Port Master Plan Update
Revised Draft PMPU Comments

Comments received during the four-week public review period:

October 20, 2020 – November 17, 2020

**** Denotes comments received after four-week review period through 12/17/2020***

portofsandiego.org

v. 12/17/2020

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Revised Draft PMPU Comments

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Comments from Agencies

DEPARTMENT OF TRANSPORTATION
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Making Conservation a California Way of Life.

November 17, 2020

11-SD-VAR
I-5, SR-15, SR-54, SR-75, SR-163
Revised Draft Port Master Plan Update - Discussion Document
Oct 2020

Ms. Anna Buzaitis,
Planning Department
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Dear Ms. Buzaitis:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the Revised Discussion Draft of the Port Master Plan Update (PMPU) located near various State Highway facilities. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Caltrans has the following comments:

This letter compliments Caltrans' previous letter of July 31, 2019 which commented on the prior Port Master Plan Update Discussion Document.

In October 2020, the Port of San Diego approved a framework Memorandum of Understanding (MOU) with Caltrans and SANDAG for the Harbor Drive 2.0 project. Caltrans appreciates the collaborative planning for transportation infrastructure and anticipates further coordination with the Port of San Diego for the PMPU project area.

Vehicle Miles Traveled (VMT) Traffic Analysis

In accordance with Senate Bill (SB) 743 as of July 1, 2020, public agencies are required to use VMT as the metric to evaluate transportation impacts associated with future developments. Please provide a VMT-based traffic impact study using the Caltrans Vehicles Miles Traveled-Focused Transportation Impact Study Guide for the PMPU, and subsequent project level documents.

Although some signalized intersections identified in the PMPU project area, are not in Caltrans right-of-way, the impact to State Facilities should be analyzed.

The project should consider in coordination with the City of San Diego, a fair share program to fund street parking sensors and a monitor system to help ease roaming traffic within the PMPU project area.

Please consider early coordination with Caltrans regarding any capacity reducing proposals in the project area.

Due to the proposed hotel development near the waterfront, it is recommended that the Port consider an expansion of the Big Bay Shuttle service (currently only operating during the summer months).

State Route Relinquishments

In recent months, the Coronado City Council has approved a Caltrans relinquishment package for State Routes (SR-75) and SR-282. Although the relinquishment has not been fully approved by the California Transportation Commission (CTC), please consider the potential long-term impacts on local development, roadway maintenance, and funding thought-out the PMPU development process. Both SR-75 and SR-282 are in PMPU District 10 and is the important link between North and South Coronado Subdistricts.

Complete Streets and Mobility Network

Caltrans views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation system. Caltrans supports improved transit accommodation, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that promote a

complete and integrated transportation system. Early coordination with Caltrans, in locations that may affect both Caltrans, the Port and other partner agencies, is encouraged.

To reduce greenhouse gas emissions and achieve California's Climate Change target, Caltrans is implementing Complete Streets and Climate Change policies into State Highway Operations and Protection Program (SHOPP) projects to meet multi-modal mobility needs. Caltrans looks forward to working with the Port to evaluate potential Complete Streets projects as identified in the Port Master Plan Chapter 3.2 Mobility Element.

If you have any questions, please contact Maurice Eaton, of Caltrans' District 11 Development Review Branch, at (619) 709-5152 or by e-mail sent to maurice.eaton@dot.ca.gov.

Sincerely,

Ann M. Fox

Ann M. Fox, PE
Deputy District Director
Planning and Local Assistance

The City of
SAN DIEGO
Planning Department

November 17, 2020

Port of San Diego
Mr. Jason H. Giffen, Assistant Vice President
Planning & Green Port
3165 Pacific Highway
San Diego, CA 92101

Subject: Draft Port Master Plan Update

Dear Mr. Giffen:

The City of San Diego ("City") Planning Department has received the October 2020 Draft Port Master Plan Update ("PMPU") prepared by the Port of San Diego ("Port"). The City acknowledges the extensive outreach effort the Port has made to obtain and address public input that was received after the release of the 2019 Draft Port Master Plan. The City has reviewed the October 2020 Draft PMPU and appreciates this opportunity to provide comments to the Port. The City acknowledges that the October 2020 Draft PMPU does include additional discussion of programs and polices addressed in the City's July 31, 2019 comment letter. In response to this request for public comments, the City has identified the following comments for your consideration.

Climate Action and Greenhouse Gas Emissions Reduction

The City encourages the Port to further strengthen the PMPU by establishing a guiding principle for the reduction of greenhouse gas emissions for the future of the San Diego Bay Tidelands and how the PMPU policies implements the Port's Climate Action Plan ("CAP"). The City encourages the Port to further emphasizing the importance of implementing the PMPU policies to reduce single occupancy vehicle usage and help meet State greenhouse gas emissions reductions targets.

Sea Level Rise

The City encourages the Port to further strength the PMPU by including policies to work with the City and other jurisdictions on the creation of a detailed plan addressing sea level rise as well as addressing vulnerability and mitigation in order to better plan and reduce the effects of flooding both on Port tidelands and adjacent cities.

Mobility Network

The City encourages the Port to include SANDAG's proposed Central Mobility Hub at the NAVWAR redevelopment site as part of PMPU mobility network to support the regional effort to reduce greenhouse gas emissions. The City also encourages the Port to work with the City and other jurisdictions to identify shared mobility and parking facilities that could be located

off port tidelands. While the City conceptually supports the traffic calming, restriping and road diets concepts in the PMPU to implement pedestrian, bicycle, and park facilities, the City will need to evaluate how these concepts could impact the streets network once a full traffic analysis is conducted and emphasize policies and concepts that improve circulation and traffic flow along key corridors.

The PMPU should include the following efforts:

- Include multi-modal access improvements between, the Port, San Diego International Airport ("Airport"), and the City's mobility network as identified in the North Embarcadero Mobility Study within the Mobility Element conceptually and then address the specifics in the planning districts;
- Include multi-modal access improvements between, the Port, Navy, and the City's mobility network as identified in the South Embarcadero Mobility Study, including but not limited to the Haul Road concept along Harbor Drive within the Mobility Element conceptually and then address the specifics in the planning districts;
- Identify how Port bicycle facilities will connect to the City and Regional bicycle networks such as the Bayshore Bikeway within the Mobility Element conceptually and then address the specifics in the planning districts;
- Develop implementation plans for the multimodal improvements identify in the PMPU in coordination with the City and other jurisdictions;
- Identify opportunities to enhance transit access to and within Port Tidelands, including but not limited to potential future fixed rail connectivity to the regional trolley and commuter rail systems, dedicated right of way for Rapid and local bus service, automated guideway, and other opportunities to enhance transit access and performance;
- Include the potential for the circulator system to be upgraded to an automated guideway system;
- Coordinate the development of a circulator system with the San Diego Regional Airport Authority, MTS, and the City to further integrate the Port, Airport, and the Convention Center with the regional transit system. This should include connecting the future circulator system to the future Airport Terminal 1 transit ready area as shown in the Airport Development Plan;
- Relocate on and off-street parking along the Bayfront to mobility hubs with and adjacent to Port Tidelands;
- Incorporate transportation system measures to manage mobility systems such as vehicle parking.
- Include additional plan and cross section views of proposed mobility improvements.
- The PMPU should show cycle tracks along Pacific Highway consistent the City's Midway Pacific Highway Community Plan and Downtown Community Plan/Mobility Plan.

Open Space/Pathway/Recreational Network

The City encourages the Port to further strength the PMPU by including policies and Districtwide figures addressing how pathways and promenades work to form a network to

connect areas within and outside of the Port Tidelands to the Bay.

Airport Land Use Compatibility
The PMPU should include a discussion that the Airport Land Use Compatibility Plan ("ALUCP") for San Diego International Airport may limit structure heights and that developments are required to obtain no hazard determinations from the FAA. The PMPU should also note that uses and the intensity of uses could be limited by the ALUCP.

Shelter Island
The PMPU should provide a mechanize for a limited amount of new commercial and hotel development including, but not limited to low cost visitor lodging. Much of the planning area is developed with surface parking areas. The PMPU should look strategies to consolidate parking into a shared parking structure and implement valet or shuttle services.

Harbor Island
Harbor Island planning area is currently developed with multiple surface parking areas. The PMPU should look to consolidate parking into a shared parking structure and implement valet or shuttle services for existing and future development.

Pacific Highway
The PMPU should contain policies to support the development of pedestrian friendly developments along Pacific Highway with wider sidewalks and buildings forming a street wall rather than parking lots consistent with the Midway Pacific Highway Community Plan. It should also address the potential to use the existing parking lots adjacent to SDIA for future airport roadway access improvements. The PMPU should consider the opportunity to locate a Mobility Hub near the Palm/Middletown Trolley Station for the North Embarcadero District

North Embarcadero

Linear Park Setbacks
The PMPU should include the 205-foot setback concept from the 2017 North Embarcadero Setback Park Alternatives as included in the February 25, 2019 staff presentation to the Board, which would establish a setback for new development along the eastside of the Embarcadero between Hawthorn Street and Broadway consistent with the 205-foot setback established by the Lane Field development. The setback would allow for continuing recreational park space and integrate paths that would provide a continual "Green Necklace" that links to the County Waterfront Park and the recent developments on Lane Field. The additional recreational open space should be in addition to the amount of recreational open space identified in the PMPU along the westside of the Embarcadero.

The PMPU should identify the former right-of-way being used for parking on the east side of Harbor Drive as part of a linear park connection from Laurel Street to Grape Street. This would create a continuous linear park from Laurel Street to Broadway along the eastside of Harbor Drive.

Recreational Uses
The PMPU should consider the ability to allow for active recreational uses within recreational open spaces areas where feasible.

Height Limits
The height limits proposed for the two blocks between Ash and B streets differ from the Downtown Community Plan (DCP), with some heights greater than, and some heights lower than, the DCP's. The PMPU should incorporate the height limits from the DCP which provide at least as much development capacity and promote a stepping down of building heights to the north. Please reference Figure 5-2 of the DCP.

The PMPU should incorporate the Centre City Planned District Ordinance requirement that limits towers west of Kettner Boulevard to a north/south dimension of 140 feet and a tower separation of 60 feet for multiple towers on sites over 50,000 square feet (SF) and 40 feet for sites less than 50,000 SF in order to maintain views to the bay consistent with policies of the DCP.

The PMPU should not include building height limits that are lower than building height limits in the DCP. Height limits in the DCP represent agreed upon height limits established over the last 20 years."

The PMPU should contain policies that address urban design and allow for future development proposals to demonstrate how they meet the intent of the urban design policies without limiting building heights to 45 feet within Sea Port Village. There is no practical effect of limiting building heights from public views since existing hotels to adjacent and to east are taller.

A and B Streets
The City supports reconnecting A and B street between Harbor Drive and Pacific Highway which is consistent with the DCP; however, the widths of rights-of-way along these streets to the east are 80 feet rather than the proposed 60 feet. The PMPU should clarify if the 60 feet includes public sidewalks within the entire 60-foot right-of-way, as that would allow buildings up to 40 feet in height to be built to the right-of-way which would encroach into the view corridors inconsistent with the DCP. If the 60-foot right-of-way is intended, then there should be an at-grade setback of 10 feet and a stepback above 40 of 15 feet, rather than the proposed 25 feet, which results in an equal tower stepback consistent with the DCP.

Stepbacks
The PMPU should incorporate the building stepbacks in the DCP and PDO. Proposed stepbacks are typically greater than the DCP. The proposed 25-foot stepback along Pacific Highway would result in a building envelope that could not be accessed by the Fire Department (ladder access requirements), which require the building façade to be within 30 feet of a ladder truck up to a height of 80 feet. If a stepback along Pacific

Highway is required, it should be above the 80-foot height limit (the DCP allows it to occur between 45 and 130 feet).

FAR
The PMPU should incorporate the DCP established floor area limits (FAR) in Figure 3-12 to maintain consistency in design requirements, so that the development has a seamless transition between planning jurisdictions.

Mobility Hub
The PMPU should reduce or replace the mobility hub shown at Pacific Highway/Grape/Hawthorn with a location along Pacific Highway north of Laurel Street near the Midtown/Palm Trolley Station to serve the North Embarcadero and the Cruise Ship Terminal. The PMPU should not allow driveways along Pacific Highway, Hawthorn, or Grape. The DCP shows all three streets as Limited Access (no driveways unless unpreventable) due to the amount of traffic on these streets.

Working Waterfront
The PMPU should identify a mobility hub at the 28th Street/Harborside Trolley Station for maritime employees.

Thank you for the opportunity to provide comments on the Port Master Plan Update. Continued coordination between the City, the Port, and other agencies will be essential for the successful implementation of the PMPU. Please contact me directly if there are any questions regarding the contents of this letter or if the Port would like to meet with City staff to discuss our comments. Please feel free to contact Tait Galloway, Program Manager directly via email at tgalloway@sandiego.gov or by phone at 619-533-4550.

Sincerely,

Mike Hansen, Director
Planning Department

MP/tg

cc: Aimee Faucett, Chief of Staff
Almis Udrys, Assistant Chief Operating Officer
Jeff Sturak, Assistant Chief Operating Officer
Erik Caldwell, Deputy Chief Operating Officer
Adrian Granda, Director, Department of Government Affairs
Alyssa Muto, Director, Mobility Department
Tom Tomlinson, Assistant Director, Planning Department
Heidi Vonblum, Deputy Director, Planning Department
Tait Galloway, Program Manager, Planning Department
Samir Hajjiri, Senior Traffic Engineer, Planning Department

County of San Diego

BRIAN ALBRIGHT
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DEPARTMENT OF PARKS AND RECREATION
5500 OVERLAND AVENUE, SUITE 410, SAN DIEGO, CA 92123
Administrative Office (858) 694-3030
www.sdparks.org

November 17, 2020

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

Via e-mail to: pmpu@portofsandiego.org

REQUEST FOR COMMENTS ON THE PORT OF SAN DIEGO RELEASED REVISED DRAFT PORT MASTER PLAN (PMPU) FOR THE PORT OF SAN DIEGO

Dear Port of San Diego Planning Department,

The County of San Diego (County) reviewed the Project comprised of the Revised Draft Port Master Plan (PMPU) dated October 2020. We appreciate the opportunity to review the Project and offer the following comments for your consideration. Please note that none of these comments should be construed as County support for this Project.

PARKS AND RECREATION

1. Preserve the visual corridor from County Administration Center/Waterfront Park to the bay.

2. Maintain pedestrian friendly avenues to maintain pedestrian connectivity between County Administration Center/Waterfront Park and San Diego Harbor.

3. Grape Street and Ash street will be classified as "View Corridor Extensions". With this comes restrictions for what can be built there. The plan says the view corridor shall be equal to the public-right-of-way, so this should mean that Waterfront Park land is not subject to the restrictions, only the ROW. Clarify that restrictions do not extend beyond the ROW.

4. Clarify that "The Window to the Bay Pier" will start west of Harbor Drive, and therefore not affect Waterfront Park. If it will affect Waterfront park, clarify what restrictions will be in "The Window to the Bay Pier".
   - "The Window to the Bay Pier shall preserve physical access to the scenic views from public spaces along the North Embarcadero Subdistrict, between Date Street and

Beech Street, in accordance with the requirements of Chapter 4, Baywide Development Standards, and as depicted in Figure PD3.4."

The County appreciates the opportunity to comment on this Project. We look forward to receiving future documents and/or responses related to this Project and providing additional assistance, at your request. If you have any questions regarding these comments, please contact Emmet Aquino, Park Project Manager at (619) 318-6929 cell or via email at Emmet.Aquino@sdcounty.ca.gov.

Sincerely,

Marcus Lubich

Marcus Lubich, Sr. Park Project Manager & Acting Chief
Development Division
Department of Parks and Recreation

cc:

Melvin Millstein, Group Program Manager, LUEG
Marvin Mayorga, Policy Advisor, Board of Supervisors, District 1
Emily Wier, Policy Advisor, Board of Supervisors, District 4
Lara Barrett, CAO Staff Officer, LUEG
Emmet Aquino, Park Project Manager, DPR
Charles Marchesano, Chief, Facilities Management, DGS
Susan Freed, Project Manager, Facilities Management, DGS
Marc Cass, Project Manager, Facilities Management, DGS
Sharon Ippolito, Administrative Analyst III, PDS

Metropolitan Transit System

November 17, 2020

Port of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101
Via e-mail: pmpu@portofsandiego.org

SUBJECT: REVISED DRAFT PORT MASTER PLAN UPDATE (PMPU)

The San Diego Metropolitan Transit System (MTS) appreciates the opportunity to review and comment on the Revised Draft Port Master Plan Update (PMPU). Thank you for consideration of the following comments:

General Comments

- Bayfront Circulator (aka Bayside Shuttle or Summer Shuttle Service): the PMPU calls for an expansion of this service that currently has a limited, seasonal operation. MTS concurs that the Bayfront Circulator has some value, especially as a last-mile solution that allows workers and visitors to utilize transit to access the tidelands. Demand for this shuttle may prove highly seasonal and specific depending on the location along the bayfront. MTS is happy to provide the Port any planning assistance on the expansion of the shuttle.

