoration projects envisioned in the *San Diego Bay Integrated Natural Resources Management Plan* (INRMP; Navy and Port 2013), the *Southern California Wetlands Recovery Project, Wetlands on the Edge: The Future of Southern California's Wetlands: Regional Strategy 2018* (Coastal Conservancy 2018) and other relevant sources be included in the PMPU. In addition, we recommend information and analyses included in the Port's *Sea Level Rise Vulnerability Assessment and Coastal Resiliency Report* be included in the PMPU (SLR Report; Port 2019). In addition to addressing SLR, habitat enhancement/restoration/protection could also help the Port achieve other goals in the PMPU that pertain to water quality, recreation, fisheries, aesthetics, and economics.

Although the draft PMPU includes general goals intended to minimize the impacts of development on natural resources, it lacks baseline information needed to evaluate the potential impacts to these resources. Since the PMPU subdivides the Bay into "Planning Districts", and includes projected uses/development in each Planning District, we recommend that the PMPU also include baseline information on natural resources in each Planning District and evaluate potential impacts to these resources and appropriate measures to minimize these impacts (e.g., buffer width and types of allowable uses adjacent to sensitive habitat areas). For example, plans to expand and intensify recreational opportunities and public access may encourage overuse of

already fragile intertidal areas, and this should be discussed and considered in the PMPU. We also recommend that the PMPU include, for each Planning District, an estimate of the effect of development on natural resources, a review of existing water quality, habitat areas, and quantitative and qualitative biological inventories, and proposals to mitigate impacts. This may require additional habitat mapping, for, as noted in the INRMP "*…existing habitat is not mapped in sufficient detail to support design criteria for project proposals when they come along."*

We recommend that the PMPU also include quantified goals and potential locations for habitat enhancement/restoration/protection for each Planning District, similar to the goals and potential locations presented in the draft PMPU for recreational uses/development features (e.g. mobility hubs, activating features, new development, hotel rooms). This would facilitate balancing of future uses/development with natural resources protection in each Planning District and achieve the natural resource protection goals of the PMPU. As noted in the INRMP, *"significant funds are needed for restoring historic losses, for moving forward with improving and repairing system-level deficiencies in the Bay, and for making use of restoration or enhancement opportunities."* Quantifiable goals would facilitate the future application for grants or other funding to assist the Port in achieving natural resource protection goals in the PMPU.

We recommend that the PMPU identify locations throughout the Bay that for habitat enhancement/restoration/protection to benefit federally listed species such as: saltmarsh for rail; mudflats for snowy plover foraging; salt panne or dunes for snowy plover and/or least tern nesting; and shallow subtidal (including eelgrass) for least tern foraging. We also recommend that the PMPU identify locations throughout the Bay that could support shallow subtidal habitat restoration/enhancement in combination with creation of living shorelines, particularly along shorelines that are armored under baseline conditions. Potential locations include the: intertidal and subtidal habitat between the U.S. Coast Guard Station and Embarcadero; Harbor Island shoreline and entry to the basin behind Harbor Island; shoreline of La Playa and south of Kellogg's Beach; and Coronado shoreline adjacent to the golf course and adjacent to First Street. Habitat enhancement/restoration/creation projects will require planning and funding similar to the capital improvements projects identified in the draft PMPU, and would help implement the recommendations of the SLR Report to protect assets from SLR and storm surge. We offer several recommendations (Appendix) and would like to work with you to identify possible habitat enhancement/restoration/creation projects.

In summary, significant natural resource enhancement/restoration/protection will be necessary to achieve the natural resource goals and vision of the PMPU. Therefore, the PMPU should include more information on natural resources as described above and in the enclosed recommendations. We appreciate the Port's efforts in the outreach and development of the PMPU and request a

meeting to discuss our recommendations. If you have any questions regarding this letter please contact Sandy Vissman at (760) 431-9440 ext. 274.

Sincerely,

for Jonathan D. Snyder
Acting Assistant Field Supervisor

## LITERATURE CITED

[Coastal Conservancy] California State Coastal Conservancy. 2018. Southern California Wetlands Recovery Project. Wetlands on the Edge: The Future of Southern California's Wetlands: Regional Strategy 2018. Oakland, Ca. 142 pages.

[HKS] HKS Urban Design Studio, Carrier Johnson, Cook and Schmid, Moffatt and Nicol, Randall Lamb Associates, Spurlock Poirier Landscape Architects**.** 2014. San Diego Port Master Plan Update Assessment Report Vision Statement and Guiding Principles. Prepared for Board of Port Commissioners. 2010 pages.

[Port] San Diego Unified Port District. 2014. San Diego Port Master Plan Update Assessment Report Vision Statement and Guiding Principles. 210 pages.

[Port] San Diego Unified Port District. 2019. Sea Level Rise Vulnerability Assessment and Coastal Resiliency Report. 298 pages.

Smith, D.D. and K.F. Graham. 1976. Relative significance of contemporary dredging impacts in San Diego Bay, a historically stressed environment. Pages 3-30 in Proceedings of the Second Annual Conference of the Coastal Society. Arlington, VA.

[Navy and Port] U.S. Department of the Navy, Naval Facilities Engineering Command Southwest and Port of San Diego. 2013. San Diego Bay Integrated Natural Resources Management Plan. San Diego, California. Prepared by Tierra Data Inc. 686 pages.

## APPENDIX

**SPECIFIC COMMENTS:**

Page 10 Paragraph 1:

We recommend that the first sentence of this paragraph be revised (in bold) to reflect the responsibility to protect the natural resources of the Bay, as follows: "The intent of the Port Master Plan is to protect and promote coastal-dependent and coastal-related uses, **protect and restore natural resources**….",

Paragraph 2:

We recommend that the list of objectives in this paragraph include the following objective:

"Protect and restore natural resources, including marine and terrestrial habitat on Port tidelands".

Page 12 Current text: "*In administering the Doctrine, all categories of modern Public Trust uses – commerce, navigation, fisheries, recreation, and environmental stewardship – have equal footing and one use is not favored over another."*

We agree that the PMPU should give all categories of Public Trust uses equal footing, but the draft PMPU does not provide equal footing to environmental stewardship. For example, the draft PMPU: a) does not state the intent to protect or restore natural resources (see "intent", page 10), b) does not have Ecology Element Policies that have "active" language pertaining to habitat protection/restoration/enhancement (e.g. "promote and/or obtain grants for protection/restoration/enhancement," and c) does not identify habitat protection/restoration/enhancement, in 8 of the 10 Districts. To assure that environmental stewardship has equal footing, the PMPU should include policies for proactive habitat enhancement/restoration/ protection, and identify potential areas for these in each district (see below).

Page 46 Background

The Ecology Element Background section states the Port's priority for protection, conservation, and enhancement of marine and terrestrial ecosystems. We appreciate this commitment, and encourage more policies to facilitate future implementation of habitat protection, conservation and enhancement. We recommend this section reference the INRMP (Navy and Port 2013), and the Port's *Sea Level Rise Vulnerability Assessment and Coastal Resiliency Report* (Port 2019), and provide baseline information regarding the Bay-wide status of marine and terrestrial habitats, including habitat fragments that currently exist in the north part of the Bay.

Page 47: Ecology Element Policies

We recommend editing Policy 1.1 as follows: The District will prioritize and proactively pursue opportunities for protection, conservation, restoration, and enhancement of coastal wetlands and nearshore habitats, and sensitive coastal flora and fauna species.

We recommend editing Policy 1.7 as follows (in bold): Prioritize use of drought-tolerant species native to southern California coastal zone **and prohibit the use of invasive plant species** to fulfill landscaping requirements in proposed major redevelopments or developments.

Page 47: Ecology Element Policies

We recommend adding the following policies:

Recommended Ecology 1.8: Identify locations throughout the Bay that could support habitat enhancement/restoration/protection to benefit federally listed species such as: saltmarsh for rail, mudflats for snowy plover foraging, salt panne or dunes for snowy plover and/or least tern nesting, and shallow subtidal (including eelgrass) for least tern foraging.

Recommended Ecology 1.9: Identify locations throughout the Bay that could support shallow subtidal habitat restoration/enhancement in combination with living shorelines, particularly along shorelines that are armored under baseline conditions.

Recommended Ecology 1.10: Strive to increase wetland acreage in the Bay as follows: at least 10 percent for shallow subtidal (+377 acres); at least 20 percent for intertidal (+197 acres); and at least 20 percent for saltmarsh (+169 acres).

Recommended Ecology 1.11: Retain clean Bay sediments to support and increase elevations in Bay, facilitate restoration of shallow subtidal and wetland habitat, and promote resiliency to SLR.

Page 56 Economics Goal, Fisheries

Eelgrass functions as habitat and nursery for many fish species, including species important to recreational and commercial fishing. An additional subgoal pertaining to eelgrass restoration could be added under “Recreational Fishing and Sportfishing.”

Page 57 Economics Goal 2

A “vibrant and internationally acclaimed waterfront,” as envisioned in the draft PMPU, should include natural elements to connect people to the Bay. We recommend that a policy concerning natural resource restoration or conservation

be added to this section in recognition of the Port's vision of "celebrate nature and ecology" (HKS *et al.* 2014). We also recommend that the PMPU include a policy for restoring or augmenting natural resources (e.g. wetlands, living shorelines) within the leaseholds, where possible. The Port could incentivize habitat restoration by Port tenants. As noted under Economics Goal 2, this would "enhance the value and attractiveness of the Port's leasable land and water."

Page 70 SR Goal 2

We recommend that the PMPU better integrate the SLR Report and that it provide clearer policies regarding how it will ensure that the functions, values, and acreages of natural resources will be enhanced/restored/preserved in the face of SLR.

Page 85 Figure 3.5.3 Mobility Network

The water transit route network identifies a route that appears to connect with Delta Beach north and Delta Beach south. This route should be removed, as Delta Beach North and Delta Beach South are administered by the Navy and are least tern nesting areas. We also have some concerns with the establishment of a transient docking area and water based transfer point that appears to be proposed in the mouth of the Sweetwater River. This area lies in close proximity to the D Street Fill least tern nesting area and the Sweetwater National Wildlife Refuge, and we have concerns with the potential for increased intensity of use at this site. We also recommend that the water transfer points directly to the east and west of the U.S. Coast Guard Station be removed, and that this general area be considered for wetland restoration.

Pages 93-94 Water and Land Use

We recommend that the Water and Land use chapter include a section pertaining to natural resource enhancement/restoration/protection on Port Tidelands. There is currently one subheading pertaining to "Conservation Open Space," but it indicates that "complementary uses" may occur adjacent to the area. We recommend that the PMPU provide a more specific and detailed policy or set of policies/subpolicies that clearly define how the Port will balance development and other active uses, including recreation and public access, with natural resources. For example, seabirds and shorebirds rely on mudflats and intertidal habitats that may be situated in close proximity to existing recreational use or development. If intensified recreational or development uses occur in such areas, it will incrementally impact suitability for wildlife.

Page 95 Water and Land Use, WLU 1.3

Similar to WLU 1.1, we recommend that this policy include the caveat **"*unless it is incompatible with protection of sensitive coastal resources*"**.

Page 97 Water and Land Use, WLU 2.4

Some areas of the Bay that are identified as Recreation Open Space also retain natural resource value and function as foraging and resting areas for shorebirds or seabirds. In such areas, intensifying the human use may diminish the resource value, thus, adding "activating features" that encourage more intensive use may not be appropriate. We recommend that this policy be modified to assure that the balance between recreational use and natural resource value can be retained in such areas: "Encourage activating features within Recreation Open Space, ***where not in conflict with natural resource values.***"

Page 97 Water and Land Use

We recommend that this section include policies for maintaining and expanding wetland and subtidal habitats. We suggest including under Conservation Open Space, Policy WLU 2.8:

**"*Maintain and expand Conservation Open Space that includes wetlands and shallow subtidal habitat in all Planning Districts.*"**

Page 99 Water and Land Use, WLU 4.10

We recommend that cantilevered or floating walkways not be used over intertidal habitat. In addition, the potential impacts to foraging shorebirds or seabirds should be considered if cantilevered or floating walkways are considered.

Page 102 Table 3.6.1 District-wide Water and Land Use Acreage

There is no Conservation Open Space included in the table.

Page 108. Allowable Uses

We recommend that the definitions for Primary and Secondary Use allow for Conservation/Intertidal, Open Bay/Water, and Conservation Open Space to be treated as allowable, passive uses throughout the Bay. Areas where habitat may be restored and Conservation/Intertidal, Open Bay/Water, and Conservation Open may be expanded or created should be specified in the PMPU as a designated land use.

Page 110 Table 3.6.2

The column section of the table should include Conservation Open Space as a primary water use designation. In addition, to facilitate restoration of wetlands, Conservation Open Space should be identified as a potential secondary use in all water use categories.

Page 112 Table 3.6.3

We recommend that the column section of the table include Conservation Open Space as a primary land use designation. In addition, to facilitate restoration of transitional habitat or uplands, we recommend that Conservation Open Space be identified as a potential secondary use in all land use categories.

Page 123 Planning Districts

We recommend that each Planning District include background information regarding baseline natural resources (e.g., wetlands, eelgrass, wildlife), and identify areas for potential natural resource enhancement, restoration and/or protection. We provide several suggestions below, but recommend a detailed assessment be included. For example, the potential for "living shorelines" could be identified in portions of each Planning District.

