

OCTOBER 2020



# ONE BAY, RICH DIVERSITY

INTEGRATED PLANNING  
PORT MASTER PLAN UPDATE

**Revised Draft PMPU**

Summary of revisions made since the Discussion Draft

[portofsandiego.org/pmpu](https://portofsandiego.org/pmpu)

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The National City Bayfront, Chula Vista Bayfront, and the Pond 20 portion of the South Bay Planning Districts are not a part of the Port Master Plan Update.



# INTEGRATED PLANNING

For more than seven years, the Port of San Diego has been conducting a comprehensive and inclusive Integrated Planning initiative that is often referred to as “the future of the Port.” This blueprint for baywide development will create certainty for developers and community members by codifying a vision for how future projects will fulfill public goals in all Port member cities (Chula Vista, Coronado, Imperial Beach, National City and San Diego).

The Port continues to make progress on the five-phase planning process, which culminates with an update to the Port Master Plan. An updated Port Master Plan supports the Port’s mission to develop the bay “for multiple purposes for the benefit of the people” (Port Act).





## GOALS

- Balance the needs of development with those of valuable natural resources
- Streamline the permitting process for developers, investors, and Port staff to more effectively and efficiently process projects
- Prioritize key planning features and clearly define water and land use guidelines for development, with enough built-in flexibility to be able to quickly adjust to market demands
- Protect opportunities for public access and parks on the waterfront for all Californians and visitors to enjoy

## Community Feedback

The PMPU has something for everyone who enjoys San Diego Bay. The Port of San Diego has released the Revised Draft Port Master Plan Update for a four-week review period. This latest draft considers and reflects extensive and valuable community input received on the Discussion Draft released in April 2019. At this step, we encourage and welcome additional public feedback and look forward to continued community engagement that is so essential to this process.

To provide feedback, go to [portofsandiego.org/pmpu](https://portofsandiego.org/pmpu). Feedback will be accepted through Tuesday, November 17, 2020.

The Revised Draft PMPU includes chapters dedicated to the Port's ten planning districts. Each planning district includes planned improvements and development standards for that specific planning district or subdistrict. This handout provides a summary of some of the notable changes and proposed language for the planning districts included in the Revised Draft PMPU.



# PLANNING DISTRICTS

Following are summaries of updates in each Planning District (PD) with respect to the different areas of interest. Tables detailing the specific text changes can be found in the Appendix of this document and are listed by PDs.

## AT A GLANCE

### HOTEL ROOMS



No additional hotel rooms will be added.

### BUILDING HEIGHTS



Structures will not exceed 30 feet in height.

### LA PLAYA PIERS



Existing piers may remain, but no new piers associated with residential properties will be allowed.

### LA PLAYA TRAIL



The existing trail will be preserved as a nature trail with minimal amenities (no restrooms) allowed at the existing trailhead.

### SHELTER ISLAND BOAT LAUNCH RAMP AND PROMENADE/ BIKE PATH



The promenade and bike path will be located landward of the boat launch ramp.

### COMMERCIAL FISHING BERTHING



Improvements or modifications may be made.

# PD 01 SHELTER ISLAND





### Hotel Rooms

The Discussion Draft proposed the addition of 1,300 net new hotel rooms, but after extensive community feedback, the Revised Draft PMPU does not propose any additional rooms on East or West Shelter Island.

Existing hotel rooms and retail with restaurant or meeting space may be modified or replaced-in-kind with the same or lesser size in the same general footprint along Shelter Island Drive.

### Building Heights

Now updated in the Revised Draft PMPU, structures on East and West Shelter Island shall not exceed 30 feet in height.

### La Playa Piers

The La Playa Piers and docks, except for the La Playa Yacht Club Pier, were slated for removal in the April 2019 Discussion Draft. In the revised document, all four existing piers may remain for current use, including the La Playa Yacht Club Pier; however, no new quasi-private/quasi-public piers associated with residential properties or uses shall be allowed.

### La Playa Trail

The Revised Draft PMPU will preserve this public access amenity as a nature trail, while allowing for maintenance and installation of safety barriers of minimal design. Activating features such as seating, public art, and/or shade structures are only allowed at the existing trailhead area. No restrooms will be added.





### Shelter Island Boat Launch Ramp and Promenade/Bike Path

The addition of a promenade and bike path remain in the Revised Draft PMPU. The waterside promenade and bike path will go behind the ship chandlery near the Shelter Island Boat Launch. Parking will be available to the general public with limited exceptions.

### Commercial Fishing Berthing

At a baywide level, Commercial Fishing land and water use designations will not have different rules or regulations between different Planning Districts. Planned improvements for commercial fishing facilities at Shelter Island may include modifying or replacing in-kind existing commercial fishing marina facilities, developing up to 15 additional commercial fishing berthing vessel slips and associated commercial fishing marina-related facilities, and orienting buildings to promote public visibility of waterside sportfishing and commercial fishing activities.

[View verbatim revisions to draft PMPU here.](#)





## AT A GLANCE

### HOTEL ROOMS



Up to 3,560 hotel rooms, and 1,400 beds of lower cost accommodations may be added.

# PD 02 HARBOR ISLAND



### Hotel Rooms

As proposed in the Revised Draft PMPU, the West Harbor Island subdistrict will develop up to 1,700 additional hotel rooms, with up to 32,000 square feet of associated retail and restaurant space, and up to 37,000 square feet of meeting space along Harbor Island Drive (Island Segment). The East Harbor Island subdistrict will develop up to 1,360 additional hotel rooms, with 92,500 square feet of associated retail and restaurant space, and 40,000 square feet of meeting space in the Commercial Recreation-designated area north of the basin. Up to 500 hotel rooms are also proposed south of the basin on East Harbor Island. The Planning District will also allow for the development of additional lower cost overnight accommodations including up to 1,400 beds (or equivalent rooms).

[View verbatim revisions to draft PMPU here.](#)





## AT A GLANCE

### HOTEL ROOMS



Number of potential future hotel rooms along North Embarcadero decreased from 1,400 to 950.

### BUILDING HEIGHTS



North Embarcadero building height limits decreased from 450' to 160-200'.

### SETBACKS



Building setbacks increased to allow clear visual and physical access to waterfront in the North Embarcadero.

### VIEW CORRIDORS



View corridors established on all east/west streets.

### NAVY PIER



Navy Pier will be assigned the Recreation Open Space land use designation.

# PD 03 EMBARCADERO PLANNING DISTRICT

## PD 03 NORTH EMBARCADERO SUBDISTRICT

### Visitor-Serving Development

This subdistrict will see the development of new retail experiences, hotel amenities and an extension of the waterfront pedestrian promenade. A Regional Mobility Hub planned for the Grape Street Parcel will include up to 25,000 additional square feet of retail and/or restaurant space and lower cost overnight accommodations with up to 500 beds or equivalent rooms. The Revised Draft PMPU will no longer require a portion of the Grape Street Parcel be reserved for Recreation Open Space.

As a result of substantial community feedback, the number of new rooms that will be allowed between Ash Street and Broadway has decreased from 1400 to 950. This will also include 30,000 square feet of retail, restaurant, and/or meeting space.



### Building Heights

New revisions with regards to building heights will be stricter than originally proposed in the April 2019 Discussion Draft.

On the block bounded by Grape Street, North Harbor Drive, Hawthorn Street, and Pacific Highway, structures shall not exceed 80 feet in height. Additionally, at Hawthorn Street and Grape Street, upper story setbacks shall be provided, limiting the base building height to 30 feet, for a minimum depth of 15 feet.

In the area bounded by Ash Street, B Street, Pacific Highway, and North Harbor Drive, including portions of the block south of B Street, several standards will be in place to address structure height and scale.

Rather than limit heights based on the adjacent jurisdiction, which would have allowed structures up to 450 feet, as proposed in the discussion draft, the Revised Draft PMPU proposes that structures shall not exceed 200 feet in height north of B Street within the east half of the block adjacent to Pacific Highway. Structures shall not exceed 160 feet in height along the west half of the block north of B Street adjacent to Harbor Drive.

Structures shall not exceed 160 feet in height south of the B Street connection (along the west half of the block, adjacent to Harbor Drive).





### Setbacks

Setbacks will be introduced to provide enhanced pedestrian and visual access to the waterfront.

A building setback of 25 feet will be required from the curb along Pacific Highway.

A building setback of 65 feet will be required from the curb along North Harbor Drive north of the B Street reconnection.

A building setback of 150 feet will be required from the curb along North Harbor Drive south of the B Street reconnection, to allow for the implementation of Recreation Open Space.

To ensure wide view corridors and pedestrian-scale street walls, upper story setbacks shall be provided, limiting the building height to a maximum of 40 feet along the public right-of-way with a minimum setback depth of 25 feet, along Ash Street, A Street, the north side of the B Street, Harbor Drive, Pacific Highway, and adjacent to the optional north-south connection.

### View Corridors and A & B Street Reconnections

The Discussion Draft proposed to establish and preserve View Corridor Extensions at Hawthorn Street, B Street, West Broadway, and E Street. The Revised Draft PMPU expands the establishment and preservation of View Corridor Extensions to several additional locations, including Hawthorn Street, Grape Street, Ash Street, A Street, B Street, C Street, West Broadway, E Street and F Street. In addition, the reconnection of A Street and B Street will establish porosity and ease of access to the waterfront.

### Navy Pier

In the Revised Draft PMPU, the Navy Pier will be assigned the Recreation Open Space designation on the Embarcadero Planning District Water and Land Use Map.

The amount of parking on the pier will be determined and included in the Port Master Plan at a future date.

[View verbatim revisions to draft PMPU here.](#)





The Revised Draft PMPU will generally reflect on-the-ground conditions for the Central Embarcadero Subdistrict.

A separate Port Master Plan Amendment will be processed for the redevelopment of the Central Embarcadero Subdistrict independent of the PMPU process.

[View verbatim revisions to draft PMPU here.](#)





### Hotel Rooms

The Revised Draft PMPU proposes an additional 600 new hotel rooms in this subdistrict.

### Planning Area 1

In both the April 2019 Discussion Draft and the Revised Draft PMPU, there is a planning area proposed in the South Embarcadero Subdistrict to allow for flexibility regarding two options for the future use of this area: (1) Expansion of the Convention Center or (2) Redevelopment of the Hotel and Marina Site. Both options are contemplated in the draft plans, which set approximate acreage requirements for Recreation Open Space, Commercial Recreation, and Institutional/Roadway land use designations for each option. The Redevelopment of the Hotel and Marina Site option also proposes up to 843 hotel rooms and 220 beds for lower cost overnight accommodations, while the Convention Center Expansion Option proposes expanded exhibit area and visitor-serving uses and a rooftop park.

[View verbatim revisions to draft PMPU here.](#)



## AT A GLANCE

### MARITIME SUSTAINABILITY



Additional measures will be put in place to reduce emissions.

### CESAR CHAVEZ PARK



Maintain this recreational amenity.

### AIR QUALITY



Control and retrofit technologies as well as electrification of equipment will be expanded.

### MULTI-MODAL TRANSPORTATION



Modifications and reconfigurations may be made to portions of Harbor Drive and Cesar Chavez Parkway.