- Ferryboat operations: see comments below related to **M Policy 1.1.1**.

- Mobility hubs: the PMPU calls for the creation of a network of mobility hubs, which should be mutually beneficial to the goals of the Port and MTS. We encourage working closely with MTS on mobility hubs designed to serve transit users, to ensure that the locations and designs are optimized for our passengers and operations. Note that some of the proposed mobility hubs call for regional transit service connections, but are not located near existing transit services.

Specific Comments

PAGE 29

- **3.1.3 (Water and Land Use Element: Goals, Objectives, and Policies)**

  MTS COMMENTS: MTS encourages the inclusion of a goal to intensify development around existing high-quality (high frequency and level-of-service) transit options that are on or near the tidelands. Although this may not be possible for some coastal-dependent or coastal-related uses, many coastal-enhancing developments could be sited in locations that make existing transit more useful to their employees and visitors. Ultimately, such land use policy could reduce vehicle miles travelled and greenhouse gas emissions, and also reduce the cost and effort to implement last-mile solutions such as shuttles.

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- **3.2.3(C)-I Transit Services**

  MTS COMMENTS: MTS currently operates transit service within or closely adjacent to all ten of the Planning Districts in the PMPU. Services are currently planned and scheduled to effectively serve the areas' major travel generators, such as Pacific Fleet Station near Naval Base San Diego, Convention Center and Seaport Village Stations in the Embarcadero district, and Bus Route 992 to San Diego International Airport.

  Transit designed to specifically serve leisure- and recreation-oriented destinations is more challenging to operate efficiently, because demand can be fickle: dependent on weather, season, day of week, etc. To account for this varying demand and ensure on-going sustainability, MTS suggests that the PMPU retain some flexibility on the future design and implementation of the Bayfront Circulator. For example, there is likely to be year-round transportation demand for workers and locals getting to and from popular destinations, but not necessarily between two points within the tidelands (i.e., between Harbor island and Shelter Island).

  MTS supports the concept of dedicated transit lanes, and encourages the Port to coordinate with our staff to ensure that these are placed and designed to benefit both the proposed Port shuttle *and* MTS services.

PAGE 80

- **M Policy 1.1.1 (water-based transit services)**

  MTS COMMENTS: MTS explored the inclusion of ferry services as part of its Elevate SD 2020 plan, connecting various locations around the bay. Ferries are attractive in a number of ways: the bay is uncongested and there is no need to construct expensive guideway; the vessels and facilities could be relatively inexpensive; many employment and other activity centers surround the bay; and, the north-south orientation of the bay parallels the heavy I-5 and I-805 traffic corridors.

  During the development of Elevate, the Port's excellent Planning Department provided MTS vital assistance and connections to help us understand how a ferry system might work. While MTS recognizes there are challenges to implementing a successful ferry system on the San Diego Bay, we believe that this proposal merits further analysis to determine how to overcome those challenges. In the meantime, steps should be taken when approving waterfront development so as not to preclude the introduction of a more robust ferry network to maximize the use of San Diego's waterways.

- **M Policy 1.1.2 (Improved access by permittees)**

  MTS COMMENTS: If the Port anticipates pursuing ferryboat services in the future, MTS suggests that facilities compatible with these potential ferry operations be included as new permits are issued for developments around the bay. This could include ADA-compliant piers for docking ferries in selected locations.

PAGE 81

- **M Policy 1.1.8 (transit service to tidelands)**

  MTS COMMENTS: Remarks for each Planning District are included in comments for Chapter 5 below.

- **M Policy 1.1.9 (transit infrastructure and financing)**

  MTS COMMENTS: MTS encourages the Port, its tenants, and developers to work with MTS to identify candidate locations for future transit infrastructure, even for service not yet in place or funded. An inability to meet accessibility and other requirements for bus stops is often a barrier to implementing new services. Having this infrastructure constructed when facilities are built has a negligible cost compared to future retrofitting.

- **M Policy 1.1.10 (TDM guidelines)**

  MTS COMMENTS: MTS supports the Port's creation of TDM guidelines and encourages that incentivizing transit use be a substantial element. Measures for businesses and landlords could include subsidizing transit passes and offering emergency rides home for transit pass holders. Note that our experience with standalone TDM programs has shown limited efficacy. Pairing these with measures such as constraining parking supply (and/or charging for parking) and offering priority/benefits to transit users can result in a better success rate. We suggest that the Port, when feasible, condition new development on implementing strategies that not only incentivize alternative transportation, but also disincentivize auto use.

PAGE 82

- **M Policy 1.1.13 (coastal connectivity & access)**

  MTS COMMENTS: MTS looks forward to continuing our work with the Port of San Diego to increase access to work and leisure destinations in the tidelands. These efforts will be most successful in locations where land use complements existing transit options, and where infrastructure is supportive of and prioritizes pedestrians and active transportation. Transit is least successful where it is used solely to bridge land use gaps or mitigate lacking infrastructure.

- **M Policy 1.1.14 (summer shuttle expansion)**

  MTS COMMENTS: *See General Comments at the top of this letter.*

- **M Policy 1.1.15 - M Policy 1.1.16 (curbside management program)**

  MTS COMMENTS: MTS appreciates the consideration of public transit in the allocation of curbspace. Transit is only as successful as its access, and both the location and quality of infrastructure are important. There are important requirements for transit-dedicated curbspace, to ensure safety and accessibility. MTS looks forward to working with the Port to ensure the successful inclusion of transit in its curbside management.

PAGE 83

- **M Objective 1.2 (interconnecting mobility hubs)**

  MTS COMMENTS: There has been a lot of effort and thought put into the mobility hubs in the PMPU. These facilities will be complementary to the services that MTS provides, allowing last-mile access to locations around the tidelands. MTS encourages the Port to work with us on the location and amenities to ensure that the siting and design of each mobility hub makes sense for transit riders and in consideration of any future plans MTS may have within each planning district.

PAGE 85

- **Figure 3.2.5 (Planned Connection Points map)**

  MTS COMMENTS: Suggest that Santa Fe Depot/America Plaza area be identified as a future Regional Mobility Hub. While not on tidelands, it's adjacent and is the primary access point to the Embarcadero area from light rail, heavy rail, BRT, and most local buses. Also, note that some Local Gateway Mobility Hubs and Connector Mobility hubs are not near existing or likely future transit (Harbor Island, Shelter Island, bayside at Coronado Cays, etc.).

PAGE 86

- **M Policy 1.3.4 – M Policy 1.3.7 (vehicle parking)**

  MTS COMMENTS: MTS suggests consideration of policies that shift the burden of justification on the provision of parking spaces, rather than the loss or exclusion of parking. With other mobility improvements proposed in the Draft PMPU, including mobility hubs and the bayside shuttle, parking may not be the highest and best use for the valuable tidelands areas.

PAGE 135

- **EJ Policy 1.1.2 (affordable transit access)**

  MTS COMMENTS: MTS recommends that the Port work closely with the various adjacent disadvantaged communities to ensure that available resources are used for community transportation priorities. And the identification of a sustainable funding stream will be critical for success of any program.

- **EJ Policy 1.1.3 (commuter programs)**

  MTS COMMENTS: MTS supports the Port's creation of commuter programs, and hopes that incentivizing transit use is a substantial element. Measures for businesses and landlords could include subsidizing transit passes and offering emergency rides home for transit pass holders. Note that our experience with standalone TDM programs has shown limited efficacy. Pairing these with measures such as constraining parking supply (and/or charging for parking) and offering priority/benefits to transit users can result in a better success rate. Suggest that the Port, when feasible, condition new development on implementing strategies that not only incentivize alternative transportation, but also disincentivize auto use.

PAGE 189

- **Figure PD1.3 (Shelter Island PD Map)**

  MTS COMMENTS: Suggest that the map show current MTS services and closest MTS stops & stations. Specifically on this map, MTS Routes 28, 84, and 923.

  Standards for both Connector Mobility Hubs and Local Gateway Mobility Hubs include that they provide access to a local transit stop. In this area, only the Local Gateway Mobility Hub shown at Shelter Island Dr. and Anchorage Ln. is next to existing transit; the Connector Mobility Hub at Point Loma Marina Park is a few blocks away, while the Connector Mobility Hub at Shelter Island Pier wouldn't be served by the existing transit network.

PAGE 215

- **Figure PD2.3 (Harbor Island PD Map)**

  MTS COMMENTS: Suggest that the map show current MTS services and closest MTS stops & stations. Specifically on this map, MTS Routes 923 and 992 and the Green Line Trolley (Middletown Station).

  Standards for Regional Mobility Hubs include that they have a direct connection to a regional Trolley or bus stop, and Local Gateway Mobility Hubs include that they provide access to a local transit stop. In this area, the Regional Mobility Hub on Liberator Way is a few blocks away from transit stops on Harbor Drive. These may be impacted by Airport Redevelopment. The Local Gateway Mobility Hub on West Harbor Island wouldn't be served by the existing transit network.

PAGE 251

- **Figure PD3.3 (Embarcadero PD Map)**

  MTS COMMENTS: Suggest that the map show current MTS services and closest MTS stops & stations. There is substantial transit service within walking distance of this area. Also, Santa Fe Depot area seems like a natural Regional Mobility Hub, more so than the mobility hubs shown farther north along Harbor Drive.

PAGE 283

- **Figure PD4.3 (Working Waterfront PD Map)**

  MTS COMMENTS: Suggest that the map show current MTS services and closest MTS stops & stations. There is substantial transit service in this area, including two Trolley stations and three bus routes within this subdistrict boundary.

PAGE 293

- **PD4.19 (Roadway Improvements)**

  MTS COMMENTS: Improvements proposed along the Harbor Drive corridor are adjacent to MTS and heavy rail right-of-way. MTS requests close coordination with any proposed roadway or other improvements to ensure safe rail operations and regulatory compliance.

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- **Figure PD4.23 (Parking)**

  MTS COMMENTS: Many worksites are within close proximity of the Barrio Logan or Harborside Trolley Stations. TDM measures such as providing transit passes or charging for parking are good potential strategies for reducing parking demand and vehicle emissions in the area.

PAGE 315

- **Figure PD8.3 (Imperial Beach Oceanfront PD Map)**

  MTS COMMENTS: Suggest that the map show current MTS services and closest MTS stops & stations. Also, MTS is currently developing the Iris Rapid BRT route, which will directly serve Planning District 8 on Seacoast Drive.

PAGE 347

- **Figure PD10.3 (Coronado Bayfront PD Map)**

  MTS COMMENTS: Suggest that the map show current MTS services and closest MTS stops & stations. Specifically on this map, MTS Routes 901 and 904 serve Coronado.

Thank you again for the opportunity to comment, and for the Port's on-going partnership with MTS for planning and providing transit access to the tidelands.

Sincerely,

Denis Desmond
Director of Planning

L-PORTMASTERPLAN_NOV2020_DDESMOND

From: Levy, Elyse@Wildlife <Elyse.Levy@Wildlife.ca.gov>
Sent: Tuesday, November 17, 2020 1:00 PM
To: Port Master Plan Update
Cc: Turner, Jennifer@Wildlife; Wilkins, Eric@Wildlife
Subject: Comments on the Draft Port Master Plan Update

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To Whom It May Concern:

The California Department of Fish and Wildlife (CDFW) has reviewed the Draft Port Master Plan and would like to provide feedback concerning potential impacts to fish and wildlife resources.

CDFW is a Trustee Agency pursuant to the California Environmental Quality Act (CEQA; §§ 15386 and 15281, respectively) and is responsible for ensuring appropriate conservation of the state's biological resources, including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act (Fish and Game Code § 2050 *et seq*.) and other sections of the Fish and Game Code (1600 *et seq*.)(3503 *et seq*.).

CDFW appreciates the opportunity to comment on the Draft Port Master Plan and offers the following recommendations.

1. Figure 3.1.1 depicts a land use category for Conservation Open Space, yet Table 3.1.1 does not show any acreage in the category. Will additional land be added to this category later? Please see comment 8 for recommendations for the Conservation Open Space land designation.

2. ECO Policy 1.1.3 discusses wetland buffers and requires a 50-foot buffer for development adjacent to wetlands. CDFW recommends a minimum 100-foot buffer for new development adjacent to wetlands, and requests coordination if the buffer is planned to be reduced. A wetland buffer of 50 feet is not sufficient to ensure that the wetlands on site are adequately protected from Project impacts both during and following construction. Washington State Department of Ecology in their report Wetland Buffers Use and Effectiveness states, "[f]or high intensity land uses (high density residential and industrial/commercial), buffers of 100, 100 and 150 feet were recommended". Please revise the Master Plan to include a minimum of 100-foot buffer for new development adjacent to wetlands to adequately protect them from temporary and permanent indirect impacts. Coordination with California Department of Fish and Wildlife and the United States Fish and Wildlife Service, collectively known as the Wildlife Agencies, will be required for work within and adjacent to habitats occupied by listed and other sensitive species. Consultation with the U.S Fish and Wildlife Service will be required for impacts to Federally listed species habitat.
   Reference: Castelle, A.J., C. Conolly, M. Emers, E.D. Metz, S. Meyer, M. Witter, S. Mauermann, T. Erickson, S.S. Cooke. 1992. Wetland Buffers: Use and Effectiveness. Adolfson Associates, Inc., Shorelands and Coastal Zone Management Program, Washington Department of Ecology, Olympia, Pub. No. 92-10

3. Chapter 3.3 page 98 discusses invasive species. CDFW recommends that any invasive species eradication efforts, especially regarding invasive *Spartina sp*., be implemented outside of bird breeding season, which is generally between February 1 – September 15. If work is required during the breeding season, pre-construction surveys for all bird species shall be conducted during breeding season, from

January 1 - September 15 to ensure adequate avoidance of active bird nests. In areas within 500 feet of suitable adjacent habitat, a qualified biologist should conduct a survey prior to the start of construction activities. The pre-construction survey shall be conducted within three calendar days prior to the start of construction activities (including removal of vegetation). If an active bird nest is found, additional measures should be implemented to ensure that take of birds or eggs or disturbance of breeding activities is avoided. These measures shall consist of implementation of a nest avoidance plan created by the Project biologist that includes a no work buffer around the nest (100-500 feet depending on the species), a biological monitor present during construction with the ability to halt construction if needed, and possibly the installation of a temporary noise barrier or other sound attenuation at the edge of the Project footprint to reduce noise levels below 60 dB LEQ or ambient (if ambient is greater than 60 dB LEQ). Post eradication efforts should include restoration of native species, such as *Spartina foliosa*.

4. Chapter 3.3 page 101 discusses mitigation ratios and approach to offset impacts to sensitive habitats. The Draft Port Master Plan notes that a minimum of a 1:1 ratio has been historically used for impacts to Waters of the U.S and riparian and aquatic habitat within the State's regulatory authority. While a ratio of 1:1 has been historically been used to meet CDFW's wetland permitting requirements, we will evaluate the adequacy of ratios at the time the project applicant formally submits a streambed notification package to the Lake and Streambed Alteration Program. The ratios will be based on biological values found on site and current best available science. CDFW recommends that higher ratios also be used for habitats that are occupied by sensitive species.

5. ECO Policy 1.2.1 discusses mitigation banks, but only discusses wetland habitat credits. CDFW encourages the development of species-specific credits to allow for mitigation for take of California Endangered Species Act (CESA)-listed species at these wetland banks. CDFW would like to reiterate that take of CESA-listed species can only occur with an ITP or CD and requires a fully mitigated standard. Since projects within the Port Master Plan area may impact CESA-listed species, such as Belding's savannah sparrow (*Passerculus sandwichensis beldingi),* CDFW encourages early consultation for potential impacts, and encourages the development of species-specific credits to facilitate the process.

6. Although the Bay is a largely developed environment, there is a concern with the potential for avian collisions with the building's windows. Avian collisions can occur when birds are attracted to and/or disoriented by their reflections in windows and by indoor lightening shining through windows at dusk or after dark. We recommend that non-reflective glass be used on the exterior of the building for the purpose to reduce the potential of avian collisions. Also, we suggest that building windows be treated to prevent indoor light from shining through them to minimize the potential for disorientation. These measures should be incorporated into the development standards for the Port Master Plan and included as EIR mitigation measures and carried forward as permit conditions for individual projects (including recording on construction documents) for the project.
   Reference: Standards for Bird-Safe Buildings, San Francisco Planning Department, Adopted July 14, 2011; Klem Jr., D. 2009. Preventing Bird - Window Collisions. The Wilson Journal of Ornithology 121(2):314-321)

7. ECO Policy 2.1.8 discusses pump out facilities for disposal of boat sewage and notes they should be available to the public. Pump out facilities should be required at new docking facilities and should be added to existing facilities where possible. Clear signage should be used to indicated that they are open to the public. A financial deterrent should be put in place for improper disposal. Additionally, public restrooms for all new development should be included as development standards since lack of these facilities cause unsanitary conditions and can lead to impacts of aquatic resources.