Page 126 Planning District 1- Shelter Island Drive Hotels

Fragments of intertidal mudflat exist to the west of the pedestrian path behind the hotels on Shelter Island Drive. This intertidal habitat is used by migratory shorebirds, likely because people do not have access down to the mudflat. Incorporation of step-down areas along this stretch of the Bay will likely reduce the suitability of the intertidal mudflats for shorebirds by encouraging human use of these areas. We recommend that the current elevation of the path be retained, and that the intertidal mudflats be protected. We also recommend that this area not be included as part of PD 1.6 (page 127) which entails the incorporation of step down areas in all new development or redevelopment. Incorporation of an outreach feature along the path (educating people about the importance of mudflats and the identification of the birds that use them) would also be beneficial.

Page 130 Planning District-1 La Playa

The area identified as the La Playa Trail is adjacent to shallow subtidal, and fragmented salt marsh/intertidal habitat under baseline conditions. This path is currently accessible to the public, yet receives low-moderate use, because it is not advertised or promoted. The draft PMPU indicates that the La Playa Trail will be maintained as an unpaved route and protected for natural resources and public access, however we are concerned that the emphasis on increasing use of this route (e.g., dedicated step down areas, public amenities, signage, activating features, additional access connections, etc.) will result in a significant increase in pedestrian traffic and human uses on the La Playa Trail and adjacent intertidal habitat. Increasing the intensity of use will degrade the remaining intertidal habitat. We recommend that the Port retain the existing public access, but refrain from attracting additional traffic to this route, and consider natural resource values if incorporation of step down areas is considered. We also recommend that the

PMPU identify the La Playa area for potential restoration of intertidal and shallow subtidal habitats.

Page 145 Planning District 2

The Spanish Landing Subdistrict should include the potential for restoration and expansion of intertidal and beach habitats, and may be appropriate for incorporation of a shallow subtidal restoration/ "living shoreline" project. We recommend that the PMPU identify a potential location for such a project within this subdistrict.

Page 155 Figure PD 2.4, Planning District 3, Harbor Island

Convair Lagoon supports extant and restored intertidal and subtidal habitat, and should be identified as a conservation/ restoration/remediation area in Figure PD 2.4. In addition, the northern shoreline of the Harbor Island East Basin is contaminated, and will likely require remediation, possibly including a sediment cap. We recommend that the PMPU identify the potential for wetland and eelgrass restoration as part of the anticipated remediation along the northern shore of the Harbor Island East Basin in Figure PD 2.4, rather than "recreational berthing" that is currently shown. In addition, the linear hardscape along the southern shore of Harbor Island may be appropriate for incorporation of a "living shoreline" project that includes native oysters and we recommend that Figure PD 2.4 include this as a possible project.

Page 155 Planning District 3, Harbor Island

The East Harbor Island subdistrict is close to a least tern nesting area that is across Harbor Drive on Airport Authority land. We recommend that the Port consider the proximity to this least tern nesting area in the future plans (i.e., building heights, predator perches, etc.) for the East Harbor Island subdistrict. We also recommend that the PMPU identify the potential for future creation of a least tern nesting area in this subdistrict. Creation of a least tern colony in the East Harbor Island subdistrict could support least tern nesting in north San Diego Bay, in the event that habitat suitability deteriorates at the adjacent San Diego International Airport. A least tern nesting site could be possible on the land previously used by rental vehicle companies (northern shoreline of the Harbor Island East Basin).

Page 165 Planning District 3, North Embarcadero Subdistrict

This subdistrict provides an opportunity for habitat restoration in the north part of the Bay. The open water to the west of North Harbor Drive, currently used as a mooring area for recreational boats, lies away from the main shipping and navigational channel. A portion of this area may be suitable for intertidal wetland and/or subtidal eelgrass restoration, or for future creation of a created

wetland/island/living shoreline that could support least tern nesting. Creation of a least tern colony in the North Embarcadero subdistrict could support least tern nesting in north San Diego Bay, in the event that habitat suitability deteriorates at the adjacent San Diego International Airport. We recommend that the PMPU identify the potential for such major restoration in the North Embarcadero subdistrict.

Page 206-209 Planning District 7

We concur with the Port's decision and efforts to conserve Pond 20 and create a wetlands mitigation bank, however Pond 20 is not identified in the draft PMPU. We recommend that the PMPU identify the Pond 20 mitigation bank and iterate the commitment to conserving and restoring this area. We recommend that Figure PD 7.1 and the figure on page 209 show Pond 20. We agree with PD 7.1 and PD 7.2, and recommend that this language be included to all Planning Districts.

*

Embarcadero Coalition

March 9, 2020

Lesley Nishihiri,
Director, Planning
Port of San Diego

The ***Embarcadero Coalition***, a group of concerned downtown residents, wants to thank you, your team and other divisions of the Port for working with us regarding our concerns about the PMPU Discussion Draft, Embarcadero section. We appreciate all the hours you spent discussing North and Central Embarcadero issues. Our goal is to build a consensus between downtown residents and the Port around what development should look like on the Embarcadero and what would be a win-win situation for both downtown residents and the Port.

With 40,000 residents already downtown, we believe the residential nature of downtown needs to be reflected in the Port's development decisions for the Embarcadero, a public space. Downtown residents use the Embarcadero every day and support its long-term success. Although protecting and supporting the Bay is the Port's first responsibility, Port development should be made with a 360-degree perspective instead of a 180-degree view. There is a Bayside and a City-side, not a front side and a backside. Too often the Port only looks bayside for its development. We don't want to be considered the "backside". We are looking for a more balanced development approach, which addresses the needs of the people who use the Embarcadero regularly.

Our concerns relative to the Embarcadero plan are:

- The current plan does not take into consideration the needs and desires of its neighboring residents in its priorities.
- The large number of hotel rooms and tall, large buildings proposed would wall off the Bay.
- Port traffic re-directed to mostly residential streets causes air and noise pollution as well as congestion.
- The proposed mobility hubs, with their large automobile parking garages, induce additional traffic downtown, which is contrary to the Climate Action Plan.
- Projected downtown travel times from the December 2018 traffic analysis will increase instead of decrease.
- The potential loss of green space reduces and inhibits enjoyment of the Embarcadero by residents and visitors alike.
- Open space and green space is essential to the health and welfare of the surrounding community.
- All pedestrian crossings should be upgraded to national Vision Zero standards.

Excessive development would wall off the rest of downtown from the Harbor exacerbating traffic flow, congestion and pollution problems, and thereby failing to implement Climate Action Plan commitments. Please keep development to a smaller

scale, and increase open space for the well-being of the community. Remember we live adjacent to Port property, not ½ a mile away.

We strongly believe that the Discussion Draft proposes an excessive number of new hotel rooms without justification supporting demand for this level of expansion. We believe renewing the lease for the Wyndham redevelopment plan to be the best use of that Port property. In the event new high-rise hotel towers are built on the North Embarcadero, the building dimensions should be equivalent to the current Wyndham towers. We suggest setbacks from the curbs for any potential new hotel. We deleted the additional 1,400 rooms proposed south of the County Administration building, since the building heights are supposed to step down toward the County Administration building. A large number of additional hotel rooms would not support this guidance. Currently, Central Embarcadero/Seaport Village does not have any hotels and our first preference is to keep it that way. For Seaport, we replaced the proposed 2,000 hotel rooms with a potential 400 rooms.

We greatly appreciate the benefits provided by the Bay and realize residents in San Diego County don't pay to support maintenance or Port improvements. We understand that Port revenue is mainly generated from sources such as hotel leases. We know the Port has a significant deferred maintenance backlog. Although the PMPU is a planning document and not a funding document for projects, the excessive number of hotel rooms proposed feels like a desperate attempt to fund the Port's revenue needs. Public comment from multiple planning districts consistently objected to the excessive development proposed for revenue generation. Rather than lose what is left of our valuable waterfront to big hotel developers and other large commercial endeavors, please consider alternative funding mechanisms.

The problem with View Corridors down streets is that people have to stand in the middle of the street to use them. Pedestrian views should include a wider View Shed, so that bay views can be appreciated from the safety of the sidewalk.

The majority of our requests referenced in this letter and included in the proposed modifications to the PMPU are compatible with recommendations from the Coastal Commission, City of San Diego and SANDAG. We believe our requests regarding the redevelopment or rebuilding of the North Embarcadero south of the County Administration building provides a win-win solution for the Port and its neighboring residents. We believe our requests in the Central Embarcadero are in the best interests of the community and agree with numerous other interests in the area.

**North Embarcadero**

Although renewing the Wyndham lease with owner RLJ is not officially part of the PMPU, it is a parallel process that is affected by PMPU decisions. We believe that renewing the Wyndham lease for a significantly re-developed hotel with essentially the same structural impact on the Embarcadero is desirable for the Port, our strongest preference, and the best solution for the broader community.

The Columbia residential condominiums adjacent to Santa Fe Depot (The Grande South, The Grande North, Bayside, Sapphire and Savina) were purposely staggered and built around the current Wyndham layout. The location of the Wyndham towers

is woven into the design of the neighborhood, so altering that design could negatively impact the neighborhood and the residents.

Replacing the Wyndham hotel would be a loss to visitors as well. Currently the hotel is unique in downtown with full Bayside and full City-side views, as well as balconies. Today's building codes do not allow new hotels to have balconies. Visitors would no longer experience spectacular San Diego Bay/City views from their balconies. The value of balconies is a prominently displayed by their presence on downtown condominiums.

Redevelopment of an existing property is more cost effective and environmentally sustainable than tearing down and rebuilding. Keeping the current hotel sightlines is of upmost importance to Columbia condominium residents.

We hope that Port staff will work with the RLJ, in a good faith effort, to renew the lease and redevelop the property. RLJ's extensive redevelopment plans will result in a world-class, higher price point hotel brand. Both the Port and RLJ want to generate more revenue from the hotel, so please work together to achieve that goal.

Even if a new hotel is built, our strong preference is for the same height, location, and footprint as the current Wyndham. There are 4 blocks between Ash and Broadway and high-rise towers are already on each block. The Lane Field hotels already contribute significantly to the feeling of downtown being walled off from the Bay due to being twice as long as the south Wyndham tower. The Lane Field hotels create a huge dark wall of concrete and glass. By contrast, the two Wyndham towers leave significantly more open space from the City to the Bay.

Any new hotel and high-rise towers turned to be perpendicular to Harbor Drive should maintain the current and significant sense of openness present today by keeping the hotel high-rise towers in approximately the same footprint and height as today, and keeping the tower locations close to Harbor Drive instead of located against Pacific Hwy. We believe there should only be one high-rise tower per block and any design should **maximize sightlines and the view shed** from the City side of Pacific Highway.

We are concerned, along with the City of San Diego and SANDAG that adding new automobile garages in mobility hubs induces more traffic, pollution and congestion to downtown. We would rather see the Port adopt the Transportation Demand Management tools SANDAG promotes.

At 1220 Pacific Hwy, we strongly support the City of San Diego's recommendation to re-classify this area as Activated Recreation Open Space when the lease expires in 2049. Instead of building a mobility hub, potentially with a hotel, and adding to the traffic issues, please increase green space on this eastern side of the Port property. Due to long-term leases, this is literally a once in a life-time opportunity to return a developed location to green space. We are aware of the Port's immediate need to resolve the parking situation on the Navy Pier, but a garage at 1220 Pacific Hwy is not going to solve that problem since the lease isn't up until 2049.

**Central Embarcadero**

Our desire to maintain the vistas on the G Street Mole instead of making it an industrial site is shared by many people and groups in the community. Potentially building a Fish Processing Plant on the G-Street Mole is contrary to the Port's efforts to get people engaged with the Bay. The PMPU proposes a huge a Window to the Bay and a Park on the Navy Pier in order to accomplish this goal. An industrial plant that ruins the views, and severely limits access on the peninsula, while increasing truck congestion, does not make sense. This location contains the most profitable fish restaurant on Port property and world famous statues and memorials. This location already allows people to get close to the water. Please find a way to activate this site that enhances what is already there, instead of detracting from those attributes.

Although we support redeveloping Seaport Village, we believe the size, density and height of the new development should maintain a sense of community and walkability, especially since the acreage is limited. We agree with the Coastal Commission that the redevelopment should not be too dense or too high. Spires were very popular in the1990's so this attraction seems out-dated, especially when the Manchester Grand Hyatt already provides great views and a restaurant at the top. The proposed spire is too large for the footprint in Seaport and the Coronado Bridge is already a beautiful icon for the city.

We support ground level green space being expanded and dislike the idea of the recently developed Ruocco Park being demolished for more big buildings. We don't want to lose this waterfront park. No sooner is the park being activated than the foundation is being approached to change the legacy.

We want to see Seaport Village updated and vibrant. Visualize redevelopment of the 20th-century Seaport Village into a 21st century Seaport. Please don't veer off to an amusement park caricature.

Sincerely,
**The Embarcadero Coalition** represented by
Janet Rogers (The Grande North) and Susan Simon (The Meridian)

The Coalition's *PMPU Committee* consists of residents from 8 downtown condominiums The Grande South, The Grande North, Bayside, Sapphire, Treo, Electra, The Meridian, and City Walk

**Embarcadero Coalition Specific Recommendations for changes to the PMPU Discussion Draft:**

**Mobility**

**Page 87 ADD Mobility 3.9** Work with the City of San Diego to utilize "Smart City" technology to identify available downtown parking spaces and use an APP to communicate these parking spaces to drivers.

Work with the City of San Diego and SANDAG to utilize "Smart Parking" solutions like Smart Meters, Pay-by-phone options, In-street sensors, Real-time information on available parking spaces, Parking guidance systems and Parking Reservations Systems. The North Embarcadero Regional automobile-parking hub should be north of the County Administration Building at Grape Street. Utilize the Transportation Demand Management (TDM) strategies outlined by SANDAG to mitigate traffic impacts, parking requirements, and parking demand within and around the Embarcadero.

