Port Master Plan Update
Discussion Draft Comments

Comments received after 90-day review period

Comments are not listed in any particular order

First update: 8/22/2019
Second update: 9/12/2019
Third update: 10/10/2019
* denotes comments added on second update
* denotes comments added on third update
From: Aleene Queen <hilokona1965@san.rr.com>
Sent: Thursday, August 1, 2019 1:01 AM
To: Port Master Plan Update
Subject: San Diego Unified Port District

Dear Port of San Diego:

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

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

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

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

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

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

Sincerely,

Aleene Queen
241 G Avenue
Coronado CA 92118

Hilokona1965@san.rr.com
Dear Port of San Diego:

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

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

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

 Regards,

Amy Sanford
Dear Port of San Diego:

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

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

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

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

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

Bill Kassler
Sent from my iPhone
I do not want the parking at shelter island a green belt.

Thank You
Bryan Powell

Sent from my iPhone
As a long time resident of Point Loma and user of Shelter Island I would hope the board would reconsider the plans for our area.

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

As to the Trail along the Bay it's not broke and does not need fixing.

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

Dear Port Admin.,

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

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

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

Sincerely,
Christine Gensler

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

Respectfully,

Chuck Adams
619 888-9820
Our neighborhood started in the late 1500's by the Spanish landing in La Playa, and my neighborhood is a residential area with a one lane road that services the traffic of over 5000 Navy personnel going to and from the sub base and spa wars. Our traffic merges with that of Shelter Island's, which is also a one lane road, which on weekends is already very busy. Besides all the concerns of disrupting wildlife in our area to bring in outsiders as many residents have said, we should improve community parks and rec areas, and it would better serve San Diegans to make like a La Jolla Shores beach, but regardless, traffic studies will have to be done and I am sure they will not support the surge and overbuilding of the area.

If you must have a spot for a new hotel, then the ocean side of the Cabrillo Monument can give a lease to open land, loke hotels in Yosemite or Yellowstone, and traffic on Catalina can support it with 4 lanes until the very end. Also, I live next to the trailhead at Talbot and Anchorage and walk it everyday. There is sufficient accessibility from Shelter Island on the sidewalks. It can be a wider sidewalk if necessary but does not have to be a promenade that is planned because there simply is not that kind of pedestrian traffic in the area. The Bessemer path dead ends into the surrounding neighborhood, not any commercial or retail areas.

Thank you for hearing my concerns.

Daniel Collado, DMD
940 Rosecrans St
San Diego, CA 92106
Dear sirs,

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

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

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

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

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

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

1) convert unused parking areas at the East end of the Shelter Island parking lot to a regulated greenbelt that provide no 24 hour access, while maintaining the larger trailer parking area from the east entrance West for Launch ramp and trailer use;

2) keep and maintain current trailer parking facility for Shelter Island launch ramp. If maintenance is required, secure the facility with access gates and charge a nominal fee to patrons who would use the trailer parking facility. This will also serve to eliminate unwanted overnight transient parking.

Please do not close this very scarce and valuable resource.

Thank you.
Regards,

Guy Schneider
760-519-4238
Boating is San diego's life blood. Shelter island is the hub of SD boating. To remove an already too small parking lot will have a negative impact on its fishing and sailing culture. Keep the parking lot.
The SD Marlin club has been a mecca for So. Cal. Fishermen for decades. It represents a tradition of sportfishing in the area. Not to include this bastion of camaraderie would be a travesty.
Thank you for your time.
Jeremy Brislin
Dear Port Authority:

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

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

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

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

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

Sincerely,

Jimm Hoffmann
Instrument Engineers
Please keep Shelter Island Boat Ramp parking!

John Stuemke
Ocean Beach

Sent from my iPhone
Please do not make this change to the Shelter Island boat launch parking lot.

Sincerely,

Kenneth Pickard
619-994-4875
I would like the Marlin Club to be included in the master plan for Shelter Island. It has been an institution in San Diego and needs to be a part of the future of the area. For 88 years it has been a part of the city and that needs to continue.

Signed,

Kevin Cassidy

Sent from my iPad
To whom it may concern,

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

Regards,
Lyle Van Horn
Vanhorn77@gmail.com
Greetings:

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

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

Best Regards,
Michael Van Vorhis
Mission Viejo
MV2
Please do not take are boat parking lot in shelter island Sent from my iPhone
I would like to see that parking remains for recreational fishing at the launch.

Patrick Farrier
Farrier Custom Fishing Rods
www.farrierfishingrods.com
6198878088
https://m.facebook.com/farriercustomfishingrods/
To whom it may concern,

I’m against the green belt at shelter island boat launch.

Sincerely,

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

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

Best,
Rachel Fleck
(951) 966-2228
From: Ron Fernandez <finesttile@gmail.com>
Sent: Thursday, August 1, 2019 6:49 AM
To: Port Master Plan Update
Subject: Removal of Shelter Island Ramp parking lot

Port Master,

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

Sincerely,

Ron Fernandez
Please leave the parking lot for the shelter island boat ramp
Hello! Thank you for your efforts to improve the area. I would request that you consider the strong non-tourist community here that is not set up for this type of trail system. We moved here to la playa after much research and consideration so that our children could have a small town feel, safe area and less traffic. We have many issues already on a daily basis such as homeless people sleeping on the water or in our bushes and military base traffic. We need to get our kids to school, get to work, etc without mayhem from construction and then influx of people. This expansion will bring in more transients and also more traffic. We are stretched so thin already and this will completely disrupt the life we have saved and saved for to provide a safe community for our kids. San Diego coastline has so many great trails along the water already. Disrupting the historic area to put in more tourist trails is essentially bulldozing our community to accommodate tourists and traffic in a residential area that ppl intentionally moved to to avoid these pitfalls. Our life savings went into a home here. We uprooted our kids to get them to this safe area. Please remember the history of cabo monument and Portuguese settlers as well in la playa. Let’s preserve this special gem that few cities have. This will also really hurt the strong boating community that cannot absorb more people and tourists in la playa. Please constrain it to shelter island and the commercial fishing area(not including the yacht clubs) which is already a tourist area and right next door. The yacht club is an Olympic club. We have invested so much and built boats from Pieces of junk with our bare hands so that our kids can learn all about boats and hopefully one day become Olympic sailors like the many before them at San Diego yacht club. The character, safety and functionality of this club will be destroyed with the new plan. The boat clubs are a major reason San Diego is such a desirable city to live in and they really need their own space.

To thrive. Allowing public access to boat clubs will increase crime in this area. My kids play, build boats and learn a safe healthy hobby in this club. Many others as well. It keeps them off the street, off drugs etc. Through this club they learn skills to be leaders and help the community(monarch school service etc). We cannot afford the increase fees that increased security will cost us directly. Also-We have no city pool in Point Loma. The ymca is for swim teams and lessons. Our kids use kellogg as their city Pool. Again San Diego has so many great tourist beaches. Let our little polluted harbor sandy area stay unique to our area. Please! Disrupting this communities ecosystem in such a drastic way will destroy a whole community. I am actually shocked and dismayed that a plan such is this that is so disruptive to a thriving boating club area and residential community would be considered and it feels so threatening! Please modify the plan to stay away from la playa redevelopment. Thank you so much for reworking this Plan and stopping the redevelopment just Bedford the San Diego yacht club and la playa zone.

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

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

Dear Sir or Madam:

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

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

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

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

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

Thank you.

Steffenie and Peter Andreasen
753 C Avenue
Coronado, CA 92118
To Whom it may concern:
Please accept these objections to the Proposed Master Plan Update by the Port of San Diego as it relates to Planning District 1 Shelter Island/ La Playa.
To whom it may concern,

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

Thank you!!
Tyler Saladino
To whom it may concern:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Signed,

Carol Keigher
ckeigher@earthlink.net
(619)630-6611

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

www.PortOfSanDiego.org/PMPU

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

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

Einar Lohner

Sent from my iPhone
Dear Port of San Diego:

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

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

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

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

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

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

Sincerely,
George Hall

Sent from my iPhone
> Dear Port of San Diego:
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>
> Sincerely,
Nancy Hall
>
> Sent from my iPhone
To whom it may concern;

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

Peter Williams

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

Sent from my Sprint Phone.
please save the parking lot for recreation boaters. I have been a resident of point loma for 70 years. This is one of our last areas to enjoy our bay. With out the convenience of free parking, it becomes hard for the aa
Sent from Mail for Windows 10
Avererage person to afford a day boating
The Port is inviting the public to review the full Discussion Draft of the Port Master Plan Update and provide written comment during a 90-day review period, ending July 31, 2019.

Please don’t get rid of the marlin club!!! I love that place.
I go there a lot when fishing. My dad worked there in 1981.
It has been around for a long time!!! If you get rid of it where can the boaters Weigh there fish they caught.
It’s very important you keep it.
It’s like the Star of India at the maritime museum a really old ship but a building. It would be sad to see all the memories go. If you do everyone will be sad.
The people of Point Loma will take action against it because it’s historical. The people of Point Loma and Shelter island will saying it’s historical. So don’t remove it!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
Just occurred to me this week, after comments closed, Scott Street can’t be turned over to bicycles. It floods with high tides all the time. As does other intersections. I can’t see bikes whizzing thru 2’ of water!
You don’t really know your Port do you!

Jeslyn Wynkoop
Port of San Diego,

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

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

This is outrageous.

John Frangos
432 Glorietta Blvd
Coronado, CA 92118
To Whom it May Concern:

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

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

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

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

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

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

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

Thank you in advance for your consideration.

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

54950.