# PD 04 WORKING WATERFRONT



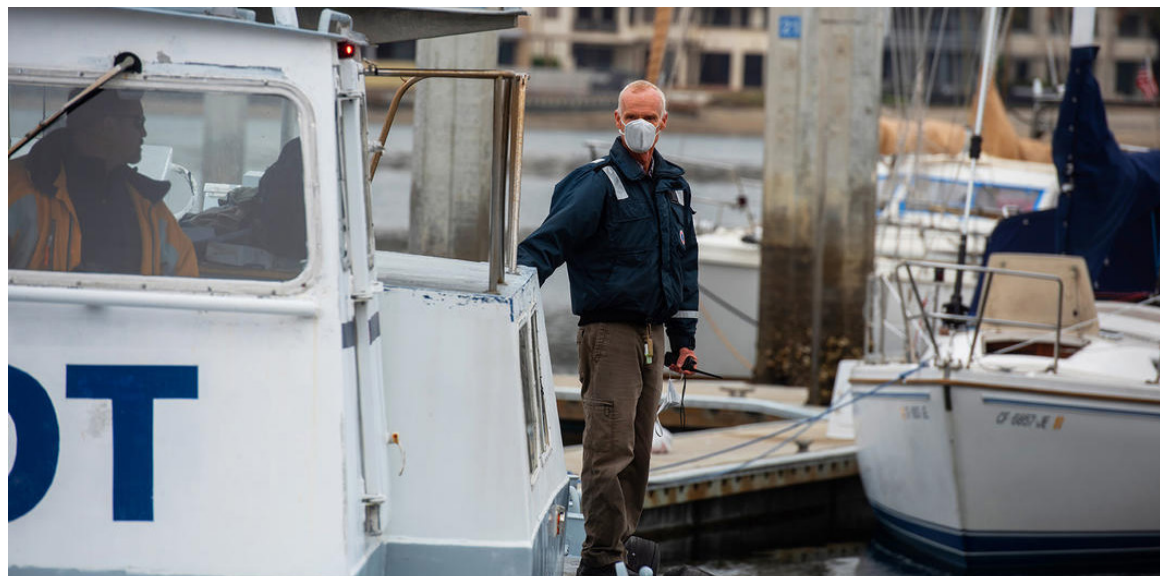
### Maritime Sustainability

In the Tenth Avenue Marine Terminal and Harbor Drive Industrial Subdistricts, emissions reduction goals of the California Sustainable Freight Action Plan and additional measures will be in place at the discretion of the Board of Port Commissioners.

Measures may include, but are not limited to, continued implementation of a vessel speed reduction program, electrification of future development and infrastructure, creation of on-site renewable energy production and battery storage, expanding the use of zero-emission vehicles and trucks and expanding of shore power capabilities.

### Cesar Chavez Park

No changes were made concerning Cesar Chavez Park in the Revised Draft PMPU. For the Cesar Chavez Park, both the Revised Draft PMPU and the April 2019 Discussion Draft include planned improvements related to enhancing public access and coastal views, improving transportation to the park, and preserving park space.







### Air Quality

The Revised Draft PMPU plans to implement the best available control and retrofit technologies for conveyor systems and bulk discharge unloaders for future dry bulk operations associated with the Tenth Avenue Marine Terminal, in accordance with regional air pollution control district requirements.

In terms of sustainable shipyards, development will be required to invest in electrification or other improvements on-site to reduce the reliance on fossil fuels, reduce criteria air pollutants and greenhouse gas emissions and demonstrate consistency with State goals and requirements, which may include investment in a compilation of improvements, such as installation of electric infrastructure to support equipment and operations on-site.

### Multi-modal Transportation

In the Revised Draft PMPU, planned improvements identify how existing roadways can accommodate multi-modal transportation. For example, modification of the segment of northbound and southbound Harbor Drive within Port Tidelands to include a multi-use pathway and a “flexible” lane dedicated for trucks, transit buses, and shuttles. Another example is partnering with the adjacent jurisdictions to implement improved safety features at rail and road crossings for pedestrians and bicyclists traveling to and from the Barrio Logan Trolley Station and Cesar Chavez Park.

[View verbatim revisions to draft PMPU here.](#)

## AT A GLANCE

### ENVIRONMENTAL STEWARDSHIP



The connection between the Bayshore Bikeway and the Tidelands will be preserved with improvements to public access.

# PD 07 SOUTH BAY



### Environmental Stewardship

Similar to standards proposed in the April 2019 Discussion Draft, the vision for the South Bay Planning District in the Revised Draft PMPU is to preserve the existing coastal and intertidal habitats and natural resources through habitat restoration and enhancement activities. Maintaining the connection between the Bayshore Bikeway and Tidelands is of importance as well as improving public access opportunities through views and linkages for the enjoyment of the bay's natural beauty.

[View verbatim revisions to draft PMPU here.](#)





## AT A GLANCE

### IMPERIAL BEACH PIER



Imperial Beach Pier and the Pier Plaza may be modified to improve visitor-serving uses and amenities.

### ACTIVATION



The existing pier building may be modified to allow for additional retail and restaurant space.

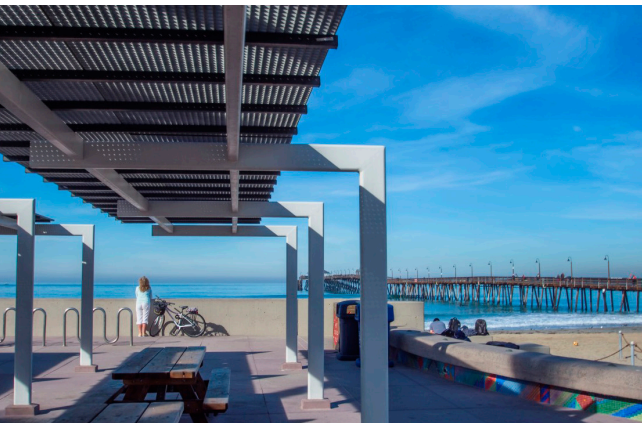
# PD 08 IMPERIAL BEACH OCEANFRONT



### Imperial Beach Pier

Similar to standards proposed in the April 2019 Discussion Draft, the Revised Draft PMPU proposes that public access by land to the shoreline, oceanfront, and pier may be modified to include wayfinding signage and pedestrian lighting. Bicycle parking may be developed at the Pier Plaza. Contiguous coastal access will be maintained across the perimeter of the pier as well as a 150-foot-wide pier safety zone on either side of the pier in the ocean to separate swimmers, surfers, and watercraft from potential dangers near the pier.

The Imperial Beach Pier, Pier Plaza, and associated visitor-serving uses may be modified to improve this existing public destination and prominent viewing area with features such as recreational equipment rental, overwater lighting on the pier, and expansion of the pier as to provide additional recreational space in the area.



### Parking

The Port of San Diego will collaborate with the City of Imperial Beach to implement parking solutions related to public off-street parking.

### Activation

The existing pier building may be modified with an increase of up to 3,000 additional square feet of retail or retail with restaurant space to improve visual and physical access at the western end of the pier. Up to 15,000 additional square feet of retail or retail with restaurant space may also be developed on Palm Avenue and Elkwood Avenue sites that are designated Commercial Recreation.



[View verbatim revisions to draft PMPU here.](#)

## AT A GLANCE

### HOTEL ROOMS



No additional hotel rooms  
will be added.

# PD 09 SILVER STRAND





### Hotel Rooms

The Discussion Draft proposed the addition of up to 360 net new hotel rooms, but after extensive community feedback, the Revised Draft PMPU has been revised to no longer propose additional hotel rooms in the Silver Strand Planning District.

Existing hotel rooms, retail, restaurant and/or meeting space may be modified or replaced-in-kind with the same or lesser size and in the same general footprint along Coronado Bay Road.



[View verbatim revisions to draft PMPU here.](#)

## AT A GLANCE

### HOTEL ROOMS



There will be no new hotel rooms in the North or South Coronado Subdistricts.

### OTHER COMMERCIAL DEVELOPMENT



There will be no increases in development on the Coronado Bayfront.

### BUILDING HEIGHTS



Structures will not exceed 40 feet in height.

# PD 10 CORONADO BAYFRONT



### Hotel Rooms

The Discussion Draft proposed the addition of up to 350 net new hotel rooms, but after extensive community feedback, the Revised Draft PMPU has been revised to no longer propose additional hotel rooms in the Coronado Bayfront Planning District.

Existing hotel retail, restaurant, and/or meeting space may be modified or replaced-in-kind with the same or lesser size and in the same general footprint east of Second Avenue.

### Other Commercial Development

The Revised Draft PMPU reflects no increases in development on the Coronado Bayfront. In the North Coronado Subdistrict, the plan allows for modifications or replacements of in-kind, existing retail or retail with restaurant space to the same or lesser size and in the same general footprint. In the South Coronado Subdistrict, there will be no visitor-serving or commercial use planned improvements.



### Building Heights

The Revised Draft PMPU will reflect stricter measures with regards to building heights in the Coronado Bayfront Planning District. In both the North and South Coronado Subdistricts, new structures will not exceed 40 feet in height.





[View verbatim revisions to draft PMPU here.](#)









# APPENDIX

# PD 01 SHELTER ISLAND





 <b>Location/ Area of Interest</b>	 <b>Current Port Master Plan</b>	 <b>Discussion Draft</b>	 <b>Revised Draft</b>
<b>Hotel Rooms</b>	<p><b><u>Development Guidelines for Shelter Island Planning District</u></b>            “Potential hotel development up to 130 rooms at the former Westy’s Lumber Yard site is proposed at the same height and scale as the two existing hotels adjacent to the site, an additional 80 hotel rooms or other commercial uses may be developed on the existing Chevron gas station lot.”</p>	<p><b><u>Total New Hotel Rooms Proposed in Shelter Island: 1600</u></b>  <i>WSI: 1300</i>  <i>ESI: 300</i></p> <p><b><u>West Shelter Island Subdistrict</u></b>  <b>“PD 1.25:</b> Allow for new hotel rooms with associated retail, restaurant, and/or meeting space at existing hotel facilities and new hotel development in the Commercial Recreation land use designation along Shelter Island Drive.”</p> <p><b>“PD1.26:</b> Allow for a mix of commercial uses within the Commercial Recreation land use designation along Shelter Island Drive.”</p> <p><i>Appealable Projects – West Shelter Island Subdistrict – Overnight Accommodations:</i>            “Up to 1,300 net new hotel rooms with associated visitor-serving retail, restaurant and/or meeting space.”</p> <p><b><u>East Shelter Island Subdistrict</u></b>  <b>“PD1.64:</b> Allow for new hotel development with associated mix of commercial uses within the Commercial Recreation land use designations along Shelter Island Drive and Harbor Drive.”</p> <p><i>Appealable Projects – East Shelter Island Subdistrict – Overnight Accommodations:</i>            “Up to 300 net new hotel rooms with up to 6,000 net new square feet of associated meeting space.”</p>	<p><b><u>Total New Hotel Rooms Proposed in Shelter Island: 0</u></b></p> <p><b><u>West Shelter Island Subdistrict</u></b>  <i>(Visitor-Serving Commercial Uses Planned Improvements – Overnight Accommodations)</i>            “Modify, or replace in-kind, existing hotel rooms, including associated retail, restaurant and/or meeting space, with the same or lesser size and in the same general footprint along Shelter Island Drive (Island Segment).”</p> <p>“No new hotel rooms are planned or allowed.”</p> <p><b><u>East Shelter Island Subdistrict</u></b>  <i>(Visitor-Serving Commercial Uses Planned Improvements – Overnight Accommodations)</i>            “Modify, or replace in-kind, existing hotel rooms, including associated retail, restaurant and/or meeting space, to the same or lesser size, and in the same general footprint along Shelter Island Drive.”</p> <p>“No new hotel rooms are planned or allowed.”</p>
<b>Building Heights</b>	<p><b><u>Development Guidelines for Shelter Island Planning District</u></b>            “The height of all buildings, except for the triangle-shaped area located on the north side of North Harbor Drive in subarea 15, is limited to 41 feet above mean lower low water (approximately 26 feet above ground level).”</p>	<p><b><u>Shelter Island Planning District</u></b>  <b>“PD1.8:</b> Building height should be compatible, but does not need to be in conformance, with adjacent jurisdiction standards.”</p>	<p><b><u>West Shelter Island Subdistrict</u></b>  <i>(Building Standards – Structure Height)</i>            “Structures shall not exceed 30 feet in height.”</p> <p><b><u>East Shelter Island Subdistrict</u></b>  <i>(Building Standards – Structure Height)</i>            “Structures shall not exceed 30 feet in height.”</p>