**Page 87 ADD Mobility 3.10** Evaluate the impact on the street network flow to improve circulation and traffic flow in downtown residential areas along key corridors such as Pacific Highway and G Street. In accordance with the Climate Action Plan, reduce automobile and truck usage rather than moving traffic to the City streets from Harbor Drive. Reduce new vehicle miles traveled associated with development through innovative multimodal demand reduction strategies. Work to improve travel times during rush hour.

## North Embarcadero

**Page 159 Planning District Setting**

The Embarcadero Planning District is home to more than four miles of waterfront lined with an assortment of commercial, visitor-serving, recreational, and industrial uses. Conveniently located south of the San Diego International Airport, and adjacent to Downtown San Diego, it has close proximity to regional roadways and freeways. In addition to being the center for county and city government, as well as financial and entertainment districts, Downtown San Diego is a high-population density residential community with nearly 40,000 residents and projections of 90,000 residents by 2035. A high population density "ribbon of residents" already lives within four blocks of the Embarcadero in the neighborhoods of Little Italy, Columbia, Marina, East Village and Gaslamp Quarter.

**Page 159 Planning District Character**

An entryway to San Diego, the Embarcadero is a vibrant planning district with broad regional recreation opportunities, bayfront access, tourism, and economic value. This waterfront area combines visitor- and marine-serving uses with pier-side maritime activities that take the adjacent downtown residents into account and showcase and celebrate the history of San Diego's waterfront, including commercial fishing, maritime museums, recreational boating, and recreation open space. Vibrant residential communities that support entertainment, commercial and recreational activities are conveniently located adjacent to the Embarcadero, and their interests are respected and taken into account when planning.

Each subdistrict in the Embarcadero Planning District provides meaningful waterfront gathering places and access to a broad mix of water- and land-based entertainment, recreation, hospitality, and visitor destinations.

**Page 160**
**Planning District Characteristics**
This planning district balances visitor-serving uses and traditional maritime functions, with respect for the neighboring residents, ~~both~~ all of which contribute to the vibrant fabric of the area and extend the waterfront user experience.

Additional activating features would occur in open space areas here. Harbor Drive is re-imagined with a reduced width and enhanced multi-modal transit opportunities.

In this planning district, the District envisions additional visitor-serving uses, including overnight accommodations, retail and restaurants on the landside, and new over-water space on the waterside. Modernization of the cruise ship terminals is encouraged to increase waterside arrivals into the Embarcadero Planning District. Staging areas for alternative forms of transportation, such as bicycles, are proposed to be located at regular intervals in this planning district along Harbor Drive. A Regional Mobility Hub for automobile parking is planned along Pacific Highway north of the County Administration Building at Grape Street. New and enhanced opportunities for transient docking and berthing are encouraged. Additionally, enhancement and/or expansion to waterside commercial fishing facilities could occur to better serve the commercial fishing industry. The characteristics of the Embarcadero Planning District include:

- A “front door” to San Diego for travelers arriving by sea, land, or air, offering a vibrant mix of resident-serving, visitor-serving commercial and recreational activities, and internationally- recognized attractions that showcase and celebrate the history of San Diego’s waterfront.
- Celebrated water areas that support historic ship, water- based transit vessel, recreational vessel, and commercial fishing berthing, and that preserve deep-water dependent cruise ship berthing.
- An active experience that provides people meaningful waterfront gathering places and access to a broad mix of water- and land-based entertainment, recreation, hospitality, and resident and visitor destinations.
- A mix of visitor-serving commercial and recreational activities and open space to enhance the use of the waterfront, taking adjacent neighborhoods and residents into account.

**Page 162 PD3.12** Dedicated bicycle facilities, such as cycle tracks, bike lanes, or bike paths shall qualify as Recreation Open Space, unless located on the streets.

~~**Page 163 PD3.18** Building height should be compatible, but does not need to be in conformance, with adjacent jurisdiction standards~~. Buildings heights should step down from Lane Field hotels toward the County Administration building, and be similar to or lower than existing heights to avoid walling off the Bay.

**Page 163 PD3.19** Require major redevelopment and new development to maintain an architectural scale and height that is consistent with existing adjacent Port development on the North Embarcadero and south of the County Administration Building, maximize sightlines and view shed from Pacific Highway, and use the following parameters:

1. Development and improvements shall be context-sensitive in size, scale, and design, in character with adjacent Port development.
2. Development and enhancements should result in comprehensive, integrated development of commercial and public areas in a consistent landscaped setting.
3. Redevelopment of the existing **hotel high-rise towers** should maintain size, location, footprint (length by width), and current sightlines.
4. Any **hotel high-rise tower** for a hotel south of the County Administration building should maintain the footprint [North tower (190ft x 60ft), south tower (130ft x 60ft)], height (150ft), and location of the current **hotel high-rise towers**, and be close to and parallel to Harbor Drive.
5. If any new **hotel high-rise tower** is built perpendicular to Harbor Drive, it should have a setback from the current Harbor Drive right of way of no more than a 25 feet to allow for the continuance of a walkway on the east side of Harbor Drive, landscaping and a pedestrian entrance. The same **hotel high-rise tower** should have a setback from Pacific Highway of at least 150 feet.
6. The height of the towers should be limited to the current 150 feet in order to step down toward the County Administration building, and the footprint for new development should be limited to the length and width of the current **hotel high-rise towers**. There is only one hotel **high-rise tower** per block.
7. Any new hotel parking lot should be underground.
8. Additional buildings, not the **hotel high-rise towers**, such as a podium or ballroom, should have a maximum height of 30 ft.
9. Building setbacks from Ash Street, A Street, and B Street should be sufficient for sidewalks, entranceways, and landscaping designed to be compatible with a world-class destination and at least 25 ft wide. Low-rise buildings should be set-back from Pacific Hwy at least 25 ft with sidewalks and beautiful landscaping. New buildings should not be immediately adjacent to the sidewalk. New buildings should be located to maximize view shed from Pacific Hwy, Columbia District and other adjacent areas.
10. Development along Pacific Hwy should be designed to ensure Pacific Hwy as a grand boulevard consistent with the description in the current Port Master Plan.

**PAGE 164 PD3.22** Introduce up to one Regional Mobility Hub for automobiles, north of the County Administration Building at Grape Street, ~~and one Local Gateway Mobility Hub appropriately spaced from each other located within a one-quarter mile walking distance of major attractions.~~ If the mobility hub~~s are~~ is located on parcels with existing public and/or private parking, existing parking shall be accommodated within the mobility hub, in addition to any relocated or new parking required by the development. The mobility hub~~s~~ should connect to the nearby water-based transfer points by providing wayfinding and pathway connections.

**Page 164 PD 3.23** Remove public on-street parking on Harbor Drive (along the west side of the street) and relocate it to ~~a~~ the Regional Mobility hub or public parking on or off Tidelands. The mobility hub shall also have short-term parking and ADA parking.

**Page 164 PD 3.24** Prioritize the District's acquisition of the lease premises or development site at 1220 Pacific Highway to enable any future development to reconnect B Street between Pacific Highway and Harbor Drive.~~and to introduce a Local Gateway Mobility Hub. This can be one of the mobility hubs recommended in the North Embarcadero Subdistrict. During cruise operations, the reconnected B Street can be used for truck and other staging associated with cruise operations.~~ When the 1220 Pacific Hwy Navy lease expires, reclassify the site, from south of B Street to A Street, to ACTIVATED Recreational Open Space and B Street as a pedestrian only connection between Pacific Highway and the Embarcadero.

**Page 164 PD3.26** Establish and preserve the following View ~~Corridors~~ Shed Extensions, as depicted on the Embarcadero Water and Land Use map:

1. Hawthorn Street;
2. B Street;
3. West Broadway; and
4. E Street.
5. A Street

**Page 165 PD 3.28 c** To provide users with visual and physical relief from paved surfaces, excluding the promenade, Recreation Open Space areas shall include a minimum of 40 percent of the surface area as soft surfaces. Soft surfaces should be green space, including grass and colorful plantings. ~~include, but are not limited to, decomposed granite and planting areas including such materials as mulch and turf.~~

**Page 167 PD3.39** ~~Upon competition of a Local Gateway Mobility Hub within a one-quarter mile walking distance to Navy Pier,~~ Identify a combination of parking spaces and Transportation Demand Management techniques to allow removal of the parking lot from the Navy Pier and convert Navy Pier into Recreation Open Space for the entire pier, while maintaining accessibility and service requirements for the Midway Museum. Allow disabled parking to stay on Navy Pier.

Add: Staging locations for alternative transportation, such as rental bicycles, will be grouped and located close to the main waterfront attractions on Harbor Drive.

**Sequence Step 1: ~~Consolidate/~~Relocate Parking**

**Page 168 PD3.28** ~~Consolidate parking by relocating~~ Relocate existing off-street parking into the Regional mobility hub~~s~~ or public parking locations within or outside of Tidelands, to enable the reconfiguration of Harbor Drive.

**Page 183**

| *North Embarcadero Subdistrict* | |
|---|---|
| | |
| Overnight Accommodations | ~~Up to 1,400 net new hotel rooms with associated visitor-serving retail, restaurant, and/or meeting space.~~ |

## Central Embarcadero

**Page 170 PD3.54** Reconfigure Harbor Drive right-of-way:
a. Harbor Drive shall be configured from landside to waterside while maintaining the current locations of existing memorials/monuments and green space with the following mobility components: vehicle lanes; parallel parking, landscape, and where feasible, bayfront circulator stops; dedicated transit right-of-way; landscape; and a dedicated cycle track.

**Page 171 PD3.57** Establish and preserve the following View ~~Corridor~~ Shed Extensions, as depicted on the Embarcadero Planning District Water and Land Use map:
a. G Street;
b. Harbor ~~Boulevard~~ Drive;
c. Pacific Highway; and
d. Kettner Boulevard.

**Page 171 PD3.61** Recreation Open Space shall total a minimum of 17 acres within the subdistrict.

**Page 171 PD3.62** Allow for the redevelopment of ~~attractions and commercial uses, including~~ the existing restaurant on the G Street Mole, while preserving existing open space areas.

**Page 172 PD3.63** Allow for up to ~~40,000~~ (smaller number proportionate for one pier) square feet in new pier(s) located ~~adjacent to the west side of G Street Mole and/or~~ between the existing Market Pier and Embarcadero Marina Park North. Pier~~s~~ must be publicly accessible and ~~for high priority coastal dependent uses, such as commercial fishing.~~ used for “dock and dine” and water taxi services.

**Page 172 PD3.64** On the G Street Mole, bayside physical access should be provided ~~where feasible. If such access is infeasible,~~ Emphasis shall be placed on visual access. Current blockage of 37 percent is permitted to remain~~, but total visual blockage shall not exceed 50 percent and only if the increase in view blockage is to further enable the Commercial Fishing land use.~~

**Page 173 PD3.65** Protect the functionality of the existing high-priority coastal-dependent commercial fishing activities and services located at G Street Mole~~. by locating landside support operations immediately next to associated berthing areas, and by:~~
~~a. Commercial Fishing designated land areas shall be preserved at 3.5 acres, resulting in a total of 3.99 acres for the subdistrict.~~
~~b. Enhancements to commercial fishing areas may include improved off-loading and fish processing facilities; storage, office, and operations support areas; areas supportive of a dockside market; I~~mprove~~d~~ pedestrian viewing and access areas; and

dedicated parking for fishermen.; and potential secondary uses deemed compatible with commercial fishing operations, such as aquaculture and restaurant uses subject to established limitations and standards.

c. The existing commercial fishing processing facility located adjacent to Tuna Harbor is allowed to remain in place as a non-conforming use, regardless of the requirements of Section 2.2.6 – Nonconforming Uses and Structures, until such time as a new processing facility is constructed within the Commercial Fishing designated land area on G Street Mole.

**Page174** ***C. Planning Area 4 (PA-4)*** At 31.5 acres, this planning area is an overlay designation intended to allow for flexibility in the exact placement and configuration of commercial uses and required public spaces to facilitate the redevelopment vision for the Seaport Village area. The redevelopment is intended to create a destination that is recognized world-wide that attracts visitors and residents from the region, state, and world with a variety of retail and restaurants uses and a range of overnight accommodations. coastaldependent Blue Economy space, an education center, opportunities to interact with the water, and attractions such as an aquarium, spire, and event center. Improved access to the area may include modifications to the Pacific Highway and Kettner Boulevard connections to Harbor Drive, in addition to the creation of a mobility hub to provide sufficient parking for the area and connections to transit opportunities. Future development of the planning area must consider and allow for the continued functionality of existing high-priority coastal-dependent commercial fishing operations, as well as existing commercial establishments not included in the planning area. The standards referenced below are specific to this planning area and are required in addition to all other applicable policies and standards.

**Page 174 PD3.69** (talking about the 5 acre park) ii. The remaining acreage shall be well connected and located adjacent to, or with visual connectivity to, the waterfront.

**Page 176 PD3.76** Allow for a mix of commercial uses and existing office space within this planning area.

**Page 176 PD3.77** Allow for hotel development with a mix of commercial uses and major attractions within the planning area with any new building not to exceed 100 feet in height.

**Page 176 PD3.79** Allow visually and physically accessible rooftop open space with the following conditions:

a. Ruocco Park remains in its current location, size and retain its established green space.

b. Two acres of rooftop open space is equivalent to one acre of ground level open space (2:1 ratio) to qualify and satisfy the Recreation Open Space requirements. Rooftop open space shall not count as the five-acre contiguous open space requirement in the planning area.

c. Rooftop open space shall be in addition to, not in lieu of or replacing, existing green/open space.

d. Rooftop open space shall be physically and visually connected to the ground plane in multiple locations.

e. Public access, including access consistent with ADA standards, shall be provided from the public
right-of-way as well as through interior spaces of buildings to any rooftop open space.