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

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

Sincerely,

Stephanie Kaupp
Coronado, CA
skaupp1@san.rr.com
Participation is fine and dandy. But I would really like you to listen — really listen and be responsive to Coronado’s residents— the people most affected by your administrative decisions. Come live here for a while if you don’t believe us and you will see first hand how your proposals resulting in huge increases in traffic and population would destroy our community. Please be fair and put people before the Almighty Buck. Ann Sonne

Sent from my iPhone

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

Dear PMPU Participant,

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

As you may know, this planning process began in 2013 with establishing an Integrated Planning Vision Statement and Guiding Principles, followed by a Framework Report and subsequent discussion of goals and policy concepts. This effort will culminate with the first comprehensive update to the Port’s master plan since its original certification over 30 years ago. Public engagement for this entire effort has included more than 250 interviews with stakeholders and agencies; 18 open houses and community meetings; 36 public Board of Port Commissioners (Board) workshops; and two online surveys with a combined total of more than 6,300 respondents.

Over the last six years as this process has evolved, we’ve continued to expand our public engagement and public participation has continued to grow. In response to the Discussion Draft, nearly 3,000 comment letters were received reflecting a remarkable level of participation in this process. The Port welcomes all feedback and is glad the community is engaged in our PMPU process.

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

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

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

Sincerely,

Lesley Nishihira, AICP
Port administration offices are open Monday-Thursday and every other Friday from 8am-5pm.
This email may contain public information and may be viewed by third parties pursuant to the Cal. Public Records Act.
From: dave <davekr@me.com>
Sent: Friday, August 2, 2019 5:09 PM
To: Port Master Plan Update; Marshall Merrifield; Garry Bonelli; Ann Moore; Rafael Castellanos; Dan Malcolm; Robert Valderrama
Cc: rbailey@coronado.ca.us; team@savecoronado.com
Subject: Re: SAVE CORONADO - PLEASE

dear port,

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

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

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

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

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

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

dave krebes
coronado resident since ‘85!

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

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

Sincerely,

Lesley Nishihira, AICP
Director, Planning

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

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

Summary of Objections:

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

Please Include in the Master Plan

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

Sincerely,

dave krebes
5 kingston ct
619-519-1201
Dear Lesley Nishihira,

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

Sincerely,
Dawn

Dawn Richards
301 535-5832

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

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Lesley Nishihira, AICP
Director, Planning

3165 Pacific Highway, San Diego, CA 92101

(o) 619.686.6469 • (c) 619.961.6322

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Dear Lesley Nishihira:

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

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

Thank you,

Gina Bernsen
461 H Ave, Coronado, CA 92118

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

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Sincerely,

Lesley Nishihira, AICP
Director, Planning

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

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

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

Owner/Innkeeper
Mobile: 619.405.7500
CORONADO CARRIAGE QUARTERS

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

Dear PMPU Participant,

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

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Sincerely,

Lesley Nishihira, AICP

Director, Planning

3165 Pacific Highway, San Diego, CA 92101

(o) 619.686.6469 • (c) 619.961.6322

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This email may contain public information and may be viewed by third parties pursuant to the Cal. Public Records Act.
From: Karen Dale <karend2010@earthlink.net>
Sent: Friday, August 2, 2019 3:30 PM
To: Port Master Plan Update
Subject: Re: Thank you for your comments on the Port Master Plan Update Discussion Draft!

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

Sent from my iPhone

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

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Sincerely,

Lesley Nishihira, AICP
Director, Planning

3165 Pacific Highway, San Diego, CA 92101
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This email may contain public information and may be viewed by third parties pursuant to the Cal. Public Records Act.
From: lisa daniels <nadolisa692@gmail.com>
Sent: Friday, August 2, 2019 3:44 PM
To: Port Master Plan Update
Subject: Re: Thank you for your comments on the Port Master Plan Update Discussion Draft!

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

LISA

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

Dear PMPU Participant,

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Sincerely,

Lesley Nishihiro, AICP
Director, Planning

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

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

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

Thank you for taking the time.

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

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Director, Planning

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With Warmest Regards,
Marianne
Marianne Blackstone Tabner
Realtor, CA BRE# 02028916
The MBT Group
Keller Williams Realty
Residential Sales | Land Development Services | New Home Builder Specialist
Direct: 978-621-8028  |  Office: 619-233-5935
Bi-Coastal Team Office Locations:
KW International Luxury Living | 1033 B Ave | Coronado, CA 92118
KW Commercial | Land Division BRE# 01295699 | 2250 Fourth Ave # 300 | SD | CA 92101
Keller Williams North Central | 1084 Main St | Bolton, MA 01740
MBTGroupNado@gmail.com  |  TheMBTGroup.com
Thank you. I forwarded my suggestions to the SDSU Coastal and Marine Program as they might have an interest in my concept. I remain interested in Pond 20 and look forward to seeing future discussions/reviews.

Sent from Mail for Windows 10

---

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

Dear PMPU Participant,

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Sincerely,

Lesley Nishihira, AICP
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Dear Ms. Nishihira,

The only point I want to make about the plan is that it reduces the availability and accessibility to boat trailer parking, which is counterproductive, given that less parking means fewer boaters. Boating activity/support is the main function of the facility so the idea is terminally misguided.

Thank you for your further consideration on this matter.

Boater Bob.

Sent from my iPhone

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

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

Lesley Nishihira, AICP
Director, Planning

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

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

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

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

Stacy Thomas

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

Dear PMPU Participant,

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Lesley Nishihira, AICP
Director, Planning

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

connect: 

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This email may contain public information and may be viewed by third parties pursuant to the Cal. Public Records Act.
From: Stephanie Kaupp <skaupp1@san.rr.com>  
Sent: Friday, August 2, 2019 7:31 PM  
To: Port Master Plan Update  
Subject: Re: Thank you for your comments on the Port Master Plan Update Discussion Draft! *** Suggestions for Future Meetings - Public Engagement and Participation ***

Dear Lesley:

Thank you for your feedback.

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

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

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

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

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

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

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

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

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

Thank you in advance for your consideration.
On Aug 2, 2019, at 2:35 PM, Port Master Plan Update <pmpu@portofsandiego.org> wrote:

Dear PMPU Participant,

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Sincerely,

Lesley Nishihira, AICP
Director, Planning
3165 Pacific Highway, San Diego, CA 92101
(o) 619.686.6469 • (c) 619.961.6322

<image001.png>
Port administration offices are open Monday-Thursday and every other Friday from 8am-5pm.
This email may contain public information and may be viewed by third parties pursuant to the Cal. Public Records Act.
Thanks for the reply.

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

Steve Johnson
760 522 6608
sdjfish@aol.com

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

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Sincerely,
Port administration offices are open Monday-Thursday and every other Friday from 8am-5pm.
This email may contain public information and may be viewed by third parties pursuant to the Cal. Public Records Act.
Do you EVER actually listen to the people your decisions affect???

Sent from my iPhone
619 347 3538

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

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Sincerely,

Lesley Nishihiara, AICP
Director, Planning
3165 Pacific Highway, San Diego, CA 92101
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Dear Sir or Madam:

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

**Summary of Objections**

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

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

**Basis of Objections**

I object to the Plan because it poses:

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

Sincerely,

Luzma Gómez

901 First St, Coronado CA 92118

Email Address: luzmagomez@me.com

Phone: 619-823-8120
Dear Sir or Madam:

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Sincerely,

Bernardo Gomez

903 First St, Coronado, CA 92118

Address: ____________________________

Email Address: bernardogomez@me.com

Phone: 619 437 8956
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- interference with access to the Bay and the recreational activities associated with unrestricted Bay access.

Sincerely,

[Signature]

Address: 760 613 S994
642 Margarita Ave
Coronado, CA 92118

Email Address: KellySarber@hotmail.com

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

Dear Sir or Madam:

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- interference with access to the Bay and the recreational activities associated with unrestricted Bay access.

Sincerely,

[Signature]

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

Phone:  
619-516-8632

Email Address:  
dovetail54@aol.com
To Whom It May Concern:

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

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

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

Sincerely,

[Signature]

Address:
80 Trinidad Bend Rd
Coronado, CA

Email Address:

Phone:
619-423-8767
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Sincerely,
DeAnn Brown
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Sincerely,

[Signature]

Address: 1021 Olive Ave, Coronado CA 92118
Email Address: shellmonkies2@gmail.com
Phone: 619-435-1150

*Letter sponsored by SaveCoronado.com*
The Port of San Diego  
Attn: Planning Department  
3165 Pacific Highway  
San Diego, CA 92101-1128

Subject: Public Comment on Port Master Plan Update

To Whom It May Concern:

Please accept these objections to the Proposed Master Plan of Coronado.

Summary of Objections
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Sincerely,

Address:  
Email Address:  
Phone:

Letter sponsored by SaveCoronado.com
Good afternoon;
Passing along an email received for Commissioner Valderrama.
Best,
Julie

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

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

Summary of Objections:
- Development of any new hotel on the Coronado Ferry Landing property—this greatly affects us since we live near the ferry landing and do not want more hotel folks near our family or more traffic issues which are due.
- The Port exceeding Coronado’s 40-foot height limit in all subdistricts.
- Adhering to important view corridors and preserving new view vistas.
- The intensification of use of the North Coronado Subdistrict.
- Paid parking in the North Coronado Subdistrict.
- Increased density in commercial uses in the North Coronado Subdistrict.
- Any improvements that force existing property owners to pay for improvements.
- Any uses that increase greenhouse gas concentrations or emissions that would limit the City’s ability to comply with AB 32, the California State Law that fights global warming by establishing a comprehensive program to reduce greenhouse gas emissions from all sources throughout the state.
- Bayfront uses that focus on “visitor-serving” and “attracting visitors” but that fails to recognize the impact on the existing adjacent residents.
- Any path around the shoreline of the Coronado Golf Course and through the Coronado Yacht Club.
- Any uses that will bring more vehicles into Coronado and worsen Coronado’s traffic problems.

