

# **PORT MASTER PLAN UPDATE DISCUSSION DRAFT**

Community Discussion

Wednesday, August 28, 2019

5:30 to 7:30 p.m.

Portuguese Hall, 2818 Avenida de Portugal, San Diego, CA 92106

## **General Comments from Port Representatives (Board Members and Staff)**

- The Port staff and Commissioners are here to learn from community members
- Plan is a draft and we are looking to receive public comments
- Comments will reach Board of Port Commissioners at meeting scheduled for September 16, 2019
- Agenda published Thursday prior to board meeting
- Port is anticipating approval action late in 2020
- Public meetings and comments are allowed at September 16 Board of Port Commissioners meeting
- There have been no revisions to PMPU since release of the Discussion Draft
- Plan will be in front of Coastal Commission likely in 2021
- There will be revisions to this draft before a final version is given to Coastal Commission
- Feedback from this and other recent meetings will be given to all Commissioners at next board meeting. The full board cannot meet outside a publicly noticed meeting per Brown Act requirements.
- Commissioners will make a request that the Coastal Commission meet locally to consider the final PMPU, which might not be until 2021
- Clarification provided on Coastal Commission requirement for the La Playa Piers as originally stated in the 1981 Port Master Plan certified document
- Generational impacts of plan, climate change impacts of sea level rise were included in the plan
- The Port Master Plan Update process started in 2013, recent Discussion Draft release was for purposes of inclusion in the process
- The Port has conducted 13 public meetings and 267 stakeholder meetings on the PMPU Discussion Draft
- Commissioners are at this meeting to take feedback from community residents
- Commissioners are listening and looking to engage community
- Environment Impact Report likely will be released next year
- Public outreach summary available with information on all meetings conducted
- No developers are involved with the PMPU Discussion Draft as this is a water and land use plan

- Port's PMPU is a land use proposal
- This will be a plan for everybody
- The Commissioners are here tonight to hear your concerns and will provide that information to the other four Commissioners
- The Board of Port Commissioners meeting on September 16 is open to the public
- Want a plan that will be supported by community
- All concerns apply across the region and Port member cities
- Plans for La Playa trail do not include pavement or restrooms. The only proposed changes would be located at the trailhead and would include amenities, such as a shade structure, bench or public art
- Residences along La Playa trail are not in Port jurisdiction
- Kellogg Beach on Port's major maintenance program
- Coastal Commission requirements on piers: All public or not at all (e.g., remove)
- Public access to piers is only allowed from sunrise to sunset, not 24 hours a day

### **General Comments from Community Members in Attendance**

- Residents raised concerns about ambiguity and specifications of language in document
- Concerns about changes and overall update
- Military and nonprofit facing impacts from PMPU. There is no mention of US Coast Guard, Midway, aircraft carriers or other museums. You cannot get rid of military connection; this is a major port of the US
- New Shelter Island boat ramp well-liked by community
- Locals are not looking for the City or Port to add new infrastructure that would require maintenance, as maintenance for existing infrastructure is already lacking
- Community has a voice that will support solid recommendations
- The Port should use the "triple bottom line" approach – look at economic, environmental and social costs – people, planet, profit should all be considered in the plan
- Concerns about public art selections were expressed
- What are the motivations behind this plan?
- Goals of plan: locals looking for preservation and conservation
- Environmental justice, ecology, safety and resiliency should be included in plan
- Big picture concerns: community is here all the time, they are not just visiting
- The America's Cup Harbor Master Plan Amendment was a good land use plan already done that the Port should consider
- The Port should maintain existing areas before new areas are introduced
- Port should change the location of the Board meeting in September – expect a large crowd