# PD 01 SHELTER ISLAND

 <b>Location/ Area of Interest</b>	 <b>Current Port Master Plan</b>	 <b>Discussion Draft</b>	 <b>Revised Draft</b>
<b>La Playa Piers</b>	<p><b><u>Appendix C – Modifications:</u></b>  <b><u>Shelter Island – Planning</u></b>  <b><u>District 1. La Playa/Kellogg</u></b>  <b><u>Beach Area Private Piers</u></b>          “The Board of Port Commissioners shall not renew the existing leases on the five privately owned piers in the La Playa and adjacent Kellogg Beach areas that extend out from the tidelands into the yacht Basin near Shelter Island. At the termination of the existing leases in 1986 the Board of Port Commissioners shall either: a) make the piers available for public use; or b) cause them to be removed. Any piers retained which create a severe impediment to lateral shoreline access shall be modified to correct this situation. Signs indicating availability for public use shall be posted on any piers retained.”</p>	<p><b><u>Specific Area Standards: La Playa Piers</u></b>          “PD1.31: Except for the La Playa Yacht Club Pier, all piers and docks in this West Shelter Island subdistrict that are private residential or quasi-private residential shall be removed within two years of certification of this Port Master Plan.”</p>	<p><b><u>West Shelter Island Subdistrict</u></b>  <i>(Special Allowances – La Playa Piers)</i>          “Four existing piers shall be maintained and coverage not expanded, subject to the following requirements:</p> <ul style="list-style-type: none"> <li>a. Piers shall be accessible to the public daily from sunrise to sunset and may have security gates to control access outside of required time frames for accessibility.</li> <li>b. Signs indicating availability for public use shall be clearly posted on the landward portion of the pier for all piers retained.</li> <li>c. Gangways and docks on these four piers may remain closed to the public. See Figure PD1.5 [of the Revised Draft PMPU], Major Components of a Pier.”</li> </ul> <p>“The pier at the La Playa Yacht Club may remain as its current use, in the location shown in Figure PD1.1 [of the Revised Draft PMPU], and is exempt from the requirements of PD1.1 [of the Revised Draft PMPU].”</p> <p>“No new quasi-private/quasi-public piers associated with residential properties or for residential use shall be allowed.”</p>
<b>La Playa Trail</b>	<p><b><u>Beach Corridor Subarea</u></b>          “This planning subarea includes a narrow band of shoreline extending from the Port District jurisdictional line bordering the US Navy facility on Point Loma to Canon Street. Two small beach areas, Kellogg and La Playa beaches, are illustrated as open space on the Land and Water Use Map, and are interspersed with two yacht clubs. Limited access to the beaches is to be maintained consistent with the existing isolated and low intensity recreational use orientation, which is geared to serve the immediate neighborhood.”</p>	<p><b><u>Specific Area Standards:</u></b>  <b><u>La Playa Trail</u></b>          “PD1.35: Along La Playa Trail, allow for pedestrian amenities and public safety features.”  <i>This was interpreted that restrooms could be a pedestrian amenity.</i></p>	<p><b><u>West Shelter Island Subdistrict</u></b>  <i>(Special Allowances – La Playa Trail)</i>          “Maintain and improve the La Playa Trail for the benefit of public coastal access and natural resources as a natural trail subject to all of the following:</p> <ul style="list-style-type: none"> <li>a. The trail shall be used for walking only;</li> <li>b. The trail surface shall be unpaved and composed of natural materials;</li> <li>c. The usable trail area shall remain as is, including a variable width and shall not be expanded; and</li> <li>d. Safety barriers of minimal design, such as post-rope, split-rail, or similar designs, may be included where necessary along the edges of the trail.”</li> </ul> <p>“If ongoing erosion makes any segment(s) of the La Playa Trail unsuitable for public use by creating health and safety risks, or if it creates the need to protect natural resources:</p> <ul style="list-style-type: none"> <li>a. Maintain and restore the trail in place, and then, if necessary, relocate the trail away from the water toward the District’s landward jurisdictional boundary;</li> <li>b. If shoreline restoration is necessary and it would be feasible to preserve continuous use of the trail, incorporate natural materials or nature-based shoreline adaptation strategies into the restoration and other improvements; and</li> <li>c. If the trail is relocated, ensure that it remains subject to the standards set forth under PD1.12 [of the Revised Draft PMPU].”</li> </ul> <p>“Preserve the La Playa Trail trailhead cultural marker, located at Talbot Street.”</p> <p>“Enhance the La Playa Trail trailhead at Talbot Street, with minimal activating features, including additional seating, public art, informational and interpretive signage, and bollards, made from natural materials, to control access.”</p> <p>“Prohibit restrooms from the La Playa Trail trailhead.”</p> <p>“Preserve the La Playa Trail trailhead as a Scenic Vista Area, as described in PD1.33 [of the Revised Draft PMPU].”</p>







# PD 01 SHELTER ISLAND

 <b>Location/ Area of Interest</b>	 <b>Current Port Master Plan</b>	 <b>Discussion Draft</b>	 <b>Revised Draft</b>
<b>Marlin Club</b>	<i>Not specifically identified in the current Port Master Plan.</i>	<i>Not specifically identified in the Discussion Draft.</i>	<i>Site is designated as Sportfishing and Marlin Club is allowed as a primary use. Planning Area removed.</i>
<b>Shelter Island Boat Launch Ramp and Promenade/Bike Path</b>	<p><i>Promenade/bike path not identified in current Port Master Plan.</i></p> <p><b>Bay Corridor Subarea</b>  “A portion of the shoreline trailer-in-tow parking lot will be transformed into a waterfront park with children’s playground and an open gathering area. The existing gazebo may be relocated. Redevelopment of the existing shoreline parking area will increase pedestrian access to and along the shoreline and provide passive shoreline recreational areas where none now exist. The parking lot area may be reconfigured to replace all of the existing trailer-in-tow parking spaces. All of the trailer-in-tow spaces will be retained if the parking area is reconfigured.”</p> <p>“The Shelter Island Boat Launch Facilities, constructed in 1956 and upgraded in 1975, is proposed to be renovated to improve launching efficiency and maneuverability, safety, public access to the water, and public recreation on the water.”</p> <p>“The renovated boat launch facility will address safety concerns related to boat maneuverability in the basin, reduce congestion and delays within the basin, reduce queuing outside of the basin, and continue to provide public access to the water. Continued heavy use of this public recreation area is anticipated for recreational boating and pedestrian access.”</p>	<p><i>Addition of promenade and bike path through Shelter Island Boat Launch area.</i></p> <p><i>Water and Land Use Map for Shelter Island Planning District shows purple line (see legend which indicates this is a walkway) that traces near the Shelter Island Boat Launch Ramp.</i></p>	<p><i>Addition of promenade and bike path from Discussion Draft is also in Revised Draft PMPU, but maps have been updated to show promenade and bike path go behind the chandlery near the Boat Launch.</i></p> <p><b>West Shelter Island Subdistrict</b>  <i>(Building Standards – Parking)</i></p> <p>“Provide parking for the general public as follows:</p> <ol style="list-style-type: none"> <li>The location and configuration of existing parking areas may be modified if an equivalent amount of public parking is provided, subject to the requirements of the Mobility Element.</li> <li>The parking lot directly adjacent to the Shelter Island Boat Launch should provide convenient parking for boat trailers and others using the launch as an access point into the Bay.</li> <li>Diagonal on-street parking is not allowed when it conflicts with ingress to/egress from the Shelter Island Boat Launch.”</li> </ol>

 <b>Location/ Area of Interest</b>	 <b>Current Port Master Plan</b>	 <b>Discussion Draft</b>	 <b>Revised Draft</b>
<p><b>Commercial Fishing Berthing</b></p>	<p><b><u>Section III – Master Plan Interpretation (Commercial)</u></b>            “The Commercial Fishing area is intended to meet the needs of the bona fide commercial fishing fleet for: marinas, berthing and moorings, net mending and the minor repair of fishing equipment; the loading of stores and provisions; fish unloading and transshipment; and fresh fish market operations involving restaurants, retail and wholesale operations, including some limited accessory fresh fish processing activities that are not associated with visual, odor and water pollution.”</p> <p>“Berthing areas exclusively set aside for the market fishing boats, including bait boats, need to be: protected from wave and wake action, be accessible over low rise piers or floats; located within convenient proximity to fuel and ice supply; provided with dockside fresh water, electricity, trash containers, gear working areas, unloading areas, and hoist; supported with shoreside facilities for marina management, restrooms, equipment storage facilities, pumpout and disposal facilities for waste oil, and automobile parking and gated and lighted for security.”</p> <p><b><u>America’s Cup Harbor Subarea</u></b>            “Approximately 1,000 linear feet of rock revetment is to be placed on the shoreline of the Commercial Fishing Marina in order to protect the adjacent parking lot, prevent shoaling of the adjacent commercial fishing berthing, and to improve the appearance of the area. Tenant conducted renovation of the commercial fishing facility is proposed.”</p>	<p><b><u>East Shelter Island Subdistrict:</u></b>  <b>“PD1.62:</b> Any non-commercial fishing vessel may temporarily berth in a Commercial Fishing Berthing water use designation subject to termination upon 72-hour notice when a commercial fishing vessel desires to berth and there is otherwise not available capacity.”</p>	<p><i>At a baywide level, Commercial Fishing Land and Water Use designations will have the same rules or regulations in all planning districts.</i></p> <p><b><u>Water and Land Use Element</u></b>  <i>Reference Allowable Use Types for Water Use Designations table for allowable primary and secondary uses within Commercial Fishing Water Use Designations.</i></p> <p>“Notes to Allowable Use Types Tables:</p> <p><b>Commercial Fishing Berthing Water Use Designation:</b> Allowed secondary uses in the Commercial Fishing Berthing designation are limited to the following (listed in order of priority ranking): spill response services; marine towing services; aquaculture; and other coastal dependent commercial uses that do not interfere, conflict, or are not incompatible with commercial fishing operations. Allowed secondary uses are subject to the defined limitations for secondary uses, and the following provisions:</p> <ol style="list-style-type: none"> <li>In addition, a termination provision shall be specified in all applicable Coastal Development Permits, California Coastal Act exclusions and/or Commercial Berthing Permits issued pursuant to the Port of San Diego Tariff. The termination provision shall state: “In the event berthing, off-loading or turn-around is required for a bona fide commercial fishing vessel, documentation of the request for termination shall be submitted to Maritime Operations, or the successor department, so that Commercial Fishing berthing and associated activities shall be accommodated on an interim and long-term basis.”</li> <li>An administrative process consistent with these requirements, and established in consultation with the San Diego Fishermen’s Working Group, its successor, or functional equivalent in order to ensure the maximum benefit to the Commercial Fishing industry, will be created and administered by District Maritime Operations, or the successor department, in order to set forth the details of managing and monitoring the aforementioned requests and terminations. The management process will abide by a prioritized “first-in/first-out” ranking of secondary uses that has been established based on compatibility with Commercial Fishing operations (secondary uses listed above in this ranked order). The process will also establish a conflict resolution process for addressing unanticipated issues with incompatible operations or conflicts, as well as a formal monitoring system to track the number of commercial fishing vessels seeking berthing and/or the frequency of occurrences that termination provisions for use of non-commercial fishing berthing are exercised in order to manage the issuance of Commercial Berthing Permits for secondary use berthing space; this tracking will be presented in an annual reporting of berthing activities and will be made available for public review.”</li> </ol> <p><i>(continued on next page)</i></p>