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

Sincerely,
Brooke Ballard, MD
To Whom It May Concern:

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Sincerely,

Address: 526 Glorietta Coronado CA 92118  
Email Address: mandellewy.net  
Phone: 602-703-7451

Letter sponsored by SaveCoronado.com
To Whom It May Concern:

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Sincerely,

Michael Kearney

Address: 526 Glorietta Coronado CA 92118

Letter sponsored by SaveCoronado.com
The Port of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101-1128

Subject: Public Comment on Port Master Plan Update

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Sincerely,

Address: 1101 First Street #305 Coronado, CA 92118

Email Address: Lisaalizadeh@gmail.com

Phone: 949-295-0704

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

Planning & Green Port

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Sincerely,

Brenau & Dave Beverly

Address:
206 H. Ave
Coronado, CA 92118

Email Address:
beverlyys@san.rr.com

Phone:
619-318-0975
To Whom It May Concern:

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Sincerely,

Laurie Blackington

Address: 930 Country Club Lane Coronado, 92118

Email Address: laurieblackington980@gmail.com

Phone: 619-435-3947

Letter sponsored by SaveCoronado.com
The Port of San Diego  
Attn: Planning Department  
3165 Pacific Highway  
San Diego, CA 92101-1128  

Subject: Public Comment on Port Master Plan Update  

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Sincerely,

Michael Alves  

Address: 53 Green Turtle Rd  
Coronado, CA 92118  

Email Address: NEEDYSPEED@REAGAN.COM  
Phone: 2014101243  

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The Port of San Diego  
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Sincerely,

Address: 916 S. 9th St  
Coronado, CA 92118

Email Address: Suen168home@gmail.com  
Phone: (619) 522-0553

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Sincerely,

Address: 500 J Ave  
Email Address: RockFLY9999@gmail.com  

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Sincerely,

[Signature]

Address: 1222 1st St #6  
Email Address:  
Phone: 619-435-2522

[Address on the bottom]
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Sincerely,

Frank and Virginia Vogt — (Coronado residents since 1976)

Address: 234 H Ave.  Email Address:  Phone:
Coronado, CA 92118-1222

Letter sponsored by SaveCoronado.com
To Whom It May Concern:

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

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

Please Include in the Master Plan the Following:
- Continued support of our maritime industry related businesses
- Ideas about public water transit from Shelter Island to downtown/Coronado
- Maintain open space along Shelter Island for communal usage, recreation, BBQ’s, fire pits
- Support and maintain new boat launch/public access on Shelter Island
- Maintain free off street parking to allow for employees that serve the maritime industry and surrounding businesses accessibility.
- Maintain limited access to Kellogg and La Playa consistent with the isolated and low intensive recreational use orientation which is geared to serve the immediate neighborhood
- Replenishment of sand at Kellogg Beach to prevent excessive shoreline erosion
- Preserving Point Loma’s historic landscape to better connect Point Loma history with the design of the bayfront.
- Nurture the wetlands habitat around the La Playa basin and improve ecosystems that were native to the area. Attract birds, invertebrate and wetland vegetation. Possibly create a “living shoreline”

Sincerely,

Karen

First Name

Milligan

Last Name

3727 Centalona Dr.
San Diego, CA 92107

Aug 05 2019

Planning & Green Port
To Whom It May Concern:

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Sincerely,

Brett

Singiolo

First Name

Last Name
Dear Port District Planning Staff and Commissioners,

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

Kind regards,

David Mulliken

713 Rosecrans Street
San Diego, CA 92106

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

Sincerely,

First Name

Last Name
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701 Kathleen Blvd
S. D. CA 92101
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First Name  Last Name

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Sincerely,

Nikolaus

Waltschmidt

First Name

Last Name
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[Signatures]

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Sincerely,

[Signature]

First Name

[Signature]

Last Name

TS: Ivan Scott
To Whom It May Concern:

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

Summary of Objections:

- Exceeding Point Loma’s 30-foot height limit in District 2 and all sub districts. The limit is already too high!
- Additional 1,600 rooms throughout Shelter Island East and West, a nearly 200% increase from current occupancy, but does nothing for the residence who deal with traffic and lack of infrastructure.
- The narrowing of Scott Street and Shelter Island Drive, with shared bike lanes. Although bike lanes are wonderful, installing bike lanes on Nimitz only negatively impacts traffic and has not increased bike use.
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Sincerely,

Shawn Fettel
To Whom It May Concern:
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Signature: [Signature]

First Name: [First Name]  
Last Name: [Last Name]
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Jeanne

Scott

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Steve Chupik
3436 Trumbull St
SD 92106
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[Signature]

First Name

[Signature]

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

Subject: Public Comment on Port Master Plan Update

To Whom It May Concern:

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

Summary of Objections

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

Please Include in the Master Plan

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

Sincerely,

[Signature]

Address: 15 Bluefin Court  
Coronado, CA 92118  
Email Address: Patricia.coronado@gmail.com  
Phone: 619-423-1303

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

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

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

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

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

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

We have too much congestion at the southern end of Point Loma. Neither the City, nor the Port has a workable plan for any form of evacuation, in the event of a disaster. High tides already impact our community and coastline. And, tides are guaranteed to keep rising.
I urge the Port to consider not assisting in added density to an area that cannot handle it. I urge the Port to only consider the public’s best interest, not a developer’s interest. If sand is to be added to the beach at Kelloggs, it should not attempt to create a levee or impact the natural tidal flows. Sand cannot be added to private property (even private property designated as coastal beach) to allow developers to substantiate higher density or added building mass.

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

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

Respectfully,
Howard Haimsohn

On Tue, Jul 30, 2019 at 10:39 AM Howard Haimsohn <howard@lawrance.com> wrote:
First let me say that I respect much of the work that the Port does. I have also found the Port to be responsive when presented with a concern from the community.

I do need to voice my concerns however, as it relates to the Port Master Plan Update (Draft)

I am a resident and native of Point Loma. My concerns are centered around the impact that this proposed plan will have on our local area. Generally speaking, I am not against progress. Nor am I against development.

But, in reading the section that will directly impact my community, where I live, PD1, here are my concerns

We cannot sustain increased development in this community, without corresponding increased traffic lanes. This is not going to happen. So,

- Allowing for up to 1600 new lodging rooms on Shelter Island is unacceptable.
- Any deviation from the 30' height restriction is unacceptable

The addition of new hotels on Shelter Island will essentially wall off the harbor from the residents who live in Point Loma. The City and the Port have policies of preserving public views from the La Playa area and Kellogg Beach to the harbor and downtown. Adding this much building on Shelter Island will not serve that purpose.

Removing the historic piers and docks along the La Playa Trail is to remove the character of our waterfront. I walk this path twice a week. I cannot imagine walking this path and not seeing these piers. It defines the character of this area. I understand that some believe that because they are not strictly for public use that they should not be there. So...figure it out. But, do not remove them.

The preservation of Kellogg Beach is a critical concern for myself and the community. The plan mentions preserving views from there. **No new 30' condo buildings should be allowed.** They will increase congestion, cause more parking issues and wall off public views that have existed forever. Replenishing sand is a nice thought. But, without a means of preserving that sand, it is a futile effort. Mother Nature will control the shoreline. Unless we add shoreline erosion devises, this idea is not sustainable. And, we do not want shoreline devices. Kellogg Beach used to stretch another block south of Lawrence Street. Today it is only one block long, from Lawrence to
McCall. The riprap that was placed between Kellogg St and Lawrence Street, preserved the sand/bluff, but we lost the beachfront. And this riprap altered the natural tidal flows causing increased erosion to the north.

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

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

Thank you for your attention to this.

Respectfully,

Howard Haimsohn

--

Howard Haimsohn
Lawrance
Contemporary Home Furnishings

633 University Ave
San Diego, CA 92103
(P) 619-291-1911
(F) 619-291-0568
howard@lawrance.com
www.facebook.com/lawrancefurniture
From: Rafael Castellanos  
Sent: Friday, August 30, 2019 1:08 PM  
To: commissioners mailbox  
Subject: FW: Save shelter Island

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

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

Sent from my iPhone
From: John Lamott
Sent: Friday, August 30, 2019 1:06:17 PM (UTC-08:00) Pacific Time (US & Canada)
To: Marshall Merrifield
Subject: Stop and care

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

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

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

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

Sent from my iPhone
Money isn’t everything. Our children, friends, dog walker. And our picnic group had met at Shelter Island for 30 years every Friday night from Memorial Day to October. Why don’t you care about people. BettyannLamott Sent from my iPhone
This is so horrible that money comes before family’s seniors and dog walkers. Think
Leave shelter island alone.
Bettyann Lamott
Sent from my iPhone
Dear Commissioner Schwing,

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

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

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

The master plan is allocating once again to disregard its citizens and instead apply over building in areas that have a pristine environmental enjoyment for all its citizens. Please do not cater to developers & tourists by allowing buildings to circumvent the law and want of its citizens, especially those most impacted by its negative expansion! Shelter Island is a beautiful peaceful location its citizens enjoy daily and without over burdening it’s neighbors and nearby neighborhoods by creating a visual blockage of our bay!

Logically speaking adding 1600 new hotel rooms 1300 on west side of shelter island and 300 on the east is just to many for an area with one egress and ingress. Traffic congestion and environmental ramifications that ensue from over developing a community already overburdened by congestion.

This historic community (Point Loma) is and should be protected as it is the gateway to California. We have four piers that need protections as well.
Although I personally do not believe private piers are a good idea I do believe the residents have done a great job with coming up with a compromise, and that compromise should continue with the open access during the sunrise to sunset times. They the residents maintain and insure the piers for all to admire and walk on. As you are aware there are many piers with no historical context in Newport Beach maintaining these 4 piers are a community favorite.