8. ECO Policy 1.1.10, 1.1.16, and 1.1.17 notes that the District will look for opportunities to restore intertidal areas, and to reduce fragmentation of wetland habitats. CDFW recommends that the District

reconsider parcel A and C for conservation on the Pond 20 project to help attain these goals. CDFW and the District met on October 29, 2020 to discuss the Department's CEQA comments on the Pond 20 Project/Program EIR, where we expressed concerns of future development on Parcel A and C. The District noted that the intended use for future development on these parcels to create jobs for the local community. CDFW recommends that alternative locations for increased employment opportunities on already disturbed land be considered, since this area is home to endangered and fully protected species, and since Master Plan discusses many new employment opportunities adjacent to these Parcels. CDFW recommends Parcels A and C be included as Conservation Open Space.

CDFW appreciates the opportunity to review and provide feedback on the Draft Port Master Plan. Questions regarding this email or further coordination should be directed to Elyse Levy, Senior Environmental Scientist at Elyse.Levy@wildlife.ca.gov.

Sincerely,
Elyse Levy

Elyse Levy
Senior Environmental Scientist
California Department of Fish and Wildlife (CDFW)
Region 5

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San Diego County Water Authority
Southern California Tribal Chairmen's Association
Mexico

November 17, 2020

Port of San Diego
3165 Pacific Highway
San Diego, CA 92101

Subject: Revised Draft Port Master Plan Update

Thank you for the opportunity to comment on the Port of San Diego's Revised Draft Port Master Plan. The San Diego Association of Governments (SANDAG) appreciates the Port's efforts to implement the policies included in San Diego Forward: The Regional Plan that emphasize the need for better land use and transportation coordination. These policies will help provide people with more travel and housing choices, protect the environment, create healthy communities, and stimulate economic growth. SANDAG comments are based on policies included in the Regional Plan and are submitted from a regional perspective.

Transportation Demand Management

SANDAG supports the integration of transportation demand management (TDM) strategies and mobility hub solutions to help reduce single occupancy vehicle (SOV) trips throughout the Port District. Please consider seeking feedback from SANDAG in developing concepts for Port Mobility hubs sites and connections to the 2021 Regional Plan Mobility Hub network, such as the proposed National City and Chula Vista hubs. For the full list of Mobility Hub Features, please refer to the SANDAG Regional Mobility Hub Strategy Catalog.
SANDAG appreciates the decision to condense and minimize parking where feasible. To supplement proposed TDM and Mobility Hub investments, please consider the following strategies to further reduce SOV trips and encourage alternative transit:

- Please consider providing on-demand neighborhood electric vehicle (NEV) shuttles to offer connection between hubs and off-site parking facilities.
- Include priority parking spaces for zero-emission vehicles (ZEVs), carpools, and vanpools.
- Consider establishing policies for leverage parking fees or future regional impact fees or subsidized transit or shared mobility trips.

iCommute, the SANDAG TDM program, provides regional TDM services that encourage the use of transportation alternatives. Regional TDM programs that can be promoted to tenants and employees include the regional vanpool program subsidy; the Guaranteed Ride Home service; and support for bicycling, carpool, and transit. Information on the SANDAG TDM program can be accessed through iCommuteSD.com.

Mobility Element

SANDAG appreciates the District's vision of providing an interconnected mobility network that supports a range of travel modes while also being flexible and adaptable to future demands of transportation, transit, parking, cargo, freight, and the U.S. military.

Section 3.2 of the Master Plan provides additional information and context regarding the District's commitment to enhanced circulation and mobility throughout the Tidelands. Please consider the following comments:

- Figures 3.2.2 and 3.2.3 (Pages M-73 and M-74)
    - Please state "Dedicated Lane" instead of "Dedicated Transit Lane" to provide a broader description, since there may be opportunities to provide dedicated freight lanes as well (as described on page M-87).
- Section 3.2.3(A): Regional Accessways and Connection Points (Page M-71)
    - To highlight the types of maritime cargo that the Port receives, please make the following change: "The District also provides and maintains two marine terminals, the Tenth Avenue Marine Terminal and National City Marine Terminal, that are connection points for the import and export of domestic and international maritime cargo to the western United States and that serve as Strategic Port locations for the movement and access of military assets."
- Section 3.2.3(D): Movement of Goods (Page M-78)
    - To show the vast connections that the Port's commodities move to, please make the following change: "This network includes roadways that provide connections to the interstate system and border crossings for regional, interregional, and international trucking access, rail facilities in association with the BNSF Railway (which ultimately connects to the regional and national rail corridor), and pipelines for the delivery of liquid commodities in the region."
- Section 3.2.3(E): Movement of U.S. Military Forces (Page M-79)
    - Please mention that the Port of San Diego also connects to the LOSSAN rail corridor, which is on the Strategic Rail Corridor Network (STRACNET).
- M Policy 2.2.3 (Page M-88)
    - In support of the recently signed Memorandum of Understanding between the Port of San Diego, Caltrans, and SANDAG, please make the following modification: "The District, in coordination with permittees of development, tenants, and adjacent jurisdictions, and regional transportation agencies, shall maintain and develop improvements to linkages between the marine terminals and landside networks, including but not limited to roadways, rail, and pipelines, to enable efficient movement of goods along those networks and to support the working waterfront."
- M Objective 3.1 (Page M-89)
    - Please add a policy describing the Port of San Diego's support of maintaining facilities that enable the operation of the region's STRACNET rail corridor.

Active Transportation

In General, the proposed multi-use paths and bikeways that provide enhanced pedestrian and bicycle movement throughout Tidelands will provide a significant benefit to the community. Please consider the following comments regarding active transportation within the project area:

- The North Embarcadero Subdistrict centers on enhanced mobility network for ease of access throughout the district for public transit, vehicular traffic, pedestrians, and bicyclists. Planned improvements propose Waterside Promenades that will have a minimum of 30 feet. This space is also intended to be used for that segment of the Bayshore Bikeway, please consider mentioning this connection in the plan. A designated space for biking should be identified.
- The Mobility Hub requirements of connecting to a bikeway level of stress LTS 2 or better and requiring bike parking are appreciated. Please consider changing the bike parking requirement to include secured bike parking, such as bike lockers or cages with access cards.

- If a Waterside Promenade or multi-use path does not have an adjacent on-street bikeway of LTS 2 or better, consider requiring a designated space for people biking that is separate from walking space.
- A consistent bikeway alignment should be identified and noted based on bikeway type (ex: Class IV, multi-use path with designated space for people biking, waterside promenade with designated space for people biking) so that LTS and access can be determined. If a bikeway exists outside of the Port Master Plan Boundaries but provides the critical connection (AKA Bayshore Bikeway in some areas), it should still be shown in the plan to demonstrate connectivity.

When available, please send any additional environmental documents related to this project to:

Intergovernmental Review c/o SANDAG
401 B Street, Suite 800 San Diego, CA 92101

We appreciate the ability to comment on the Port of San Diego's Revised Draft Port Master Plan Update. If you have any questions, please contact me at (619) 699-6977 or at tracy.ferchaw@sandag.org.

Sincerely,

Tracy Ferchaw

Tracy Ferchaw
Associate Business Analyst, MBA

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

November 17, 2020 **VIA EMAIL**

Lesley Nishihira, Planning Director
Port of San Diego
3165 Pacific Highway
San Diego, CA 92101

Re: **Airport Authority's Comments on the PMPU Revised Discussion Draft**

Dear Ms. Nishihira:

The San Diego County Regional Airport Authority (Airport Authority), which operates San Diego International Airport (SAN) and is responsible for regional air transportation planning, appreciates the opportunity to review the Port Master Plan Update's (PMPU) Revised Discussion Draft. The Airport Authority also acknowledges the San Diego Unified Port District's (Port) inclusion of new text in the Revised Discussion Draft, especially related to airport land use compatibility and sea level rise, which were requested in the Airport Authority's comment letter on the previous draft document.

The PMPU remains of great importance to the Airport Authority and our focus on meeting the region's current and future air travel demand. As such, below are additional comments and suggestions on the Revised Draft Document for your consideration:

PLAN ELEMENTS

1. *Safety & Resiliency: Climate Resiliency 3.4.2(C)-II (Page 113)* – In 2018, the Airport Authority conducted an assessment of the San Diego International Airport's vulnerability to sea level rise through the Year 2100, as part of its comprehensive Climate Resiliency Plan. The modeling identified overtopping of Port Tidelands, especially along the North Embarcadero at Laurel Street, as a major flooding risk location for the San Diego International Airport. As such, the Airport Authority requests that the Port prioritize this area for more detailed sea level rise planning and risk mitigation, through the proposed PMPU's Adaptive Management Framework for addressing climate resiliency.

2. *Safety & Resiliency: Policy 1.1.8 (Page 116)* – It is requested that the referenced policy be revised as outlined below:

   "a. Restrict development of ~~potentially hazardous obstructions~~ any project that would cause ~~or other~~ hazards to air navigation ~~flight~~ located within airport approach and departure areas or known flight patterns within the applicable Airport Influence Area (AIA).

   b. Restrict future uses that may impact airport operations or not meet State or federal aviation standards, including the introduction of new incompatible uses within Runway Protection Zones (RPZs)."

PLANNING DISTRICTS

3. *Planning District 2, Section 5.2.3(A) (Page 229)* – Please replace "San Diego Airport" with "San Diego International Airport."

4. *Planning District 2, Section 5.2.5(C)-I (Page 243)* – SANDAG, in close partnership with the City of San Diego, the Port, and Airport Authority, continues to evaluate opportunities to improve transit connectivity to SAN. While there has been no final selection of a particular mobility technology or alignment, it is likely that any new transit route will travel from SANDAG's proposed Central Mobility Hub at the NAVWAR site down Pacific Highway and around the east end of SAN's runway. As such, it is requested that the PMPU acknowledge the importance of accommodating this transit alignment on Port Tidelands within the Pacific Highway Corridor Subdistrict section.

5. *Planning District 3, Policy PD3.4 (Page 257)* – The Airport Authority supports the Port's efforts to improve mobility on Tidelands around San Diego Bay and in the vicinity of SAN. In regards to the Regional Mobility Hub proposed for the block bounded by Grape Street, North Harbor Drive, Hawthorn Street, and Pacific Highway, it is requested that it be sized and designed to accommodate any parking needs of Port tenants and uses, which may be displaced by a future Automated People Mover or other mobility technology

alignment connecting SANDAG's proposed Central Mobility Hub to SAN (see comment above).

Again, the Airport Authority appreciates your time and consideration, and looks forward to our continued close coordination and alignment between the Port Master Plan Update and Airport Development Plan. Please feel free to contact me at (619) 400-2785 or breed@san.org if you have any questions or would like to discuss this comment letter further.

Sincerely,

Brendan J. Reed
Director of Planning & Environmental Affairs

cc: Dennis Probst, Airport Authority - Vice President of Development
Michelle Brega, Airport Authority - Senior Director of External Relations
Matt Harris, Airport Authority - Director of Government Relations
Ted Anasis, Airport Authority - Airport Planning Manager
Ralph Redman, Airport Authority - Airport Planning Manager

CITY OF CORONADO

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November 19, 2020

Port of San Diego
Attn: Planning Department
3165 Pacific Highway
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pmpu@portofsandiego.org

Re: Comments on the Revised Draft of the Port Master Plan Update - 2020

To Whom It May Concern:

The City Council of the City of Coronado has authorized me to sign this letter on behalf of the full City Council.

The City of Coronado appreciates the opportunity to provide comments on the Revised Draft of the Port Master Plan Update (PMPU) and very much appreciates the Port addressing some of the City's comments on previous drafts of the PMPU. However, not all of the City's comments were addressed or incorporated into the PMPU and the City continues to desire and ensure that the plan would not have a negative impact on existing Coronado residents, facilities, or infrastructure.

Coronado is primarily a residential community and the fundamental goal of its General Plan is "*to preserve and improve Coronado as a beautiful, pleasant residential community in which to live, work, shop, and pursue leisure-time activities.*" The PMPU needs to emphasize the surrounding residential character of Coronado and rethink what is and is not compatible with this existing residential community and the potential impacts future development on Tidelands in Coronado would have.

The City of Coronado's comments on the Revised Draft of the PMPU are as follows in no particular order:

- In 1979, the Board of Port Commissioners and the Coronado City Council each adopted identical resolutions, Resolution 79-338 and Resolution 5909 respectively, approving a Memorandum of Understanding (MOU) between the Port and the City of Coronado

highlighting agreed upon planning principles and development guidelines for the Coronado Bayfront area. These agreed upon planning principles and development standards were created to respect Coronado's needs and residential character, open space requirements, and traffic problems while being consistent with the Port District's primary purposes and duties as a trustee of public land. Additionally, the City's existing Tidelands Overlay Zone (TOZ), a citizen's initiative approved by Coronado voters, outlines various development standards the City wished to maintain. While the revised PMPU has incorporated the height limits identified in the MOU and TOZ, it appears that other planning principles and development standards have been excluded from the PMPU. The City of Coronado strongly advocates that all negotiated and mutually-agreed upon planning principles contained in the 40-year long-standing MOU be incorporated into the PMPU as they were put in place to protect the existing residential neighborhood and mitigate negative impacts resulting from activities on Port lands. Additionally, the City requests that the provisions and development standards found in the TOZ also be incorporated into the PMPU as previously agreed to by Port staff.

- Figure PD9.3 identifies various water and land use areas, including navigation corridors. The City requests that the Port take responsibility to maintain these navigation corridors and dredge where necessary, such as in the identified navigation corridor adjacent to South Caribe Isle.

- Standard PD10.25 discusses developing up to 55 additional recreational boat berthing vessel slips in the South Coronado Subdistrict. The City would like the Port to acknowledge that any expansion or change would require an equal partnership with the City of Coronado, recognizing the City is not a private development entity, and that no additional boat slips be provided beyond the existing bulkhead line in Glorietta Bay. The current language states that the Port would undertake this in coordination with the City, but not as an equal partner. Additionally, PD10.28 allows for modifications to moorings to allow for an increase of up to five moored vessels in the existing Glorietta Bay Anchorage but does not require coordination with the City. Coronado strongly believes that any future expansions of existing anchorages in Coronado, whether it is five vessels or 55 vessels, should be done in an equal partnership with the City of Coronado.

- The Planning District Characteristics for Planning District 10 focus on "visitor-serving" and "attracting visitors" but fails to recognize the existing adjacent residents. The PMPU should be revised to not only focus on visitors but its compatibility with adjacent residential use. Planning District 1 recognizes that it is adjacent to a residential neighborhood and we would ask for the same with Planning Districts 9 and 10.

- The City supports the concept of a Gateway Mobility Hub, provided the Mobility Hub is not used to justify non-tidelands dependent uses such as additional high-density housing in the City.

- Standard PD10.14.b. calls for new development to establish a promenade and a landscape buffer setback of 20 feet west of the Ferry Landing and 15 feet east of the Ferry Landing. The desire of the City, as contained in our Municipal Code, calls for a 30-foot public accessway and requests that the PMPU be revised to require a 30-foot-wide public accessway. This is due to the heavy congestion experienced along the Bayshore Bikeway within the Ferry Landing, which we believe may be the most congested area of the entire Bayshore Bikeway.

- Should there be any modifications to the streetscape in the North Coronado Bayfront Subdistrict, Coronado requests that sidewalk width and tour bus parking be addressed. The sidewalks are often impacted by pedestrians, cyclists, and leisure activities including the riding of surreys and the area would benefit from wider sidewalks. Additionally, providing a location for tour buses to unload and park should also be explored.

- The City concurs with Standard PD10.30 which states that a waterside promenade is not required on the waterfront around the Coronado Municipal Golf Course due to public safety concerns. However, the current language excludes the Coronado Yacht Club property. The City believes that the existing Bayshore bikeway and pedestrian enhancements in this area are adequate and that the recent land swap with the Coronado Yacht Club already enhanced public access to the shoreline. Please update the language found in Standard PD 10.30 to read "*A waterside promenade is not required on the waterfront around Coronado Municipal Golf Course or the Coronado Yacht Club for public safety concerns*."

- The PMPU should recognize parking, and parking rates in the context of adjacent and neighboring land uses. If the Port or its tenants set parking rates higher than nearby locations, motorists will migrate to the less expensive areas outside of the Port's jurisdiction, and thus negatively impacting Coronado's residentially zoned areas.

- The City would like the PMPU to encourage maintaining, enhancing, and expanding existing ferry service to and from Coronado with additional financing from the Port, including ferry service for Navy personnel to traverse the Bay to and from North Island. This would further various policies found in the PMPU.

- The City would also encourage multiple forms of water-based transport servicing Coronado and the greater Bay consistent with the Port Act. We believe the Port should avoid exclusive rights agreements with any one water-based transportation provider to encourage competition and service options, and to potentially analyze having public agencies monitor and control these services.

- Coronado encourages the Port to enter into a services agreement with member jurisdictions to maintain open spaces and parks, including Tidelands Park and Grand Caribe Park. Additionally, the Wildlife Refuge Parking lot in or near Planning District 7 serves mainly those interested in the wildlife refuge or the Bayshore Bikeway, not the

City of Coronado, and the Port should look to take over the amenable lease and ongoing maintenance. These would improve the efficiency of maintenance efforts and provide positive environmental enhancements including a reduction in vehicle travel and maintenance as well as fuel consumption.

- The PMPU should define policies related to the maintenance of storm drain outfalls on Port property.

