Port of San Diego
Granted Lands

34
miles of waterfront

2,404
acres of Port Tidelands

3,677
acres of Submerged Tidelands
prior to January 1, 2020

Approximately
8,300
acres of new Submerged Tidelands
(subject to survey) as of January 1, 2020
Legislative Framework

**Port Act**
San Diego Unified Port District Act (1962)

**Public Trust**
Common Law Doctrine of the Public Trust

**Coastal Act**
California Coastal Act (1976)
The Port Act and Tidelands Trust Doctrine

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

Manage San Diego Bay and the Waterfront ‘Tidelands’

Promote commerce, navigation, recreation, environmental stewardship, and fisheries
Port Master Plan
Why do we need a Port Master Plan?
The Port Master Plan protects and promotes coastal uses and coastal access, and allows for and encourages a diverse range of uses around San Diego Bay.

- 5 public piers
- 9 museums & attractions
- 18 hotels
- 22 parks
- 70 artworks
- 74 restaurants
- 80+ sponsored events
Current Port Master Plan

- Guides development and special events on Port property
- Adopted by the Port’s Board of Port Commissioners in 1972
- 1 of 4 commercial ports in California that is required to have a Port Master Plan
- Certified by the California Coastal Commission in 1981
- There have been 40 location-specific amendments to this Port Master Plan that have been certified by the California Coastal Commission
Port Master Plan Update
Port Master Plan Update

Vision Statement and Guiding Principles
2013-2014

Framework Report
2014-2015

Discussion Draft
2016-2019
Revised Draft PMPU
2019-2020
OBJECTIVES

- Market Ready
- Streamline Permit Process
- Certainty with Flexibility
- Balance Development with Natural Resources while Enhancing Fiscal Sustainability
The Port Master Plan is a long-range planning document that focuses on *policies* not *projects*.

![Diagram showing the contrast between 'Projects' and 'Policies']

- **PROJECTS**
- **POLICIES**
Port Master Plan Blueprint

The Port Master Plan provides a mix of goals, policies, and standards to guide existing uses and activities, as well as future development, activation, and management of Tidelands.
1. Background

2. User Guide

3. Elements

4. Planning Districts

5. Appendices

Coastal Access

Ecology

Economics

Environmental Justice

Safety & Resiliency

Mobility

Water & Land Use
Planning Districts

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

* This Planning District was not included in the PMPU Discussion Draft
PMPU Discussion Draft
90-Day Review Period

April 30 – July 31, 2019

• Available:
  - Review hardcopy in Clerks Office
  - Purchase hardcopy from Clerks Office

• Submit written comments to:
  - PMPU@portofsandiego.org
  - 3165 Pacific Highway, San Diego, CA 92101
PMPU Community Discussions
Comments Letters Received

- 11 comment letters from agencies
- 43 comment letters from organizations
- Approx 2,800 comment letters from individuals
- Nearly 3,000 comment letters total
- Almost 4,000 pages total
What was proposed in the Discussion Draft?

North Embarcadero Subdistrict

- Increase water mobility
- Introduce mobility hubs
- Protect commercial fishing uses
- Reconfigure Harbor Drive with Bayfront Circulator
- Increase public space
- Potential increase in hotel rooms, retail and meeting space
- Convert Navy Pier into a park
Primary themes heard from residents near North Embarcadero on the Discussion Draft PMPU

• **Development Intensity**
  - Opposition to net increase of new hotel rooms at Wyndham and/or 1220 sites
  - Requests to prioritize keeping existing development footprints
  - Suggestions to position any new building footprints closer and perpendicular to Harbor Drive
  - Requests to consider aesthetic impacts to Pacific Highway side of development

• **Heights and View Impacts**
  - Overall concern with buildings heights and increased development intensity that may result in impacts to private views from residences
  - Requests to specify building height limits in the plan
  - Requests to preserve the A Street View Corridor
Primary themes heard from residents near North Embarcadero on the Discussion Draft PMPU