**Page 184**

| *Central Embarcadero Subdistrict* | |
|---|---|
| | |
| Commercial Fishing Facilities | ~~Up to 40,000 square feet of commercial fishing related landside facilities including new cantilevered areas to improve functionality of fish offloading and berthing operations, along with enhancements and potential increases to commercial fishing berthing infrastructure in Tuna Harbor.~~ Newly constructed facilities may ~~also~~ include restaurant use and improvements to pedestrian access. |
| Recreational Marina-Related Facilities | ~~Berthing to support up to 25 new recreational and sportfishing vessels associated with the redevelopment of the Central Embarcadero subdistrict.~~ |

**Planning Area 4 (PA-4) Appealable Projects**

| | |
|---|---|
| Non-District Administration Office | ~~Up to 170,000 square feet of office in association with a mix of commercial uses in the development(s) within the Central Embarcadero subdistrict.~~ Additional office space is dedicated solely for on-site restaurants and retail spaces and such office space must be located within the footprint of the restaurant or retail spaces. |
| Overnight Accommodations | Up to ~~2,000~~ 400 net new hotel rooms as part of mix of commercial uses in the development(s) that may include up to 250,000 net new square feet of associated visitor-resident-serving retail and/or restaurant with associated office space, and attractions such as an ~~observation tower~~, aquarium, and/or museum. |
| New Construction | New construction is limited to 100 feet in height. |

March 10, 2020

**Lesley Nishihira, AICP**
Director, Planning
Port of San Diego
3165 Pacific Highway, San Diego, CA 92101
(o) 619.686.6469 • (c) 619.961.6322



*RE: PMPU Participation*

Dear Ms. ~~Nishihira~~ Lesley,

In August we participated in the Port Master Plan Update (PMPU) process submitting several editing changes to the South Coronado Subdistrict sections PD10.24 b. and PD10.25.

Editing of PD10.24 b. was to align comments regarding the Coronado Yacht Club with those of other yacht cubs within the Port of San Diego, and to treat the Coronado Bay Promenade Park similar to other viewpoints within the Port Master Plan. The PD10.25 edit suggestion was an attempt to provide language in the Port Master Plan to better reflect the Port's position regarding the current pathway in Glorietta Bay. (Attached are those sections including suggested edits).

These editing recommendations are small but important to the South Coronado Subdistrict. Port staff has done a remarkable job in opening the process for a wide range of input, and we recognize the tremendous amount of work yet to be done. We are hopeful these small suggestions have been incorporated into the overall Port Master Plan.

Sincerely,

Dean Eckenroth
Staff Commodore
Coronado Yacht Club
deaneckenroth@me.com

**Dean Eckenroth**
*President*
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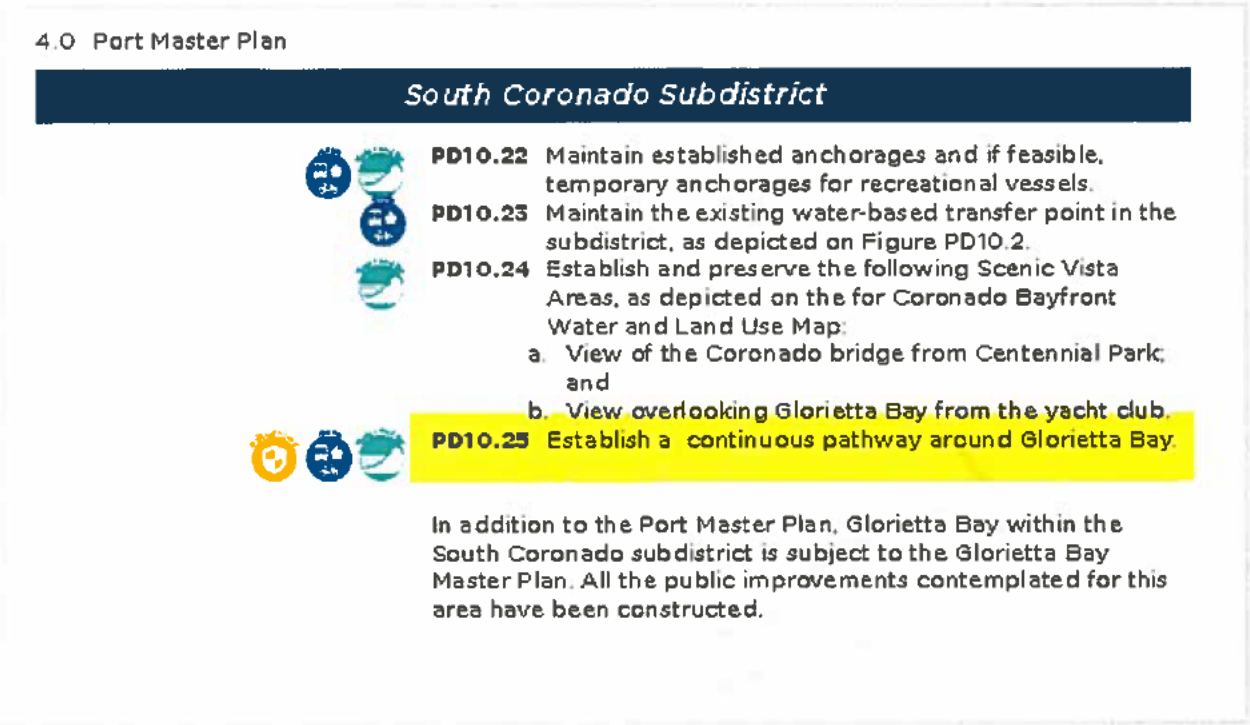


4.0 Port Master Plan

South Coronado Subdistrict

**PD10.22** Maintain established anchorages and if feasible, temporary anchorages for recreational vessels.

**PD10.23** Maintain the existing water-based transfer point in the subdistrict, as depicted on Figure PD10.2.

**PD10.24** Establish and preserve the following Scenic Vista Areas, as depicted on the for Coronado Bayfront Water and Land Use Map:

a. View of the Coronado bridge from Centennial Park; and

b. View overlooking Glorietta Bay from the yacht club.

**PD10.25** Establish a continuous pathway around Glorietta Bay.

In addition to the Port Master Plan, Glorietta Bay within the South Coronado subdistrict is subject to the Glorietta Bay Master Plan. All the public improvements contemplated for this area have been constructed.

**PD10.22** Maintain established anchorages and if feasible, temporary anchorages for recreational vessels.

**PD10.23** Maintain the existing water-based transfer point in the subdistrict, as depicted on Figure PD10.2.

**PD10.24** Establish and preserve the following Scenic Vista Areas, as depicted on the ~~for~~ Coronado Bayfront Water and Land Use Map.

a. View of the Coronado bridge from Centennial park and

b. View overlooking Glorietta Bay from the ~~Yacht Club~~ **Coronado Bay Promenade Park**

**PD10.25** ~~Establish a~~ **Maintain the existing** ~~continuous~~ pathway around Glorietta Bay

In addition to the Port Master Plan, Glorietta Bay within the South Coronado subdistrict is subject to the Glorietta Bay Master Plan. All the public improvements contemplated for this area have been constructed.

**Public Comment Letter by Scott Andrews to:**
**Port of San Diego Port Master Plan Update (PMPU) Discussion Draft**
**North Embarcadero Subdistrict Port Board Planning Workshop**
**As submitted to:** PMPU@portofsandiego.org

August 3, 2020

Revenue projections for the port's convention hotel model are disrupted, likely for a decade, by ongoing government and economic shutdown events.

Post pandemic, both telecommuting and teleconferencing will negatively impact port office leasing and convention hotel booking operations.

Port hotel package revenues can partially make up predictable deficits by employing the Santa Barbara model – via new regional destination park event scheduling for the drive-in tourists that pack I-5 from Southern California and I-8 from Arizona on weekends.

Playing to that model, partnered with a viable Midway Museum attraction, is creation of a destination four-day weekend festival-size park on the North Embarcadero.

Citizen Advisory Committee (CAC) members, who on port invitation presented eight leading architects' plans for such a park, have been forced to wait years for PMPU Update CCC action to pursue enforcement of the the current Port Master Plan/LCP's designated “two major parks”. [in addition to the Lane Field and 1220 Pacific Highway strip parks - noise and play restricted hotel amenities - and compliance with non-adjacent 1.25 ac. park and Broadway Pier viewshed taking mitigations still pending.]

Serial, significant, unaddressed area tideland mitigations for North and South Embarcaderos are required by an end-to-end, multiple highrise hotel port redevelopment scheme unprecedented in scope, and pursued prior, not subsequent, to LCP update.

Additional redevelopments are still pending at the Wyndam, Navy Pier, Seaport Village, the adjacent South Embarcadero Convention Center, and possibly the Hilton. All of this added port dense highrise infill bayfront wall-off will call for CCC-ordered mitigations for lost park, public recreational piers, parking, waterside access, small craft launch, and views.

To assist port developers and regulators, we suggest a detailed area map of parcel and pier acreage be provided.

Two major CAC-envisioned park mitigation alternatives emerge for analysis:

1. To mitigate port takings of two major parks and three public recreational piers, a major Harbor Drive greenbelt park akin to that proposed during CAC by John Moores and Steve Peace. Created by downsizing Harbor Drive to two lanes, this has long been discusssed.
   The bayfront benefits from the major six-lane Pacific Highway a block away.
   This second major area artery allows for the option of closing down northbound Harbor Drive - an expanse 4 ½ lanes wide, excluding the center median.
   If the figures are forthcoming, and if merged with area setback park strips, this area may suffice in acreage to mitigate both major PMP-designated parks.
   Harbor Drive park would allow for retention of two southbound lanes required for the line up of trucks, cabs, and vans serving cruise operaton loading and unloading events. Any new node developed in front of the County building of cafes, restrooms, small craft docking, and water taxis could also be serviced by retaining the two Harbor Drive lanes along the water.
   Further, the fire department would retain its current optimal bayfront waterside access to piers, terminals, restaurants, museums, and ships berthed on the N. Embarcadero.
   Re closing northbound lanes, the major commercial leaseholds at Lane Field, 1220 Pac. Hwy, the Wyndam, and County Administration Building all already position their main facility visitor and delivery entry access off of Pacific Highway.

A below-grade, single level parking strtucture could provide new park and mitigation parking requirements using as a model the garage constructed at the County Admin. Bldg.

2. Major park negotiated with the new Navy Broadway lessee for the northern mega-block. This facility might be modeled after CAC architect Lindsay Michael Brown's striking vision for a bay and Coronado viewpoint, lagoon, beach, concert, and small craft-access park. Underground park parking could be shared with the Midway.

When Broadway Street between Harbor Dr. and Pacfic Highway was closed to underground a SDG&E utility installation, no adverse area traffic flow interruption was noticed, so closing this extended block to traffic to provide mitigation park acreage is an option.

Finally, regarding the PMP-designated Navy Pier Memorial Park.

The million visitor + tourist attendance generated by the Midway Museum, as a bay destination, will likely remain a busy enterprise attracting visitors from around the world for extended stays, as will an activated destination park on the embarcadero.

The Midway obviously requires parking, and the PMP requires a Navy Pier Memorial Park.

Luckily, the pier, as a mole, already has a cement surround. Its excavation for a below-grade parking structure under the park might be amortized by a co-port and museum finnancing district.

8/3/2020

**San Diego Waterfront Coalition on Port Staff PowerPoint Presentation regarding the Port Master Plan Update (PMPU) North Embarcadero Subdistrict for August 4, 2020 Port Board Planning Workshop**

The San Diego Waterfront Coalition (SDWC), formerly known as the Navy Broadway Complex Coalition, is a coalition of planning and environmental organizations focused on the Downtown San Diego Waterfront.

We have drafted the following comments on the state presentation slide show working with members of our coalition, other knowledgeable colleagues who have several decades working on waterfront planning issues and other stakeholders.

**Piers**

We support the proposed "Windows on the Bay" piers concept which would support the Maritime Museum better than the current embarcadero does. How would these new piers relate to the new Grape Street Pier? A more complete discussion of that pier, and how it would be used should be included in any second discussion draft PMPU. The updated draft should also identify any proposed new piers needed to support an enhanced harbor taxi and/or commuter ferry system.

**Parklike node in front of the County Administration Center (CAC)**

Renderings in the slide show indicate that a small (.74 acre) portion of the embarcadero would be extended out into the bay in front of the CAC. Is this the staff's response to the coastal commission's instruction to identify potential new park space along the embarcadero? The second discussion draft PMPU should more fully explain why this new parklike node is being suggested, and list pros and cons of this site compared to other potential park sites staff has identified along the north embarcadero.

**Context issues**

When addressing more specific planning policies for one district/subdistrict, the Port should also provide relevant information about what potential ramifications those policies may have on adjacent planning districts/subdistricts.

The second discussion draft PMPU port should address and reflect the announced project sale by Manchester Pacific Gateway and land use changes being proposed by the new project owner at the Navy Broadway Complex (NBC) site, immediately adjacent to the north embarcadero, and what impacts proposed changes to that project are likely to have on plans for the north embarcadero.

The second discussion draft PMPU should also be refined to better inform the public and stakeholders regarding the relationship of these proposed changes to the North Embarcadero to the NBC and Seaport Village redevelopment sites. The developer's preliminary draft redevelopment plans for Seaport Village include a tall observation tower hotel, large hotels and commercial structures, etc. The developer of that project also identified an active earthquake fault running through Seaport Village north through the NBC site and the north embarcadero, which required substantial changes to their project designs. The second discussion draft PMPU should more fully address these issues.

**Wyndham Hotel redevelopment project planning**

The Port Master Plan Update FAQ document asserts that "the Port Master Plan does not address any specific project proposals". Yet the staff power point presentation for today's meeting seems to do exactly that. The existing Wyndham Hotel has two towers and parking facilities accommodating 600 room keys. The staff slide show indicates that the port has specific project plans to redevelop and expand the hotel complex to build six or seven new towers to support 1550 new room keys. It even shows the exact location of the proposed new hotel towers.