# PD 01 SHELTER ISLAND





 <b>Location/ Area of Interest</b>	 <b>Current Port Master Plan</b>	 <b>Discussion Draft</b>	 <b>Revised Draft</b>
<b>Commercial Fishing Berthing (cont.)</b>			<p><i>(Secondary Use Calculations – Development: Waterside – Slips and Berthings)</i></p> <p>“For the Commercial Fishing Berthing water use designation, secondary uses must be in accordance with the WLU provision on Commercial Fishing land use designation regarding allowance of secondary uses. Refer to Table 3.1.2 [of the Revised Draft PMPU], Allowable Use Types for Water Use Designations and Table 3.1.3 [of the Revised Draft PMPU], Allowable Use Types for Land Use Designations.”</p> <p><b><u>Shelter Island Planning District</u></b>  East Shelter Island Subdistrict  <i>(Commercial Fishing Facilities Planned Improvements)</i></p> <p>“Modify, or replace in-kind, existing commercial fishing marina facilities in this subdistrict, provided there is no unmitigated increase in shading or fill.”</p> <p>“Allow development of up to 15 additional commercial fishing berthing vessel slips and associated commercial fishing marina-related facilities in this subdistrict, to accommodate of various-sized vessels.”</p> <p><i>(Fishing Visibility Building Standards)</i></p> <p>“Orient buildings in a manner that promotes the public visibility of waterside sportfishing and commercial fishing activities.”</p>

*Note: The following items were NOT proposed in the Discussion Draft and will not be proposed in the Revised Draft:*





- Removal of the Shelter Island Boat Launch and its adjacent facility
- Addition of a dog park
- Paving the La Playa Trail







# PD 02 HARBOR ISLAND

 <b>Location/ Area of Interest</b>	 <b>Current Port Master Plan</b>	 <b>Discussion Draft</b>	 <b>Revised Draft</b>
<p><b>Hotel Rooms</b></p>	<p><b><u>West Harbor Island</u></b>            “West Harbor Island, subarea 22, has been completely developed with commercial recreational uses such as hotels, restaurants, marinas, and marine-related commercial businesses. No changes to this 37.7-acre commercial recreation area are anticipated.”</p> <p><b><u>East Harbor Island</u></b>            “The east end of Harbor Island, subarea 23, has been the last subarea to complete phased development. The last project, a high quality hotel of approximately 500 rooms, is sited to be responsive to views of San Diego Bay, the airport, and the downtown San Diego skyline. Maximum building heights establish consistency with aircraft approach paths. The hotel complex includes restaurant, cocktail lounge, meeting and conference space, recreational facilities, including piers, and ancillary uses.”</p>	<p><b><u>Total New Hotel Rooms Proposed in Harbor Island: 3,450 rooms</u></b>  <i>WHI: 1,650            EHI: 1,300 (Planning Area 2) + 500 (previously approved)            SL: 0            PCH: 0</i></p> <p><b><u>Total New Beds Proposed in Harbor Island: 1,000</u></b>  <i>WHI: 0            EHI: 0            SL: 0            Pac Hwy: 1,000</i></p> <p><b><u>West Harbor Island Subdistrict</u></b>            “PD2.21: Allow for additional hotel rooms with a mix of commercial uses at existing hotel facilities near Harbor Island Park.”</p> <p>“PD2.22: Allow for a mix of commercial uses and hotel development within the Commercial Recreation land use designation adjacent to the Spanish Landing Subdistrict.”</p> <p><i>Appealable Projects – West Harbor Island Subdistrict – Overnight Accommodations:</i> “Up to 1,650 net new hotel rooms with associated visitor-serving retail, restaurant space, and/or meeting space.”</p> <p><b><u>East Harbor Island Subdistrict</u></b>            “PD2.32: Allow for new hotel rooms with associated retail, restaurant, and/or meeting space.”</p> <p><i>Appealable Projects – East Harbor Island Subdistrict – Overnight Accommodations:</i> “Up to 500 net new hotel rooms with associated visitor-serving retail, restaurant space, and/or meeting space.”</p> <p><b><u>East Harbor Island Planning Area (PA-2)</u></b>            “PD2.45: Development within this planning area may include visitor-serving commercial activities, including overnight accommodations, restaurant, retail, attractions and other activating uses, along with access serving roadways, configured in a manner that maintains physical and visual connections to the bay.”</p> <p><i>Appealable Projects – Planning Area 2 (PA-2) – Overnight Accommodations:</i> “Up to 1,300 net new hotel rooms with associated visitor-serving retail, restaurant space, and/or meeting space.”</p> <p><b><u>Pacific Highway Corridor Subdistrict</u></b>            “PD2.48: Allow for development of lower cost overnight accommodations with a mix of commercial uses within the Commercial Recreation land use designation near the District’s Administration Building.”</p> <p><i>Appealable Projects – Pacific Highway Corridor Subdistrict – Overnight Accommodations:</i> “Up to 1000 new beds (or equivalent in rooms) with associated visitor-serving retail, restaurant space, and/or meeting space.”</p>	<p><b><u>Total New Hotel Rooms Proposed in Harbor Island: 3,560</u></b>  <i>WHI: 1700            EHI: 1360 + 500 (previously approved)            SL: 0            PCH: 0</i></p> <p><b><u>Total New Beds Proposed in Harbor Island: 1,400</u></b>  <i>WHI: 0            EHI: 400            SL: 0            Pac Hwy: 1,000</i></p> <p><b><u>West Harbor Island Subdistrict</u></b>  <i>(Visitor-Serving Commercial Uses Planned Improvements – Overnight Accommodations)</i></p> <p>“Develop up to 1,700 additional hotel rooms, with up to 32,000 square feet of associated retail and restaurant, and/or up to 37,000 square feet of meeting space along Harbor Island Drive (Island Segment).”</p> <p><b><u>East Harbor Island Subdistrict</u></b>  <i>(Visitor-Serving Commercial Uses Planned Improvements – Overnight Accommodations)</i></p> <p>“In the Commercial Recreation-designated area north of the basin, develop retail, restaurant and/or overnight accommodations, as described below:</p> <ol style="list-style-type: none"> <li>Overnight accommodations of up to 1,360 hotel rooms with up to 40,000 square feet of meeting space; and/or</li> <li>92,500 square feet of associated retail and/or retail with restaurant; or</li> <li>92,500 square feet of restaurant.”</li> </ol> <p>“In the Commercial Recreation-designated area north of the basin, develop a site that has been reserved for the provision of lower cost overnight accommodations with up to 400 beds (or equivalent in rooms) and may be constructed as a component of the Regional Mobility Hub in this subdistrict. This may also include associated visitor-serving retail, restaurant, and/or meeting space.”</p> <p>“As approved under the previously certified Port Master Plan (in 1991), develop up to 500 additional hotel rooms. This may also include associated visitor-serving retail, restaurant, and/or meeting space, including piers, and ancillary uses, along Harbor Island Drive, near the intersection of the Entry Segment and Island Segment of Harbor Island Drive.”</p> <p><b><u>Pacific Highway Corridor Subdistrict</u></b>  <i>(Visitor-Serving Commercial Uses Planned Improvement – Overnight Accommodations)</i></p> <p>“In the Commercial Recreation-designated area along Pacific Highway, develop a site that has been reserved for the provision of lower cost overnight accommodations with up to 1,000 beds (or equivalent in rooms). This may also include associated visitor-serving retail, restaurant, and/or meeting space.”</p>

# PD 03 EMBARCADERO PLANNING DISTRICT





 <b>Location/ Area of Interest</b>	 <b>Current Port Master Plan</b>	 <b>Discussion Draft</b>	 <b>Revised Draft</b>
<b>Hotel Rooms</b>		<p><b>Total New Rooms Proposed in Embarcadero: 4,900</b>  NE: 1,400  CE: 2,000  SE: 1,500</p> <p><b>Total New Beds Proposed in Embarcadero: 500</b>  NE: 500 beds  CE: 0  SE: 0</p>	<p><b>Total New Hotel Rooms Proposed in Embarcadero: 1,550 (2,393 with Redevelopment of the Hotel and Marina Site Option in Planning Area 1)</b>  NE: 950  CE: 0  SE: 600 + 843 (only for the Redevelopment of the Hotel and Marina Site Option)</p> <p><b>Total New Beds Proposed in Embarcadero: 500 (720 with Redevelopment of the Hotel and Marina Site Option in Planning Area 1)</b>  NE: 500  CE: 0  SE: 220 (only for the Redevelopment of the Hotel and Marina Site Option)</p>

# PD 03 NORTH EMBARCADERO SUBDISTRICT





 <b>Location/ Area of Interest</b>	 <b>Current Port Master Plan</b>	 <b>Discussion Draft</b>	 <b>Revised Draft</b>
<b>Hotel Rooms</b>	<p><b><u>Table 11: Project List (Embarcadero Planning District)</u></b></p> <p>“Lane Field Development: 600-to-800-room hotel, office building, retail, and parking”</p>	<p><b><u>North Embarcadero Subdistrict</u></b>  <b>“PD3.29:</b> Allow for additional hotel rooms at the existing hotel facility south of the County Administration Building.”</p> <p><b>“PD3.30:</b> Allow for hotel development with a mix of commercial uses in Commercial Recreation land use designations along North Harbor Drive.”</p> <p><i>Appealable Projects – North Embarcadero Subdistrict – Overnight Accommodations:</i> “Up to 1,400 net new hotel rooms with associated visitor-serving retail, restaurant, and/or meeting space.”</p> <p><b><u>Planning Area 3 (PA-3)</u></b>  <b>“PD3.47:</b> Allow for development of overnight accommodations with a mix of commercial uses.”</p> <p><i>Appealable Projects – Planning Area 3 – Overnight Accommodations:</i> “Up to 500 new beds (or equivalent in rooms) in association with a mix of commercial uses in the development, including recreation open spaces areas and a mobility hub.”</p>	<p><b><u>North Embarcadero Subdistrict</u></b>  <i>(Visitor-Serving Commercial Uses Planned Improvements – Retail and Overnight Accommodations)</i></p> <p>“In the Commercial Recreation-designated area located on the block bounded by Grape Street, North Harbor Drive, Hawthorn Street, and Pacific Highway, develop retail, restaurant and/or lower cost overnight accommodations at the Regional Mobility Hub, as described below:</p> <ol style="list-style-type: none"> <li>Lower cost overnight accommodations with up to 500 beds (or equivalent rooms); and/or</li> <li>Up to 25,000 additional square feet of retail and/or retail with restaurant space; or</li> <li>Up to 25,000 additional square feet of restaurant space.”</li> </ol> <p>“In the Commercial Recreation-designated area between Ash Street and Broadway, develop up to 950 hotel rooms, with 30,000 square feet of associated retail and restaurant, and/or 30,000 square feet of meeting space.”</p>
<b>Structure Height and Scale</b>	<p><b><u>Laurel Street Corridor</u></b>  “Building height limits of 60 feet are proposed for this area; however, this height limit would be superseded by any more-stringent FAA runway approach zone restrictions.”</p> <p><b><u>Crescent Zone</u></b>  “Development density with a Floor Area Ratio (FAR) of 3.0 and a building height limit of 12 feet is prescribed for this area, with the exceptions of the proposed commercial recreation parcel where a 13-foot high second story would be allowed.”</p> <p><b><u>Civic Zone</u></b>  “The most important element in this zone is the conversion of the old Lane Field site and Navy Engineering building into a new complex of buildings and open spaces. Primary consideration is a 600-to-800-room hotel. The FAR for Lane Field parcels is 7.0 and 6.5, while building height limits range from 400 feet to 200 feet sloping toward the Bay.”</p> <p><i>(continued on next page)</i></p>	<p><b><u>Embarcadero Planning District</u></b>  <b>“PD 3.18:</b> Building height should be compatible, but does not need to be in conformance, with adjacent jurisdiction standards.</p>	<p><b><u>North Embarcadero Subdistrict</u></b>  “On the block bounded by Grape Street, North Harbor Drive, Hawthorn Street, and Pacific Highway, the following standards apply:</p> <ol style="list-style-type: none"> <li>Structures shall not exceed 80 feet in height.</li> <li>Consistent with the City of San Diego’s Downtown Community Plan and Centre City Planned District Ordinance, upper story setbacks shall be provided, limiting the base building height to 30 feet, for a minimum depth of 15 feet, at the following locations: <ul style="list-style-type: none"> <li>Hawthorn Street; and</li> <li>Grape Street.”</li> </ul> </li> </ol> <p>“In the area bounded by Ash Street, B Street, Pacific Highway, and North Harbor Drive, including portions of the block south of B Street, the following standards apply:</p> <ol style="list-style-type: none"> <li>Structures shall not exceed 200 feet in height, in the following area: <ul style="list-style-type: none"> <li>North of B Street, and within the east half of the block, adjacent to Pacific Highway.</li> </ul> </li> <li>Structures shall not exceed 160 feet in height in the following areas: <ul style="list-style-type: none"> <li>South of the B Street reconnection; and</li> <li>North of the B Street reconnection, along the west half of the block, adjacent to Harbor Drive.</li> </ul> </li> </ol> <p><i>(continued on next page)</i></p>