- The PMPU should be explicit with regard to health and safety provisions related to alcohol, cannabis, and tobacco use, sales, and/or limits on Port property. Coronado requests that such provisions for Port Districts 9 and 10 mirror or be consistent with those found in the Coronado Municipal Code.

- Standard PD10.1.c. calls for a 'single parking facility that consolidates public parking with commercial parking' and the City wants to ensure this does not create a 40-foot tall parking structure located adjacent to First Street. Should any additional parking be provided the City requests that it shall be a combination of surface and below grade parking.

- In an effort to increase links between different modes of transportation around the Bay, the City would like to enter into discussions, and ultimately a financial agreement, to assist the City in providing its Free Summer Shuttle service connecting Ferry Landing to the rest of Coronado, and potentially expanding the service year-round. Mobility Policy 1.1.14 calls for the expansion of the summer shuttle service along Harbor Drive between Shelter Island and the Convention Center, and Coronado would also request to receive that benefit for its summer shuttle.

- One of the PMPU goals is to create a vibrant, internationally acclaimed waterfront which includes cultural uses and performance venues. The Ferry Landing could be an appropriate site for such a facility and the City asks the Port to not preclude some type of cultural arts center from that location in the future. The City supports the concept to not increase the overall land coverage of current and previously approved commercial space and to seek public input on the future of Ferry Landing.

- The PMPU shall explicitly state that Recreation Open Space designated areas, including Tidelands Park, shall not allow for commercial activity such as mobile food vendors.

- Figure PD9.2 depicts a 2.83 acre parcel on the northern portion of Grand Caribe Isle that is designated Recreation Open Space with a footnote that states it is subject to a lease that expires in 2034 (District Document No. 17678) and nothing in the PMPU shall impair or infringe upon any rights or obligations existing under the lease. The City would like assurances that a hotel or other commercial use could not be built on that property under the terms of the lease.

- Standard PD9.22.a. requires a waterside promenade as part of all development that abuts the waterfront and is not a coastal dependent use. This Standard shall be updated to clarify that this waterside promenade requirement does not apply to development on existing residential lots in the Coronado Cays.

- Standard PD9.15 allows for existing residential docks serving properties in the Coronado Cays may be repaired or replaced in kind as long as there is no increase in surface area coverage. There are a handful of existing residential properties that do not have a dock for various reasons and the City would like for them to be able to improve their property with a residential dock in the future if it is keeping in kind with docks located on similar sized properties.

Again, we want to reiterate that Coronado is principally a built-out residential community that is already experiencing significant impacts to our infrastructure, including parking and traffic impacts. The items highlighted above threaten what many people, residents and visitors, enjoy about Coronado and our comments should be reviewed within that context, and incorporated into the next draft of the PMPU. A portion of the Port's Mission Statement is to provide community benefit through a balanced approach, and while some of the revisions to the PMPU that have been made as a result of past City comments have worked towards achieving that, we believe that balanced approach is still lacking within the Coronado Planning Districts. The PMPU in its current form would focus more on visitors at the expense of existing Coronado residents. Our comments above, including the agreed upon planning principles and development standards found in the MOU and within the City's Tideland Overlay Zone, will help the Port draft a plan that advances its goals while giving consideration to Coronado and its residents.

Thank you in advance for addressing these comments before the next iteration of the plan is released. The City of Coronado looks forward to staying involved and working with the Port of San Diego on this project.

Sincerely,

Richard Bailey
Mayor

CALIFORNIA COASTAL COMMISSION
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November 25, 2020

Board of Port Commissioners
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Re: Coastal Commission Comments on Revised Draft Port Master Plan Update

Dear Chair Moore and Commissioners:

Coastal Commission (Commission) staff appreciates the opportunity to review and provide preliminary comments on the Revised Draft Port Master Plan Update (PMPU) for the San Diego Unified Port District (Port), which contains revisions to the first draft PMPU dated April 2019. Notice of the Revised PMPU was emailed to Commission staff on October 20, 2020. The PMPU consists of a complete replacement of the certified Port Master Plan (PMP), except for the National City Bayfront and Chula Vista Bayfront planning districts. Our July 31, 2019 letter provided comments on the draft PMPU dated April 2019 and included recommendations to ensure the plan's consistency with the Coastal Act. While we appreciate that some modifications were made in the Revised PMPU to address these comments, many of our recommendations were not reflected in the Revised PMPU but are still important; thus, our previous comment letter is included as Attachment A and incorporated herein, in addition to the following comments.

PUBLIC REVIEW PERIOD

During review of the April 2019 draft PMPU, Commission staff and the public were given a 90-day review period. However, for the Revised PMPU, the public review period was limited to only four weeks, which is not enough time for the public or Commission staff to review the revised plan. Given the complexity of the revisions, length and importance of the PMPU, in addition to the request by the Port that we prioritize review of Navy Pier, additional time is needed to review the revised planning document. As such, we request that the Board consider extending the review period for the Revised PMPU an additional 30-60 days to ensure there is adequate public participation in this significant port planning process.

PORT MASTER PLAN AMENDMENT REQUIREMENTS

California Code of Regulations Title 14, Section 13636 calls for port master plan amendments to be certified in the same manner as port master plans. Section 30711 of the Coastal Act (Pub. Resources Code, Div. 20) states, in part, that a

port master plan shall include all of the following: (1) the proposed uses of land and water areas, where known; (2) the projected design and location of port land areas, water areas, berthing, and navigation ways and systems intended to serve commercial traffic within the area of jurisdiction of the port governing body; (3) an estimate of the effect of development on habitat areas and the marine environment, a review of existing water quality, habitat areas, and quantitative and qualitative biological inventories, and proposals to minimize and mitigate any substantial adverse impact; (4) proposed projects listed as appealable in Section 30715 in sufficient detail to be able to determine their consistency with the policies of Chapter 3 (commencing with Section 30200) of the Coastal Act; and (5) provisions for adequate public hearings and public participation in port planning and development decisions. Section 30711 further requires a port master plan to contain information in sufficient detail to allow the Commission to determine its adequacy and conformity with the Coastal Act. Section 30700 of the Coastal Act states that Chapter 8 shall govern those portions of the San Diego Unified Port District, excluding any wetland, estuary, or existing recreation area indicated in Part IV of the Coastal Plan. The entire water area under the jurisdiction of the Port of San Diego is governed by Chapter 3 policies because San Diego Bay is mapped as an estuary and wetland in Part IV of the Coastal Plan, and on the maps adopted by the Commission pursuant to Section 30710 of the Act. Section 30714 provides that the Commission shall certify a PMP if it conforms with and carries out the policies of Chapter 8 of the Coastal Act or, where a PMP provides for any of the developments listed as appealable to the Commission pursuant to Section 30715 of the Coastal Act, then that portion of the PMP must also be consistent with the Chapter 3 policies of the Coastal Act. Section 30716 requires that an amendment to a PMP meet the same standards of review.

Finally, a unique provision with the review of Port Master Plans, and any subsequent amendments, is that the Commission may not adopt suggested modifications to them, as is provided for in the review of local coastal programs. (§ 30714.) Therefore, port master plans and subsequent amendments must be either approved or denied as submitted. Thus, it is critical that our offices closely coordinate throughout the PMPU process to ensure the final plan is consistent with Chapter 8, and where applicable Chapter 3 of the Coastal Act. As such, we recommend that the PMPU be added as a standing item to the agenda of our monthly coordination meetings with Port staff.

LACK OF SPECIFICITY TO PROTECT COASTAL RESOURCES

As stated above, Section 30711 requires a port master plan amendment to contain information in sufficient detail to allow the Commission to determine its adequacy and conformity with the Coastal Act. However, the Revised PMPU fails to correct the previous draft's lack of sufficient specificity to adequately protect coastal resources. As discussed in our July 2019 comment letter, the currently certified PMP describes existing conditions and future development envisioned for each planning district in far more detail; however, the Revised PMPU does

not carry forward an adequate level of detail. Further, the project lists in each planning district do not contain adequate details to determine whether the appealable projects are consistent with the Chapter 3 policies of the Coastal Act, as required by Section 30711 of the Coastal Act. For example, it is unclear where specific projects are proposed or what the projects entail. In addition, many of the policies/appealable projects include the language “modify or replace in kind”. It is unclear what modification would consist of in these instances and, as such, the language should be revised to indicate the specific modifications that are proposed. Additional details will be needed to ensure that appealable projects are consistent with Chapter 3 of the Coastal Act.

SEAPORT VILLAGE

Seaport Village has been removed from the Revised PMPU. This project is of interest to the public and Commission staff, and would have significant impacts to the adjacent Embarcadero and downtown areas if implemented. As such, it is unclear how the Revised PMPU is able to comprehensively address planning in this area without the inclusion of policies that address this future project. To avoid piecemealing, we recommend that this project be reincorporated into the PMPU.

NAVY PIER

Commission staff recently reviewed a draft park proposal for Navy Pier that would convert the existing parking lot to a public park in two phases. Phase 1 would be completed by the USS Midway Museum and include demolition of the Head House and construction of a park in its place, a 10-foot-wide pedestrian connection along the northern extent of the pier, and an open view area on the western end of the pier. Phase 2 would be completed by the Port and include the conversion of the remainder of the pier to a park with 1.25 acres, or 25% of the pier, maintained as parking. In our November 17, 2020 letter to Port staff, we made several recommendations including that the Port establish deadlines for the completion of both phases and commit to allocating Navy Pier parking revenues to fund construction of Phase 2. In addition, the Phase 1 park space should be expanded and/or maximized and the parking reduced in order to provide additional park space on the western portion of the pier, and the eastern park boundary should be moved north, adjacent to the promenade, and both the ingress and egress be located on the south side of the pier to provide a more contiguous park space and unobstructed route from the eastern park to the western end of the pier during Phase 1. Parking in Phase 2 should be moved to the southern perimeter of the pier in order to further open up views across the pier. Finally, we recommend that concessions not be included at this time and that the Scenic Vista Area on the Midway deck be maintained. Once the project design is finalized, the subject project should be included in the PMPU as well as deadlines for each phase to ensure the park is constructed as soon as possible. Our November 2020 comment letter is included as Attachment B and incorporated herein.

SHORELINE PUBLIC ACCESS AND COASTAL DEPENDENT USES

Section 30210 of the Coastal Act requires maximum access be provided "consistent with public safety needs and the need to protect public rights, rights of private property owners and natural resource areas from overuse." Goal IX of the certified PMP states that the Port will "insure physical access to the bay except as necessary to provide for the safety and security, or avoid interference with waterfront activities." However, the Revised PMPU includes planning language throughout that exempts all coastal dependent uses from providing public access to the shoreline, without meeting the public safety standard, which would reduce the amount of shoreline access throughout the bay. Further, many coastal dependent uses already provide shoreline access and should be required to do so into the future. As such, the language should be revised to closely resemble Section 30210 of the Coastal Act above.

CONSERVATION/INTERTIDAL ALLOWABLE USES

As indicated in our July 31, 2019 comment letter**,** the Wetland and Estuary water use designations of the certified PMP have been replaced with a water use designation of Conservation/Intertidal in the PMPU. However, the Conservation/Intertidal water use description is vague and lacks the protections provided for in the Wetland and Estuary water use designations which limit allowable uses in wetlands to restoration, nature study, or similar resource dependent activities, and allowable uses in estuaries to boating facilities, intake and outfall lines, restoration work, nature study, aquaculture, or resource-dependent activities. Commission staff would not support reducing the protections given to wetlands or estuaries and, as such, these water uses should be included in the PMPU as described in the certified PMP or the Conservation/Intertidal water use designation description should be modified to be consistent with the Wetland water use designation, which is the most protective of the certified water use designations.

WETLAND BUFFER

Eco Policy 1.1.3 requires development to establish and maintain ecological buffers of a minimum of 50 feet adjacent to wetland and nearshore sensitive habitats and allows buffers to be reduced if the habitat is degraded, nonfunctioning, and of poor quality; developed; or located immediately adjacent to existing development. However, to preserve and protect these environmentally sensitive areas, and maintain consistency with historical Coastal Commission actions, a minimum 100 ft. buffer should be required. Depending on site-specific conditions, a reduced buffer could be considered; however, the minimum buffer should be 50 ft. and require approval from the resource agencies.

LOWER COST VISITOR-SERVING OVERNIGHT ACCOMMODATIONS

Based on 2017 data, less than 3% of the overnight accommodations within the Port are considered to be lower cost (237 RV sites at the Chula Vista RV Resort).

As such, the existing number of overnight accommodations should be maintained and any future loss of lower cost overnight accommodations should be mitigated with a replacement ratio of 1:1 to ensure no units are lost. As such we recommend the following, with additions underlined and deletions in strikeout:

- WLU Policy 6.2.2 Replacement of lower cost overnight accommodations shall be provided (in order of priority) based on feasibility: a. On the existing development site; or b. Elsewhere on Tidelands~~; or c. Through contribution to a District-established in-lieu fee program, if created, and the in-lieu fees are contributed before commencement of construction of new higher cost overnight accommodations and,~~ prior to the displacement of any lower cost overnight accommodations.

- WLU Policy 6.2.4 Lower cost overnight accommodations displaced through new development, redevelopment, demolition, or closure shall be replaced with lower cost overnight accommodations at a ratio to be determined by a lower cost overnight accommodation offset program, but no less than 1:1.

LOWER COST VISITOR AND RECREATION FACILITY IN-LIEU FEE SYSTEM

WLU Policy 6.1.4 allows for the establishment of an in-lieu fee system for lower cost visitor and recreation facilities. We are concerned that allowing for in-lieu fees will discourage developers from providing on-site lower cost visitor and recreation facilities and result in the collection of funds that are not immediately used to provide additional lower cost visitor and recreation facilities. As such, we recommend this policy be deleted.

PROTECTION OF RECREATIONAL FISHING AT IMPERIAL BEACH PIER

According to recent news reports, the area dedicated to recreational fishing at the Imperial Beach Pier has been reduced to allow for surfing closer to the pier and additional outdoor restaurant seating. In addition, Policy PD 8.11 would allow for a 3,000 sq. ft. expansion of dedicated restaurant space at the end of the pier further reducing the fishing area. Since restaurants are not coastal dependent uses, neither the existing or expanded restaurant should displace fishing on the pier. As such, this policy should be deleted and the Port should instead re-establish fishing on the perimeter of the pier by coordinating with the restaurant owner to remove any existing encroachments including signage, fencing, and furniture that is not able to be used by members of the general public, and coordinating with the City Lifeguards to determine if fishing on the pier near surfers can be accommodated as it is at other local piers (Ocean Beach and Oceanside).

NATIONAL CITY BAYFRONT (PD 5) AND CHULA VISTA BAYFRONT (PD6)

We continue to believe that these planning districts should be incorporated into the PMPU to avoid future confusion and to ensure consistency. If not, language

should be included in the PMPU that explains how development standards and definitions will apply in these planning districts.

Thank you again for the opportunity to review the proposed update to the Port Master Plan. Please note that these comments are preliminary and are not binding; Commission staff will provide additional comments as time allows for a more comprehensive review. Also, please note that these comments have been submitted on the part of staff and the Commission itself would be the ultimate decision-making body. We look forward to continuing our coordination with Port staff to update the Port Master Plan in a manner that is consistent with the Coastal Act. If you have any questions, please do not hesitate to contact me at the above office.

Sincerely,

Melody Lasiter
Coastal Program Analyst
California Coastal Commission

Attachments:

A. July 31, 2019 Port Master Plan Update Discussion Draft CCC Comments

B. November 17, 2020 CCC Comments on Revised Park Plan for Navy Pier

CC (via email):

Lesley Nishihira, San Diego Unified Port District
Anna Buzaitis, San Diego Unified Port District
Karl Schwing, California Coastal Commission
Deborah Lee, California Coastal Commission
Kanani Leslie, California Coastal Commission
Diana Lily, California Coastal Commission

ATTACHMENT A

STATE OF CALIFORNIA -- THE NATURAL RESOURCES AGENCY GAVIN NEWSOM, *Governor*

CALIFORNIA COASTAL COMMISSION
SAN DIEGO AREA
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4421
(619) 767-2370

July 31, 2019

Board of Port Commissioners
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Re: Port Master Plan Update Discussion Draft Comments

Dear Chairman Bonelli and Commissioners:

Coastal Commission (Commission) staff appreciates the opportunity to review and comment on the Port Master Plan Update Discussion Draft for the San Diego Unified Port District (Port), which was received by our San Diego District Office on April 25, 2019. Commission staff has reviewed the Port Master Plan Update Discussion Draft (PMPU), dated April 2019, which consists of a complete replacement of the certified Port Master Plan (PMP), except for the National City Bayfront and Chula Vista Bayfront planning districts, and has provided preliminary comments to Port staff at four coordination meetings on May 16, June 21, July 1, and July 22 of this year. The subject letter memorializes these comments on the PMPU and includes recommendations to ensure the plan's consistency with the Coastal Act.