The FAQ says that individual project must comply with specifications in the master plan. In this case, it appears that the master plan specifications are being updated to accommodate a specific hotel redevelopment project. The second discussion draft PMPU should clearly address any links between the proposed master plan update changes and their relationship to an unannounced major waterfront hotel redevelopment project.

Why the port would want to expand existing hotels or build new ones during a pandemic, a developing economic depression amid a glut of bayfront hotels seems questionable. If financing for new hotels is going to be easily available, we don't think Manchester Pacific Gateway would be selling its NBC redevelopment project.

**Harbor Drive Setbacks**

We strongly support the City of San Diego's recommendations to include a 205-foot park space setback concept along the east side of North Harbor Drive, between Hawthorn Street and Broadway, in addition to the amount of park space proposed in the PMPU on the west side of North Harbor Drive.

If possible, the setbacks between Harbor Drive, the CAC and the hotels along its east side should match-up better. For example, the proposed 65-foot setback at the Wyndam Hotel complex could be widened to 205 feet to better match the 205-foot setback of the County Administration Building.

Or it could be widened to 155 feet to better match the 155-foot setback that allowed the creation of the Lane Field Park mandated by the Memorandum of Understanding (MOU) the port and the Lane Field hotel developer signed with the Navy Broadway Complex Coalition, now the San Diego Waterfront Coalition. The port has still not achieved all the commitments it made in that MOU.

We also support the city's recommendation to identify the 1220 Pacific Highway site as additional park space as a pedestrian-only connection between Pacific Highway and the Embarcadero.

**Mobility hubs**

The Port should provide a clearer definition of "Mobility Hubs" with descriptions of approximately how large (area) these will be, what transportation modes each node will serve, and what amount and types of rideshare/disabled/etc. vehicle parking and hourly capacity they could provide, etc.

What is the demonstrated need for a Grape Street mobility hub, how would that fit with changes associated with the airport and trolley improvements, and how would that appreciably serve the future North Embarcadero redevelopment, especially with the additional vehicle traffic loads projected to take place on

Hawthorne and Grape Streets due to the narrowing of Harbor Drive. How does the port see people parking their cars in such a mobility hub then trying to walk across Grape or Hawthorn streets, which are typically heavily crowded with vehicle traffic going to or leaving the airport?

**Navy Pier**

The conceptual "Runway Park" design seems to address prior port commitments to create an open space veteran's park, as long a no new above grade structures are built on the pier. However, we are concerned about the proposed schedule for development of the new park.

Reviewing the staff slide show, it looks like the Midway Museum would demolish the Headhouse at the east end of Navy Pier and replace it with additional parking spaces, adding a very small green space viewing platform at the west end of the pier. This would turn the whole pier into one giant parking lot.

While this is referred to in the staff slide show as a "near term solution" we are concerned that the Midway Museum will drag its feet for another 20 years before finishing the veterans park on the pier as required by its Coastal Development Permit.

We continue to believe that the port and the Midway Museum should seriously consider implementing the below grade parking lot underneath a new Navy Pier Park as suggested as an alternative in Owen Lang's earlier Navy Pier study conducted for the Midway Museum. The Midway group should also link up with the new owners of the NBC redevelopment project to see whether they could provide temporary or permanent visitor and docent parking somewhere on the NBC site near the Midway.

Thanks for this opportunity to comment on this planning workshop.

Don Wood
619-463-9035
Dwood8@cox.net

Embarcadero Coalition

August 4, 2020

Chair Moore and Port Commissioners,

We appreciate the opportunity this workshop provides to address the Board of Commissioners on the North Embarcadero section of the PMPU Discussion Draft. The Embarcadero Coalition appreciates the preview of staff's North Embarcadero recommendations to the Board. We are dismayed that the short notice will result in less participation than normal for such an important section of the plan.

Unfortunately, we feel our major concerns expressed in our extensive public comments on the Discussion Draft from March 9th are barely addressed. Our comments on the Discussion Draft are still relevant and please refer to them.

Our response to staff recommendations to the Discussion Draft

We:

- Want a world-class renovated Wyndham Hotel as our first priority
- Approve of the 25 ft setbacks around the property, but that should include Harbor Drive
- Appreciate restoring the A Street as a view corridor.

If there is new construction between Ash Street and B Street, we:

- Want a maximum of 800 total hotel rooms
- Want a maximum of two high-rise towers, each limited to 150 ft in height.
- Want a limit of 250 parking spaces, underground
- Want Activated Open Space to replace the Navy's lease at 1220 Pacific Hwy
- Want the area south of B Street included in a B Street Promenade.
- Want to maximize the view shed and visual access to the waterfront in order to maintain visual public access from Downtown.

Supporting positions

1. Although not officially part of the PMPU, our first choice is for the Port to **work diligently with RLJ, the Wyndham owners, to accept their extensive renovation plans**. The inside and outside of the Wyndham property will be changed to create a first class hotel. Tearing down buildings just to get something "new " is not sustainable or desirable.

- Public Access is a major mission of the Coastal Commission. The Wyndham provides a wide view shed and openness to the water because it is not a dense wall of hotel rooms from Ash to B Street.

- The balconies on the Wyndham cannot be replaced in new hotels, and these provide a much desired amenity. The people of California benefit from this valuable tourist asset.
- Wyndham has a functioning parking lot that is placed in a manner that doesn't disturb the neighborhood. The Lane Field Marriot parking lot on Pacific Hwy continues to disturb neighbors.
- Wyndham's plan encourages pedestrian walkability.

2. If the Port doesn't renew the lease with RLJ, please note our continuing objections to the PMPU and staff recommendations.

A. **Excessive Number of rooms (hotel keys):** It was the excessive density originally proposed that ignited the response from residents, and that issue has not been resolved.
   1. Staff is proposing an additional 950 rooms, totaling 1,550 rooms. Since the Grand Hyatt Hotel towers are 1600 hotel rooms, we still strongly object to this high density and feel it is extremely excessive on these two blocks.
   2. In order to squeeze 1550 rooms into this little space with buildings 200 ft tall or less, staff is proposing enough buildings to wall off all public visual access, the view shed, and make physical access feel restricted.
   3. Staff is asking the Board to approve a plan where the presentation shows 5 building sites, 7 buildings, 4 pools, and 40 ft podiums around each building. A new N-S road is also proposed.
   **4.** We are perplexed why the Port would even consider such a dense resort style complex for the last little bit of semi-open space along the waterfront. When we complained at the preview about the potential of 7 buildings destroying the view shed, the response ~~was~~ that **it was necessary to fit in that many rooms. That is the underlying problem.**
   5. The Port Board is being asked to approve development TWICE the size of the two Lane Field Hotels on a similarly-sized parcel of land. This level of density is totally unacceptable.
   6. Approving this level of density empowers staff to approach a mega-resort style developer for the whole site. Approval will make it obvious to the public and Coastal Commission that the Port's mission is to squeeze every possible dime from the property. The Coastal Commission makes it clear that the Port's mission is to increase public access, not make money.
   7. Just how unreasonable is this density?
      - The PMPU proposes 12,210 hotel rooms over 34 miles of Port shoreline, which averages 360 rooms/mile
      - 1550 proposed + 800 existing rooms between Ash and Broadway / 1250 feet = 9,800 rooms/mile
      - Of the 12,210 new rooms, 4,900 or 40% are downtown in NE, CE & SE.
      - Downtown should not have an excessively disproportionate burden for financially supporting the Port.
   8. The two hotels at Lane Field are considered financially viable. **Therefore, we believe hotel room keys should be capped at 800 for the two blocks between Ash and B Street.**

9. None of this detail was in the Discussion Draft for the public to comment on and we don't see most of these recommendations being responsive to residents concerns.
10. Any design should **maximize the view shed** from Pacific Highway. The density proposed is so thick that looking in nearly any direction would be met with a wall of hotels.
11. We believe there should only be one high-rise tower per full block, like the current Wyndham towers (two high-rise towers in total between Ash Street and B Street).

B. Due to the step down guidelines in the current Port Master Plan and the 185 ft height of the Marriott Hotel, we believe **any new towers should be capped at 150 ft.**
C. The area south of B Street should be incorporated into a promenade along B Street instead of being a building site.
D. The staff is proposing 40 ft (approximately 4 story) podium buildings, potentially filling up each block around the towers. Although a developer might not design anything like that, staff is asking the board to approve it. We realize the podium is a combination of parking, potential meeting rooms, retail and restaurants. The density of this proposed development would not provide any sense that water is just across the street as it would not be visible.
E. We were surprised by the new north-south street. Staff is proposing a new street to drive to the podium parking garage(s). There is no such street in the Lane Field development and the intent isn't to continue the city street grid.
F. We believe development by the water should significantly open up and welcome everyone, including the Port's closest neighbors, instead of making us feel unwelcome and blocked off by a solid expanse of tall buildings that could, potentially resemble a huge resort.
    - The Port removed the green necklace on Harbor Drive by replacing it with high-density commercial properties, which is counter to anything green. Chair Moore made it clear that maintaining green space is vital to our waterfront. When the **1220 Pacific Hwy** property lease expires, that is an unparalleled opportunity to return a business development to **Activated Green Space**, as we already requested.
    - The Discussion Draft included a mobility hub at 1220 Pacific Highway. Staff is still promoting that level of public parking by insisting on an additional 215 public parking spaces. Staff hasn't removed the mobility hub, but rather incorporated it into the hotel's above ground podium garages and put a 20 story hotel tower on top.
    - The Lane Field Hotels have an additional 300 public parking spaces that are rarely used. Transportation Demand Management tools would direct drivers to all the open parking spaces already downtown without building additional parking spaces. SANDAG, the City of San Diego and residents spoke out against providing all this extra public parking.
    - The Lane Field Marriott above ground parking lot on Pacific Hwy continues to disturb neighbors. The Intercontinental Hotel, the former Manchester Navy site and the County put parking underground. By

restricting the number of total hotel keys to 800, **underground parking could be reduced to 250 spaces.**

- We are seriously trying to reduce traffic impacts on Pacific Hwy. Current daily automobile estimates are 6,000 cars per day. In 2035 the estimate is 28,000 cars per day. With driving lanes being reduced on Pacific Highway, it is irresponsible to continue dumping more and more of the Port's traffic onto Pacific Highway by closing lanes on Harbor Drive and directing both hotel traffic and public parking here, despite the expressed concerns of SANDAG, the City of San Diego, and the complaints of Downtown residents.

Although we greatly appreciated the July 30th preview, it was after all of the HOA boards had met for July, and the Aug 4th workshop is before the HOA Boards meet again. As a result, any additional comments from the condominium Boards and most residents will be delayed until the Review Draft Public Comment Period.

Please refer to our extensive public comment from March 9th to see our full set of comments related to the Discussion Draft.

Please don't squander San Diego's most precious waterfront to commercial interests. Rather, create a world-class waterfront that is attractive to both our City's residents and visitors.

Sincerely,

The Embarcadero Coalition

Represented by Janet Rogers and Susan Simon

Copy:

Port Commissioners

Mayor Faulkner

Councilmember Chris Ward

Councilmember Barbara Bry

Assemblyman Todd Gloria

Chair, Coastal Commission

August 3, 2020

Port of San Diego Commissioners,

I am a resident of downtown San Diego. I want to thank Port staff for providing a preview of their PMPU Discussion Draft recommendations to the Board on the North Embarcadero Subdistrict.

I attended a presentation of **RLJ's proposal** to completely renovate the Wyndham property. RLJ's proposal to create a world-class hotel on the waterfront impressed me and other downtown residents who have seen the concepts.

I also have attended most of the workshops on the Embarcadero and found the need to be all together to share ideas and questions. We need a workshop on this when it becomes safe.

My comments on the PMPU Discussion Draft and staff recommendations for the North Embarcadero Subdistrict in the event the Wyndham is not renovated and there is new construction:

- **Limit height of any new development to 150 ft**
  - The Marriott is 185 ft tall.
  - The 150 ft height supports the concept of stepping down from the Intercontinental to the County Administration Center and this height is similar to the current Wyndham towers.
- **Maximize the total number of hotel rooms between B Street and Ash St to 800 rooms** versus the 1550 rooms proposed by staff
    - Wyndham presently has 600 rooms. The Lane Field Hotels are financially viable at 800 rooms.
    - The two Grand Hyatt towers are 1600 rooms, which is excessive in this location.
  - The Port has no forecasts to justify demand for this level of development or excessive bias toward downtown
  - The PMPU proposes 12,210 new rooms in total for all 34 miles of Port land, which averages 360 rooms/Port shoreline mile
    - The proposed 2350 rooms between Ash & Broadway calculates to **9,800 rooms/mile**, which is overly dense
    - 40% of all the new hotel rooms (4,900) are proposed in the Embarcadero (NE, CE, and SE), which is clearly over weighted to downtown
- **Under parking should be considered**
  - The Intercontinental, prior Manchester Navy property, and the County Administration Center all have underground parking
  - **A total of 250 parking spaces** would satisfy parking needs for 800 rooms and public parking.
- **Support 25 ft setbacks universally, including Harbor Drive**
- **Replace the Navy's lease at 1220 PCH with Activated Open Space** as requested by the City of San Diego.
- **Maximize the view shed and visual access to the waterfront as part of public access.**

As a resident of downtown, I'm looking forward to continuing to work with the Port and the California Coastal Commission in a collegial process that addresses everyone's concerns.