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

Kelly Madruga
3220 Hugo St
San Diego Ca 92106
619-993-1641
Dear Commissioner Schwing,

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

I am in absolute shock that once again the city and port are trying to circumvent the height restriction San Diegans voted to enforce. Specifically, the 30 foot height restrictions for our beach communities west of the I5 corridor (Prop D in the 1970’s) and the many items in the report trying to over burden our quaint neighborhood with mass traffic and congestion. As written in PD1.8 it reads “height should be compatible but does not need to be in conformance with adjacent jurisdiction standards”

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

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

Logically speaking adding 1600 new hotel rooms, 1300 on the west side of shelter island and 300 on the east is just too many for an area with one entrance and exit. The area is already over taxed by the amount of traffic and density. The environmental ramifications that ensue from continued development will most certainly have lasting negative effects. This historic community of Point Loma is and should be protected as it is the gateway to California. We have four piers that need protections as well.

Although I personally do not believe private piers are a good idea I do believe the residents have come up with a compromise that should continue with open access during the sunrise to sunset times. The residents maintain and insure the piers for all to enjoy, admire and walk on.

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

Matthew Madruga
3220 Hugo St
San Diego Ca 92106
Dear Commissioner Schwing,

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

Mary Pereira
3231 Hugo St.
San Diego, CA
92106
Hello, my name is Joe Noble and I am sad to hear that the San Diego Marlin Club is being closed for parking spaces...what a shame to lose a great piece of S.D. fishing history. I personally have never been a member but myself and many friends have used the scales there to weigh the trophy fish of a lifetime...please rethink your decision to eliminate this great place for the community and replace with heat absorbing asphalt parking spaces. More folks could use the exercise from a little walk. Thank you for your time.

Joe Noble
Carlsbad, Ca.
Joebn3@gmail.com
From: Douglas Tibbitts <dptibs@gmail.com>
Sent: Monday, September 9, 2019 4:05 PM
To: Port Master Plan Update

September 9, 2019

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

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

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

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

Specifically, we are opposed to:

- the enlargement / creation of a 2000 room hotel complex at the current site of the Wyndham Hotel (1200 – 1300 N. Harbor Dr.), and the associated increase in building height that would be necessary to accomplish that goal.
  - The downtown portion of the San Diego Bay is already almost entirely walled off from the city itself... by the Bayfront Hilton, Convention Center, Marriott Marquis, Manchester Grand Hyatt, pending hotel development at Seaport Village, The Manchester Gateway Development, The InterContinental Hotel, and Marriot Hotels (Residence Inn and Springhill Suites).

- Changing the A Street and B Street view corridors.

- Establishing a high-rise structure in support of the “Mobility Hub” at the 1220 Pacific Highway site.

- Increasing the traffic flow on Pacific Highway (which is already planned to be narrowed by the City of San Diego) by narrowing North Harbor Dr. and adding the “Mobility Hub”.

- Giving corporate entities “first right of refusal for exclusive use and commercialization” access to public areas such as the InterContinental Hotel has at Lane Field.
The PMPU envisions the tidelands area as belonging primarily to tourists and revenue generating industries. Yet the tidelands and bay are irreplaceable treasures which were entrusted to the Port for the benefit of all of us... residents and visitors.

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

Specifically, we encourage and support:

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

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

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

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

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

- To minimize the impact to downtown residents and workers, new hotel sites (in addition to those already planned at the Manchester Gateway) should only be considered for:
  - South of the Working Waterfront
  - North of the County Administration Building
  - Harbor Island

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

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

Sincerely,
Douglas Tibbitts

1205 Pacific Highway, Unit 1602

San Diego, CA 92101
Good afternoon;
Passing along an email received for Commissioner Merrifield.
Best,
Julie

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

Commissioner Marshall Merrifield,

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

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

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

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


Shelter Island basin has had a problem with the water quality since the water can not circulate. In the 70’s it was the trash. In the 80s it was tribunal tin. In the 90’s it is copper. We are years away from coming up with a solution with a bottom paint for boats that is effective against marine growth that does not contain some copper. When we do, what is
the next problem that it will bring? Wayne Chiu, PE of the Regional Water Board agrees that the culvert is a good solution and should reduce the copper by 28% at the head of the basin.

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

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

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

Pamela Lynd
619 992-7245
I read with interest the summary of the meeting on August 29 in the Winn Room. We were unable to attend being out of town, so my comments are based on the article in the Eagle.

I appreciate and applaud the headline "Port Chair Says No Hotel At Ferry Landing, No Hotel in Cays and No Promenade".
We are 50 years plus residents of Coronado before the Bridge living at the corner of 4th and I, members of Coronado Yacht Club, and owned at the Cays when Bahama Village was under construction. For 40 years, we have lived in the Sunset Park area. My husband is a retired Naval Commander.

We have lived and experienced all of the major changes in our community and residential lifestyle throughout Coronado.
We have supported and welcomed many of them... **good things to a point at which we have, for the most part, arrived.**

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

The Ferry Landing development was a great use of public space and public use (**a good thing to a point**).
Public access to San Diego and Coronado Bay is important and is available (a good thing to a point).

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

At this point, however, any change that contributes to our density, traffic and parking is problematic. Although tourism and business may welcome Port Proposals, the impact on our neighborhoods will be seriously negative. Our community character is under attack not only by
the Port, but also by other governmental agencies. We are currently and will experience increased traffic and parking issues with any of these proposals/plans. Most importantly the safety of our children in our neighborhoods as they play out and about and go to and from school will be compromised with plans that increase density, traffic, and general public access (that has already reached a tipping point with the beach, day trippers, etc.)
One may agree or disagree with Port plans at Seaport Village, but the fact is that Seaport Village is not a small residential, boundary finite community. **Coronado is.** Chula Vista and National City Bayfronts, no doubt, welcome increased large Port development that increases density and tourism. **Coronado residents no longer do as the Eagle seems to state,** and we concur.

Your recognition, understanding, and support of Coronado's major contribution to public use and space over the last 50 years
is critical going forward. We have opened up our community to the world. Scale down your plans and proposals to help us maintain our community character and neighborhoods for future generations.

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

Paula Bingham-Couture
August 30, 2019

To the Port of San Diego

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

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

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

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

Coronado Public Safety First Collaborative (CPSFC)

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

Attachment
FERRY LANDING UPGRADE
A FRESH START FOR THE
PORT’S MASTER PLAN UPDATE (PMPU)

TO THE PORT OF SAN DIEGO:

PLEASE HONOR, RESPECT AND PROTECT CORONADO’S
VALUABLE NATURAL, HISTORIC, AND PUBLIC SAFETY RESOURCES
WHICH ARE ENTRUSTED TO YOUR AUTHORITY.

YOUR DUE DILIGENCE WILL BENEFIT ALL!

NO OVER-DEVELOPMENT

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

Sponsored by Coronado Public Safety First Collaborative (CPSFC)
114 C Avenue #296, Coronado, CA 92118
CPSFC@san.rr.com
What happens with the club in the new port plans?

Sent from my iPhone
Good Afternoon Jason and Leslie,

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

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

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

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

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

All the Best and V/R,

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

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

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

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

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

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

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

My family and I strongly **OPPOSE**...
- Exceeding the 30-foot height limit in District 1 and all subdistricts
- Adding 1,600 rooms throughout Shelter Island East and West, a nearly 200% increase from current occupancy!
- Narrowing Scott St and Shelter Island Dr with shared bike lanes
- Adding “mobility hubs” and/or parking structures in residential neighborhoods
- Removing the Historic La Playa Piers
- Focusing Bayfront uses on “visitor-serving” and “attracting visitors” while failing to recognize the impact on the existing adjacent residents
- Public transit/water taxi service within La Playa basin or Kellogg Beach
• Any path around the shoreline and through the 3 Yacht Club in this district: Silver Gate Yacht Club, San Diego Yacht Club, Southwestern Yacht Club
  • Adding transient anchorage/wharfage
  • 20' wide promenades connecting La Playa trail to Shelter Island
  • “Amenities” at the Talbot Street trailhead
  • Adding 70,000 sf of retail and restaurant space on Shelter Island
  • Altering...whether it be paving/widening etc... the existing Bayside Trail

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

Best Regards,

Alfonso Escalante
3580 Jennings Street
San Diego, CA  92106

AlfonsoVEscalante@gmail.com
Dear Sirs:

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

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

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  • Nurturing the wetland habitat around the La Playa basin and improving ecosystems that were native to the area. Attract birds, invertebrate and wetland vegetation. Possibly create a “living shoreline”.

Best Regards,

Elizabeth Courtiér
3580 Jennings Street
San Diego, CA  92106

elizabethcourtier@me.com
Board,

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

Less is more.

Edwin and Patricia Daugherty

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

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

This email has been checked for viruses by Avast antivirus software.

www.avast.com
9/16/2019 Port Board Meeting Comments

By Don Wood

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

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

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

Among other key comments on issues Commission staff note:

**Under Water and Land Use:**

“2. WLU 3.3. Visual Access. Add a policy that developments should not distract from views of the bay and ocean, including advertisements, neon signage, digital ads, and lighting that is above that necessary for security or safety.”

“17. WLU 4.9. Building height standards should be identified here or in each planning district.”

**Under Baywide Standards:**

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

**Under Embarcadero (PD 3):**

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

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


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

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

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

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

24. Table PD 3.2. “Identify the amount of rooftop open space and clarify that this number includes only the area approved for the Convention Center. Note that Commission staff continues to have reservations regarding the utility and function of rooftop open space. Based on preliminary calculations, approximately 63.9 acres of Recreation Open Space is provided for in the certified PMP compared to 58.8 acres in the PMPU. Please clarify how much Recreation Open Space is included in the certified PMP compared to what is proposed in the PMPU; no net loss of Recreation Open Space would be supported.”
From: PublicRecords  
Sent: Monday, September 23, 2019 12:49 PM  
To: Commissioner Services Staff  
Subject: FW: comments on Port Master Plan Update

Hello,

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

Thank you.