California Code of Regulations Title 14, Section 13636 calls for port master plan amendments to be certified in the same manner as port master plans. Section 30711 of the Coastal Act (Pub. Resources Code, Div. 20) states, in part, that a port master plan shall include all of the following: (1) the proposed uses of land and water areas, where known; (2) the projected design and location of port land areas, water areas, berthing, and navigation ways and systems intended to serve commercial traffic within the area of jurisdiction of the port governing body; (3) an estimate of the effect of development on habitat areas and the marine environment, a review of existing water quality, habitat areas, and quantitative and qualitative biological inventories, and proposals to minimize and mitigate any substantial adverse impact; (4) proposed projects listed as appealable in Section 30715 in sufficient detail to be able to determine their consistency with the policies of Chapter 3 (commencing with Section 30200) of the Coastal Act; and (5) provisions for adequate public hearings and public participation in port planning and development decisions. Section 30711 further requires a port master plan to contain information in sufficient detail to allow the Commission to determine its adequacy and conformity with the Coastal Act. Section 30700 of the Coastal Act states that Chapter 8 shall govern those portions of the San Diego Unified Port District, excluding any wetland, estuary, or existing recreation area indicated in Part IV of the Coastal Plan. The entire water area under the jurisdiction of the Port of San Diego is governed by Chapter 3 policies because San Diego Bay is mapped as an estuary and wetland in Part IV of the Coastal Plan, and on the maps adopted by the Commission pursuant to Section 30710 of

the Act. Section 30714 provides that the Commission shall certify a PMP if it conforms with and carries out the policies of Chapter 8 of the Coastal Act or, where a PMP provides for any of the developments listed as appealable to the Commission pursuant to Section 30715 of the Coastal Act, then that portion of the PMP must also be consistent with the Chapter 3 policies of the Coastal Act. Section 30716 requires that an amendment to a PMP meet the same standards of review.

Finally, a unique provision with the review of Port Master Plans, and any subsequent amendments, is that the Commission may not adopt suggested modifications to them, as is provided for in the review of local coastal programs. (§ 30714.) Therefore, port master plans and subsequent amendments must be either approved or denied as submitted. Thus, it is critical that our offices continue to closely coordinate throughout the PMPU process to ensure the final plan is consistent with Chapter 8, and where applicable Chapter 3 of the Coastal Act.

PROVISIONS FOR ADEQUATE PUBLIC HEARINGS AND PUBLIC PARTICIPATION IN PORT PLANNING AND DEVELOPMENT DECISIONS

As identified above, Section 30711 of the Coastal Act requires Port Master Plans to contain provisions for adequate public hearings and public participation in Port planning and development decisions. The PMPU does not currently contain provisions for public hearings and public participation in Port planning and development decisions and should be revised to include the provisions specified in the certified PMP and updated as appropriate in order to provide the public with information regarding public participation opportunities.

LACK OF SPECIFICITY TO PROTECT COASTAL RESOURCES

Commission staff is very concerned with the PMPU's lack of sufficient specificity to adequately protect coastal resources. The currently certified PMP describes, in far more detail, existing conditions and future development envisioned for each planning district; however, the PMPU does not carry forward an adequate level of detail. Further, the project lists in each planning district do not contain adequate details to determine whether the appealable projects are consistent with the Chapter 3 policies of the Coastal Act, as required by Section 30711 of the Coastal Act. For example, it is unclear where specific projects are proposed or what comprise the projects. Additional details will be needed to ensure appealable projects' consistency with Chapter 3 of the Coastal Act. Given the number of questions raised between our offices based on the present level of detail, any less specificity is going to raise questions over time. Please review the most recent PMP amendments approved by the Commission for examples of the level of detail expected in the planning district text and project lists.

In addition, the PMPU fails to include non-appealable projects in the project lists. Historically, both appealable and non-appealable projects have been listed in the certified PMP. In fact, the certified PMP states: "A listing of development projects, covering both appealable and non-appealable categories, is provided in the discussion for each of the nine Planning Districts." Other ports in California (Port of Los Angeles and Port of Long

Beach) also list both appealable and non-appealable projects in their PMPs, although appealable projects may be listed in greater detail than non-appealable projects, in order to be able to determine their consistency with Chapter 3, as required by Section 30711(a)(4). However, Section 30711(b) requires that a PMP contain information in sufficient detail to allow the Commission to determine its adequacy and conformity with Chapter 8. The Commission has interpreted this to mean that information on non-appealable projects is also required to be included in a PMP in order to ensure those projects are consistent with Chapter 8. In addition, Section 30718 states: "For developments approved by the commission in a certified master plan, but not appealable under the provisions of this chapter, the port governing body shall forward all environmental impact reports and negative declarations prepared pursuant to the Environmental Quality Act of 1970 (commencing with Section 21000) or any environmental impact statements prepared pursuant to the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) to the commission in a timely manner for comment." Although certain categories of development may not be appealable to the Commission, they must still be approved by the Commission in the certified PMP. In order for the Commission to approve non-appealable developments, they must be included in the PMP.

Many non-appealable projects are listed in the certified PMP, including most recently the Convention Center expansion (Convention Center Phase III) and the Bayside Performance Park. The Port amended the PMP in both cases to add these non-appealable projects to the project list and include associated information in the text of the planning district to ensure that the projects were consistent with Chapter 8. As part of this process, both the Commission and the public had the opportunity to review these projects and participate in a public hearing before development decisions were made. Therefore, the Port must continue to list both appealable and non-appealable projects in the PMPU in order to be consistent with Chapter 8 of the Coastal Act.

In addition, the description of appealable projects in each planning district is unclear and confusing. This description should be revised to clarify what development categories are appealable pursuant to Section 30715. Commission staff appreciates the fact that restaurant space is identified as appealable, based on Dispute Resolution No. 6-17-0146-EDD, and that should be retained in the revised description.

CHAPTER 3 BAYWIDE ELEMENTS VERSUS CHAPTER 4 STANDARDS

Section 2.2.1 of the PMPU states: "The Port Master Plan does not require a development to meet every goal or policy in the baywide elements. If, when all aspects of the development are considered, substantial evidence supports a finding that the development will further the objectives of the Port Master Plan and the baywide elements, it may be deemed in conformity with the Port Master Plan. Planning districts include specific standards for developments within them. Substantial conformity with planning district standards is mandatory for any developments within such planning district." In summary, development must support the objectives of the PMP but not necessarily be strictly consistent with all policies in the baywide elements; whereas it must be consistent with the standards in Chapter 4 of the PMPU.

Chapter 3 of the PMPU includes goals and policies for important baywide elements, including ecology, economy, environmental justice, safety and resiliency, mobility, and water and land use which are not included in the individual planning districts. These baywide policies should be made mandatory or included in the Chapter 4 planning districts for which they apply in order to ensure consistency with the Coastal Act.

AFFIRMATIVE LANGUAGE

In general, stronger language is needed throughout the PMPU to protect, encourage, and provide for priority uses and coastal resources, including commercial fishing, recreational boating facilities, public access and recreation, biological resources, visual resources, and lower-cost visitor and recreational facilities.

LOWER COST VISITOR-SERVING OVERNIGHT ACCOMMODATIONS

Based on 2017 data, less than 3% of the overnight accommodations within the Port are considered to be lower cost (237 RV sites at the Chula Vista RV Resort). As such, there is an immediate need to increase the stock of lower cost overnight accommodations within the Port, especially given its location on public tidelands. The PMPU process is the perfect opportunity to develop a policy to protect, encourage, and provide lower cost overnight accommodations within the Port, consistent with Coastal Act Section 30213 and 30221. In addition, the PMPU should include a policy that formalizes the current requirement to pay an in-lieu fee equivalent to 25 percent of the number of higher cost hotel rooms, if lower cost overnight accommodations are not included as part of a project; however, the Commission always prefers actual development rather than collection of monies. Finally, Commission staff appreciates that the Port is pursuing two projects to increase lower cost overnight accommodations (up to 1000 beds in the Pacific Highway Corridor Subdistrict and up to 500 beds in Planning Area 3 of the North Embarcadero Subdistrict); however, the PMPU should identify and preserve other potential sites or planning districts where lower cost overnight accommodations could be developed over the next 30 years.

LAND AND WATER USE ACREAGES

At our coordination meetings with Port staff on the PMPU, we have requested an account and explanation of the change in acreages between the certified PMP and the PMPU. Please provide this information so the proposed changes in land and water uses can be more clearly identified and analyzed. In addition, land and water use acreages for priority uses should be maintained or expanded as part of the PMPU, and accompanied by a detailed explanation for such determinations.

2.2.2 USE DESIGNATIONS

This section identifies that additional uses that are currently not listed as primary uses or secondary uses may be included if compatible, similar in character, and an allowed Public Trust use. Before our office can endorse this, we must understand and the PMPU should identify the permit process for approving non-listed uses.

2.2.3 DEFINING THE LINE BETWEEN LAND AND WATER

Tidal Zone – The averages to determine the Mean Higher High Water line and the Mean Lower Low Water line should be calculated using the most current National Tidal Datum Epoch and measured by the geographically closest tide station.

Pier and Platform Rule – The existing PMP designates some large piers as land; however, Commission staff is concerned that the PMPU continues this designation for piers and platforms over one-quarter acres. Piers and platforms are located over water and should be designated as water uses. Alternatively, the Port could create a third designation for structures over water and include associated development standards for their repair and maintenance. However, this office has concerns about expanded occupation and fill of open water for a variety of environmental and planning issues. In particular, expanded platforms and/or cantilevered promenades, especially in light of sea level rise, should not be allowed to overbuild or move development towards the bay on Port leaseholds.

2.2.5 PORT MASTER PLAN AMENDMENTS

Section 2.2.5 states: "Amendments to the Plan must be adopted by the BPC and certified by the CCC in a manner consistent with Chapter 8 of the Coastal Act and the District's Coastal Development Permit (CDP) regulations." However, Section 30700 of the Coastal Act states that Chapter 8 shall govern those portions of the San Diego Unified Port District located within the coastal zone, excluding any wetland, estuary, or existing recreation area indicated in Part IV of the Coastal Plan.[1] In addition, Section 30711(a)(4) of the Coastal Act requires a port master plan to include "proposed projects listed as appealable in Section 30715 in sufficient detail to be able to determine their consistency with the policies of Chapter 3 (commencing with Section 30200) of this division." As such, the PMPU should identify that the policies of Chapter 3 provide the standard of review for the parts of a PMPA located in the mapped wetland, estuary, or existing recreation area, and for appealable projects. We also recommend that a map of the wetlands, estuaries, and existing recreation areas be provided in the PMPU for clarity.

2.2.6 NONCONFORMING USES AND STRUCTURES

The "Purpose" section identifies that legal nonconforming uses and structures may be repaired and maintained, within appropriate parameters that address potential impacts to public health, safety and welfare. Public access should also be a consideration in determining whether repair and maintenance is appropriate.

The definition of "Intensification of Use" should be revised as follows: "Any change or expansion of a use which will result in an increase in occupancy above permitted levels; an increase in production output or throughput, if there is a permit limit on said output or throughput; a need for additional parking; or any other change or expansion that is likely

[1] "Coastal Plan" means the California Coastal Zone Conservation Plan prepared and adopted by the California Coastal Zone Conservation Commission and submitted to the Governor and the Legislature on December 1, 1975, pursuant to the California Coastal Zone Conservation Act of 1972 (commencing with Section 27000). (§ 30102.)

to result in a new or increased ~~significant~~ environmental or ~~substantial~~ coastal resource impact.

The definition of "Major Redevelopment or Reconstruction" should be more detailed and include a definition of replacement (including demolition, renovation, reinforcement, or other type of alteration), as well as identify that replacement may be calculated by linear feet, surface area, volume, or weight. In addition, an initial date to calculate cumulative redevelopment should be identified (e.g., January 1, 1977 for the Coastal Act or certification of the original PMP). Finally, using 50% or more of a development site as a parameter for cumulative redevelopment has been a challenge in past Port projects; thus, Commission staff recommends using 50% increase or more in gross floor area.

CHAPTER 3: ELEMENTS

In general, the PMPU should include implementation measures for all applicable policies in each element, such as was included in the Mobility Element.

3.1 Ecology

General comments:

It should be clearly identified that all port-related developments shall be located, designed, and constructed so as to minimize substantial adverse environmental impacts pursuant to Section 30708(a) of the Coastal Act. In addition, it should be clear that the Chapter 3 policies are the standard of review for appealable developments and projects located within an estuary, wetland or existing recreation area. Chapter 3 of the Coastal Act provides specific policies related to the protection of the marine environment and biological resources, including Sections 30230, 30231, 30233, 30235, 30236, and 30240.

Comments on specific policies:

Please note that the general comments discussed in the sections above are relevant to many of the policies in this chapter. Incorporating those comments may require specific edits to several of the policies. The comments listed below are separate from and in addition to the general comments above.

1. **Ecology Goal 1**. Add a policy that identifies ecologically-sensitive lighting should be used. Lighting located adjacent to sensitive habitat areas and above water should be the minimum necessary, shielded, directed downwards, be on a sensor, and be a minimal color temperature.

2. **Ecology 1.1**. "Protection, conservation, restoration, and enhancement of coastal wetlands and nearshore habitats, and sensitive coastal flora and fauna species ~~is a priority~~ shall be required."

3. **Ecology 1.2**. It is unclear what type of major redevelopment or new development would be permitted on natural open space areas and/or sensitive coastal habitats, including wetlands and nearshore habitats. While major redevelopment or new

development may be allowed adjacent to these areas or habitats with sufficient ecological buffers, only certain limited uses are permitted within environmentally sensitive habitat areas, pursuant to Section 30240. Please clarify that only resource dependent uses are allowed within environmentally sensitive areas pursuant to Section 30240 and diking, filling, or dredging of open coastal waters, wetlands, or lakes is limited to certain uses where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, pursuant to Section 30233. Also, for subsection a: "Be coordinated, sited, and designed to avoid impacts where feasible, or legally required. If infeasible, or no legal prohibition exists, minimize and mitigate impacts, in the following order of preference: on-site; elsewhere in the Bay; or in other areas with the same ~~habitat(s)~~ watershed in the Coastal Zone…" Subsection c should also identify the criteria when restoration or enhancement would be required.

4. **Ecology 1.4**. Identify a minimum ecological buffer size.

5. **Ecology 1.6**. Mitigation banks throughout the Coastal Zone should be consistent and held to similar standards. As such, the Port should either include the appropriate mitigation ratios in the PMPU and include rules that will govern how the mitigation bank operates or, alternatively and to provide flexibility, require coordination with and approval by the Executive Director of the Coastal Commission of mitigation ratios and mitigation credit releases. Commission staff would not support the use of mitigation credits for non-coastal development. "In cooperation with federal, state, and regional resource agencies, the District may create mitigation banks within its jurisdiction, in-lieu fee programs, habitat, shading and fill credit programs, and/or other conservation or restoration mechanisms, to provide compensatory mitigation opportunities. With respect to future and existing credits, priority shall first be given to District-initiated development, then coastal-dependent development, development with public benefits, ~~and if warranted, non-coastal development~~, all of which must be within the District. Credits derived from restoration or enhancement of tidally influenced habitat will only be used to mitigate impacts to tidally-influenced waters or wetlands. With respect to credits provided to projects outside the District, the same preference as outlined above shall be followed in addition to all other applicable rules and requirements governing the subject mitigation bank. However, credits will only be provided to projects within the Coastal Zone. If such credit programs are formed, as part of the application process to use such credits, third party applicants must demonstrate: that they have used good faith efforts to minimize the need for mitigation credits by reducing project impacts, and, to the extent practical, mitigate within the same development site. After demonstration of such, third party applicants shall pay a market rate fee for use of credits. BPC approval is required for the right to use any of the credits."

6. **Ecology 1.7**. "~~Where feasible, r~~Require the use of drought-tolerant ~~California~~ native species and/or non-invasive plant species to fulfill landscaping requirements in proposed major redevelopments or developments." This edit

would identify that plants native to the development site or non-invasive plants must be used. In addition, this policy should be revised to clarify that drought-tolerant native species are required adjacent to wetlands, estuaries, and other sensitive habitat areas.

7. **Ecology Goal 2**. Commission staff previously reviewed an earlier draft with specific standards related to water quality. These standards should be included in the PMPU with our edits incorporated. A policy requiring pumpout facilities at marinas should also be added to protect water quality.

3.2 Economics

General comments:

Chapter 3 policies are the standard of review for appealable developments and projects located within an estuary, wetland or existing recreation area, and provide specific policies related to economics, including Section 30234 which recognizes of the economic importance of fishing activities and requires those uses to be protected.

Comments on specific policies:

1. **Economics 1.15**. "Promote and support the District's commercial fishing ~~history~~ industry and longevity as a priority coastal-dependent use and economic contributor to the District, the region, and California through such efforts as joint public-private marketing, fishing- related festivals, or other special events."

2. **Economics 1.17**. "Promote and support the District's sportfishing ~~history~~ industry as a priority coastal-dependent use and economic contributor to the District, the region, and California through such efforts as joint public-private marketing, fishing- related festivals, or other special events."

3. **Economics 2.4**. Please clarify what activities would be supported. Activities that would disrupt commercial fishing operations should be discouraged.

4. **Economics 2.5**. A similar policy to support the expansion of commercial fishing should be added.