Sincerely,

Robert Piskule
Rjp527@yahoo.com
619-300-5640

*

**From:** Jim Nathenson <natesr@aol.com>
**Sent:** Tuesday, August 4, 2020 12:38 PM
**To:** PublicRecords
**Subject:** PMPU Discussion Draft on North Emarcadero



August 3, 2020

Port of San Diego Commissioners,

I am a resident of downtown San Diego. I want to thank Port staff for providing a preview of their PMPU Discussion Draft recommendations to the Board on the North Embarcadero Subdistrict.

My strong preference is for the **Port to support RLJ's proposal** to completely renovate the Wyndham property. RLJ's proposal to create a world-class hotel on the waterfront impressed the residents who have seen the concepts.

My comments on the PMPU Discussion Draft and staff recommendations for the North Embarcadero Subdistrict in the event the Wyndham is not renovated and there is new construction:

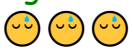
- **Limit height of any new development to 150 ft**
  - The Marriott is 185 ft tall.
  - The 150 ft height supports the concept of stepping down from the Intercontinental to the County Administration Center and this height is similar to the current Wyndham towers.
- **Maximize the total number of hotel rooms between B Street and Ash St to 800 rooms** versus the 1550 rooms proposed by staff
    - Wyndham presently has 600 rooms. The Lane Field Hotels are financially viable at 800 rooms.
    - The two Grand Hyatt towers are 1600 rooms, which is excessive in this location.
  - The Port has no forecasts to justify demand for this level of development or excessive bias toward downtown
  - The PMPU proposes 12,210 new rooms in total for all 34 miles of Port land, which averages 360 rooms/Port shoreline mile
    - The proposed 2350 rooms between Ash & Broadway calculates to **9,800 rooms/mile**, which is overly dense
    - 40% of all the new hotel rooms (4,900) are proposed in the Embarcadero (NE, CE, and SE), which is clearly over weighted to downtown
- **Any new parking should be underground**
  - The Intercontinental, prior Manchester Navy property, and the County Administration Center all have underground parking
  - **A total of 250 parking spaces** would satisfy parking needs for 800 rooms and public parking.
- **Make the area south of B Street part of a B Street Promenade**
- **Support 25 ft setbacks universally, including Harbor Drive**
- **Replace the Navy's lease at 1220 PCH with Activated Open Space** as requested by the City of San Diego.
- **Maximize the view shed and visual access to the waterfront as part of public access.**

As a resident of downtown, I'm looking forward to continuing to work with the Port and the California Coastal Commission in a collegial process that addresses everyone's concerns.

Sincerely,

James M. Nathenson
1205 Pacific Hwy, #905
San Diego, CA 92101

"Living the Dream"



**From:** john sandmeyer <jtsandmeyer@cox.net>
**Sent:** Tuesday, August 4, 2020 12:42 PM
**To:** PublicRecords
**Subject:** North Embarcadero Visionary Plan Draft



Port of San Diego Board Members,

The plans to provide convenient and expansive park use to pedestrians and recreational users is a priority to all citizens of San Diego and its visitors. An element of the park use planning that is unfortunately absent is a recreational water use nexus. The large work force population in the downtown area have envisioned the use of water for manually powered vessels like kayaks, row boats and other recreational devices ie Stand Up Paddleboards (SUP's).. etc. The best realization of this type of activity zone would be to construct a short crescent shaped sand beach near the current Seaport Village area where the current shoreline is composed of riprap boulders. The area could be safely controlled by a recreational buoy line or seasonal lifeguard managing presence.

The absence of a recreational water use interface for the North Embarcadero Planning area will be a shortsighted omission that disregards the inherent DNA of San Diegans throughout it's history. Wading, swimming and paddling in San Diego Bay is a traditional San Diego activity that the current development of the POSD has not clearly considered for the benefit of the large population of San Diego residents, commuters and visitors that populate the the downtown and North Embarcadero areas.

Best Regards,

John Sandmeyer
4075 Couts St.
San Diego, CA 92103
(619) 980-0895

**From:** LeAnna Zevely <lzevely@gmail.com>
**Sent:** Tuesday, August 4, 2020 2:09 PM
**To:** PublicRecords
**Subject:** PMPU Discussion Draft Recommendations re North Embarcadero Subdistrict



August 3, 2020

Port of San Diego Commissioners,

I am a resident of downtown San Diego. I want to thank Port staff for providing a preview of their PMPU Discussion Draft recommendations to the Board on the North Embarcadero Subdistrict.

My strong preference is for the **Port to support RLJ's proposal** to completely renovate the Wyndham property. RLJ's proposal to create a world-class hotel on the waterfront impressed the residents who have seen the concepts.

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As a resident of downtown, I'm looking forward to continuing to work with the Port and the California Coastal Commission in a collegial process that addresses everyone's concerns.

Sincerely,

LeAnna Zevely

**From:** phersteinp@netscape.net
**Sent:** Tuesday, August 4, 2020 2:28 PM
**To:** PublicRecords
**Subject:** North Embarcadero Plan - comment for Borad meeting of August 4 2020



Ladies and Gentlemen of the Port Board,

I reside on the west side of Pacific Highway in the North Embarcadero area.

My neighbors and I respectfully request that existing view corridors be maintained or enhanced, and that any new buildings not exceed the height of the tallest tower in the existing Wyndham Hotel complex.

Thank you for your work on this project.

Sincerely,

Paul Herstein

Port of San Diego Commissioners, August 3, 2020

I am a resident of downtown San Diego. I want to thank Port staff for providing a preview of their PMPU Discussion Draft recommendations to the Board on the North Embarcadero Subdistrict.

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As a resident of downtown, I'm looking forward to continuing to work with the Port and the California Coastal Commission in a collegial process that addresses everyone's concerns.

Sincerely,
Susan Simon
700 Front Street
San Diego, CA 92101
Rbfsandiego@gmail.com

Downtown Community Planning Council San Diego

September 9, 2020

Board of Commissioners
Port of San Diego

Re: Port Master Plan draft

Commissioners:

The Downtown Community Planning Council was established to make recommendations to the City Council, Planning Commission, City staff and other governmental agencies on land use matters and to protect the 2006 Downtown Community Plan (DCP).

We have been following the progressing drafts of your Port Master Plan as Downtown's entire 2.7 mile southern and western borders are adjacent to Port's waterfront from Laurel St to the 10th Ave Terminal. At our July 2019 meeting, Lesley Nishihira presented a summary of the plan and we weighed in with several concerns. Now that the process is moving again, we want to reiterate those concerns. These are -

1. Continuation of all existing view corridors
   The City has established and protected view corridors on several downtown streets as shown on the attached map from the DCP. Our past and continuing efforts will be entirely wasted if these are not carried through to the Bay as was intended.

2. Balanced use
   The DCP outlines goals and policies for a vibrant, active waterfront which is cohesive with the strategies of Downtown's development. Among these are diverse land use, 24 hour activities, emphasis on bay views and strong pedestrian connections for both residents and visitors.

   With a total of 11,827 hotel rooms proposed from the Hilton to the Wyndham, any balance has been lost. The Convention Center and three large hotels have effectively impeded access and awareness of Downtown's southern waterfront. Now with the existing and planned 5700 rooms to the west, Downtown will be entirely walled off from the Bay.

3. A step down in density, massing, heights, etc
   Downtown has been designed for urban density, but it is inappropriate to carry that same density to the waterfront. The DCP calls for waterfront development which is low in scale and intensity and promotes a high degree of architectural detail and quality. (See attached DCP Section 5.5.)

4. Friendly and porous access
   The proposed density prohibits friendly access to the waterfront. There's a tremendous difference between 'a public walkway' and an 'open and inviting gateway'. Horton Plaza has access from two ends and you can walk over the Convention Center to reach the bay; but neither is inviting. The PMP fails to address any kind of gateway like thinking, or even porous access, from Downtown.

We are aware that the Port has reached out for a lot of public input. But it's unclear if any of that input has actually made it's way into the PMP. We ask that the final PMP fosters the common goals from the Port's mission of balance and Downtown Community Plan's emphasis on the importance of the waterfront.

Cordially,

WEO

Bill Orabone
DCPC 2020 Chair

cc: Mayor Kevin Faulconer
Council Chairperson Georgette Gomez
District 3 Councilperson Chris Ward
Mike Hansen, Director of Planning, City of San Diego
Brad Richter, Deputy Director, Urban Division, City of San Diego
Karl Schwing, SD District Director, California Coastal Commission
Lesley Nishihira, Director of Planning, Port of San Diego
Jason Giffen, VP, Planning, Environment & Government Relations, Port of San Diego


Figure 5-1
View Corridors
CENTRE CITY COMMUNITY PLAN
LAUREL ST
KALMIA ST
JUNIPER ST
IVY ST
HAWTHORN ST
GRAPE ST
FIR ST
ELM ST
DATE ST
CEDAR ST
BEECH ST
ASH ST
A ST
B ST
C ST
BROADWAY
MARKET ST
E ST
F ST
G ST
ISLAND ST
J ST
K ST
L ST
IMPERIAL AVE
COMMERCIAL ST
HARBOR DR
PACIFIC HWY
CALIFORNIA ST
KETTNER ST
INDIA ST
COLUMBIA ST
STATE ST
UNION ST
FRONT ST
1ST AVE
4TH AVE
6TH AVE
8TH AVE
10TH AVE
PARK BLVD
14TH ST
16TH ST
PARK BLVD
MEAN HIGH TIDE LINE
San Diego Bay
16TH ST
LOGAN AVE
NATIONAL AVE
SIGSBEE
NEWTON AVE
BEARDSLEY
163
5
94
View Corridor
Park/Open Space
Trolley
0
500
1000
2000
FEET
10 acres

## 5.5 WATERFRONT

The waterfront is downtown's "front porch" and a prime location to emphasize the area's unique setting, and enjoy its sunny climate and vistas, which on clear days can extend to Mexico.

Because of the working character of the waterfront and State tideland restrictions, divergent land uses developed inland and on the water. Smaller scale residential and commercial uses predominated inland while Navy, civic, and hotel uses lined the Bay. The prevalence of large, imposing structures on Harbor Drive has impeded access to and awareness of the water, especially south of Broadway.

The waterfront north of Market Street presents tremendous opportunities, especially given some large sites that will become available for development in coming years. The majority of the waterfront is under the direct jurisdiction of the Port of San Diego. Several public agencies, including the Centre City Development Corporation (CCDC), have in recent years collaborated on the North Embarcadero Alliance Visionary Plan, and a detailed waterfront revitalization plan is currently being prepared.

The Community Plan reinforces these efforts to transform the northern waterfront into a world class regional attraction that meshes an intense urban environment with the open expanse of the San Diego Bay. The waterfront is envisioned as an active, pedestrian-oriented zone with strong connections to downtown neighborhoods. The Plan encourages new projects on currently underdeveloped sites; improved streetscapes on key Boulevards such as Harbor Drive, Pacific Highway, and Broadway; links to neighboring areas via street grid connections; and re-captured bay views through newly extended streets.

The area will be bright and open in response to its setting, and contain a series of open spaces including large parks and a bayside promenade. Elegant Boulevards will replace wide, somewhat bare streets, and key amenities such as the CAC, various piers, Seaport Village, and the Maritime Museum will be emphasized and enhanced. Mixed uses will serve the visitor industry as well as downtown workers and residents, with offices, hotels, retail shops and possibly residential buildings built on the lands closest to the Bay. A retail center lining Broadway and Harbor Drive will have maritime-oriented shopping and eating activity at the water's edge. This vision is consistent with the Port Master Plan and North Embarcadero Visionary Plan, and some implementation measures may take place through those efforts.

*5th Avenue, a major north-south connection downtown.*

*The waterfront is downtown's front porch and presents numerous development opportunities.*

## Goals: Waterfront

**5.5-G-1** Develop the waterfront as an active, pedestrian-oriented zone, and as a regionwide and downtown-wide destination.

**5.5-G-2** Promote a diversity of land uses and activities to generate vitality and 24-hour activity.

**5.5-G-3** Foster a human scale, richness in texture and building design, and small block sizes. Emphasize views to the Bay and strong connections to neighboring districts.

**5.5-G-4** Support development of "people places" that draw residents and visitors, and maritime-related activities that emphasize the waterfront's unique setting.

**5.5-G-5** Coordinate planning efforts with relevant agencies including the Port of San Diego, City of San Diego, California Coastal Commission, U.S. Navy, and San Diego County.

## Policies: Waterfront

**Connections**

**5.5-P-1** Require provision of new streets, as redevelopment occurs to re-establish views and waterfront access and connections.

**Overall Form and Design**

**5.5-P-2** Ensure that development along the waterfront is low in scale and intensity, increasing in stepped building envelopes further inland. Along the waterfront, maintain the highest development intensities along the Broadway corridor, tapering down to the north and south.

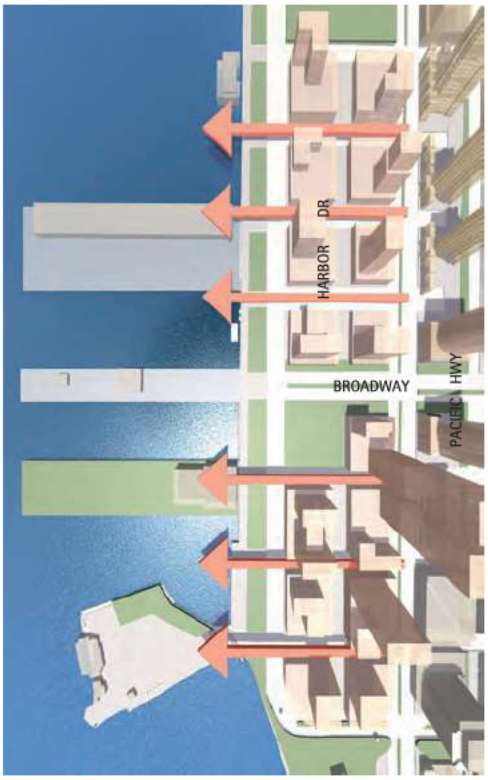
**5.5-P-3** Preserve and create views by:

- Requiring all buildings to comply with view corridor stepbacks along existing streets and future view corridors to maintain visual and physical access to the Bay.
- Requiring buildings taller than 120 feet to be oriented so as to present the smaller face along the view corridors toward the water.