Janet Graham  
Administrative Assistant II, Office of the District Clerk  
3165 Pacific Highway, San Diego, CA 92101  
(o) (619) 686.6259

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

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

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

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

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

Thank you for considering this suggestion.

---------------------------------
Lu Rehling
3510 Park Boulevard
San Diego, CA 92103
650-208-8678 (cell)
LuRehling@gmail.com
---------------------------------
Good morning;
Passing along an email received for the Commissioners.
Best,
Julie

------Original Message------
From: ronmark <ronmark@aol.com>
To: gbonelli <gbonelli@portofsandiego.org>
Sent: Sun, Sep 15, 2019 11:19 am
Subject: Fwd: You have a duty to perform--disappointed

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

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

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

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

--Old Rental Car lot. What a joke this is! You have know for years that a new rental car location was being built but nothing was being done with the old rental car property. NOT A 10 YEAR PROJECT. Fix it now. What a wonderful
wasted opportunity. This vital piece of property sitting in waste and ruin due to lack of attention buy it's owners. What an embarrassment for all Port Commissioners and all Port District Staff. What a waste of valuable property. I got an idea why not make this something really unique. A little Venice right there on the Harbor. A system of canals with town houses and boat docks and of course with some public access as well. I'd purchase one of these in a nano second. Centrally located but yet away from it all.
The Little water bay between the Coast Guard Facility and the rental car lot--What a great place for one of those inexpensive hotels with rooms all facing the water (away from the noise of the airport) with docks for water sport activities. First floor or two a parking garage and lobby. Hotel built on pylons in the water and there is plenty of land out front for easy off Harbor Dr. access and some additional parking.

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

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

PS--I've been hearing about 'Up-Lighting the Coronado Bridge for almost 10 years and still NOTING. There is a reason why the airport is now under control of the San Diego Regional Airport Authority..
Good afternoon;
Passing along an email received for Commissioner Zucchet.
Best,
Julie

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

Dear Mr. Zucchet,

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

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

Thank you,

Benjamin Bensoul
Hello Port of San Diego team,

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

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

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

That's my two cents!

Best Regards,

Brent Sherman
Guest Relations
Good morning;
Passing along an email received for Commissioner Moore.
Best,
Julie

-----Original Message-----
From: marilyn field <mfield1@san.rr.com>
Sent: Friday, September 20, 2019 9:20 AM
To: Ann Moore <amoore@portofsandiego.org>
Subject: The Ferry Landing Marketplace - A Big Thank You!

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

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

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

Marilyn Field
1101 1st Street, Apt. 208
Coronado, CA 92118
September 25, 2019
Port Authority of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101

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

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

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

We asked the Port to consider the following:

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

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

Specifically, we are opposed to:

- Enlargement/creation of a 2000 room hotel complex at the current site of the Wyndham Hotel (1200 – 1300 N. Harbor Dr.), and the associated increase in building height that would be necessary to accomplish that goal. We oppose adding more than the current 600 hotel rooms on this site.
  - The downtown portion of the San Diego Bay is already almost entirely walled off from the city itself by the Bayfront Hilton, Convention Center, Marriott Marquis, Manchester Grand Hyatt, The Manchester Gateway Development, The Lane Field InterContinental, Springhill Suites, and Residence Inn Hotels.
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Sincerely,

Bret Cleveland

1205 Pacific Highway, #3103
San Diego, CA 92101
September 25, 2019
Port Authority of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101

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

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Sincerely,

Mark & Brenda Lane
1205 Pacific Highway, Unit 902
San Diego, CA 92101
September 25, 2019  
Port Authority of San Diego  
Attn: Planning Department  
3165 Pacific Highway  
San Diego, CA 92101  

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San Diego, CA 92101

[Signature] [Signature]
September 25, 2019
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Sincerely,

[Signature]

1205 Pacific Highway
San Diego, CA 92101
Good afternoon;
Passing along an email received for the Commissioners.
Best,
Julie

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

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

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- **The imbalance of land uses at the Bayfront with Commercial Recreation (i.e. hotels, retail, etc.) at over 101 acres (41% of the available land) with fewer than 60 acres (23%) dedicated for Recreation Open Space.**
  - And we oppose counting bike lanes and tracks as Recreation Open Space.
  - And we oppose counting rooftop venues on hotels, retail, and restaurants as Recreation Open Space since these have severely restricted access through private businesses.

- **Establishing a “Mobility Hub” at the 1220 Pacific Hwy.**

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

Specifically, we encourage and support:

- **Reserving one full block of land at either 1200 or 1300 N Harbor Dr. as Recreation Open Space.** This will create clear and unobstructed physical land access and visual connections from Pacific Hwy through to the N Harbor Dr. Bayfront and the San Diego bay waters for residents and workers in the adjacent city neighborhoods.

- **Creating Navy Pier Park on an elevated level, a one-story deck which creates a cover over the existing parking. The Park over parking option.** This will preserve parking adjacent to the USS Midway which is also convenient for visitors to the attractions at the G Street Mole. It will eliminate the need to relocate parking to another location which would use valuable tidelands. This option will provide an improved view of the bay to the north of the USS Midway. This
would be an exceptional public viewing area of the bay and for special events like the 4th of July fireworks.

- Locating the Mobility Hubs for the North Embarcadero district only at Navy Pier and at the Grape St parcel (pg. 168, PA-3). These hubs are accessible from N Harbor Dr. and therefore served by the bike lanes and the Bayfront Circulator route with its reserved traffic lanes.

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

- Retention of the current Wyndham Hotel room count, building footprints and current building height limitation.
  - Should this hotel property be remodeled and rebuilt it should do so with the buildings occupying only one block, either the 1200 block or the 1300 block of N Harbor Dr. but not both. The other block should become Recreation Open Space
  - To accomplish this redesign and public park compatible land use designation we would support the Port in having the city remove its requested setback from N Harbor Dr.

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

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

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

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

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Angie Wilcox & John E. Edwards
1205 Pacific Highway
San Diego, CA 92101
Re: Public Comment on Port Master Plan Update (PMPU) - North Embarcadero

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

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We asked the Port to consider the following:

● In the last 15 years, the Columbia District has become a high-density residential neighborhood rather than the commercial zone that it once was. These residents are individuals and families who utilize the Bayfront recreational space on a daily basis.

● Downtown San Diego is already severely under served for open recreational areas compared to other significantly less dense residential areas of the PMPU. The PMPU draft proposes to make this problem worse by creating a wall of hotels which will blockade the entire Bayfront from our neighborhood, blocking water views and severely restricting our physical access and connections to our public lands and the water.

● The condominium towers and apartments along Pacific Highway, Kettner Blvd and India Street were placed in a staggered fashion, specifically to maximize the panorama water views through and over the Wyndham Hotel and 1220 buildings as they currently exist. The current draft PMPU will destroy those views.

● The already built out Lane Field Hotels have removed a large area of land from public use reserving the land to private commercial use. Furthermore, these massive hotels have isolated the community from the Bayfront and removed public panorama views to the water. A balanced use of land in the North Embarcadero plan would be to now designate an equally large area as recreation open space, preserving water views and access now and for the future.

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

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1205 Pacific Highway
San Diego, CA 92101
September 27, 2019
Port Authority of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101

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

Dear Sirs:

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

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

I ask the Port to consider the following:

- In the last 15 years, the Columbia District has become a high-density residential neighborhood rather than the commercial zone that it once was. These residents are individuals and families who utilize the bayfront recreational space on a daily basis.
- Downtown San Diego is currently severely underserved in terms of open recreational areas compared to other (less dense) residential areas of the PMPU. The PMPU draft proposal will make this problem worse by creating a wall of hotels, effectively blockading the entire bayfront from our neighborhood, blocking water views, and severely restricting our physical access and connection to our public lands and the water.
- The condominium towers and apartments along Pacific Highway, Kettner Blvd., and India Street were placed in a staggered fashion, specifically to maximize the panoramic water views through and over the Wyndham Hotel and 1220 Pacific Highway buildings as they currently exist. The current draft PMPU will destroy those views.
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The area at 1200-1300 N. Harbor Dr is the only location where a significant open-space park can connect through from Pacific Hwy to N Harbor Dr and the bayfront. This physical and visual connection is crucial to create unrestricted access for the Columbia residents and area workers to their bay.

Our quality of life and our property values are largely dependent on the panoramic views of the San Diego Bay, the airport, Point Loma, Coronado, and beyond. Narrow street-wide “view corridors” with tall towers on each side are insufficient.

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

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

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2. The imbalance of land use at the bayfront with Commercial Recreation (i.e. hotels, retail, etc.) at over 101 acres (41% of the available land) with fewer than 60 acres (23%) dedicated for Recreation Open Space.

3. Counting bike lanes and tracks as Recreation Open Space.

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Arline Gershwind

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Sincerely,

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

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

Thank You,

Emi and Al Killeri
1205 Pacific Hwy.
unit 3001
September 25, 2019

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

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Ghassan and Grace Abdo
1205 Pacific Highway Unit 1301
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Port Authority of San Diego
Attn: Planning Department
3165 Pacific Highway
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[Signature]

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[Signature]

1205 Pacific Highway
San Diego, CA 92101
From: Michael Zucchet  
Sent: Friday, September 27, 2019 3:41 PM  
To: commissioners mailbox  
Subject: FW: Port Master Plan

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

September 25, 2019  
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Attn: Planning Department  
3165 Pacific Highway  
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• Enlargement/creation of a 2000 room hotel complex at the current site of the Wyndham Hotel (1200 – 1300 N. Harbor Dr.), and the associated increase in building height that would be necessary to accomplish that goal. We oppose adding more than the current 600 hotel rooms on this site.
• The
• downtown portion of the San Diego Bay is already almost entirely walled off from the city itself by the Bayfront Hilton, Convention Center, Marriott Marquis, Manchester Grand Hyatt, The Manchester Gateway Development, The Lane Field InterContinental, Springhill Suites, and Residence Inn Hotels.