- **Traffic Congestion**
  - Overall concern related to increased traffic congestion as a result of new development
  - Concern about reduced travel lanes on Pacific Highway

- **Mobility Hubs**
  - Some opposition to any form of structured parking with preference for more park space
  - Preference for siting parking away from Embarcadero
  - Support for use of Bayfront Circulator to connect to parking in outer areas
  - Support for efforts to reduce reliance on single occupancy vehicles, which will also decrease parking demands
  - Mixed support for siting a Local Gateway Mobility Hub between Ash and B Streets
  - General support for siting a Regional Mobility Hub at the Grape Street parcel
  - Overall excitement for increased water-based transit opportunities
Primary themes heard from residents near North Embarcadero on the Discussion Draft PMPU

• General Feedback
  - Activating park space and creating linkages to promenade areas is important
  - Lighting and safety improvements should be prioritized
  - Access to the water should be preserved
  - Important to balance tourism and residential uses
  - Iconic architecture should be encouraged
  - Critical that decision making is data-driven and coordinated with other jurisdictions
Revised Draft PMPU
Proposed Subdistrict Revisions
Existing Conditions
Existing Conditions – Building Height

- Existing Residential - 450’
- Lane Field - 185’ (north) & 210’ (south)
- Wyndham – 170’ & 60’
Existing Conditions – Uses

- Lane Field - 800 hotel Keys
- Wyndham – 600 hotel Keys
Discussion Draft Version – Building Step back and Setback Requirements

- 2,000 Hotel Keys
- 1,160 Parking Spaces
- 215 Public Parking Spaces
- Buildings up to 450’ Tall
Protect and Enhance View Corridors

A Street

B Street
Reconnect the City Grid
Setback Development to Connect the Parks
Enhance the Pedestrian Experience
Enhance the Pedestrian Experience
Building Stepback and Setback Requirements

- Orange: 40FT MAX HEIGHT, 25FT WIDE DEPTH
- Brown: 160FT MAX HEIGHT
- Red: 200FT MAX HEIGHT
Development Intensity

1,550 Hotel Keys
610 Parking Spaces
215 Public Parking Spaces

Buildings 1 - 4 = 140'-160’ tall
Buildings 5 & 6 = 200’ tall
Building 7 = 100’ tall
A Street View Corridor
B Street View Corridor

Diagram showing the B Street View Corridor with labeled sections and dimensions.
Harbor Drive Open Space Setback 65’
Harbor Drive Open Space Setback 65’
Pacific Highway Setback 25’
Note: Ultimate condition to occur once on-site parking has been relocated to a proximate Mobility Hub.

Graphics are for illustrative purposes only.
Port Master Plan Update

Next Steps
Integrated Planning: Port Master Plan Update Timeline

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<thead>
<tr>
<th>Year</th>
<th>PMPU Drafting Process</th>
<th>CEQA Process / CCC Process</th>
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**PMPU Drafting Process**
- **Drafting Process**
  - August 4, 2020 Board Workshop: NE Subdistrict
  - Complete Revisions to Draft PMPU

**CEQA Process / CCC Process**
- **~Fall 2020**
  - 30-Day Review Period for Revised Draft PMPU
- **~Summer 2021**
  - Draft PEIR 45-Day Public Review
- **~Winter 2021**
  - Final PEIR Certification & BPC PMPU Approval
- **~Fall 2020**
  - Board Workshop: Final Policy Direction

**Public Outreach and Stakeholder Engagement**
- **~Winter 2022**
  - Certified PMPU
- **~Spring 2023**
  - BPC PMPU Acceptance
Stay Informed!

- Click “Sign Up” at Port home page: www.portofsandiego.org
- Check “Integrated Planning/Port Master Plan Update” box on form

- View the August 4, 2020 PMPU Board Workshop Agenda Materials:
  - Download on Port website: https://portofsandiego.legistar.com/Calendar.aspx
- To submit public comments (voicemail, live or written), please follow instructions posted on the agenda.