- Climate change, safety and resiliency concerns
- “Managed Retreat” (when used to describe policy related to beach or other areas) needs more specificity in the PMPU
- Why get input from communities outside Point Loma and how do you define a stakeholder?
- Want preservation and conservation relating to history and culture of area
- Marketability of niche tourist destination(s), example of taking out Anthony’s restaurant
- Upkeep of Shelter Island, sidewalks and sand need improvement, unkempt areas
- Maintain existing areas before going forward to add more
- Suggest you “reverse engineer” projects to better identify maximum limits and capacity
- Would like to know names of stakeholders at those meetings, funding information, developers of projects
- Boating impact lies in fabric of community
- Progress needs to be made; progress is not defined only by money made
- Stewards of community, advocates in room
- Japanese Friendship Bell in state of disrepair, fumigation needed, people walking on structure creating liability, little respect for piece of history
- Bathrooms on Shelter Island in state of disrepair
- Need to consider rising sea levels, sandbar is opposite of managed retreat
- Take into account community resources
- Respect the community character
- Agree with users guide PMPU page 125, Point Loma listed as residential neighborhood, do not want it to be converted to commercial
- Amend the 1981 agreement with the acknowledgement that things have changed, why are they imposing this requirement in the San Diego Bay?
- When will comments appear on public record?

### **Heights and development intensity**

- Height limit should be consistent with city height limits
- Objections to exceeding height limit and removal of piers
- Commercial development of Harbor Island is not what is wanted on Shelter Island
- Concerns about maritime industry and public pathways. Safety impacts with lifts and equipment
- Hotel concerns: necessity, number of rooms, parking
- Pacific flyway impacts of more development on waterfowl and other birds
- Current height limits add to character
- Population density and hotel rooms, small streets and dense with traffic

- Ability to get in and out of area hard already, will be worse with more traffic from development
- Concerns about number of hotel rooms on Shelter Island – it seems the motivation to make more money off of Shelter Island
- Views of city impacted by height limits, property value concerns, removal of views is a form of eminent domain and takes away natural beauty
- Height concerns: raising limits would not work with community
- Hotel rooms (1,600) will result in congestion affecting adjacent streets and beyond, drivers are already speeding on smaller streets to avoid main thoroughfares
- Promenade and parking are concerns near boat ramp
- Should be looking for development in South Bay, not Shelter Island
- This is not “Not in My Backyard (NIMBY)”
- We have generational and family ties to the area and are concerned about over-commercialization
- This may be a land use plan, but what about the Port’s role and guidelines related to the water?
- Need a noise policy, want quiet enjoyment of homes, relates to quality of life
- Hotels do not need to be on the water, suggestion to put hotels at Liberty Station
- Comparisons to Marina Del Rey; Harbor Island with high rises is not what the community is looking for
- Hotel room impacts to roadways: increase in cars and more traffic
- Concerns that total hotel room additions along bayfront will lead to more commercialization
- Height limit and density increase concerns from CEQA and environmental standpoint
- Pollution will increase with more tourists, leading to impacts on endemic birds and dumping in the bay
- There is an existing art piece on Talbot, and currently a plaque and bench – no need for more art in this location
- Sewage will increase with more hotel rooms
- Boating community: additions could diminish water quality
- Heart of Point Loma is maritime
- There would be a changed character with more development, new hotels
- Forecast 30-year horizon in regard to development
- Number of hotel rooms direct concern, should be zero, concerns about addition of hotels along entire coastline
- Outboard boating club response to plan update: safety issues on the launch ramp, historical designation and increased lease time
- Kellogg beach condominiums replacing bayfront single family home, corner of San Antonio and Lawrence, will potentially exceed thirty-foot height limit

- Question regarding what the Port's jurisdiction is over water (including water quality) in the bay
- Bookings of hotel rooms in area: what is the occupancy?

### **La Playa Trail**

- Enjoy recreational benefits and improvements
- Natural state of La Playa Trail should be maintained
- Community character negatively impacted by development
- Reminder of cultural and historical importance on La Playa Trail - originally Kumeyaay land (should the tribe be consulted?), the trail is natural in historical documents
- Not looking for a "dressed-up" trail
- Pollution content near La Playa
- Homeless concerns if development added
- La Playa trail cannot take capacity or maximum impact
- La Playa trail is already maintained
- Amenities and public safety features at La Playa trail