3.3 Environmental Justice

General comments:

Section 30604 of the Public Resources Code also allows the issuing agency of a coastal development permit to consider environmental justice (EJ), or the equitable distribution of environmental benefits throughout the state.

Use of terms. Commission staff encourages the use of stronger language such as "equitable access" in references about access/programs described as being "for all communities" to ensure it is clear that different options and approaches for different

communities will need to be prioritized to achieve equitable outcomes. This sort of framing is also consistent with the Commission's Environmental Justice policy[2]. In addition, we recommend defining the term "disadvantaged communities" (i.e. term refers to the Portside Communities, Port Border Tidelines Communities, and other marginalized communities). Because the term disadvantaged communities has been defined in state law by SB 535 (de Leon), this clarification would avoid confusion.

Sea level rise. Climate change and sea level rise hazards will have disproportionate impacts on communities with the least capacity to adapt and may exacerbate existing environmental injustices and cumulative impacts from other environmental hazards. Commission staff encourages the Port to include goals and policies that recognize this relationship between sea level rise and disadvantaged communities.

Habitat and public health. "Public health and the health of natural ecosystems are inextricably intertwined, ecological impacts are felt first by disadvantaged and at-risk communities, and there is no environmental justice without a healthy environment[3]". We encourage the Port to include goals and policies that recognize this relationship between habitat and public health and work towards restoring the public's access to healthy ecosystems, especially in communities such as Barrio Logan, National City, and Imperial Beach which have historically been overburdened by pollution and lack of access to healthy ecosystems.

<u>Comments on specific policies:</u>

Please note that the general comments discussed in the sections above are relevant to many of the policies in this chapter. Incorporating those comments may require specific edits to several of the policies. The comments listed below are separate from and in addition to the general comments above.

1. **EJ Goal 1**. Add policy language that identifies that the conversion of lower or moderate cost facilities to high cost facilities is an EJ issue, and commit to no net loss of lower cost facilities in EJ communities.

2. **EJ Goal 4**. Add policy language that specifies that the Port should work with EJ communities to identify mitigation measures for projects that impact those communities.

3. **EJ 2.5**. Please clarify what is meant by "transition zones" and provide a minimum transition zone width.

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[2] https://documents.coastal.ca.gov/assets/env-justice/CCC_EJ_Policy_FINAL.pdf. Adopted March 8, 2019
[3] California Coastal Commission Environmental Justice Policy. Adopted March 8, 2019

3.4 Safety & Resiliency

General comments:

Sea level rise and public trust resources. The first page of the Safety & Resiliency chapter states, "The District prioritizes safety and resiliency from natural and human-caused hazards to *provide continuity of service for the Public Trust uses*, and the safety of users within the District" (emphasis added). Commission staff suggests that once the Port's sea level rise vulnerability assessment is finalized and submitted to the State Lands Commission per AB 691, that the Port add additional policies as necessary to address anticipated impacts of sea level rise (SLR) upon public trust resources, and to ensure the continued service for public trust uses in the face of SLR.

Appealable versus non-appealable development. All development in ports must conform to Chapter 8 of the Coastal Act. In addition, Section 30715 of the Coastal Act provides a specific subset of development types that must conform to Chapter 3 policies in addition to Chapter 8 policies. These are often called non-appealable and appealable development types, respectively. Chapter 3 of the Coastal Act provides specific policies related to coastal hazards and SLR, including Sections 30253 and 30235 as well as many other resource protection policies.

Currently, the policies in the Safety & Resiliency chapter do not distinguish between appealable and non-appealable development; rather, the chapter provides policies on other groups of development types (see additional comment on this topic below). To carry out Sections 30714 and 30715 of the Coastal Act, the policies of this chapter should first distinguish between appealable development that must also conform to Chapter 3 in addition to Chapter 8, and non-appealable development that must only conform to Chapter 8.

For appealable development, a policy should be added clarifying that new development shall be sited to assure safety and stability and not require shoreline protective devices, consistent with Section 30253 of the Coastal Act. The language of this policy could read:

> *New development shall be sited to avoid hazards, taking into account predicted sea level rise, including groundwater changes, over the anticipated life of the development. If hazards cannot be completely avoided, then development shall be sited and designed to protect coastal resources and minimize risks to life and property to the maximum extent feasible. New development that is not coastal-dependent shall assure stability and structural integrity of the development without reliance on shoreline protective devices that substantially alter natural landforms or otherwise harm coastal resources in a manner inconsistent with PMP policies or Coastal Act public access policies, and not contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area.*

Another policy should state that, for appealable development, approvable shoreline protective devices must be consistent with Section 30235 – i.e., shoreline protective

devices are approvable for certain development, but must be the least environmentally damaging feasible alternative, and must mitigate unavoidable resource impacts – and other resource protection policies of Chapter 3.

Adding these new suggested policies would change the context of some of the existing policies in the PMPU, so those policies should be edited to ensure they make sense alongside the new suggested policies mentioned above. For example, Policy SR 2.5 states that "maintenance, including reconstruction and expansion, of shoreline protection is allowed for coastal-dependent uses, critical infrastructure, and public access;" and while coastal-dependent uses are one of the development types with an affirmative right to shoreline protection in Section 30235, the appealable development types to which Section 30235 does *not* apply should be sited to be safe *without* reliance on shoreline protection, per Section 30253 of the Coastal Act (see additional comment on this topic below). Additionally, Policy SR 2.8 states that if managed retreat is not feasible along unprotected portions of the shoreline, protection or accommodation should be used; however, it should also be noted that if development is appealable, it would also be subject to the policies that carry out Chapter 3 of the Coastal Act, which may impact the types of strategies that can be used – i.e., whether or not shoreline protection is approvable.

Prioritization of protection, accommodation, and retreat. Several of the policies in the Safety & Resiliency chapter prioritize protection over accommodation and managed retreat (i.e., SR 2.3, 2.6, 2.8). However, these policies set up a potential inconsistency with both Chapter 8 and Chapter 3 of the Coastal Act, which support the identification and use of the least environmentally damaging feasible alternative.

In the case of appealable development to which Section 30235 applies, a shoreline protective device would be approved only if it is the least environmentally damaging feasible alternative. Projects to which Section 30253 applies would site development to be safe from shoreline hazards without the use of shoreline protective devices, through measures such as setbacks.

In the case of non-appealable development, Chapter 8 of the Coastal Act requires that development minimize substantial environmental impacts (Section 30708(a)), which again may lead to the identification of less environmentally damaging alternatives than shoreline protection. One well known potential impact of shoreline protective devices is their negative effect on habitats that lie seaward of the device; therefore, shoreline protection would have to be examined against Section 30708(a), and feasible alternatives to shoreline protection should be evaluated as well.

In summary, Policies SR 2.3, 2.6, and 2.8 should be edited for consistency with the applicable Chapter 3 and 8 policies described above, rather than prioritizing adaptation strategy types outright.

Coastal-dependent uses, critical infrastructure, and public accessways. The Safety & Resiliency chapter binds together coastal-dependent uses, critical infrastructure, and public accessways as a group of development types and refers to them in several policies (SR 2.3-2.7). Together, these five policies state that coastal-dependent uses, critical

infrastructure, and public accessways should employ protection strategies first, and then look to accommodation; additionally, they are excluded from a policy that lists managed retreat as the third option for adaptation, as well as from a policy that prioritizes living/soft shorelines as an alternative to shoreline protection.

As stated above, the Coastal Act supports the identification and use of the least environmentally damaging feasible alternative, so Policies SR 2.3-2.7 should be edited to be consistent with this requirement. Additionally, more detail is needed in these policies to specify how each of these three development types is treated within the Coastal Act; specifically:

- **Coastal-dependent uses**. Appealable coastal-dependent uses are subject to Section 30235 of the Coastal Act, which gives such uses an affirmative right to shoreline protection when the protection is the least environmentally damaging feasible alternative and when coastal resource impacts are mitigated. Policies 2.3-2.7 should be edited so that they apply the missing content of Coastal Act Section 30235 to appealable development.

- **Accessways**. Appealable coastal accessways (e.g., roads or highways which are not principally for internal circulation within the port boundaries) may or may not be considered coastal-dependent. However, in any case, shoreline protection can only be allowed where it is the least environmentally damaging feasible alternative.

- **Critical infrastructure**. Some, but not necessarily all, critical infrastructure is coastal-dependent. Proposed shoreline protection for appealable critical infrastructure (e.g., development for the storage, transmission, and processing of gas and crude oil; waste water treatment facilities, roads or highways which are not principally for internal circulation within the port boundaries; oil refineries; petrochemical production plants), would have to be found consistent with Section 30235 of the Coastal Act in order to be approved. Proposed protection for non-appealable development would have to be found consistent with Section 30708(a).

Flooding and inundation. Many of the policies in the Safety & Resiliency chapter refer to flooding and inundation, but they do not explicitly state that *SLR-influenced* flooding and inundation are included. For clarity, the chapter should state that wherever coastal hazards are mentioned in policy language, it includes not only present-day hazards but also hazards as they are influenced by SLR over the lifetime of the development (e.g., typically 75-100 years for commercial development) to which the policy applies.

Other hazard types. In addition to flooding and inundation, shoreline erosion, groundwater rise, and salt water intrusion should be included as other potential hazards which may increase as sea levels rise. These hazards should be included in the policies that refer to flooding and inundation. In addition, the PMPU should identify the location of known fault lines and include policies regarding development adjacent to fault lines.

Comments on specific policies:

Please note that the general comments discussed in the sections above are relevant to many of the policies in this chapter. Incorporating those comments may require specific edits to several of the policies. The comments listed below are separate from and in addition to the general comments above.

1. **SR 1.3**. "Design coastal accessways to promote maximum feasible, safe public access…"

2. **SR Goal 2 Overview**. The Flooding subsection discusses how SLR may influence intensity and duration of coastal flooding events. This or another background section should discuss the other hazards associated with SLR, including increased height and extent of inundation, groundwater rise, saltwater intrusion, and shoreline erosion.

3. **Goal 2**. All development potentially exposed to current or future hazards, including hazards related to SLR, should be given proper notice about their potential exposure. Consider adding a policy that requires lessees to assume the risk of developing in areas subject to current and/or future coastal hazards.

4. **SR 2.1**. "…over the economic life of the structure or facility (typically 75-100 years for commercial development; and typically longer for infrastructure)."

5. **SR 2.4**. Mitigation for unavoidable adverse impacts to coastal resources should also be required.

6. **SR 2.5**. "Repair and maintenance~~, including reconstruction and expansion,~~ of shoreline protection is allowed for…"

7. **SR 2.7**. Living shorelines should be prioritized where feasible for all development types. The draft policy excludes coastal-dependent development, critical infrastructure, and public accessways from this policy, but it is appropriate to consider whether living shorelines are viable adaptation strategies for these development types as well.

8. **SR 3.2**. This policy should reference "best available science" instead of "science-guided methods."

9. **SR 3.3**. Additional detail should be included in this policy to specify the requirements of a site-specific hazard report, including the following elements:

    - Multiple SLR scenarios associated with the proposed projects anticipated development life (typically 75-100 years for most commercial development, and typically longer for infrastructure) should be analyzed, including those recommended by the current best available science and guidance. Currently, the best available science is summarized in the 2018 Coastal Commission Sea Level Rise Policy Guidance and the Ocean Protection Council 2018 State of California Sea Level Rise Guidance.

- The analysis should include all relevant SLR-related hazards, including inundation, flooding associated with storms of various return periods including a 100-year storm, wave runup, shoreline erosion, groundwater rise, and saltwater intrusion.
- The study should identify threshold SLR amounts that could lead to impacts, such as the amount of SLR that could lead to overtopping of the proposed development.
- For appealable development subject to Section 30253, which requires development to not rely on shoreline protective devices, the analysis should be performed as if any existing shoreline protective devices do not exist.
- Studies should be prepared by a licensed civil engineer with experience in coastal processes.

10. **SR Goal 4**. Commission staff suggest including a policy calling for coordination with local government planning departments on Local Coastal Program updates, including as they address safety, coastal hazards, and SLR.

11. **SR 4.4**. Commission staff suggest identifying SLR specifically within this policy. The draft policy refers to "natural climate conditions" and "natural and human-caused hazards," but those terms may not convey that SLR is included in those categories.

3.5 Mobility

General comments:

Chapter 3 policies are the standard of review for appealable developments and projects located within an estuary, wetland or existing recreation area, and provide specific policies related to mobility, including Sections 30212, 30212.5, 30224, and 30252.

Marinas. The mobility section encourages the expansion of boat slips and berthing opportunities. However, the Port should evaluate whether there is a need for new marinas within the Port district and, if so, establish criteria for their development that would result in additional opportunities for public access (e.g., including public memberships, requiring a range of slip sizes, etc.). In addition, new development should minimize the increase in water coverage baywide by focusing any expansion of recreational slips in existing marinas, as opposed to constructing new marinas.

Connections to the Airport. The PMPU should include policy language, specific to the San Diego International Airport, that encourages collaboration with transportation agencies, authorities, and adjacent jurisdictions to establish new connections to the airport, including the development of an intermodal transit center.

Comments on specific policies:

Please note that the general comments discussed in the sections above are relevant to many of the policies in this chapter. Incorporating those comments may require specific edits to several of the policies. The comments listed below are separate from and in addition to the general comments above.

1. **Mobility Goal 1**. This goal could be strengthened by clarifying that the primary intent is to maintain, enhance, and expand coastal public access via multiple travel modes.

2. **Mobility 1.0**. Add a policy within this element that requires new developments to provide a certain number of public parking spaces for coastal access.

3. **Mobility Overview**. The following policies implement this goal, but do not apply where implementation is ~~infeasible due to geographic or site constraints, and/or~~ inconsistent with public safety, military security needs, or protection of sensitive coastal resources. These edits ensure consistency with Chapter 3 of the Coastal Act. In addition, there should be more detailed parameters regarding when access restrictions would be appropriate for safety or military security needs.

4. **Mobility 1.1**. Please clarify that this policy is not meant to prioritize private piers, docks, slips, moorings, anchorages, and platforms.

5. **Mobility 1.4**. Please clarify that 100 percent continuity and connectivity of the waterside promenade through the District should be pursued, including as part of redevelopment.

6. **Mobility 2.2**. Please clarify that wayfinding signage would be non-digital and non-commercialized.

7. **Mobility 2.4**. This policy should clarify that expansion of boat slips and berthing opportunities is encouraged within existing marinas.

8. **Mobility 2.7**. "~~Seek opportunities to s~~Strengthen connections to adjacent jurisdictions and regional facilities, across all modes of travel, where feasible.

9. **Mobility 2.9**. Please also include a policy that would require all leaseholds to develop a transportation demand management program to reduce dependence on single-occupancy vehicles.

10. **3.2**. **Implementation Strategies**. "…Spaces should ~~ideally~~ be situated within walking distance of the uses it serves or be served by a shuttle…" In addition, require the fund from the fee program to be used to offset parking impacts (e.g., shuttle program, off-site parking reservoir, etc.) and cap the number of parking spaces that can be reduced by the fee.

11. **Mobility 3.7. Implementation Strategies**. "Allow for maintenance and slip modifications of existing recreational marinas to support changes to waterside

facilities and boating needs while still maintaining a range of slip sizes." The policy could also require a minimum percentage of slips for small boats be maintained.

12. **Mobility 3.8**. Although a portion of a development's parking requirements may be reduced by payment of a parking impact fee, a parking impact fee should not be allowed to satisfy all of a development's parking requirements.

13. **Mobility Goal 3**. Add a policy encouraging shared use parking arrangements.

3.6 Water & Land Use

General comments:

Chapter 3 policies are the standard of review for appealable developments and projects located within an estuary, wetland or existing recreation area, and provide specific policies related to land and water use, including Sections 30213, 30230, and 30255, as well as many other resource protection policies.

Wetlands and Estuaries. The Wetland and Estuary water use designations of the certified PMP have been replaced with a water use designation of Conservation/Intertidal in the PMPU. However, the Conservation/Intertidal water use description is vague and lacks the protections provided for in the Wetland and Estuary water use designations which limit allowable uses in wetlands to restoration, nature study, or similar resource dependent activities and allowable uses in estuaries to boating facilities, intake and outfall lines, restoration work, nature study, aquaculture, or resource-dependent activities. Note that Commission staff would not support reducing the protections given to wetlands or estuaries and, as such, these water uses should be included in the PMPU (as described in the certified PMP) or the Conservation/Intertidal water use designation description should be modified to be consistent with the Wetland water use designation which is the most protective.

Aquaculture. The PMPU promotes a large expansion of aquaculture uses within the bay and ocean. Policy language should be included that allows only native species in aquaculture projects in order to prevent impacts to bay habitats and native populations that could occur as a result of the naturalization of non-native species. We also strongly support the use of third party, independent monitoring to assess impacts to habitat and native species that may occur as a result of increased aquaculture, as monitoring and self-reporting carried out by applicants or project proponents can raise questions about bias, transparency, and the defensibility of the results. In addition, please note that the PMPU definition of aquaculture is inconsistent with the definition contained in the Coastal Act and should be revised to identify that aquaculture does not include species of ornamental marine or freshwater plants and animals not utilized for human consumption or bait purposes that are maintained in closed systems for personal, pet industry, or hobby purposes (see comment under Appendix A Definitions below).