• The imbalance of land uses at the bayfront with Commercial Recreation (i.e. hotels, retail, etc.) at over 101 acres (41% of the available land) with fewer than 60 acres (23%) dedicated for Recreation Open Space.

• And
  • we oppose counting bike lanes and tracks as Recreation Open Space.

• And
  • we oppose counting rooftop venues on hotels, retail, and restaurants as Recreation Open Space since these have severely restricted access through private businesses.

• Establishing a “Mobility Hub” at the 1220 Pacific Hwy.

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

Specifically, we encourage and support:

• Reserving one full block of land at either 1200 or 1300 N Harbor Dr as Recreation Open Space. This will create clear and unobstructed physical land access and visual connections from Pacific Hwy through to the N Harbor Dr bayfront and the San Diego bay waters for residents and workers in the adjacent city neighborhoods.

• Creating Navy Pier park on an elevated level, a one-story deck which creates a cover over the existing parking. The Park over Parking option. This will preserve parking adjacent to the USS Midway which is also convenient for visitors to the attractions at the G Street Mole. It will eliminate the need to relocate parking to another location which would use valuable tidelands. This option will provide an improved view of the bay to the north of the USS Midway. This would be an exceptional public viewing area of the bay and for special events like the 4th of July fireworks.
Locating the Mobility Hubs for the North Embarcadero district only at Navy Pier and at the Grape St parcel (pg. 168, PA-3). These hubs are accessible from N Harbor Dr and therefore served by the bike lanes and the Bayfront Circulator route with its reserved traffic lanes.

Specifically, we encourage and support (cont.)

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

Retention of the current Wyndham Hotel room count, building footprints and current building height limitation.

Should this hotel property be remodeled and rebuilt it should do so with the buildings occupying only one block, either the 1200 block or the 1300 block of N Harbor Dr, but not both. The other block should become Recreation Open Space.

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

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

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

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

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

Sincerely,

Richard & Jane Shaine
1205 Pacific Highway
San Diego, CA 92101
September 27, 2019

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

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

Dear Sirs:

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

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

I ask the Port to consider the following:

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

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

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

Specifically, I am opposed to:

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

Specifically, I encourage and support:

1. Reserving one full block of land at either 1200 or 1300 N Harbor Dr as Recreation Open Space. This will create clear and unobstructed physical land access and visual connections from Pacific Hwy through to the N Harbor Dr bayfront and the San Diego Bay waters for residents and workers in the adjacent city neighborhoods.
2. Creating Navy Pier park on an elevated level, a one-story deck which creates a cover over the existing parking. The Park over Parking option. This will preserve parking adjacent to
the USS Midway which is also convenient for visitors to the attractions at the G Street Mole. It will eliminate the need to relocate parking to another location which would use valuable tidelands. This option will provide an improved view of the bay to the north of the USS Midway. This would be an exceptional public viewing area of the bay and for special events like the 4th of July fireworks.

3. Locating the Mobility Hubs for the North Embarcadero district only at Navy Pier and at the Grape St parcel (pg. 168, PA-3). These hubs are accessible from N Harbor Dr and therefore served by the bike lanes and the Bayfront Circulator route with its reserved traffic lanes.

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

5. Retention of the current Wyndham Hotel room count, building footprints, and current building height limitation. Should this hotel property be remodeled and rebuilt it should do so with the buildings occupying only one block, either the 1200 block or the 1300 block of N Harbor Dr, but not both. The other block should become Recreation Open Space. To accomplish this redesign and public park compatible land use designation we would support the Port in having the city remove its requested setback from N Harbor Dr.

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

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

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

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

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

Thank you for considering this input.

Sincerely,

Stephen E. Gershwind

1205 Pacific Highway – Unit 2002
San Diego, CA 92101
From: Jim Nathenson <natesr@aol.com>
Sent: Saturday, September 28, 2019 5:17 PM
To: Port Master Plan Update; Garry Bonelli; Ann Moore; Marshall Merrifield; Rafael Castellanos; alcodmm@portofsandiego.org; Robert Valderrama; Michael Zucchet
Cc: kevinfaulconer@sandiego.gov; barbarabry@sandiego.gov; chriscate@sandiego.gov; christopherward@sandiego.gov; georgettegomez@sandiego.gov; scottsherman@sandiego.gov; vivianmoreno@sandiego.gov; monicamontgomery@sandiego.gov; markkersey@sandiego.gov; jennifercampbell@sandiego.gov
Subject: Public Comment on Port Master Plan Update (PMPU) - North Embarcadero

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

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

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

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

We asked the Port to consider the following:

● In the last 15 years, the Columbia District has become a high-density residential neighborhood rather than the commercial zone that it once was. These residents are individuals and families who utilize the bayfront recreational space on a daily basis.

● Downtown San Diego is already severely under served for open recreational areas compared to other significantly less dense residential areas of the PMPU. The PMPU draft proposes to make this problem worse by creating a wall of hotels which will block the entire bayfront from our neighborhood, blocking water views and severely restricting our physical access and connections to our public lands and the water.

● The condominium towers and apartments along Pacific Highway, Kettner Blvd and India Street were placed in a staggered fashion, specifically to maximize the panorama water views through and over the Wyndham Hotel and 1220 buildings as they currently exist. The current draft PMPU will destroy those views.

● The already built out Lane Field Hotels have removed a large area of land from public use reserving the land to private commercial use. Furthermore, these massive hotels have
isolated the community from the bayfront and removed public panorama views to the water. A balanced use of land in the North Embarcadero plan would be to now designate an equally large area as recreation open space, preserving water views and access now and for the future.

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

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

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- The imbalance of land uses at the bayfront with Commercial Recreation (i.e. hotels, retail, etc.) at over 101 acres (41% of the available land) with fewer than 60 acres (23%) dedicated for Recreation Open Space.
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Specifically, we encourage and support (cont.)

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

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

Sincerely,

James and Barbara Nathenson

Unit #905
1205 Pacific Highway
San Diego, CA 92101
September 25, 2019

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

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

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

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

We asked the Port to consider the following:

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

Douglas P. Tibbitts
1205 Pacific Highway, Unit 1602
San Diego, CA 92101
Re: Public Comment on Port Master Plan Update (PMPU) – North Embarcadero

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

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

Sincerely,

Helmut Leibbrandt
1262 Kettner Blv Ap #1602
San Diego, CA 92101
Port Authority of San Diego  
Attn: Planning Department  
3165 Pacific Highway  
San Diego, CA 92101  

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

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

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

We asked the Port to consider the following:

● In the last 15 years, the Columbia District has become a high-density residential neighborhood rather than the commercial zone that it once was. These residents are individuals and families who utilize the bayfront recreational space on a daily basis.

● Downtown San Diego is already severely under served for open recreational areas compared to other significantly less dense residential areas of the PMPU. The PMPU draft proposes to make this problem worse by creating a wall of hotels which will blockade the entire bayfront from our neighborhood, blocking water views and severely restricting our physical access and connections to our public lands and the water.

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Sincerely,

Greg Watkins

1262 Kettner Blvd. #2701
San Diego, CA 92101
From: Louis Cohen <louiscohen2006@gmail.com>
Sent: Monday, September 30, 2019 10:22 AM
To: Port Master Plan Update
Subject: Public Comment on Discussion Draft of the Port Master Plan Update (PMPU)

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

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

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

Here are some additional considerations and suggestions:

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

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

- There are already 4 multi-level high occupancy vehicle parking within the area of Ash street to West Broadway. The planners and developers of the three recently built hotels (InterContinental, Springhill Suites, Residence Inn) on Pacific Highway between West Broadway and B street promised the neighborhood that the hotels would be providing public parking access to hundreds of parking spaces.
- The County currently has 2 multi-level parking facilities nearby (underground at the County Administration Building and at the corner of Cedar and Kettner).
• There are already 4 public transportation stations located within 2 blocks of the waterfront (Seaport Village Trolley Station, One America Plaza Station, Santa Fe Train and Trolley Station, Little Italy Trolley Station). Public access to the waterfront from the nearby 4 public transportation stations has successfully accommodated very large numbers of users. Thousands of people successfully used public transportation to get to Waterfront Park for marches. Educating the public and tourists about the close proximity of public transportation to the waterfront should be a priority to eliminate the need to increase private vehicle parking in the area.

• The City of San Diego introduced a Climate Action Plan which requires less vehicular traffic downtown. The Port should work with the City and MTS to promote public transportation options to and from the North Embarcadero Waterfront.

• Instead of building a new parking structure (Mobility Hub), work with existing waterfront hotels to offer discounted public parking. The planners and developers of the recently built hotels within this Port Plan Area claimed to the homeowners on Pacific Highway that their new hotels would provide hundreds of public parking spaces at their hotel sites (which had been parking lots). The Tenants of Port waterfront area properties need to be required to be good neighbors to the nearby residents and local area taxpayers.

Sincerely,

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

I’m with her:
Board of Port Commissioners & Executive Leadership Team,

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

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

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

when implementing:

*PD3.29 Allow for additional hotel rooms at the existing hotel facility south of the County Administration Building.
PD3.30 Allow for hotel development with a mix of commercial uses in Commercial Recreation land use designations along North Harbor Drive.*

So to be consistent with the existing adjacent development (County Administration building - 4 stories, Wyndham - 14 stories & Springfield Suites - 16 stories), I believe any new construction south of the County Administration building and north of Springfield Suites should be no higher than 16 stories and hopefully closer to the 14 stories that Wyndham already is.