# PD 03 NORTH EMBARCADERO SUBDISTRICT

 <b>Location/ Area of Interest</b>	 <b>Current Port Master Plan</b>	 <b>Discussion Draft</b>	 <b>Revised Draft</b>
<b>Structure Height and Scale (cont.)</b>	<p>“The building height limit for the B Street Pier is 50 feet; however, an expanded cruise ship terminal, now under study, may require (for functional reasons) building(s) in excess of 50 feet in height. Pursuant to the Port’s cruise ship terminal study, alternative height restriction and other guidelines affecting B Street Pier may be appropriate and acceptable, and they should be considered by the Alliance.”</p>		<p>c. The following setbacks shall apply:</p> <ul style="list-style-type: none"> <li>• A building setback of 25 feet from the curb shall be maintained along Pacific Highway, to allow for the implementation of a parkway and sidewalk, as well as landscaping in the building setback.</li> <li>• A minimum building setback of 65 feet from the curb shall be maintained along North Harbor Drive north of the B Street reconnection, to allow for the implementation of public realm space that establishes continuity and connections to adjacent open space areas.</li> <li>• A building setback of 150 feet from the curb shall be maintained along North Harbor Drive south of the B Street reconnection, to allow for the implementation of Recreation Open Space.</li> </ul> <p>d. Upper story setbacks shall be provided, limiting the building height to a maximum of 40 feet, for a minimum depth of 25 feet, at the following locations:</p> <ul style="list-style-type: none"> <li>• Along Ash Street;</li> <li>• Along the A Street connection;</li> <li>• Along the north side of the B Street connection;</li> <li>• Adjacent to Harbor Drive setback areas;</li> <li>• Along Pacific Highway; and</li> <li>• Adjacent to the optional north-south connection.</li> </ul> <p>e. Upper story setbacks shall be provided, limiting structure height to a maximum of 45 feet, for a minimum depth of 25 feet, along the south side of the B Street reconnection.</p>
<b>A &amp; B Street View Corridors</b>	<p><i>Not specifically mentioned, except for building heights in Civic Zone Subarea (mentioned above).</i></p>	<p><b>North Embarcadero Subdistrict</b>  <b>“PD 3.24:</b> 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.”</p> <p><b>“PD 3.26:</b> Establish and preserve the following View Corridors Extensions, as depicted on the Embarcadero Water and Land Use map:</p> <ol style="list-style-type: none"> <li>Hawthorn Street;</li> <li>B Street;</li> <li>West Broadway; and</li> <li>E Street.”</li> </ol> <p><i>Also refer to building heights and hotel rooms.</i></p>	<p><b>North Embarcadero Subdistrict</b>  <i>(Landside Access Planned Improvements – Mobility Hubs)</i>  “Develop a Local Gateway Mobility Hub between Ash and B Streets, in the area generally depicted in Figure PD3.3 [of the Revised Draft PMPU]. The mobility hub shall:</p> <ol style="list-style-type: none"> <li>Meet the criteria of a Local Gateway Mobility Hub, or larger, in accordance with Chapter 4, Baywide Development Standards; and</li> <li>Be integrated with the existing water-based transfer point and short-term public docking at the restaurant at the foot of Ash Street, as well as the potential water-based transfer point at Navy Pier.”</li> </ol> <p><i>(Development Standards – Public Realm Standards – Views)</i>  View Corridor Extensions shall protect views from public rights-of-way in accordance with the requirements of the Baywide Development Standards, Chapter 4, in the following locations as generally depicted in Figure PD3.4 [of the Revised Draft PMPU]:</p> <ol style="list-style-type: none"> <li>Hawthorn Street;</li> <li>Grape Street;</li> <li>Ash Street;</li> <li>A Street;</li> <li>B Street;</li> <li>C Street;</li> <li>West Broadway;</li> <li>E Street; and</li> <li>F Street.</li> </ol>

# PD 03 NORTH EMBARCADERO SUBDISTRICT





 <b>Location/ Area of Interest</b>	 <b>Current Port Master Plan</b>	 <b>Discussion Draft</b>	 <b>Revised Draft</b>
<p><b>Grape Street Parcel</b></p>	<p><b><u>Crescent Zone Subarea</u></b>            “The waterside termination of this pier is designated as Commercial Recreation to allow possible development of a commercial facility. Wave attenuation structures would protect the boat docks. A 5,000-square-foot parcel with a maximum 10,000-square-foot floor area designated as Commercial Recreation will provide for a major restaurant or other commercial recreation use on the esplanade at the foot of the Grape Street Pier.”</p> <p><i>Designated as Commercial Recreation on Precise Plan.</i></p>	<p><b><u>North Embarcadero Subdistrict</u></b>  <b>“PD 3.22:</b> Introduce up to one Regional Mobility Hub and one Local Gateway Mobility Hub appropriately spaced from each other located within a one-quarter mile walking distance of major attractions. If mobility hubs are 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 hubs should connect to the nearby water-based transfer points by providing wayfinding and pathway connections.”</p> <p><i>Figure PD3.2 shows Regional Mobility Hub on Grape Street Parcel.</i></p> <p><b><u>Planning Area 3 (PA-3)</u></b>  <b>“PD3.43:</b> Orient at least 50 percent of the Recreation Open Space towards Harbor Drive and the Bay.</p> <p><b>PD3.44:</b> Buildings should be designed with active frontages that face the roadways.</p> <p><b>PD3.45:</b> Any rooftop Recreation Open Space shall be publicly accessible approximately 85 percent of the year.</p> <p><b>PD3.46:</b> Incorporate a multi-story Regional Mobility Hub with structured parking and a mix of commercial uses and office space that are integrated and visually compatible with the other uses on the site. This may include establishing and contributing to a regional impact fee fund to enable regional mobility solutions.</p> <p><b>PD3.47:</b> Allow for development of overnight accommodations with a mix of commercial uses.”</p> <p><i>Water and Land Use Map for Embarcadero Planning District shows for PA-3 that the Commercial Recreation minimum is 2.5 acres and Recreation Open Space maximum is 0.5 acres.</i></p>	<p><b><u>North Embarcadero Subdistrict</u></b>  <i>(Landside Access Planned Improvements – Mobility Hubs)</i>            “Develop a Regional Mobility Hub on the block bounded by Grape Street, North Harbor Drive, Hawthorn Street, and Pacific Highway, as generally depicted in Figure PD3.3 [of the Revised Draft PMPU]. The mobility hub shall:</p> <ol style="list-style-type: none"> <li>Meet the criteria for Regional Mobility Hubs, in accordance with Chapter 4, Baywide Development Standards;</li> <li>Be integrated with the potential water-based transfer point and short-term public docking at the Window to the Bay Pier;</li> <li>Accommodate existing parking if the mobility hub is located on a parcel(s) with existing public and/or private parking, in addition to any relocated or new parking anticipated to be required by development in the vicinity;</li> <li>Include a mix of commercial uses that are integrated to help visually screen structured parking; and</li> <li>Receive vehicular access from Hawthorn Avenue and Pacific Highway.”</li> </ol> <p><i>(Visitor-Serving Commercial Uses Planned Improvements – Retail and Overnight Accommodations at Regional Mobility Hub)</i>            “Develop retail and/or lower cost overnight accommodations at the Regional Mobility Hub located on the block bounded by Grape Street, North Harbor Drive, Hawthorn Street, and Pacific Highway, as described below:</p> <ol style="list-style-type: none"> <li>Up to 25,000 additional square feet of retail and/or retail with restaurant space; and</li> <li>Lower cost overnight accommodations with up to 500 beds (or equivalent rooms).”</li> </ol>

# PD 03 NORTH EMBARCADERO SUBDISTRICT





 <b>Location/ Area of Interest</b>	 <b>Current Port Master Plan</b>	 <b>Discussion Draft</b>	 <b>Revised Draft</b>
<p><b>Navy Pier</b></p>	<p>Not in current Master Plan.</p>	<p><b><u>North Embarcadero Subdistrict – Specific Area Standards</u></b></p> <p><b>PD3.38:</b> Convert Navy Pier into a Navy Pier Park. Honor the important role the military has played in shaping the region through the design of Navy Pier Park.</p> <p><b>PD3.39:</b> Upon competition of a Local Gateway Mobility Hub within a one-quarter mile walking distance to Navy Pier, convert Navy Pier into Recreation Open Space for the entire pier, while maintaining accessibility and service requirements for the Midway Museum. In the interim, a minimum of one acre of temporary Recreation Open Space may be developed at the western end of the pier with a 30-foot-wide continuous promenade along the perimeter of the pier, both of which shall be integrated into the Navy Pier Park once developed. This interim configuration shall allow for approximately 500 parking spaces to remain on the pier, conditioned on the demolition of the existing headhouse on the pier, until the Local Gateway Mobility Hub is developed.</p> <p><b>PD3.40:</b> Emphasize pedestrian gathering spaces in locations with physical and visual connectivity to the water when contemplating the location and disposition of Recreation Open Space.</p> <p><b>PD3.41:</b> Introduce up to three activating features in the Navy Pier Park.</p> <p><b>PD3.42:</b> Develop elevated overlooks as part of the Navy Pier Park that provide users with a unique view of the Bay.</p>	<p><b><u>North Embarcadero Subdistrict (Special Allowance)</u></b></p> <p>Designate the entire Navy Pier with the Recreation Open Space land use designation on the Embarcadero Planning District Water and Land Use Map (Figure PD3.2) [of the Revised Draft PMPU].*</p> <p>*The amount of parking will be determined and included in the Draft Port Master Plan at a future date. Development on the Navy Pier will be required to comply with Recreation Open Space regulations and subdistrict development standards.</p>