Comments on specific policies:

Please note that the general comments discussed in the sections above are relevant to many of the policies in this chapter. Incorporating those comments may require specific edits to several of the policies. The comments listed below are separate from and in addition to the general comments above.

1. **WLU 1.1**. "Provide continuous shoreline public access unless it is ~~infeasible due to geographic or site constraints and/or~~ inconsistent with public safety, military security needs, or protection of sensitive coastal resources or as otherwise specified in the subdistrict." In addition, there should be more detailed parameters regarding when public access restrictions would be appropriate for safety or military security needs.

2. **WLU 1.3**. "~~Allow~~ Reserve land for visitor-serving amenities and recreational facilities near or adjacent to the shoreline."

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.

4. **WLU 1.9**. Delete or clarify the types of recreational facilities that have priority over other lower-cost visitor facilities.

5. **WLU 1.12**. "Encourage new overnight accommodations that offer a range of affordability ~~room types~~ and~~, where appropriate,~~ are intrinsically lower cost."

6. **Lower-Cost Visitor Serving and Recreational Facilities**. Add a policy that encourages an increase in the stock of lower-cost overnight accommodations, including micro-hotels/motels, hostels, yurts, cabins, and tent sites. Consider identifying a specific goal as part of this policy (e.g., 15-25% of total stock within the Port, minimum acreage, or minimum quantity of beds/rooms).

7. **WLU 1.13**. "In addition to overnight accommodations, ~~A~~appealable development shall protect, encourage and, where feasible, provide its fair share of lower-cost visitor and recreational facilities to enhance the public's enjoyment of the Bay." In addition, fair share should be defined (e.g., 25% of cost of development or square feet of development, etc.).

8. **WLU 1.13.c**. This section should be revised to clarify that waterside lower-cost facilities may count towards an appealable development's contribution of lower-cost visitor and recreational facilities, which is a separate requirement that is in addition to the requirement to provide lower cost overnight accommodations as part of the development (or pay an in-lieu fee).

9. **WLU 1.13.e**. "…However, factors such as lower-cost amenities, product types of motels and hotels and other intrinsically lower-cost overnight accommodations, such as micro-hotels/motels, hostels, yurts, cabins, and tent sites~~, and RV parks,~~

may be considered." RV parks are not always lower-cost, as the price to own, rent, operate, maintain, and park RVs are often high.

10. **WLU 2.3**. Add minimum requirements for softscape and landscape features. This policy could also be strengthened by adding a minimum requirement for green space (e.g., lawn space that is not landscaped and can be used for picnics, sports games, etc.)

11. **WLU 2.5**. Add a definition for public amenities that includes examples, including but not limited to, restrooms, benches, picnic tables, water fountains, etc.)

12. **WLU 2.6.a**. "Public parks shall be publicly accessible for a minimum of~~approximately~~ 85 percent of the year." Please also identify the minimum number or percentage of weekend days during the peak summer months (Memorial Day to Labor Day) the parks will be publicly accessible and not dedicated to serial temporary events.

13. **WLU 3.2**. This policy should be strengthened to require maintenance, protection, and enhancement of existing public boat launch facilities. Has the Port analyzed the demand/utilization of its boat launches? If additional facilities are needed, note any areas within the Port where a new public boat launch facility could be added.

14. **WLU 3.3**. Please add minimum standards to identify the range of slip sizes (i.e., percent of small slips, define "small slips").

15. **Baywide General Development**. Please add a policy here or in one of the elements regarding limiting increases in water coverage and only allowing projects with additional water coverage if environmental impacts are avoided or minimized and mitigated.

16. **WLU 4.6**. "Design and implement major redevelopment and new development to ~~orient~~ provide open space ~~toward the Bay and, where feasible,~~ directly adjacent to the Bay. This policy should be revised in each of the planning districts as well.

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

18. **WLU 4.10**. Delete. Cantilevered or floating walkways maybe allowed only for coastal-dependent uses, such as commercial fishing.

19. **WLU 4.23**. "~~Allow for~~ Promote the redevelopment and intensification of Commercial Fishing and Sportfishing designations to enhance economic feasibility."

20. **Allowable Uses**. **Secondary Uses**. "…Secondary Uses shall be sited in a manner that reserves functional ground floor water/shoreline frontage and coastal accessway frontage for primary uses." In addition, please provide additional

language to identify that no expansion of secondary uses will occur when primary uses are thriving.

21. **Table 3.6.2: Water Uses**. Remove Aquaculture as a secondary use in Commercial Fishing. Revise allowable uses in Conservation/Intertidal to allow Aquaculture as a secondary use and remove Blue Technology as an allowable use. Revise Recreational Berthing to remove Food Service/Restaurant as an allowable use and allow Overnight Accommodations as a secondary use only. Remove Blue Technology as a secondary use in Sportsfishing Berthing. It is unclear why Spill Response Services would be a secondary use for Commercial Fishing, but not for Recreational Berthing and Sportsfishing Berthing.

22. **Water Use Table – Notes**. Delete Note 1. The Shelter Island Planning District should have the same requirements as the Embarcadero Planning District (Note 3). We are aware that the existing CDP for Driscoll's Wharf does allow non-commercial fishing vessels to temporarily berth subject to termination upon 72-hour notice; however, it is our understanding that this method has historically failed to ensure access is provided to commercial fishing boats when needed. As such, we strongly recommend that the PMPU set forth new requirements for Shelter Island that are consistent with the rest of the San Diego Bay. Note 2 should be revised to clarify that avoidance and mitigation are necessary in all water uses; Aquaculture and Blue Technology uses may be allowed, but only where environmental impacts are avoided or minimized and mitigated.

23. **Table 3.6.3: Land Uses**. In Commercial Fishing, do not allow Food Service/Restaurant as a secondary use or Bulk Liquid Handling, Bunkering, Storage, and Pipelines as a primary use. In Maritime Services and Industrial, allow Aquaculture and Blue Technology as secondary uses only. In Recreation Open Space, allow Aquatic Center as a Secondary Use and do not allow Aquaculture and Marine Education and Training. In Sportsfishing, allow Food Service/Restaurant as secondary uses only. Allow Public Beaches as a secondary use only in Commercial Recreation and clarify that public beaches are open and free to the general public. In Recreation Open Space, allow Performance Feature or Venue as a secondary use only; do not allow Storage or Vessel/Sailing School.

24. **Land Use Table – Notes**. For Note 1, clarify that food service/restaurant is allowed if it does not conflict with sportsfishing. Delete Note 2, since aquaculture is not a use that is compatible with commercial fishing.

25. **Water and Land Use Considerations**. Reference the associated standard.

26. **Baywide Standards:**

    - **5.d.** Delete. Major attractions should be compatible with the size, scale, and design of surrounding development.

    - **7.c.** Revise to allow only 900 square feet of enclosed space per pavilion, consistent with Shake Shack.

- **7.g**. Revise to clarify outdoor seating shall be available to the general public.
- **8.** Revise to identify "wayfinding programs" and not "wayfinding systems." Delete "large-scale" from 8.c.
- **11.** Revise to require recreation open space be publicly accessible a minimum of 85 percent of the year.
- **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.
- **14.a**. "…The following features may be located within Accessway Corridors, View Corridor Extensions, and Scenic Vista Areas, provided they maintain adequate access and do not significantly~~fully~~ obstruct views:…" Identify that ticket booths would not be allowed.
- **14.c**. Identify the appropriate canopy height.
- **16**. Identify the baywide minimum promenade dimensions and building setbacks.
- **17.** Delete.
- **18.a**. Identify the minimum landscape buffer width.
- **18.b**. This provision minimizes the intent of a landscape buffer; any development intrusions into the buffer should be minor and limited to 25% of the buffer width. In addition, intrusions should be evaluated and allowed on a project specific basis.
- **18.c.** "This open space may <u>not</u> count towards any applicable minimum recreation open space for a subdistrict or planning area." It should be clarified that this may be allowable on a project specific basis, and may not apply baywide.

CHAPTER 4: PLANNING DISTRICTS

<u>General comments</u>

1. Please explain how the number of activating features were chosen for each district.
2. In several instances, the language "at the appropriate time" is used. Please include more detailed parameters throughout to identify the appropriate time.

Shelter Island (PD 1)

General comments:

Protection of the boat launch facility and small water craft landings. Language should be included that describes the boat launch facility and small water craft landings in this district. In addition, policy language should be added to protect these amenities.

Parking. Commission staff is concerned with the number of policies that seem to suggest parking would be removed from this district, as parking in and around Shelter Island today is heavily utilized. In addition, many visitors to Shelter Island recreate by boating, fishing, and picnicking, all of which would likely require a car to park, even in the future. While we appreciate policies that would connect the Port's shuttle to the district, the Port should provide adequate parking for the general public, including boat trailers. Although the existing parking reservoir may be reconfigured, an equivalent amount of public parking should be provided. In addition, the parking lot directly adjacent to the boat launch should be protected in its current configuration to provide convenient parking for boat trailers and others utilizing the launch as an access point into the bay.

Encroachments. Commission staff continues to be concerned with the number and extent of encroachments of private residential properties along the Bessemer trail. Specifically, many homes have landscaping that extends into Port tidelands and in many cases either blocks access through the tidelands or gives the appearance the land is private. The PMPU should include a mechanism for removal of the encroachments in the near-term, especially given the erosion already occurring on the trail, in order for the trail to be relocated landward and continue to provide access to the public.

Houseboats. Residential uses of boats are not traditional uses encouraged by the public trust and do not appear to be an allowable use under Section 87 of the Port Act. The PMPU should include a baywide policy that establishes that boats may not be used as private residences.

La Playa Piers. Commission staff supports the removal of the docks and piers in La Playa, except of the La Playa Yacht Club pier, within two years of certification of the PMPU. Alternatively, if the Port wishes to retain the piers, the piers (including their docks) should be available for public use at all times. Either action would be consistent with the Commission's action on the certification of the PMP in 1982 that required: "The Board of Port Commissioners shall not renew the existing leases on the five privately owned piers in the La Playa and adjacent Kellogg Beach areas that extend out from the tidelands into the yacht Basin near Shelter Island. At the termination of the existing leases in 1986 the Board of Port Commissioners shall either: a) make the piers available for public use; or b) cause them to be removed. Any piers retained which create a severe impediment to lateral shoreline access shall be modified to correct this situation. Signs indicating availability for public use shall be posted on any piers retained." However, Commission staff does not support the retention of the piers with the existing public access restrictions (i.e., the Nichols Street pier is entirely private and the other four piers contain private docks).

Marine Uses in Planning Area 1. Commission staff does not support a reduction, removal, or reconfiguration of the Marine Sales and Services land use designation as proposed in Planning Area 1. Marine Sales and Services are coastal dependent uses and should be located directly adjacent to the areas they serve. Therefore, please maintain the existing Marine Sales and Services land use designation along both sides of Shelter Island Drive in the certified PMP.

Comments on specific policies:

Please note that the general comments discussed in the sections above are relevant to many of the policies in this chapter. Incorporating those comments may require specific edits to several of the policies. The comments listed below are separate from and in addition to the general comments above. It should be noted that many of the same policies occur in multiple planning districts; in order to avoid redundancy, these changes are recommended to the same policies in the other planning districts.

1. **PD 1.9 and 1.10**. Commission staff supports these policies and believes they should be incorporated baywide. A policy should be added that addresses legal encroachments, including that they should not impede public access or create the impression of private land, and that encroachments should be phased out in the near-term.

2. **PD 1.13**. In subsection b, revise the requirement for accessway corridors to provide an accessway corridor every 1000 ft. In subsection d, many of the subdistricts use 65 percent visual porosity instead of 50 percent; 65 percent visual porosity should be a baywide minimum to protect coastal views.

3. **PD 1.25**. This is an appealable project description and not a policy. More detailed policy language regarding this project should be included here.

4. **PD 1.30**. "No new private residential or quasi-private residential/public piers or docks are permitted."

5. **PD 1.32**. The La Playa Trail is already experiencing erosion: "The La Playa Trail shall be protected for the benefit of natural resources and public coastal access. ~~In the event erosion occurs, t~~The La Playa Trail shall be maintained~~, and if feasible, allow for relocation of the trail~~ and relocated landward towards the District's jurisdictional boundary as erosion occurs."

6. **PD 1.37**. "Enhance the Talbot Street trailhead, with activating features such as additional seating, public art, and shade structures, while still protecting public views.

7. **PD 1.43**. Commission staff supports this policy and requests that the policy also identify that the promenade would extend across the yacht club parcel as well.

8. **PD1.53**. Delete "potential" to strengthen language.

9. **PD 1.62**. Delete and replace with a policy consistent with the Embarcadero Planning District requirements.

Harbor Island (PD 2)

Comments on specific policies:

Please note that the general comments discussed in the sections above are relevant to many of the policies in this chapter. Incorporating those comments may require specific edits to several of the policies. The comments listed below are separate from and in addition to the general comments above. It should be noted that many of the same policies occur in multiple planning districts; in order to avoid redundancy, these changes are recommended to the same policies in the other planning districts.

1. **PD 2.2**. Revise the requirement for accessway corridors to provide an accessway corridor at least every 1000 ft.

2. **PD 2.11**. Commission staff supports this policy and recommends that this be a baywide policy to protect public views and access.

3. **East Harbor Island Planning Area**. In order to avoid confusion in the future, "approximately" should be deleted from the Recreation Open Space requirement of 12.4 acres.

4. **PD 2.33**. Commission staff supports this policy and requests that this policy be included in other planning districts.

5. **PD 2.48**. "~~Allow for~~ Encourage the development of lower cost overnight accommodations with a mix of commercial uses within the Commercial Recreation land use designation near the District's Administration Building."

6. **Appealable Projects Pacific Highway Corridor Subdistrict**. Identify that the 1000 new beds would be lower-cost.

Embarcadero (PD 3)

General comments:

Commercial Fishing. Strengthen language related to commercial fishing under Planning District Characteristics to be consistent with Section 30234 of the Coastal Act which requires that facilities serving the commercial fishing industry be protected and, where feasible, upgraded and does not allow a reduction of existing commercial fishing harbor space unless the demand for those facilities no longer exists or adequate substitute space has been provided.

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.

Comments on specific policies:

Please note that the general comments discussed in the sections above are relevant to many of the policies in this chapter. Incorporating those comments may require specific edits to several of the policies. The comments listed below are separate from and in addition to the general comments above. It should be noted that many of the same policies occur in multiple planning districts; in order to avoid redundancy, these changes are recommended to the same policies in the other planning districts.

1. **PD 3.9**. The PMPU should identify specific limits on temporary activities and experimental programming. Both terms should also be defined.

2. **PD 3.12**. Bike lanes on roads should not qualify as Recreation Open Space, since bike lanes are part of roadways/streets.

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

4. **PD 3.19**. Clarify how maintaining the architectural scale and height consistent with existing adjacent development would occur (e.g., structural stepbacks, setbacks, buffers, etc.).

5. **PD 3.22 and 3.25 Regional Mobility Hubs**. Identify the anticipated timeline for implementation of mobility hubs, potential locations, and how parking would conform with what is being replaced. Also, PD 3.22 should be revised to allow mobility hubs within one-quarter to one-half mile walking distance of major attractions, given that this area is currently served by a summer shuttle, FRED shuttle, trolley service, etc.

6. **PD 3.25**. Include this policy as a baywide Element and reference the first coastal roadway instead of Harbor Drive.

7. **PD 3.28**. Only temporary activating features should be located on the pier, and not permanent pavilions. Soft surfaces should be green space and not include decomposed granite.

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.

9. **PD 3.31**. This policy references utilization of the Grape Street Piers for commercial fishing, but the water area is shown as industrial berthing. Please clarify.

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.

12. **Figure PD 3.5**. Revise to remove the cantilevered promenade.

13. **PD 3.46**. Office space should not be included in a Regional Mobility hub.

14. **PD 3.54**. This policy should be modified to require Bayfront circulator stops.

15. **PD 3.59**. Delete. Cantilevered areas should be evaluated on a case by case basis and only considered for coastal-dependent uses. If cantilevered areas are determined to be appropriate, they should not count towards required Commercial Fishing land use acreage.

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.

17. **PD 3.64**. "On the G Street Mole, bayside physical <u>and visual</u> access should be provided ~~where feasible~~. ~~If such access is infeasible, emphasis shall be placed on visual access.~~ Current blockage of 37 percent is permitted to remain, but total visual blockage shall not exceed 50 percent and only if the increase in view blockage is to further enable the Commercial Fishing land use." Clarify whether the 50 percent blockage was determined based on a site-specific analysis of the commercial fishing facilities proposed to be relocated on G Street Mole. For example, if the additional commercial fishing facilities would only result in a 5 percent increase in view blockage, this policy should be revised to not exceed 42 percent, instead of 50 percent.

18. **PD 3.65.a**. The certified PMP identifies there are 5.4 acres of Commercial Fishing designated land areas in the Embarcadero planning district, which should be maintained and protected. According to discussions with Port staff, the amount of

land designated for Commercial Fishing is smaller than that figure due to a GIS error. Please provide an accounting and identify how Commercial Fishing areas will be maintained and protected.