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

Sincerely,

Steve Kohn
1325 Pacific Highway, #2902
202 494 4160
Ladies and Gentlemen:

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

Thank you for your consideration.

Sincerely,

Susan J. Skolnik
1205 Pacific Hwy., Suite 706
San Diego, CA 92101
Home Phone: 619-795-2580
Fax: 619-795-1552
E-mail: sskolnik@cox.net
September 30, 2019

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

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

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

Sincerely,

Susan J. Skolnik
1205 Pacific Hwy., Suite 706
San Diego, CA 92101
Email: sskolnik@cox.net
Phone: 619-795-2580
September 30, 2019

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

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

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

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

I asked the Port to consider the following:

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

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

Specifically, I am opposed to:

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

Specifically, I encourage and support:

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

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

- Retention of the current Wyndham Hotel room count, building footprints and current building height limitation.
  - Should this hotel property be remodeled and rebuilt it should do so with the buildings occupying only one block, either the 1200 block or the 1300 block of N Harbor Dr, but not both. The other block should become Recreation Open Space
  - To accomplish this redesign and public park compatible land use designation I would support the Port in having the city remove its requested setback from N Harbor Dr.

To minimize the impact to downtown residents and workers, new hotel sites on the public tidelands managed by the Port should be considered only for the commercial areas located at:
  - South of the Working Waterfront
  - North of the County Administration Building
  - Adjacent to the Airport
  - Harbor Island

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

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

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

Sincerely,

Micah J. Leslie

Michael “Micah” J. Leslie, JD

1205 Pacific Highway
San Diego, CA 92101
Recommendation for remodel of Wyndham buildings to stay in same or smaller footprint. If a new design is being considered, rotate buildings so that the short end will face the Bay to increase the view corridor on A street.

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

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

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

pmpu@portofsandiego.org  

Port Authority of San Diego

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

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

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

Here are some additional considerations and suggestions:

- The Port needs to be aware of the on-going issue with inadequate storm drainage on Pacific Highway from Ash Street to West Broadway. Cars driving into this area during rain storms become flooded and stall. The San Diego Police have to set-up roadblocks to stop traffic onto this segment of Pacific Highway when there is heavy rain.
- Pacific Highway roadway paving and markings are currently in very poor condition. Increased traffic on an already poor surface should be addressed as a component of the PMPU.
- The designated area’s recently built hotels have impacted traffic. There are currently 8 driveways into multi-story vehicle parking facilities on this 3 block area of Pacific Highway. Traffic estimates in year 2017 North Harbor Drive Mobility & Access Study likely don’t reflect the 3 newly constructed multi-level parking facilities with driveways onto Pacific Highway.
There is no need for a Mobility Hub Structure for the following reasons:

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

Sincerely,
Rebecca Vesterfelt
1205 Pacific Highway
San Diego, CA 92101
Port Authority of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101

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

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

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

We asked the Port to consider the following:

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

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

Specifically, we are opposed to:

- **enlargement/creation of a 2000 room hotel complex at the current site of the Wyndham Hotel (1200 – 1300 N. Harbor Dr.), and the associated increase in building height that would be necessary to accomplish that goal.**
  
  We oppose adding more than the current 600 hotel rooms on this site. We oppose exceeding the current building height.
  
  - The downtown portion of the San Diego Bay is already almost entirely walled off from the city itself by the Bayfront Hilton, Convention Center, Marriott Marquis, Manchester Grand Hyatt, The Manchester Gateway Development, The Lane Field InterContinental, Springhill Suites, and Residence Inn Hotels.  
    - see PD3.18, PD3.29 and chart on page 183

- **the imbalance of land uses at the bayfront with Commercial Recreation (i.e. hotels, retail, etc.) at over 101 acres (41% of the available land) with fewer than 60 acres (23%) dedicated for Recreation Open Space.** See Page 186 Land Use Table
  
  - we oppose counting bike lanes and tracks as Recreation Open Space. PD3.12
  - we oppose counting rooftop venues on hotels, retail, and restaurants as Recreation Open Space since these have severely restricted access through private businesses. PD3.79

- **establishing a “Mobility Hub” at the 1220 Pacific Hwy. PD3.24**

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

  - Request add into the PMPU so that development in Port areas does not negatively impact residents in Columbia District

Specifically, we encourage and support:

- **Reserving one full block of land at either 1200 or 1300 N Harbor Dr as Recreation Open Space.** This will create clear and unobstructed physical land access and visual connections from Pacific Hwy through to the N Harbor Dr bayfront and the San Diego bay waters for residents and workers in the adjacent city neighborhoods.

  - Request change to land use designation in the PMPU to ensure future development of this site is balanced and does not harm our neighborhood

  **Creating Navy Pier park on an elevated level, a one-story deck which creates a cover over the existing parking. The Park over Parking option.** This will preserve parking adjacent to the USS Midway which is also convenient for visitors to the attractions at the G Street Mole. It will eliminate the need to relocate parking to another location which would use valuable tidelands. This option will provide an improved view of the bay to the north of the USS Midway. This would be an exceptional public viewing area of the bay and for special events like the 4th of July fireworks.

  - Request change to be made to PMPU at PD3.38
Locating the Mobility Hubs for the North Embarcadero district only at Navy Pier and at the Grape St parcel (pg. 168, PA-3). These hubs are accessible from N Harbor Dr and therefore served by the bike lanes and the Bayfront Circulator route with its reserved traffic lanes.

  - PD3.50 Circulator is a “bus” service operated by Port, it has 2 dedicated lanes on N Harbor Dr. PD3.46 Grape St has a Mobility Hub already planned. Keeping parking at Navy Pier makes this a good Mobility Hub location. Grape St to Navy Pier is ½ mile. Pedestrians have only ¼ mile walk to a Mobility Hub. Bayfront Circulator passenger stops could be even closer.

Specifically, we encourage and support (cont.)

- Increased physical access to the bay and park lands with trees, grass and other plants not decomposed granite or paving stones and tiles. Connecting the bayfront and water to the city neighborhoods with natural elements is crucial to serve residents and downtown workers.
  - PD3.28c states only 40% of park space has to be a soft surface. Hard paved surfaces are not natural and are not as conducive to calming and restoring adults, certainly not good for recreational pick-up games like soccer, and not as beneficial for children’s play as grass. Hard surfaces contribute to heat-island impact and increase in polluted storm water runoff. Request this park have a greater ratio of turf grass, trees and plants in the PMPU.

- Retention of the current Wyndham Hotel room count, building footprints and current building height limitation.
  - Should this hotel property be remodeled and rebuilt it should do so with the buildings that are the same height occupying only one block, either the 1200 block or the 1300 block of N Harbor Dr, but not both. The other block should become Recreation Open Space.
    - Request change to Land Use Designation in the PMPU from Commercial Recreation to Recreation Open Space
  - To accomplish this redesign and public park compatible land use designation we would support the Port in having the city remove its requested setback from N Harbor Dr.
    - City has a requested setback of 205 ft which severely constrains land available to build hotel causing increase in height and mass of building.

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

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

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

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

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

Sincerely,
Will Demps
1205 Pacific Hwy #2601
San Diego, CA 92101
Mr. Robert DeAngelis  
Chief Financial Officer  
San Diego Unified Port District  
3165 Pacific Highway  
San Diego, CA 92101  

RE: PORT MASTER PLAN: SHELTER ISLAND GRANT

Dear Mr. DeAngelis:

The Wildlife Conservation Board (WCB) was created by legislation in 1947 to administer a capital outlay program for wildlife conservation and related public recreation. As part of its authority to administer grants, WCB provided a grant for $3.3 million of the $9.6 million total cost for the Shelter Island Boat Launch Facility Improvements (WCB Grant WC-1550CA, hereinafter the "WCB Grant"). This grant was approved at the WCB’s February 26, 2016 Board meeting and will conclude on September 30, 2019. The WCB Grant-funded items include the replacement of the existing 10-lane boat launching ramp; replacement of the existing rock jetties with concrete sheet pile walls; installation of publicly accessible walking platforms with viewing areas; replacement of the existing floating docks; installation of new gangways to the floating docks; and improvements to the restroom facilities and parking.

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

Loss, Relocation, or Reduction of Parking

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

WCB Grant Section 6.5 states:

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

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

“Ensure the boat launch ramp, walking platforms with viewing areas, floating docks, gangways, restroom and parking and access to them are maintained in useable condition and are open to the public.”
The proposed changes of reduction, loss, or relocation of pull-through parking potentially conflicts with the WCB Grant, Exhibit E – MANAGEMENT PLAN. Exhibit E, Section 2(c) states that the "operator may, at their own expense, make improvements that do not directly or indirectly reduce, restrict, or interfere with the primary purpose of the project". A reduction or removal of pull through, truck/boat trailer parking at the boat launch proposes a significant change that may directly reduce, restrict, and interfere with the WCB grant-funded project improvements.

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

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

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

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

Sincerely,

John P. Donnelly  
Executive Director

---

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

ec: Wildlife Conservation Board  
Elizabeth Hubert, Restoration and Development Supervisor  
Heather McIntire, Public Access Program Manager
September 26, 2019

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

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

TO: San Diego Unified Port District-Planning Department

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

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

The principle duty of the Boating Club is to monitor the launch ramp and manage vehicle and trailer traffic in the area surrounding the launch ramp. Congestion on the launch ramp is managed by assisting waiting vehicles with trailers to open spaces on the ramp. Open spaces are often not visible from the top of the ramp, therefore a second set of eyes and ears on the ramp itself is very helpful in directing waiting traffic to an open lane. Further management of pedestrians, bicycles, skateboards and scooters in the launch ramp area helps to keep the launch ramp clear and safe for boaters concentrating on launching and retrieving their boats:
The Outboard Boating Club submitted a timely response to the Port of San Diego Master Plan Update, a copy of which is attached for your reference and marked as Exhibit 1.