## PD 03 CENTRAL EMBARCADERO SUBDISTRICT

 <b>Location/ Area of Interest</b>	 <b>Current Port Master Plan</b>	 <b>Discussion Draft</b>	 <b>Revised Draft</b>
	<p>Commercial Fishing, Restaurant, and Park uses at G Street Mole/Tuna Harbor</p> <p>Seaport Village</p> <p>Commercial uses at Old Police Headquarters</p>	<p><i>Appealable Projects - Planning Area 4 - Overnight Accommodations:</i> Up to 2,000 net new hotel rooms</p>	<p>The Revised Draft PMPU will generally reflect on-the-ground conditions for the Central Embarcadero Subdistrict.</p> <p>A separate Port Master Plan Amendment will be processed for the redevelopment of the Central Embarcadero Subdistrict independent of the PMPU process.</p> <p><b>Central Embarcadero Subdistrict</b>  <i>(Commercial Fishing Facilities Planned Improvements)</i></p> <p>“The District shall allow permittees of development to modify, or replace in kind, existing commercial fishing facilities in this subdistrict provided there is no unmitigated increase in shading or fill.”</p>

## PD 03 SOUTH EMBARCADERO SUBDISTRICT





 <b>Location/ Area of Interest</b>	 <b>Current Port Master Plan</b>	 <b>Discussion Draft</b>	 <b>Revised Draft</b>
<b>Hotel Rooms</b>	500 room expansion to Hilton Hotel. Would be new tower adjacent to existing parking garage.	<i>Appealable Projects - Planning Area 4 - Overnight Accommodations:</i> "Up to 1,500 net new hotel rooms associated visitor-serving retail, restaurant, and/or meeting space."	<p><b><u>South Embarcadero Subdistrict</u></b>  <i>(Overnight Accommodations - Planned Improvements)</i></p> <p>"Develop up to 600 hotel rooms (100 net new rooms above the previously certified Hilton Expansion in 2013), with 2,500 square feet of associated retail and restaurant, and/or 55,000 square feet of meeting space along Harbor Drive."</p> <p>"In Planning Area PA-1 for the Redevelopment of the Hotel and Marina Site Option, develop overnight accommodations with associated uses, as described below:</p> <ul style="list-style-type: none"> <li>a. Up to 843 additional hotel rooms, with 7,749 square feet of associated retail, restaurant and/or 69,100 square feet of meeting space; and</li> <li>b. Lower cost overnight accommodations with up to 220 rooms."</li> </ul>
<b>Planning Area 1 (PA-1)</b>	Phase III to Convention Center	<i>Two Options:</i> <i>Phase III to Convention Center</i> OR <i>Redevelopment of the Fifth Avenue Landing Site</i>	<i>Two Options:</i> <i>Phase III to Convention Center</i> OR <i>Redevelopment of the Hotel and Marina Site Option (this is the new name for Fifth Avenue Landing Site)</i>

## PD 04 WORKING WATERFRONT





 <b>Location/ Area of Interest</b>	 <b>Current Port Master Plan</b>	 <b>Discussion Draft</b>	 <b>Revised Draft</b>
<b>Hotel Rooms</b>		<i>No new hotel rooms or beds proposed in this planning district.</i>	<i>No new hotel rooms or beds proposed in this planning district.</i>
<b>Maritime Sustainability</b>	<p><i>Not expressly addressed, however District tenants have taken measures to make operations more sustainable.</i></p>	<p><b><u>Tenth Avenue Marine Terminal &amp; Harbor Drive Industrial Subdistricts</u></b></p> <p><b>PD 4.12:</b> Encourage and allow for sustainable freight and shipping methods and technologies at Tenth Avenue Marine Terminal, and maintain consistency with the California Sustainable Freight Action Plan or similar future plan by:</p> <ol style="list-style-type: none"> <li>Implementing a vessel speed reduction program for future operations, occupants, tenants and permittees at the Tenth Avenue Marine Terminal.</li> <li>When a major redevelopment or new development occurs on the terminal, requiring electric cargo handling equipment upgrades and infrastructure to support the upgrades if technologically available</li> </ol> <p><b>PD 4.13:</b> Consider implementation of transportation alternatives, such as improvements and expansion of on-terminal rail facilities, to reduce the number of on-road trucks and/or to help facilitate the movement of goods.</p> <p><b>PD 4.16:</b> Support efficiencies in terminal site utilization, advanced technology and management systems, and upgrading of equipment, including for efficient operations, goods movement, and environmental benefits.</p>	<p><b>Cesar Chavez Park Subdistrict</b>  <i>(Goods Movement Standards – Sustainable Freight and Shipping Methods)</i></p> <p>“Development, including operations, shall implement the emissions reductions goals of the California Sustainable Freight Action Plan or similar, future plans by implementing the measures below. Such improvements may be planned, designed, and implemented by third parties through partnerships or leases with the District, subject to the discretion of BPC:</p> <ol style="list-style-type: none"> <li>Continue to implement a vessel speed reduction program for operations, occupants, tenants, and permittees at the Tenth Avenue Marine Terminal; and</li> <li>Require development on the terminal to implement electrification or other improvements to reduce the reliance on fossil fuels, reduce criteria air pollutants and greenhouse gas emissions, and demonstrate consistency with State goals and requirements, which may include: <ol style="list-style-type: none"> <li>Developing a compilation of improvements, such as installation of electric infrastructure to support on-terminal cargo-handling equipment and shore power;</li> <li>Developing on-site renewable energy production and battery storage consistent with State goals and requirements and preferably ahead of schedule, where feasible;</li> <li>Developing infrastructure for zero-emission vehicles and trucks consistent with State goals and requirements and preferably ahead of schedule, where feasible;</li> <li>Developing a program that phases in the use of zero-emission vehicles and trucks, including drayage trucks and specialized heavy trucks by District occupants, tenants, and permittees at the Tenth Avenue Marine Terminal consistent with State goals and requirements and preferably ahead of schedule, where feasible; and</li> <li>Supporting implementation of pilot programs or demonstration projects that advance deployment of zero-emission equipment, vehicles, and trucks.”</li> </ol> </li> </ol> <p>“Expand shore power capabilities at the Tenth Avenue Marine Terminal as adjacent utility upgrades occur.”</p>







## PD 04 WORKING WATERFRONT





 <b>Location/ Area of Interest</b>	 <b>Current Port Master Plan</b>	 <b>Discussion Draft</b>	 <b>Revised Draft</b>
<b>Cesar Chavez Park</b>	<p><b><u>Crosby Street Corridor Subarea</u></b>            To provide for public access to the waterfront, the development concept proposes to redivide a 5.4-acre site to facilitate the construction of a 3.2-acre public recreational area adjacent to the bay and a 2.2-acre deepwater channel-related industrial facility.</p> <p>The public area will offer active and passive recreational opportunities in a landscaped setting. Proposed facilities may include a kiosk, entry arbor, restrooms, concession stand, benches, picnic tables and barbecues, lawn expanse, and a recreational pier.</p>	<p><i>Addition of Cesar Chavez Park Subdistrict with standards specifically related to enhancing public access and coastal views, improving transportation to the park, and preserving the park space.</i></p>	<p><i>Addition of Cesar Chavez Park Subdistrict with standards specifically related to enhancing public access and coastal views, improving transportation to the park, and preserving the park space.</i></p>
<b>Air Quality</b>	<p><i>Not expressly addressed, however District tenants have taken measures to address air quality issues.</i></p>	<p><b><u>Tenth Avenue Marine Terminal &amp; Harbor Drive Industrial Subdistricts</u></b>  <b>PD 4.10:</b> Explore and develop shore power or other available technologies and/or improvements to reduce criteria air pollutants and greenhouse gas emissions.</p>	<p><b><u>Tenth Avenue Marine Terminal Subdistrict</u></b>  <i>(Development Standards – Dry Bulk Goods Conveyance)</i>            “Implement best available control and retrofit technologies for conveyor systems and bulk discharge unloaders for future dry bulk operations associated with the Tenth Avenue Marine Terminal, in accordance with regional air pollution control district requirements.”</p> <p><b><u>Harbor Drive Industrial Subdistrict</u></b>  <i>(Development Standards – Sustainable Shipyards)</i>            “Development shall be required to invest in electrification or other improvements on-site to reduce the reliance on fossil fuels, reduce criteria air pollutants and greenhouse gas emissions, and demonstrate consistency with State goals and requirements, which may include investment in a compilation of improvements, such as installation of electric infrastructure to support equipment and operations on-site.”</p>

# PD 04 WORKING WATERFRONT

 <b>Location/ Area of Interest</b>	 <b>Current Port Master Plan</b>	 <b>Discussion Draft</b>	 <b>Revised Draft</b>
<p><b>Multi-modal transportation</b></p>	<p><b><u>Marine Terminal Subarea</u></b> Access to the terminal is from Harbor Drive onto a newly constructed entry road called Crosby Road.</p> <p><b><u>Harbor Drive Industrial Subarea</u></b> The Master Plan also supports the concept of a bicycle path, part of the Bay Bikeway project, running on Harbor Drive; however, the design must accommodate the parking needs of NASSCO insofar as it is possible.</p>	<p><b><u>Tenth Avenue Marine Terminal Planning District</u></b> <b>PD4.1:</b> Maintain and expand public access provided by the Bayshore Bikeway and walkways to Cesar Chavez Park and the Cesar Chavez Pedestrian Pier.</p> <p><b>PD4.3:</b> Collaborate and partner with other entities, such as agencies, employers, operators, occupants, tenants, and permittees to identify and implement multi-modal improvements and coordinated strategies for:</p> <ol style="list-style-type: none"> <li>Enhanced freight movement to, from, and along the I-5 and I-15 corridors;</li> <li>Optimized freight facilities and logistics;</li> <li>Flexible transit and parking solutions for employees and users;</li> <li>Improved passenger vehicle circulation; and e. Increased pedestrian and bicycle safety in the area.</li> </ol> <p><b>PD4.4:</b> Coordinate with adjacent jurisdictions to enhance all pedestrian and bicycle crossings, including to and from Barrio Logan Trolley Station and to and from Cesar Chavez Park, to increase safety and prioritize active transportation users through the provision of:</p> <ol style="list-style-type: none"> <li>High visibility crosswalks;</li> <li>Designated controlled crossings; and</li> <li>Curb extensions to reduce crossing distances.</li> </ol> <p><b>PD4.5:</b> Require District occupants, tenants, and permittees to use the existing or future truck haul route(s) for goods movement to, from, and through this planning district.</p> <p><b><u>Cesar Chavez Park Subdistrict</u></b> <b>PD4.19:</b> Partner with transportation authority agencies and rail owners and operators to facilitate linkages from Cesar Chavez Park to the Barrio Logan Trolley Station, where feasible.</p> <p><b>PD4.20:</b> Expand the water-based transit system by introducing a water-based transfer point at the Cesar Chavez Pedestrian Pier, as depicted on Figure PD4.2</p>	<p><b><u>Tenth Avenue Marine Terminal Subdistrict</u></b> <i>(Landside Access and Goods Movement Planned Improvements – Harbor Drive)</i> “Modify the entire segment of northbound and southbound Harbor Drive within the District’s jurisdiction by:</p> <ol style="list-style-type: none"> <li>Providing a multiuse pathway; and</li> <li>Including one “flexible” lane in each direction that is dedicated for trucks, transit buses, and/or shuttles with an information technology system (or similar technology) and signalization improvements that can be modified or adjusted during peak and nonpeak hours between the Tenth Avenue Marine Terminal’s back gate and Cesar Chavez Parkway.”</li> </ol> <p>“Coordinate with transportation agencies and adjacent jurisdictions to reconfigure portions of Harbor Drive outside the District’s jurisdiction to implement roadway improvements consistent with the improvements described in PD4.1 [of the Revised Draft PMPU] supporting improved efficiency and safety for vehicular traffic, goods movement, and pedestrian and bicycle facilities.”</p> <p>“Coordinate with adjacent jurisdictions to provide appropriate signage to identify designated truck routes.”</p> <p><b><u>Cesar Chavez Park Subdistrict</u></b> <i>(Landside Access Planned Improvements – Road Improvements)</i> “Modify Cesar Chavez Parkway to accommodate vehicular traffic while allowing for pedestrian, bicycle, and mobility enhancements, including partnering with adjacent jurisdictions to support urban greening efforts, such as walkability improvements, enhanced tree canopy, and stormwater treatment opportunities, consistent with the City of San Diego’s planned Bay to Park link along Cesar Chavez Parkway between 25th Street and Cesar Chavez Park.”</p> <p><b><u>Cesar Chavez Park Subdistrict</u></b> <i>(Landside Access Planned Improvements – Public Access)</i> “Collaborate with adjacent jurisdictions to improve rail and road crossings for pedestrians and bicycles, including to and from Barrio Logan Trolley Station and to and from Cesar Chavez Park, to increase safety and prioritize active transportation users through the provision of high-visibility crosswalks and designated controlled crossings.”</p> <p><b><u>Harbor Drive Industrial Subdistrict</u></b> <i>(Landside Access Planned Improvements – Road Improvements)</i> “Modify the entire segment of northbound and southbound Harbor Drive within the District’s jurisdiction by:</p> <ol style="list-style-type: none"> <li>Providing a multiuse pathway;</li> <li>Modifying northbound and southbound Harbor Drive to include one “flexible” lane in each direction that is dedicated for trucks, transit buses, and/or shuttles with an information technology system (or similar technology) and signalization improvements that can be modified and/or adjusted during peak and nonpeak hours between Schley Street and 32nd Street; and</li> <li>Developing additional bus/truck loading, parking, and queueing areas to facilitate better drop-off movements at Belt Street and Sampson Street.”</li> </ol>