**5.5-P-4** To emphasize the importance of the waterfront, require a high degree of architectural detail and quality for development to be specified in architectural guidelines including the following criteria:

- Building materials should be light in color and of high quality;
- Facades should be articulated to create variety and interest; large mirror and metal-reflective surfaces are discouraged;
- Lower building elements should be highly articulated to create variety and to promote the pedestrian scale of the street. The first two floors of a building should be articulated with architectural detailing, storefront design, arcades and awnings. Special treatment of the cornice of streetwall buildings is encouraged. Ground level facades on major

*Building heights and intensities will step down to the waterfront, peaking at Broadway.*




*The waterfront as it exists and as proposed in the Community Plan, with new streets shown with arrows.*

streets should be substantially transparent to maximize the sense of relationship between indoor and outdoor activities. Colorful awnings and/or arcades should be used to reinforce the pedestrian environment; and

- Mechanical equipment, appurtenances and penthouses located on roof tops must be architecturally screened, enclosed, and incorporated as an integral part of the architectural design.

**Land Use and Mix**

**5.5-P-5** Foster development of an active daytime and nighttime retail/commercial district with a downtown/citywide draw and a maritime theme/orientation at Broadway and Harbor Drive, as shown in Figure 3-2: Downtown Structure. Seek continuous active uses along Harbor Drive, Broadway, and the new pedestrian street between and parallel to Harbor and Pacific, as shown in Figure 3-7: Street Level Active Frontage Requirements. Support outdoor cafés in the area.

**5.5-P-6** Work with the Port and the County to ensure a diversity of land uses along Harbor Drive.

**5.5-P-7** Foster unique maritime-related activities, including cruise ships, fishing, restaurants, recreational boating, and commercial uses along the waterfront.

**5.5-P-8** Ensure that no maritime activity obstructs or closes the public pedestrian esplanade at the water's edge for an excessive amount of time.

**Open Space**

**5.5-P-9** Enhance and extend the waterfront open space network, fostering the completion of ongoing and proposed projects including the proposed County Administration Center parks, Broadway Terminus, and North Embarcadero Bayfront Esplanade.

**5.5-P-10** Continue to develop the waterfront as one of downtown's key open space, park and recreational areas, which is both physically and visually accessible to the public.

October 2, 2020

To The San Diego Port Commissioners:

We represent a large group of residents at The Landing Condominiums in Coronado. Our condos are adjacent to the Bay and small beach at the foot of D Ave in Coronado. We believe that this beach is currently designated by the Port as "Open Space/Beach". The Port also maintains a small park adjacent to Coronado's Centennial Park and it is next to the small beach of which we speak. The park currently does not seem to have a designation with the Port although the Port takes reservations for this park.

Over the past few years, we have endured increasing safety and quality of life issues at the small beach next to our building. Attached is a Power Point presentation that was given to three Port representatives: Mr. Garry Bonelli, Mr. Shaun Sumner and Mr. Simon Kann on September 14, 2020. While we thank them for their attendance and subsequent actions, we are also seeking the Port Commission's help in redesignating the small beach from "Open Space/Beach" to "Park/Beach" instead.

The proximity of the beach to the park should qualify it for such a designation. The change in designation would allow the beach to have similar rules as do the Port Parks (Grand Caribe Shoreline Park/Beach for example). Currently, the beach has no designated hours, does not prohibit fires or launching of watercraft. These three items are a source of many safety and quality of life issues as you will see in the presentation.

We implore you to make the designation change as quickly as possible so that your representatives can post the appropriate signs and law enforcement can address the violations.

Sincerely,

Sandra Combs, The Landing Resident, Coronado (Team Co-Lead)

Kathy Wileman, The Landing Resident, Coronado (Team Co-Lead)

# ISSUES AT THE BEACH AND BAYSHORE WALKWAY

SMALL BEACH AT THE FOOT OF D AVE ADJACENT TO CENTENNIAL PARK

# WHY ARE WE DOING THIS?

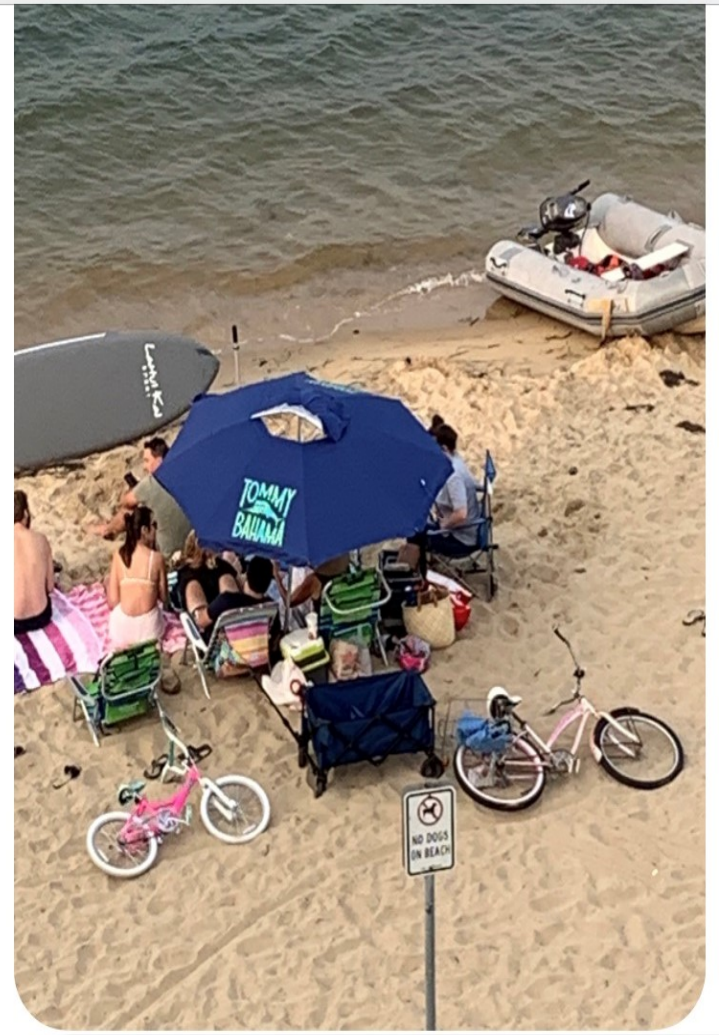
- We love our Town and Bay and want to protect what we have
- Problems have increased substantially this year and need addressing NOW
- Everything we are discussing deals with the safety and the enjoyment of this area
- We are the eyes and ears of problems in the area
- We desire to work closely with our partners in the Port and City to improve the livability of our area

# ISSUES AFFECTING SAFETY ON THE BEACH

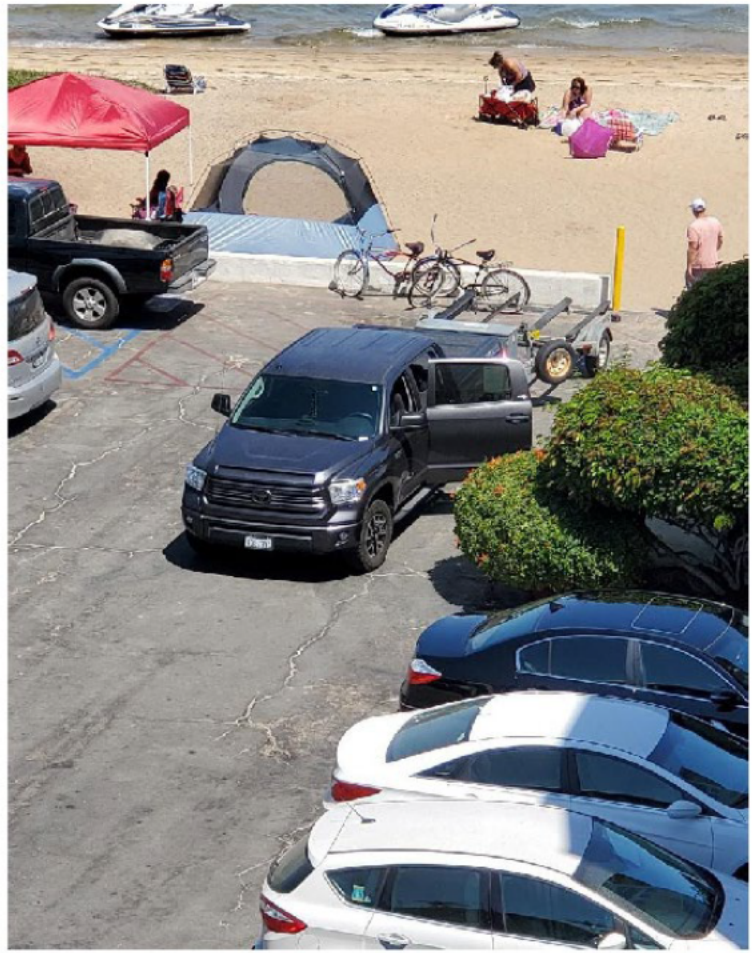
- Bonfires, firepits and BBQs, coal and propane (no place for hot coals, danger of flying embers and propane is highly explosive)
- Launching of sailboats and wave runners, jet skis (too close to swimmers and takes up space on beach)
- Dogs on beach, leashed and unleashed (unsanitary and potential dog bites)
- Drones and helium balloons (directly in flight path of helicopters)

Bonfire at beach 08-20-20

Gasoline on beach and near kids
09-13-20




Zodiac on beach 09-13-20





Wave Runners launched from beach 08-29-20

Two jetskis, one pulling float. Note swimmers and children in water. 09-05-20.


Sailboat launch 08-14-20

Daily occurrence – dogs on beach 08-23-20

Multiple violations: dog, vendor, truck parked illegally 08-16-20

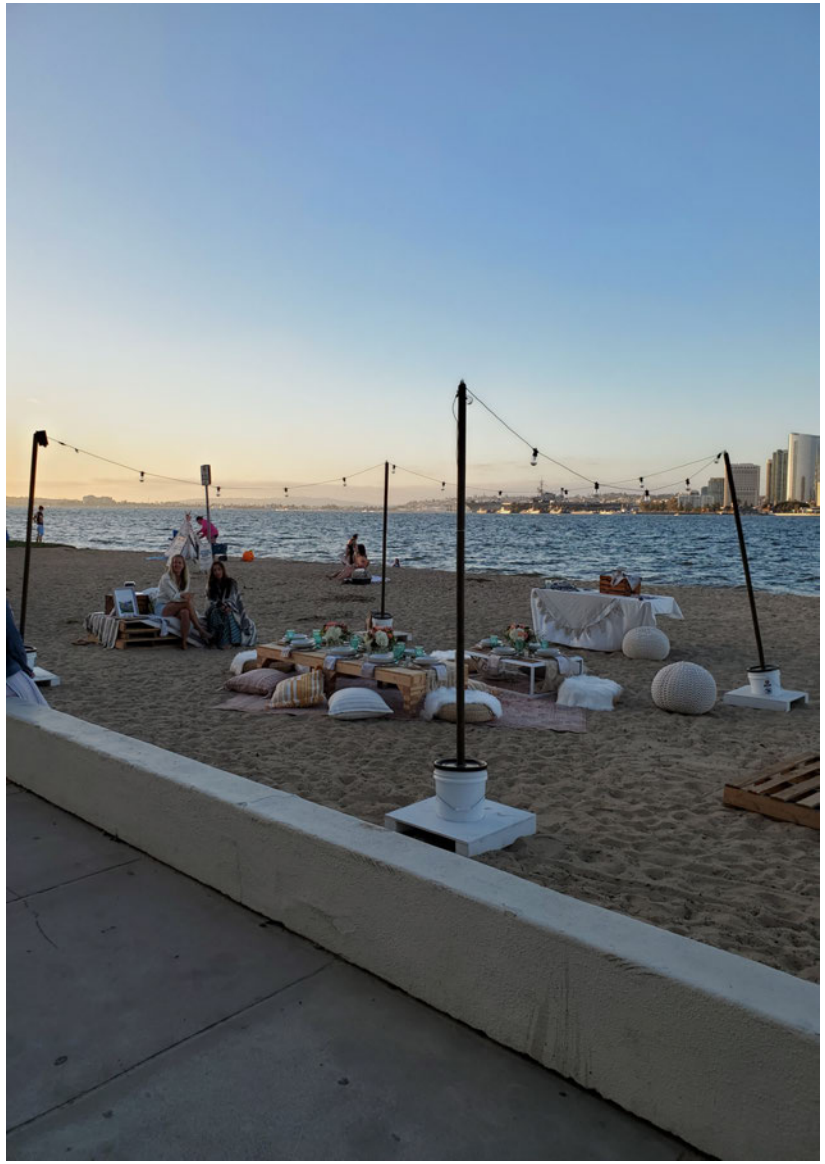
# ISSUES AFFECTING QUIET ENJOYMENT OF BEACH AND CONDOS

- Smoking; cigarette and marijuana (drifts into condo's open windows)
- Drinking at all hours (loud drunks and possible broken bottles left on beach)
- Large parties (more than 6 people) and accompanying noise
- Litter and Trash left on beach; people urinating in bushes along beach and against building
- Vendors on the beach (ex: Picnic By Nature charging $299 for 2hrs taking business away from Coronado businesses and Port tenants)
- Skateboarders using the low wall along walkway by the beach (damage and noise)
- Unsightly sidewalk (between Ferry Landing and Centennial Park) with trash smears and dog feces


Some of these people jumped off boat and waded ashore. Loud music, no masks.