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

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

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

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

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

This is what the lower parking lot usually looks like: vehicles with empty trailers in the stalls; one lane shown here on the left and then another lane unseen to the right. On many days there is not a vacant space available.
This what the upper parking lot usually looks like. This area is designated for boats preparing to launch or preparing for the road trip home. The launch ramp approach starts from the front of this lane of traffic and proceeds to the right around a blind corner. Please refer to Exhibit 3, the Example Clarification which details in white the launch ramp approaches.

This is a picture of the exit (looking down on the launch ramp from the exit point).
The right fork of this sidewalk, looking at launch ramp exit, mistakenly sends bicycles, scooters, skateboards, and pedestrians onto the launch ramp exit route.

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

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

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

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

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

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

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

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

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

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

Commodore Sandra Keller

cc California Coastal Commission
Department of Boating and Waterways
EXHIBIT 1
July 31, 2019

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

SUBJ: Outboard Club of San Diego’s input on the Port Master Plan Update “Discussion Draft”
TO: San Diego Unified Port District - Planning Department

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

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

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

1. Prepare your boat for launching BEFORE entering the launching area. Remove hold downs, transfer gear to and from the boat, step the mast, prepare dock lines, etc.
2. Enter ramp from the east – leave to the west (toward ocean). Park towing vehicle and trailer IN A MARKED stall (yellow lines). No unattached trailers ... they may be towed by the Harbor Police.
3. For passenger and child safety you are advised that ONLY THE DRIVER should be in the VEHICLE when launching or retrieving boats.
4. Boat trailers must be ATTACHED to the towing vehicle by a SOLID PIECE OF METAL, not ropes or chains.
5. DO NOT STOP OR PARK at any time in a position that interferes with the flow of traffic. After retrieval, prepare your boat for the road on the upper parking lot.
6. Use of dock is limited to 15 minutes.
7. Boat speed in the launching basin is five mph or less.
8. Your cooperation in following the above points will allow ALL trailer boaters to continue to enjoy the finest ramp in California.

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

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

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

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

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

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

The first lane of boat trailer traffic is the queue to enter the launch ramp that parallels San Diego Bay. Often times this line extends back to the lower parking lot near the Bali Hai. These boats are prepared to move forward onto the launch ramp as space becomes available concentrating on the entrance to the launch ramp and are not prepared for bicycles to cross at a right angle directly in front of them, unseen one moment, an obstruction the next. Even more problematic is the temptation for bicycles to proceed from the end of the bike lane path directly onto the launch ramp, crossing in back of trailers launching and in front of trailers departing the 10 lanes of launch traffic.

It is important to note that vehicles engaged in launching their boats on the ramp are looking in their rear-view mirror to see how the trailer is lining up. Vehicles and trailers engaged in exiting the launch ramp are looking in their rear-view mirrors to see if their boat is coming out of the water properly. There is no anticipation of bicycles or pedestrians, scooters, or skateboarders to be anywhere around them during this process. The launch ramp is for vehicles with trailers and boats only, in order to promote safe boating and for the protection of individuals launching their boats.

The second lane of boat trailer traffic crossed by bicycles exiting the end of the proposed bike lane is the blind corner that proceeds from the top parking lot to the launch ramp entrance. This is a separate queue formed primarily of boaters that are utilizing that space to get their boats ready to launch, at which time they will proceed to the launch ramp entrance, a blind right turn, and onto the launch ramp. Again, there is no expectation that bicycles, pedestrians, scooters or skateboards will be in their immediate area.

One solution to this awkward convergence of disparate traffic is to stop the bike lane well before the launch ramp entrance and provide a lane that connects to the primary bike lanes on Shelter Island. That lane would be at the well back from boat trailer parking.

Bike lanes already exist on Shelter Island Drive and we see from the PMPU that the Port is seeking to improve and expand those bike lanes.

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

Introduction of Private Chartering at the Shelter Island Public Launch Ramp – Pick-up and Delivery Station

We have seen an influx of private boats chartering at the Shelter Island Launch Ramp that are not launching or retrieving. By virtue of their insertion into the launch ramp basin, they
are out of sequence with the pattern already established by boats that are launching and retrieving. For example, a charter boat enters the launch ramp basin and sits in the middle of basin, thereby cutting off boats moving from the dock to their trailer or taking the water space of a boat in a launch sequence that was counting on that water space to launch his boat. The charter boat sitting in the middle of the basin is focused on finding his party so his attention is on the shore, waiving to participants waiving back at him. Suddenly, groups of individuals are crossing the launch ramp to get to the charter boat. All the while boats are coming in to launch (there is no wiggle room, one can see that there are tire prints all the way from the water to the wall) and boats on trailers are exiting, looking in their rear view mirror to make sure they have the boat on the trailer properly. Boats launching and retrieving have no expectation that suddenly there will be pedestrians on the ramp that are not aware of the sequence established 5 minutes ago, 10 minutes ago, 15 minutes ago in the queue to launch and retrieve. Charter boats are also taking up launch basin dock space and staying for a period of time that is in violation of the 15 minute courtesy docking privilege for boats launching and retrieving.

Charter boat space is already provided for on Shelter Island. Wherever these boats were chartering from before is still there: marinas, the sport boat landings, moorings, boatyards, yacht broker slips.

The Outboard Boating Club does not support allowing private charter passenger pick-up and drop off at the Shelter Island Boat Launch Ramp. There are established and permitted locations all around San Diego Bay. Private charter use of the launch ramp adds additional stress on the already very busy launch ramp and is contrary to the purpose of the ramp.

**PD1.14 Expanding the water-based transit system by establishing a water-based transfer point inside the Shelter Island Boat Launch Ramp basin**

Intentionally attracting pedestrians to the launch ramp for the purpose of boarding a water-based transit vessel (water taxi) will cause chaos and confusion, endangering both pedestrians and vessels in an area designated for launching and retrieving boats. Pedestrians, unaware of boats launching and retrieving, will suddenly attempt to cross the launch ramp to catch a water taxi. Boats launching and retrieving have no expectation that pedestrians not involved in either launching or retrieving will be on the launch ramp. Pedestrians are not focused on what boat, trailer and truck will be in their exact space in moments.

There is no shortage of water-based transfer points on Shelter Island. The water taxi has been operating intermittently for years and slippage has been provided for in the area. The PMPU even suggests that the water taxis may consider utilizing Shelter Island fishing pier. In addition to the sport boat landing and Bail Hai in the commercial basin, and the public Harbor Police docks in the yacht basin most restaurants have been mandated to provide a public slip if they have boat slips behind the restaurant.

The Outboard Boating Club does not support utilizing the Shelter Island Boat Launch Ramp basin as a water-based transfer point. It adds additional stress on the already very busy launch ramp and is contrary to the purpose of the ramp.
Building a low-cost restaurant near the Shelter Launch Ramp

The area surrounding the Shelter Island Boat Launch Ramp is dedicated to parking for vehicles with attached trailers, marked in yellow, and space in the both the upper and lower parking lots for those launching to stop and prepare their boats prior to entering the launch ramp, as outlined in the OBC handout on tips for a safe and successful boating experience.

The Outboard Boating Club objects to building a restaurant near the Boating Club. Restaurants are provided for in the area. There are 14 restaurants on Shelter Island. The PMPU indicates that the Port is developing additional restaurants for the Entrance Corridor on Shelter Island Drive. Boating enthusiasts that trailer launch are generally self-sufficient, bringing everything with them in coolers and packs that they will need for the day or stopping along the way to pick up last minute items. The launch ramp is full to capacity many days a year.

The Boating Club further objects to the Port of San Diego building a restaurant in the boat launch area in a previously dedicated boat launch ramp parking area with no association to recreational berthing or open bay water use. We cannot afford to lose even one parking space that may be utilized by potential restaurant patrons.

The Outboard Boating Club does not support building a restaurant in the Shelter Island Boat Launch Ramp area. There are many food and retail outlets on Shelter Island. An additional facility is not necessary, adds to the congestion of a very busy ramp and is contrary to the purpose of the ramp.

The new Shelter Island Boat Launch Ramp is beautiful. The Port of San Diego did a masterful job managing this project. We further acknowledge the 6.1 million dollar grant from the Department of Boating and Waterways and the 3.5 million dollar grant from the California Wildlife Conservation.

The Department of Boating and Waterways mission statement is inspirational to the Outboard Boating Club of San Diego: “To promote safe and convenient public access to California waterways and leadership in promoting safe, enjoyable and environmentally sound recreational boating.”

Safe Boating Principles followed by the Outboard Boating Club include, but are not limited to, monitoring the launch ramp and educating boaters and are intended to shield boaters and boats launching and retrieving at the Shelter Island Boat Launch Ramp by separating out disparate and conflicting groups of boating activities. The Shelter Island Boat Launch Ramp is for boats launching and retrieving only.

The California Coastal Commission has jurisdiction over San Diego Bay. San Diego Bay is part of the California Coastal Zone: “Land and water area of the State of California from the Oregon border to the border of the Republic of Mexico extending seaward to the State’s outer limit of jurisdiction including all offshore islands and extending inland generally 1000 yards from the mean high tide line.”
The California Coastal Commission protects oceanfront land suitable for recreation: The Public Resources Code, Division 20, California Coastal Act (2019), Article 3 Recreation Section 30220: “Oceanfront land suitable for recreation shall be protected for recreational use and development unless present and foreseeable future demands for public or commercial recreation activities that could be accommodated on the property is already provided for in the area.”

Thank you for the opportunity to respond in a meaningful way to the Ports PMPU.

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

Sandra Keller
Commodore Sandra Keller

Janet Callow
Vice Commodore Janet Callow

Past Commodore Catherine Miller

Cc Department of Boating and Waterways
California Coastal Commission
Shelter Island Planning District

Misinterpretations

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

Example Clarification

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