 <b>Location/ Area of Interest</b>	 <b>Current Port Master Plan</b>	 <b>Discussion Draft</b>	 <b>Revised Draft</b>
<b>Environmental Stewardship</b>	<p><b><u>South Bay Salt Lands</u></b>  <i>(Precise Plan Concept)</i>  Identified concerns in land use planning include: the compatibility and routing of access corridors for pedestrian and bike path extensions around the bay; a localized desire for a public launching and marina facility, befitting the amenities and resources of a small coastal city which currently has no marina facilities; and the possible transition of land use from the industrial production of salt to mariculture, or a return of the area to a natural bay for wildlife preservation. The Plan Concept proposes the utilization of the area for habitat conservation and to retain the open space character of South San Diego Bay.</p>	<p><b><u>South Bay Planning District</u></b>  <b>PD7.1:</b> Allow for habitat restoration, habitat replacement, and habitat enhancement to improve the quality of coastal resources and ecosystems.</p> <p><b>PD7.2:</b> Protect coastal wetlands and marine ecosystem areas within this planning district.</p> <p><b>PD7.6:</b> Allow aquaculture and blue technology activities where complementary to adjacent natural resources and where impacts are limited or mitigated.</p>	<p><b><u>South Bay Planning District</u></b>  <i>(Vision)</i>  The vision for the South Bay Planning District is to preserve the existing coastal and intertidal habitats and natural resources in this area through habitat restoration and enhancement activities. Maintaining the connection between the Bayshore Bikeway and Tidelands is also a part of the vision, along with improving public access opportunities through views and linkages for the enjoyment of the Bay's natural beauty.</p>
<b>Hotel Rooms</b>		<p><i>No new hotel rooms or beds proposed in this planning district.</i></p>	<p><i>No new hotel rooms proposed in this planning district.</i></p>

# PD 08 IMPERIAL BEACH OCEANFRONT





 <b>Location/ Area of Interest</b>	 <b>Current Port Master Plan</b>	 <b>Discussion Draft</b>	 <b>Revised Draft</b>
<b>Hotel Rooms</b>		<i>No new hotel rooms or beds proposed in this planning district.</i>	<i>No new hotel rooms proposed in this planning district.</i>
<b>Imperial Beach Pier</b>	<p><b><u>Imperial Beach Municipal Pier Subarea</u></b>  A 150-foot wide safety zone has been established on either side of the pier to separate swimmers, surfers, and watercraft from the potential hazards of submerged obstructions, collisions with pier pilings and entanglement with fishing hooks and lines. Facilities on the public pier include fish cleaning basins, fresh water, and restrooms. At the western end of the pier, a building of about 1,500 square feet floor area provides commercial space for fishing supplies, food, beverages, cold storage, and other concessions. Commercial activities are illustrated as Commercial Recreation on the plan map (Figure 25).</p> <p>Future development plans place more intensive development on the pier within close proximity of the surf line to take advantage of views of the interesting ocean dynamics. The construction of a pier saddle and platform is proposed to attract a tenant and to promote opportunities for appropriate visitor-serving commercial uses. The saddle will be constructed out over the water beyond the surf line and may require the installation of additional pier pilings. The pier saddle will offer additional public pier access around the restaurant site and access to the end of the pier will not be restricted by the saddle improvements.</p> <p>When market conditions provide justification, it is proposed to construct a restaurant of approximately 4,000 - 7,000 square feet on the saddle. Proposals for a pier saddle restaurant will be subject to additional environmental evaluation and review including assurance that functional public accessways are provided around the restaurant site on the pier saddle. Additional space may be constructed for associated retail space. Opportunities for businesses oriented to tourism and beach visitors would be given priority. Small retail merchants using pushcarts and temporary, seasonal stands might include the sale of ice cream, soft drinks, bathing and beach accessories, charcoal, souvenirs, novelties, and the rental of surfboards, beach chairs, umbrellas, and swim equipment. The Plan map indicates those areas as commercial recreation. The restaurant could encourage development of Imperial Beach's waterfront and pier area.</p>	<p><b><u>Imperial Beach Planning District</u></b>  <b>PD8.2:</b> Maintain a 150-foot-wide pier safety zone on either side of the pier to separate swimmers, surfers, and watercraft from the potential hazards of submerged obstructions, collisions with pier pilings, and entanglement with fishing hooks and lines.</p> <p><b>PD8.16:</b> Upgrade visitor-serving uses at Imperial Beach Municipal Pier as a public destination and prominent viewing area. Upgrades may include:</p> <ol style="list-style-type: none"> <li>Remodel of the Pier Plaza building to combine tenant spaces and upgrade amenities;</li> <li>Development that serves beach visitors, such as small retail merchants, seasonal stands, and recreational equipment rental along the length of the Pier;</li> <li>Improve the western end of Imperial Beach Municipal Pier with visitor-serving uses by providing functional public accessways as an activated commercial space including a mix of commercial uses; or</li> <li>Expand the Imperial Beach Municipal Pier, as needed and as feasible, to provide additional public and shoreside open space in the area.</li> </ol>	<p><b><u>Imperial Beach Planning District</u></b>  <i>(Landside Access Planned Improvements – Imperial Beach Pier and Pier Plaza)</i>  “Modify public access to the shoreline, oceanfront, and Imperial Beach Pier to include wayfinding signage and pedestrian lighting.”</p> <p>“Develop bicycle parking at the Imperial Beach Pier Plaza.”</p> <p><b><u>Imperial Beach Planning District</u></b>  <i>(Coastal Access Planned Improvements – Imperial Beach Pier and Pier Plaza)</i>  “Maintain contiguous coastal access along the perimeter of the pier.”</p> <p>“Provide a 150-foot-wide pier safety zone in the ocean, from both sides of the pier, to separate swimmers, surfers, and watercraft from the potential hazards of submerged obstructions, collisions with pier pilings, and entanglement with fishing hooks and lines.”</p> <p>“Modify the Imperial Beach Pier and Pier Plaza, and associated visitor-serving uses, as a public destination and prominent viewing area. Modifications include, but are not limited to, the following improvements:</p> <ol style="list-style-type: none"> <li>Provide development that serves beach visitors, such as seasonal activating features and recreational equipment rental, along the length of the pier;</li> <li>Install overwater lighting on the pier, which shall be designed to promote environmental sensitivity (e.g., minimum necessary, shielded, directed downward, and on a sensor); and/or</li> <li>Expand the pier, as needed and as feasible, to provide additional public and shoreside open space in the area.”</li> </ol>







## PD 08 IMPERIAL BEACH OCEANFRONT





 <b>Location/ Area of Interest</b>	 <b>Current Port Master Plan</b>	 <b>Discussion Draft</b>	 <b>Revised Draft</b>
<b>Parking</b>	<p>Public parking is available on the streets in the Seacoast Drive area and commercially generated parking demands will be met in parking lots.</p> <p><b><u>Pier Plaza Subarea</u></b> The plan proposes to relocate automobile parking primarily to the easterly side of Seacoast Drive.</p>	<p><b><u>Imperial Beach Planning District</u></b> <b>PD8.3:</b> Provide adequate public parking along the waterfront and pier area development.</p> <p><b>PD8.4:</b> If parking needs evolve, coordinate with adjacent jurisdictions to potentially reconfigure or consolidate parking to address those parking needs</p> <p><b>PD8.6:</b> Effectively manage existing public on-street and off-street parking to provide convenient access to the oceanfront and the pier.</p>	<p><b><u>Imperial Beach Oceanfront Planning District</u></b> <i>(Parking Development Standards)</i></p> <p>“Collaborate with the City of Imperial Beach to implement parking solutions related to public off-street parking.”</p>
<b>Activation</b>	<p><b><u>Pier Plaza Subarea</u></b> The District plans extensive renovation and expansion of the 1.5-acre Pier Plaza, which is shown as Park and Commercial Recreation use on the Precise Plan illustration. The area was leased to the District in 1993, on a long-term lease from the city, for park and parking lot use.</p>	<p><b>PD8.9:</b> Allow for the siting of activating features within Dunes Park.</p> <p><b>PD8.10:</b> Allow for a mix of commercial uses in Commercial Recreation land use designations throughout this planning district.</p> <p><b>PD8.14:</b> At the appropriate time, redevelop the Palm Avenue and Elkwood Avenue parking lots as Commercial Recreation uses that support visitor needs such as a mix of commercial uses while consolidating public parking.</p>	<p><b><u>Imperial Beach Planning District</u></b> <i>(Visitor-Serving Commercial Uses Planned Improvements – Retail and Restaurant)</i></p> <p>“Modify the existing pier building, with a potential increase of up to 3,000 additional square feet of retail and/or retail with restaurant space, to improve visual and physical access at the western end of the pier.”</p> <p>“On the Palm Avenue and Elkwood Avenue sites designated Commercial Recreation, develop up to 15,000 additional square feet of:</p> <ul style="list-style-type: none"> <li>a. Retail and/or retail with restaurant space; or</li> <li>b. Restaurant space.”</li> </ul>