Was a permit required/issued?


Why we don’t want fire boxes



Vendor taking up large space 08-29-20

Can’t see sidewalk for sand 08-23-20 Bike and Kayak Co

Trash smear on sidewalk 07-31-20

Sidewalk in front of Centennial Park along bay 07-31-20

Existing sign at beach, can you see it?
It says “No Dogs on Beach”.


Example of new signs on trash urns; provides more visability

# QUESTIONS REGARDING AUTHORITY AND RESPONSIBILITIES AT THE BEACH

- What ordinance does the Port have regarding the use of this beach (ex: beach hours, vendors, dogs, launching of boats and jetskis) and who's beach is it (City or Port)?
- What are the signage requirements and specifications of such?
- Who is responsible for maintenance of the small wall along the beach?
- Who is responsible for cleaning the beach?
- What is the agreement with the City of Coronado regarding policing the beach?
- What is the Harbor Police responsibility regarding policing the landing/launching of watercraft?

# SUGGESTIONS FOR IMPROVEMENT IN THE USE OF THE BEACH AND OTHER AREAS ALONG THE BAYFRONT IN CORONADO

- Standardize the beach hours with Coronado's other beaches (6am to sunset) or Tidelands Park (6am to 11pm) and post the hours
- Require permits for large parties (what number?) and routinely verify compliance (or timely respond to inquiries/complaints). Who do we call?
- Post larger signs and/or sandwich board type signs with larger print at entrance to the beach and on trash bins
- Post more signs **prohibiting smoking, dogs, all fires, vendors and the launching of boats and jetskis** (allow kayaks and paddleboards)
- Encourage the City of Coronado Police and Harbor Police to enforce the ordinances (ticketing)
- Require vendors/tenants to clear sand from walkway daily (ex: Bike and Kayak Rental) and weekly for all other tenants (restaurants along water and at Ferry Landing Pier)
- Steam clean entire sidewalk between Centennial Park and the Ferry Landing weekly during the spring/summer months and monthly in fall/winter
- Require the use of carts to haul out trash along bay (bags are being dragged, leaving residue)

**From:** s seeright <slshoa1099@gmail.com>
**Sent:** Sunday, October 4, 2020 3:51 PM
**To:** PublicRecords
**Subject:** 1099 First St, Coronado Beach Issues

**Follow Up Flag:** Follow up
**Flag Status:** Flagged



Dear Board of Commissioners,

Please record my request to designate the beach in front of The Landing Condominium at 1099 First St. in Coronado, CA to a Park/Beach area to present at your October 6th Port meeting. This is for health, safety, and nuisance problems the neighborhood has increasingly endured.

Thank you,
Sondra Seeright

Sent from my iPhone

**From:** Tere <tepraven@gmail.com>
**Sent:** Sunday, October 4, 2020 7:17 PM
**To:** CustomerServiceCenter
**Subject:** Coronado Beach area that faces the Bay



October 4 2020

To: San Diego Port Commissioners

This letter is intended to give a different perspective on an issue that has been brought up by some residents of The Landing Condominiums in Coronado that is located on the corner of Orange Ave and 1st Street.

We have lived in The Landing for seven years. Our condo faces the bay and we enjoy gazing out on the beach and the bay to watch people enjoying themselves. We have never felt unsafe or that our safety was jeopardized by any of the activities going on at the beach. And, our quality of life has not been diminished, but rather enhanced, by being able to watch people celebrate proposals, birthdays, anniversaries and family get-togethers.

With this letter we are asking the Port Commission to **Keep** the current designation of the small beach as "**Open Space/Beach**" as it is truly a beach and meant to be enjoyed as such.

Thank you very much for your consideration of our point of view.

Teresa Ventoza (The Landing resident, Team Lead)

To: San Diego Port District Board of Directors

Re: October 6, 2020 Board Meeting

PRESENTATION ON THE PORT MASTER PLAN UPDATE (PMPU), INCLUDING UPDATES REFLECTING CURRENT STATUS PRIOR TO THE UPCOMING FOUR-WEEK PUBLIC REVIEW PERIOD FOR THE REVISED DRAFT PMPU

**Written Comments:**

The Port has an opportunity to be true "environmental champions" by addressing the significant consequences of climate change, pollution, and transmittable diseases such as COVID-19, that impact our environment, health, and economic viability, in the next draft of the Port Master Plan.

Open space should be a key planning consideration in order to provide safe distancing and healthy outdoor recreational areas, and to protect our bayfront from the impacts of sea level rise.

Extensive use of trees and shrubs should be included to provide shade and green areas for families to escape the heat, reduce the amount of storm water runoff, erosion, flooding, and pollution in our waterways, and provide food, protection, and homes for our birds and other wildlife.

Indoor food establishments should be scaled down and designed with more spacious outdoor seating to provide a safe eating environment, and should also meet GREEN RESTAURANT® CERTIFICATION STANDARDS.

Energy conserving and sustainable features such as solar and wind power should be included in all building plans, and designed to meet CALGreen energy efficiency standards with the intent and purpose of reducing energy consumption and the Port's carbon footprint.

Traffic and pollution should be reduced by adding new clean energy water taxies and bus services along the bayfront. Further, all Port vehicles should be electric or run on low carbon fuels.

Please be true to your goals and honor your commitment to protecting the environment, and towards protecting the health and safety of the citizens of San Diego.

*"To help ensure San Diego Bay remains a vibrant resource for generations to come, the Port's Green Port Program includes initiatives that help us meet our environmental goals, which include reducing air pollution and waste, and saving energy and water," said Chair Ann Moore, Port of San Diego Board of Port Commissioners. "Green Port Month gives us the opportunity to highlight our accomplishments and the Environmental Champions who led the way."*

Thank you.

Stephanie Kaupp
Coronado, CA 92118
skaupp1@san.rr.com
(619) 992-6436

INN AT THE CAYS
CORONADO, CALIFORNIA

October 6, 2020

Port Chair, Ann Moore and Board of Port Commissioners
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

**Subject: Oct 6, 2020 Agenda Item 20 on PMPU: "Inn at the Cays"/Port Master Plan Update land use designation for Cays Resort, LLC Leasehold in the Grand Caribe and South Cays Subdistrict**

Dear Port Chair Ann Moore and Board of Port Commissioners,

We understand that the San Diego Unified Port District (District) will be discussing the policies in the Port Master Plan Update (PMPU) at a meeting following the upcoming public comment period. We look forward to testifying then and wanted to share, in advance, a summary of our comments.

The current land use designation for the Cays Resort, LLC leasehold on Grand Caribe Isle is Visitor Serving Commercial Recreation (VSCR). The latest draft of the PMPU shows a change in the land use on the eastern portion of the Cays Resort, LLC leasehold from VSCR to Recreation Open Space (ROS). The ROS designation would make our proposed project impossible and we urge you to maintain the VSCR designation on the eastern portion of the Cays Resort, LLC leasehold and add our project to the appealable projects list.

Our project is a 114-room hotel, 40 of which will be low cost. We have revised our project to account for almost all of the draft PMPU policies as well as Coastal Act priorities such as public access and compatibility with surrounding land uses, bulk and mass. Coastal Act expert, Steve Kaufmann, has advised us on the development of our proposal and we have incorporated all of his suggestions in addition to some from Board members as well. We are proud of our proposal and believe that what we can offer to the public in this location is more valuable than Recreation Open Space.

Again, please maintain the VSCR land use designation for the eastern portion of the Cays Resort leasehold on Grande Caribe Isle, and add our hotel with 40 low cost rooms to the appealable projects list.

30 N. Caribe Cay Blvd, Coronado, CA 92118
14602 N Tatum Blvd, Phoenix, AZ 85032 |602-788-1700

We appreciate your consideration as you prepare to release the draft for public comment and we look forward to testifying at your next PMPU workshop.

Sincerely,

Keith Mishkin
Cays Resort, LLC
Manager

CC:
Melody Lasiter, Coastal Commission
Kanani Leslie, Coastal Commission
Deborah Lee, Coastal Commission

SAN DIEGO COUNTY'S
BUILDING TRADES UNIONS
*Value on Display. Every Day.*

October 6, 2020

Port Chair, Ann Moore and Board of Port Commissioners
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

**Subject: Oct 6, 2020 Agenda Item 20 on PMPU: "Inn at the Cays"/Port Master Plan Update land use designation for Cays Resort, LLC Leasehold in the Grand Caribe and South Cays Subdistrict**

Dear Port Chair Ann Moore and Board of Port Commissioners,

The San Diego Building and Construction Trades Council and UNITE HERE Local 30 offer the following support for the "Inn at the Cays" proposal as a part of Public Comment during the Unified Port of San Diego Board meeting on September 6, 2020.

The "Inn at the Cays," a hotel proposed by the current tenant on the leasehold at Grand Caribe, is thoughtfully designed to be accessible by the general public, inclusive and environmentally responsible. It will provide quality jobs during construction and as a part of ongoing operation. The proposed 114-guest suite Inn
includes a main lodge with restaurant and bar, meeting space, lounge areas, beachfront terrace, pool and lawns. The plan completes the connection of the coastal waterfront with the Yacht Club, commercial village, Shoreline Park and our Inn. Additional amenities include a restroom for the public in Shoreline Park.

The proposed project achieves priority goals for the California Coastal Commission, the Port of San Diego, San Diego and Imperial Counties labor unions and the public. Examples include:

- 35% of the rooms will be reserved to be low cost. Without lower cost visitor serving facilities members of the public with lower incomes would be more limited in their ability to recreate at the coast. Addressing this potential inequity and injustice is a cornerstone of the Coastal Act. This project helps achieve the Coastal Act goal of promoting the fair treatment of people of all races, cultures, and income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.
- The construction phase will create approximately 165 direct jobs and 60 indirect jobs. Long-term, 28 direct jobs and 17 indirect jobs will be created during operation.
- The project will generate approximately $1M in Hotel & 1% Sales Taxes to City of Coronado annually and $114M over the life of the project.
- The project will generate approximately $800,000 in rent to the Port annually and $73M over the life of the project.

We have joined forces with the developer to help bring this project to fruition. We urge you to give it your full consideration and maintain the Visitor Serving Commercial Recreation land use designation in the Port Master Plan Update.

Thank you,

CC:
Melody Lasiter, Coastal Commission
Kanani Leslie, Coastal Commission
Deborah Lee, Coastal Commission

*3737 Camino del Rio So. Suite 202, San Diego, CA 92108 Telephone: (619) 521-2914 Fax (619) 521-2917*

*

**From:** cayskim@san.rr.com
**Sent:** Friday, October 16, 2020 10:55 AM
**To:** Garry Bonelli; Port Master Plan Update
**Subject:** The Inn at the Cays Proposal



Dear Port Commissioner Bonelli,

I've been an 18 year resident of the Coronado Cays & I am concerned about the future of our community. I would LOVE to see a beautiful "boutique" hotel on this property that is now an UGLY storage yard for boats & rusted trailers. It's a shame this is what is on this beautiful piece of land. I urge you to allow for commercial opportunities on this area we are talking about called "Grand Caribe Isle." I believe this area should remain designated for a well planned hotel development such as The Inn at the Cays proposal. I am ALWAYS in favor of adding to what we already have here in the Cays. I LOVE change!!! Change is good!!! I see a hotel as another place to take a walk, to grab a coffee, to have drinks, another place to have dinner with friends, a much needed spa treatment etc… They have stated that we would be getting a "residence" discount. I'm hoping they keep their word as The Loew's Resort next door has reneged on that promise…very disappointing for those of us who have supported them for years. I've heard that many residents want this to become another park. We have a huge park across the street from my home. Why is this even being considered? Another "open" space brings no value to the Cays. A hotel would bring lots of revenue to Coronado not to mention a lot of tax revenue to the Port. Residents say they don't want all the traffic. What traffic? The hotel is far away from any homes…why is traffic even a concern? They will have their own parking garage. We aren't talking about a gigantic hotel. We are talking about a small "boutique" hotel with lots of amenities for their guests & OUR community. The presentation & renderings were beautiful. I can't believe everyone isn't standing up & applauding this developer & his vision. It's a WIN WIN for all of us as far as I can see. I'm excited about all the possibilities this would bring to our neighborhood. Please maintain the commercial

designation for the Grand Caribe Isle North.  PLEASE allow this to go through & let's get it done…the sooner the better.

Thank you for considering my feedback as you work on updating the Port Master Plan.

Sincerely,
Kim Thacker
Coronado Cays Resident

**From:** Joe Hardell <joehardell@mac.com>
**Sent:** Wednesday, October 21, 2020 6:56 AM
**To:** Port Master Plan Update
**Subject:** Shelter Island Launch Ramp



Greetings,
I understand there is a project in the works to change the Shelter Island launch ramp parking area into a park and remove the Marlin Club. I explore you not to do this as so many fishermen rely on this parking area and the Marlin Club is an institution worthy of maintaining.
Last time I launched at Shelter Island there was nowhere to park as the parking area is already insufficient. I love San Diego and the improved launch ramp. Every time I launch my boat I fill it with gas down the street from the ramp and usually stop for bait and tackle as well as shopping at the nearby West Marine. In addition, we always stop at the Denny's for a late dinner when leaving the area. I believe most boaters do the same, routinely spending a considerable sum at local businesses. If the parking area is removed or relocated too far away I will have to start using the ramp in Chula Vista Because I cannot park and walk a long distance (many of us are older and unable to do so).
Surely there is an alternative that maintains these crucial parking spaces for trailers.
Thank you for your time and consideration,

Joe Hardell
Owner
GrabBass Products