### **Walkways around perimeter of yacht club**

- Concerns about promenade at Shelter Island and walkway around shoreline; walkways around perimeters of yacht clubs are not feasible
- Boat ramps, organizations, community concerns
- Marlin Club: public service organization with volunteers, looking for historical designation and protection as it is a historical part of community, and long-term lease options similar to those of restaurants
- Sport fishing and Marlin Club lease, impacted by development
- Marlin Club and other community organizations impacted by plan, locals are concerned about future of the Club and other organizations
- Want more parks and pedestrian walkways in plan
- Walking path through yacht club would cause safety concerns, no reason to have public access to boatyards
- Meandering walking path could be impacted by pedestrians on straight path
- Trail near San Diego Yacht Club, and also looking for bulkhead to preserve land rather than using rip rap that gets infested with rats
- Concerns about connecting Shelter Island and La Playa

### **Roadway reconfigurations**

- Traffic concerns, expansive buildings, tidal heights
- Scott Street: more bike lanes will bring more bikes
- Size of walkway on Anchorage, concerns of impacts to Le Rondelet condos
- Metro bus line on Anchorage Lane causing damage to street, suggestion to study and realign route
- Launch ramp attracting larger boats, need parking for larger rigs and need more spots for them, especially during heavy seasons and weekends
- Pedestrians near launch ramp, danger near boats launching
- Concerns include safety long term
- First responders need access during traffic times, and this is already difficult
- Traffic on Shelter Island, land use concerns
- Reroute Anchorage lane, new stores and commercialization a concern, locals are not looking for introduction of more big businesses
- Changing parking spaces from parallel to diagonal on Shelter Island Drive is a safety concern, residents looking for clarification on where exactly parking would be reconfigured and feasibility of a low-level parking structure
- Between Talbot Street. to roundabout: trucking and boat usage concerns
- Bike lane concerns: need physical and visible barriers separating pedestrians
- Access to Navy Base and increased personnel will increase traffic
- Protected bike zones on Shelter Island, Port should consult with Bike Coalition and SD Bike
- Resources for EMS, police, fire access during congestion: emergency response times a large issue with traffic, especially near Rosecrans
- Time of day impacts parking availability on Shelter Island and Humphreys concerts impact parking
- Not enough parking on Shelter Island already: would expanding boat ramps remove parking?
- Pedestrian access, Ketch without parking on own side, pedestrians crossing street in front of cars in two directions

### **La Playa Piers**

- Access to piers is a concern if it is "24/7"
- Public has access already and that is appreciated by community members
- Many here tonight have generational ties to area
- Pier access concerns: liabilities to both homeowner and public
- Adjacent waterways and waste dumping, residents have concerns about the health of the San Diego Bay

- Kayaking and Humphrey's concerts, parking on Bessemer Street, and human waste/trash and noise concerns after concerts from those going through neighborhoods
- Locks on pier facilities on Shelter Island, community access
- Historical aspects of piers
- Public happy with current state of piers
- Sand depletion of Kellogg beach and maintenance responsibility, jetty reconstruction
- Copper content in Shelter Island water basin, environmental safety issue since 2005
- Pier access: there should be no pier removals
- Balboa Island and Alameda Bay have many similar existing piers
- Of the options given by Coastal Commission, public would rather keep piers and increase public access than have the piers completely removed
- Liability increases by removal of docks: who will pay for lawsuits?
- Want docks to remain, community feels there is already adequate public access
- Community uses docks often, if too crowded will not be able to enjoy our own community
- Pier, ramp, float are elements of this infrastructure
- Currently there is access all the way to ramp
- Gates swing open and there are no locks: concerns about capacity on dock, sinking
- How do these compare to Coronado Cays piers?
- Pier vs. ramp vs. float – need to differentiate and maybe have different public access for each
- Generational ties and memories along piers: a healing space, unique area with unique benefits to community
- Tailor to true benefits and public safety – maybe install electric gates
- Treasured history and safety of community
- What about wheelchair access on piers and lighting? If the piers are public, what will be the impacts to the surrounding area?
- Two docks are open: Wyatt and Donnelly. The third, by historical mansion, not open, no public access, locked. Looking for the addition of stairs at the end of Nichols Street
- Relations to Coastal Commission: how does this area compare to Newport Beach, Orange County and other piers on coast, and should we be looking for an amendment to allow them
- Liability concerns with public access to piers