# PD 09 & 10 SILVER STRAND & CORONADO

 Location/ Area of Interest	 Current Port Master Plan	 Discussion Draft	 Revised Draft
<b>Hotel Rooms</b>		<p><i><b>Total New Hotel Rooms Proposed in Silver Strand: 360</b></i></p> <p><i>STB: 0</i></p> <p><i>CI: 360</i></p> <p><i>GCSC: 0</i></p> <p><i><b>Total New Hotel Rooms Proposed in Coronado: 350</b></i></p> <p><i>NC: 350</i></p>	<p><i><b>Total New Hotel Rooms Proposed in Silver Strand: 0</b></i></p> <p><i>STB: 0</i></p> <p><i>CI: 0</i></p> <p><i>GCSC: 0</i></p> <p><i><b>Total New Hotel Rooms Proposed in Coronado: 0</b></i></p> <p><i>NC: 0</i></p> <p><i>SC: 0</i></p>





## PD 09 SILVER STRAND

 <b>Location/ Area of Interest</b>	 <b>Current Port Master Plan</b>	 <b>Discussion Draft</b>	 <b>Revised Draft</b>
<b>Water and Land Use Map</b>	<p><i>Grand Caribe Isle in Precise Plan for Silver Strand (Planning District 8 in current Port Master Plan) is designated as Commercial Recreation.</i></p>	<p><i>Portions of Grand Caribe Isle in Water and Land Use Map for Silver Strand (Planning District 9 in PMPU) designated as Recreation Open Space.</i></p> <p>“<b>PD 9.13:</b> Expand Grand Caribe Shoreline Park, starting north of Grand Caribe Causeway as illustrated on the Silver Strand Planning District Water and Land Use map, in a manner that is complimentary to adjacent natural open space and sensitive coastal resources areas.”</p> <p>“<b>PD9.14:</b> Support programmed uses and special events, as well non-programmed uses at Grand Caribe Shoreline Park.”</p> <p><i>No Commercial Recreation uses, such as new hotel rooms, are contemplated in this area.</i></p>	<p><i>Portions of Grand Caribe Isle in Water and Land Use Map for Silver Strand (Planning District 9 in PMPU) designated as Recreation Open Space.</i></p> <p>“The passive, nonprogrammed Grand Caribe Shoreline Park will be expanded north of Grand Caribe Causeway, as depicted in Figure PD9.4, subject to the following requirements:</p> <ul style="list-style-type: none"> <li>a. The expansion shall be designed and developed in a manner that is complementary to adjacent natural open space and sensitive coastal resource areas and conducted as part of a public process; and</li> <li>b. Adjacent development in Commercial Recreation areas shall include amenities, such as restroom facilities, to serve the public visiting Grand Caribe Shoreline Park.”</li> </ul> <p>“Provide a continuous waterside promenade or nature trail, or a combination of the two, to offer public coastal access along the waterfront as follows:</p> <ul style="list-style-type: none"> <li>a. Waterside promenades shall be required as part of all development that abuts the waterfront and that is not a coastal-dependent use, as well as in any other location where a waterside promenade is generally depicted in Figure PD9.4.</li> <li>b. North of Grand Caribe Causeway, extending to the west side of Grand Caribe Isle along the basin, looping around the north side of Grande Caribe Isle, the nature trail or waterside promenade shall have a minimum width of 6 feet, as generally depicted in Figure PD9.6.</li> <li>c. South of Grand Caribe Causeway, on the east side/bayside of Grand Caribe Isle, in the areas with a Recreation Open Space land use designation and extending to the southern point of Grand Caribe Isle, the existing, continuous nature trail shall be maintained and shall not exceed 6 feet in width, as generally depicted in Figure PD9.7.”</li> </ul>





 <b>Location/ Area of Interest</b>	 <b>Current Port Master Plan</b>	 <b>Discussion Draft</b>	 <b>Revised Draft</b>
<b>Hotel Rooms</b>	<p><b><u>Crowne Isle Subarea</u></b>          “Crowne Isle (also referred to as North Island) has a land area of 11.4 acres, all of which is designated for commercial recreation uses, which include docks and wharfage facilities, small craft harbor, marina with a marina administration building and recreational area, refueling docks, supply and ships stores, group activities, outdoor court areas, hotels, motels and cabanas, stores, shops, theaters and offices. All of the subarea is already leased to Coronado Cays Company; however, the company has not prepared a master plan for the development of this land. The water area is proposed for boat docks and navigational purposes.”</p> <p><b><u>Grand Caribe Isle – North Subarea</u></b>          “All of this subarea is also under long-term lease and is proposed for development for commercial recreation, boat docks and navigational corridors. Specific land use plans for this area have been developed, and have been reviewed and approved by City and State agencies.”</p> <p><b><u>Grand Caribe Isle – South Subarea</u></b>          “The southern one-third of Grand Caribe Isle (also referred to as East Island) is unleased. Proposed land use allocations are about three acres for a public shoreline park and the remainder for commercial recreation. The development could include one or more of the following: a hotel, restaurant, marina, fuel dock, sanitary pumpout, local food store, recreational center, or boat sales.”</p>	<p><b><u>Crowne Isle Subdistrict</u></b>          “PD 9.7: Allow for new hotel rooms with associated meeting space at the existing hotel facility.”</p> <p>“Appealable Projects – Crowne Isle Subdistrict – Overnight Accommodations: Up to 360 net new hotel rooms with associated meeting space.”</p> <p><b><u>Grand Caribe Subdistrict</u></b>          No new hotel rooms are contemplated in Grand Caribe Isle Subdistrict.</p>	<p><b><u>State Park Basin Subdistrict</u></b>          No new hotel rooms contemplated for this subdistrict.</p> <p><b><u>Crowne Isle Subdistrict</u></b>          (Visitor-Serving Commercial Uses Planned Improvements– Overnight Accommodations)          “Modify, or replace in-kind, existing hotel rooms, including associated retail, restaurant and/or meeting space, to the same or lesser square footage and room count and in the same general footprint along Coronado Bay Road.”</p> <p><b><u>Grand Caribe and South Cays Subdistrict</u></b>          No new hotel rooms contemplated for this subdistrict.</p>



# PD 10 CORONADO BAYFRONT

 <b>Location/ Area of Interest</b>	 <b>Current Port Master Plan</b>	 <b>Discussion Draft</b>	 <b>Revised Draft</b>
<b>Hotel Rooms</b>	<p><b><u>Orange Avenue Area</u></b>  <i>No new hotels are contemplated in this subarea, which includes Ferry Landing.</i></p> <p><b><u>Second Street Shoreline Subarea</u></b>            “The bulk of this subarea is allocated to commercial recreation uses, anticipated to provide area for a hotel of not more than 300 rooms, and accessory commercial uses, such as a coffee shop, restaurant, cocktail lounge, meeting rooms, ballrooms, gift shop, beauty shop and additional retail uses.”</p>	<p><b>Total New Rooms Proposed in Coronado Bayfront PD (North Coronado Subdistrict): 350</b></p> <p><b><u>North Coronado Subdistrict</u></b>            “PD 10.18: Allow additional hotel rooms with associated visitor-serving uses at the existing hotel facility directly north of Coronado Tidelands Park.”</p> <p>“PD10.19: Allow for a mix of commercial uses and hotel development within the commercial Recreation land use designation adjacent to the existing water-based transfer point.”</p> <p>“Appealable Projects – North Coronado Subdistrict – Overnight Accommodations: Up to 350 net new hotel rooms with associated meeting space.”</p> <p><b><u>South Coronado Subdistrict</u></b>  <i>No hotel rooms contemplated for this area.</i></p>	<p><i>No new hotel rooms proposed for this planning district.</i></p> <p><b><u>North Coronado Subdistrict</u></b>  <i>(Visitor-Serving Commercial Uses Planned Improvements – Overnight Accommodations)</i>            “Modify, or replace in-kind, existing hotel rooms, including associated non-water-oriented retail, restaurant and/or meeting space to the same or lesser size and in the same general footprint east of Second Street.”</p> <p>“No new hotel rooms are planned or allowed.”</p> <p><b><u>South Coronado Subdistrict</u></b>  <i>No new hotel rooms contemplated for this area.</i></p>
<b>Other commercial development</b>	<p><b><u>Orange Avenue Area</u></b>            “The plan proposes the development of private investment of a major restaurant (200 - 400 seats), recreational shopping and marine service complex (25,000 - 30,000 square feet of building floor area), and limited waterside development, such as one or two piers with boat slips. The development is anticipated to provide space for small marine-oriented or visitor-oriented businesses and other specialty shops typically found in the commercial recreational and marine sales and service use groups.”</p> <p>“The existing four-acre boatyard will be replaced with a shoreline public accessway and a specialty retail shopping center of not more than 75,000 square feet of floor area. Parking will be provided on site for the projected uses. Sensitivity to nearby residents should be a major concern of the design.”</p> <p><b><u>Second Street Shoreline Subarea</u></b>            “The bulk of this subarea is allocated to commercial recreation uses, anticipated to provide area for a hotel of not more than 300 rooms, and accessory commercial uses, such as a coffee shop, restaurant, cocktail lounge, meeting rooms, ballrooms, gift shop, beauty shop and additional retail uses.”</p>	<p><b><u>North Coronado Subdistrict</u></b>            “PD 10.18: Allow additional hotel rooms with associated visitor-serving uses at the existing hotel facility directly north of Coronado Tidelands Park.”</p> <p>“PD10.19: Allow for a mix of commercial uses and hotel development within the commercial Recreation land use designation adjacent to the existing water-based transfer point.”</p> <p>“PD10.20: Allow for development in Commercial Recreation designations that shall be oriented to maximize public view of the bay and provide direct access to promenades.”</p> <p>“Appealable Projects – North Coronado Subdistrict – Overnight Accommodations: Up to 60,000 square feet of non-water-oriented retail and/or non-water-oriented retail with restaurant space in association with a mix of commercial uses.”</p> <p>“Appealable Projects – North Coronado Subdistrict – Non-District Administration Office: Up to 10,000 square feet of office space in association with a mix of commercial uses.”</p>	<p><b><u>North Coronado Subdistrict</u></b>  <i>(Visitor-Serving Commercial Uses Planned Improvements – Retail and Restaurant)</i>            “Modify, or replace in-kind, existing retail and/or restaurant space to the same or lesser size and in the same general footprint.”</p> <p><b><u>South Coronado Subdistrict</u></b>  <i>No visitor-serving commercial uses planned improvements.</i></p>

# PD 10 CORONADO BAYFRONT

 <b>Location/ Area of Interest</b>	 <b>Current Port Master Plan</b>	 <b>Discussion Draft</b>	 <b>Revised Draft</b>
<b>Building Heights</b>	<p><b><u>Orange Avenue Area</u></b>                      “The development is anticipated to provide space for small marine-oriented or visitor-oriented businesses and other specialty shops typically found in the commercial recreational and marine sales and service use groups. The structures would not be higher than 40 feet, and be of a high quality design reflecting concern for the surrounding community.</p>	<p><b><u>Coronado Bayfront Planning District</u></b>                      “PD10.9: Building height should be compatible, but does not need to be in conformance, with adjacent jurisdiction standards.”</p>	<p><b><u>North Coronado Subdistrict</u></b>  <i>(Building Standards – Structure Height and Setbacks)</i>                      “Structures shall not exceed 40 feet in height.”</p> <p><b><u>South Coronado Subdistrict</u></b>  <i>(Building Standards – Structure Height and Setbacks)</i>                      “Structures shall not exceed 40 feet in height.”</p>