19. **PD 3.65.b**. Remove aquaculture and restaurants as an allowable secondary use, since these uses are not compatible with commercial fishing. In addition, add turnaround areas for commercial fish trucks.

20. **PD 3.66**. Sportsfishing berthing should not be allowed off the G Street Mole since there is not adequate space for landside support operations for both commercial fishing and sportsfishing. Thus, this policy should be deleted.

21. **PD 3.69**. Identify limits to programming. How does the proposed 5 acre open space area compare to the existing contiguous park space in this subdistrict?

22. **PD 3.74**. Delete. Commission staff does not support cantilevered promenades. Development should be moving landward, not seaward.

23. **PD 3.87**. Revise this policy to include more specificity, as included in the existing PMP. Provisions should include those related to public access, sea level rise, lighting, maximum capacity and event restrictions, improvements to the remainder of the park, and mitigation for the loss of park 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.

Working Waterfront (PD 4)

<u>Comments on specific policies:</u>

Please note that the general comments discussed in the sections above are relevant to many of the policies in this chapter. Incorporating those comments may require specific edits to several of the policies. The comments listed below are separate from and in addition to the general comments above. It should be noted that many of the same policies occur in multiple planning districts; in order to avoid redundancy, these changes are recommended to the same policies in the other planning districts.

1. **Planning District Characteristics**. Identify that priority uses take precedent over aquaculture and blue technology.

2. **PD 4.3**. Clarify that parking should occur on-site or at a dedicated offsite parking reservoirs so that parking at Cesar Chavez Park is maintained for park users.

3. **PD4.11**. Although shoreline protection may be allowed for coastal-dependent uses, for appealable projects, the shoreline protective device must be consistent with the Chapter 3 policies of the Coastal Act (i.e., must be the least environmentally damaging feasible alternative, must mitigate unavoidable resource impacts, etc.) and approvals of shoreline protection devices for non-appealable development must be consistent with Chapter 8 of the Coastal Act which requires that development minimize substantial environmental impacts (Section 30708(a)), which again may lead to the identification of a less environmentally damaging alternative to shoreline protection.

4. **PD 4.18**. "Protect Cesar Chavez Park and the Cesar Chavez Pedestrian Pier from temporary coastal flooding and inundation through adaptive shoreline strategies such as continued maintenance and ~~enhancement~~ repair of existing shoreline protection."

5. **PD 4.19**. "Partner with transportation authority agencies and rail owners and operators to facilitate linkages from Cesar Chavez Park to the Barrio Logan Trolley Station~~, where feasible~~."

6. **PD 4.23**. We strongly support this policy and recommend it is included as a baywide policy.

7. **PD 4.24**. Revise terms to be consistent with defined "activating commercial features" and "activating recreational features."

National City Bayfront (PD 5)

General comments:

This planning district should be incorporated into the PMPU to avoid future confusion and to ensure consistency.

Chula Vista Bayfront (PD 6)

General comments:

This planning district should be incorporated into the PMPU to avoid future confusion and to ensure consistency.

South Bay (PD 7)

General comments:

Incorporation of Parcel A, B, C, and Pond 20. The Port is currently preparing an EIR for the Pond 20 parcel and three adjacent parcels (Parcel A to the west of Pond 20, Parcel B to the south, and Parcel C to the east), to consider future land use designations as well as analyzing the establishment of a mitigation bank on the Pond 20 parcel. Port staff has

indicated that the EIR will analyze the potential for 'Commercial Recreation' and 'Wetlands' designations for Parcel C, including the site near the Imperial Sands Mobile Home Park, which is currently used as parking by residents. Public access to the site should be considered as part of any future development projects. Commission staff encourages the Port to incorporate these plans into the PMPU process in order to provide a comprehensive update, especially as it relates to the provision of additional public access to the coast.

Comments on specific policies:

Please note that the general comments discussed in the sections above are relevant to many of the policies in this chapter. Incorporating those comments may require specific edits to several of the policies. The comments listed below are separate from and in addition to the general comments above. It should also be noted that many of the same policies occur in multiple planning districts; in order to avoid redundancy, these changes are recommended to the same policies in the other planning districts.

1. **PD 7.4**. Consider including a map in the appendix showing the alignment of the Bayshore Bikeway.

Imperial Beach Oceanfront (PD 8)

Comments on specific policies:

Please note that the general comments discussed in the sections above are relevant to many of the policies in this chapter. Incorporating those comments may require specific edits to several of the policies. The comments listed below are separate from and in addition to the general comments above. It should also be noted that many of the same policies occur in multiple planning districts; in order to avoid redundancy, these changes are recommended to the same policies in the other planning districts.

1. **PD 8.1**. Please evaluate whether the 150-foot-wide pier safety zone on either side of the pier is required and needed, or if it could be reduced in width.

2. **PD 8.5**. "Maintain and improve public access to the shoreline, oceanfront, and Imperial Beach Municipal Pier through wayfinding signage, safe accessways, and adequate lighting that is environmentally sensitive." [e.g. minimum necessary, shielded, directed downwards, be on a sensor, and be a minimal color temperature]

3. **PD 8.14**. Clarify the timing of redevelopment of the Palm Avenue and Elkwood Avenue parking lots. An equivalent number of public parking spaces should be provided for prior to or concurrent with the redevelopment of these lots.

4. **PD 8.16.** Add a policy that identifies that continuous public access along the exterior perimeter of the pier will be maintained. In addition, add a policy that prohibits additional restaurants on the pier.

Silver Strand (PD 9)

Comments on specific policies:

Please note that the general comments discussed in the sections above are relevant to many of the policies in this chapter. Incorporating those comments may require specific edits to several of the policies. The comments listed below are separate from and in addition to the general comments above. It should also be noted that many of the same policies occur in multiple planning districts; in order to avoid redundancy, these changes are recommended to the same policies in the other planning districts.

1. **PD 9.18**. Commission staff supports the development of public restroom facilities at Grand Caribe Shoreline Park. This policy should be revised to clarify that the restroom facilities will be developed concurrently with expansion of the park.

Coronado Bayfront (PD 10)

Comments on specific policies:

Please note that the general comments discussed in the sections above are relevant to many of the policies in this chapter. Incorporating those comments may require specific edits to several of the policies. The comments listed below are separate from and in addition to the general comments above. It should also be noted that many of the same policies occur in multiple planning districts; in order to avoid redundancy, these changes are recommended to the same policies in the other planning districts.

1. **PD 10.1**. "~~Allow for~~ Provide water access for a variety of vessels, including but not limited to kayaks, water taxis, ferries, transient boating use, and pleasure craft."

2. **PD 10.16**. Commission staff supports this policy and requests similar policies in other planning districts.

3. **PD 10.17**. Revise to be consistent with the language in the certified PMP which does not preclude public access to the shoreline around the golf course. In addition, the promenade should be extended as part of major redevelopment and new development to provide a continuous waterfront promenade, including along the golf course, as well as the Coronado Yacht Club. Figure PD10.3 should be revised to include walkways extending along the shoreline in these areas.

APPENDIX A DEFINITIONS

Please add the following definitions:

Public or General Public. Include identification that the general public does not include paying customers.

Fill. Consistent with the Coastal Act, "Fill" means earth or any other substance or material, including pilings placed for the purposes of erecting structures thereon, placed in a submerged area. (§ 30108.2)

Please revise the following definitions:

Activating Features. Pavilions should be separated out of the definition of "Activating Features" and defined separately with limits on the size and number of pavilions allowed.

Aquaculture. The definition in the PMPU is not consistent with the definition under the Coastal Act and includes other uses that are not considered aquaculture and are therefore not priority uses under the Coastal Act. As such, the definition should be revised to maintain consistency with Section 30100.2 of the Coastal Act:

> *"Aquaculture" means a form of agriculture as defined in Section 17 of the Fish and Game Code. Aquaculture products are agricultural products, and aquaculture facilities and land uses shall be treated as agricultural facilities and land uses in all planning and permit-issuing decisions governed by this division.*

Note that Section 17 of the Fish and Game Code defines aquaculture:

> *"Aquaculture" means that form of agriculture devoted to the propagation, cultivation, maintenance, and harvesting of aquatic plants and animals in marine, brackish, and fresh water. "Aquaculture" does not include species of ornamental marine or freshwater plants and animals not utilized for human consumption or bait purposes that are maintained in closed systems for personal, pet industry, or hobby purposes, however, these species continue to be regulated under Chapter 2 (commencing with Section 2116) of Division 3.*[emphasis added]

Best Available Science. The definition should identify that the most up-to-date projections should be used.

Blue Technology. Revise to clarify that only coastal-dependent uses and activities are allowed. Warehouse-type space with ancillary offices to conduct applied research, equipment development, scientific testing and research, software development, and other similar activities are not necessarily coastal-dependent, since they do not require to be sited on or adjacent to the Bay to be able to function.

Development or New Development. Revise to clarify that development is "in or under water" consistent with Section 30106 of the Coastal Act.

District Tidelands or Tidelands. Revise to clarify that acquired tidelands and exchanged lands are considered District Tidelands, and subject to the District's permitting jurisdiction after being incorporated into the certified PMP through a PMP amendment.

Ecological Buffer. Minimum ecological buffers should be identified. Typically, a wetland buffer is a minimum of 100 ft. and a riparian or upland habitat buffer is a minimum of 50 ft.

Living Shorelines. The definition should be revised to clarify that Living Shoreline projects are not one of the allowed uses within Conservation/Intertidal areas. Given that a pilot project for a living shoreline is currently being pursued in a Conservation/Intertidal area, we recommend that this project be added to the project list for that planning district and that specific provisions are included in the PMPU to ensure the project's consistency with Chapters 3 and 8 of the Coastal Act.

Lower Cost Visitor and Recreational Facilities. Revise the section on public art, museums or exhibits to clarify that entry is free or lower-cost. Remove the following phrase from the definition: "overnight accommodations with kitchenettes, free Wi-Fi, free or reduced cost breakfast, and free parking" since these factors do not mean that the facility is lower-cost. Add a definition of Lower Cost Overnight Accommodations that includes accommodations that are intrinsically lower cost, such as micro-hotels/motels, hostels, yurts, cabins, and tent campsites.

Major Redevelopment or Construction. The PMPU should identify the date that the cumulative demolition, modification, renovation, retrofit, or replacement begins as the effective date of the Coastal Act (January 1, 1977) and include gross square floor area as a standard for the 50% as it relates to structures. In addition, the PMPU should include examples of what "modification" and "replacement" could mean.

Marine Education and Training. Revise to identify that these training programs will be state or federal government technical training.

Overnight Accommodations. Clarify why the Port has referenced the 180 day limitation since timeshares and fractional ownerships were not found to be consistent with the public trust.

Mitigation Banking. **"**A wetland, stream, or other aquatic resource area that has been restored, established, enhanced, or (in certain circumstances) preserved for providing compensation for unavoidable impacts to aquatic resources permitted under Section 404 of the Clean Water Act, the Coastal Act, or ~~a similar~~ other applicable state or local ~~wetland~~ regulation. A mitigation bank may be created when a government agency, corporation, nonprofit organization, or other entity undertakes these activities under a formal agreement with a regulatory agency.**"** Identify what "in certain circumstances" would include.

Thank you again for the opportunity to review and comment on the proposed update to the Port Master Plan. Please note that these comments have been submitted on the part of staff and the Commission itself would be the ultimate decision-making body. These

comments are based on our initial review and are not binding; the Commission and staff may have further comments or identify additional issues over time. We look forward to continuing our coordination with Port staff to update the Port Master Plan in a manner that is consistent with the Coastal Act. If you have any questions or require further clarification, please do not hesitate to contact me at the above office.

Sincerely,

Melody Lasiter
Coastal Program Analyst
California Coastal Commission

CC (via email):

Lesley Nishihira, San Diego Unified Port District
Anna Buzaitis, San Diego Unified Port District
Karl Schwing, California Coastal Commission
Deborah Lee, California Coastal Commission
Kanani Leslie, California Coastal Commission

ATTACHMENT B

STATE OF CALIFORNIA - NATURAL RESOURCES AGENCY GAVIN NEWSOM, *GOVERNOR*

CALIFORNIA COASTAL COMMISSION
SAN DIEGO DISTRICT OFFICE
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4402
VOICE (619) 767-2370
FAX (619) 767-2384

November 16, 2020

Lesley Nishihira
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Re: Comments on Revised Park Plan for Navy Pier

Dear Ms. Nishihira:

Thank you for meeting with Coastal Commission staff on October 26, 2020 to discuss the additional information provided to our office on October 21, 2020 regarding the Draft Park Plan and Port Master Plan Update (PMPU) language for Navy Pier. During the meeting, a revised park plan was presented that would construct the park in two phases. Phase 1 would be completed by the USS Midway Museum (Midway) and include demolition of the Head House and construction of a park in its place, a 10-foot-wide pedestrian connection along the northern extent of the pier, and an open view area on the western end of the pier. Phase 2 would be completed by the San Diego Unified Port District (Port) and include the conversion of the remainder of the pier to a park with 1.25 acres, or 25% of the pier, maintained as parking. This letter memorializes our preliminary comments on the revised draft park plan:

- Commission staff would recommend that the Phase 1 park space be expanded and/or maximized and space allowed for parking reduced in order to provide additional park space on the western portion of the pier. If additional park space was expanded on the west side of the pier, our office would consider agreeing to more nominal park improvements for the first phase.

- At a minimum, the Port should commit to allocate Navy Pier parking revenues to fund construction of Phase 2. Given the current financial status of the Port, it is important to designate a funding source (or sources) and ensure that monies are set aside to guarantee that construction of Phase 2 will occur as soon as possible.

- Since completion of the park is necessary to resolve a violation of the certified PMP, as described in previous correspondence, a deadline for the completion of both phases must be established. A shorter timeframe is preferable for completion of Phase 1, at maximum two years from PMPU certification or three years from today. Any immediate actions that could be taken, such as opening up the western edge of the pier to public

access and establishing a pedestrian promenade on the northern extent of the pier, should also be considered and implemented prior to certification of the PMPU.

Based on the annual parking revenue projections presented at our October 26th meeting, Scenario C (240 parking spaces at $20 each) would result in $18.64 million of net revenue if PMPU certification is anticipated approximately one year from now, which would allow at least seven years to save for Phase 2. A maximum six-year deadline from PMPU certification, or seven years from today, seems as though it would be sufficient for Phase 2 given that over $18 million could be saved by that time.

- Commission staff would recommend that the eastern park boundary be moved north, adjacent to the promenade, and the ingress and egress both be located on the south side of the pier in order to provide a more contiguous park space and unobstructed route from the eastern park to the western end of the pier during Phase 1. In addition, the parking in Phase 2 should be moved to the southern perimeter of the pier in order to further open up views across the pier.

- Commission staff would recommend that no concessions be included at this time and that all plans going forward should emphasize and recognize the need for general public use in any future programming efforts.

- We do not agree that removal of the Scenic Vista Area on the Midway deck is appropriate at this time.

Thank you again for the opportunity to review and comment on the revised draft Navy Pier park plan. We look forward to continuing our coordination with Port staff to ensure the conversion of Navy Pier to a park occurs in a timely manner that is consistent with the Coastal Act and certified PMP. If you have any questions or require further clarification, please do not hesitate to contact me at the above office.

Sincerely,

Melody Lasiter
Coastal Planner

Port Master Plan Update
Revised Draft PMPU Comments

Comments received during the four-week public review period:

October 20, 2020 – November 17, 2020

Comments from Organizations

Save Our Heritage Organisation
Protecting San Diego's architectural and cultural heritage since 1969

Wednesday, November 4, 2020

Port of San Diego - Planning Department
3165 Pacific Highway
San Diego, CA, 92101

Re: Master Plan Update – October 2020 Revised Draft comments

Port Authority Commissioners and Planning Department staff,

After reviewing the October 2020 Revised Draft for the Port of San Diego's Master Plan update, Save Our Heritage Organisation (SOHO) agrees with several revisions, such as retaining the La Playa Piers, but is disappointed not to see a Historical Preservation Element included, as there are many important historical resources within the Port Authority's jurisdiction, which support the Port's mission related to "providing community benefit" and "a balanced approach to...environmental stewardship." SOHO also asserts the need for a historical resources and cultural landscape survey to be prepared in accordance with CEQA as part of the environmental process.

First, SOHO commends the Port Authority for this October 2020 Revised Draft, which appears to prioritize San Diegans and our quality of life. SOHO supports the overall reduction of hotel rooms, preservation of the remaining La Playa Piers, establishing view corridors and increased setbacks in the Embarcadero District, retaining appropriate height limits, the Shelter Island nature trail, designating Navy Pier as open space, and the South Bay's Bayshore Bikeway connection. We further understand these planning goals will enhance the historic and cultural amenities of the Port as well as public access to see and enjoy these features – which is why they should be identified within their own element.

Second, under CEQA, a historical resources and cultural landscape survey must be prepared to identify any potentially significant resources and landscapes at the local, state and federal levels as well as the criteria by which they may be eligible for designation. This survey should inform a Historic Preservation Element with specified goals and policies within the Master Plan itself as well as the draft and final Environmental Impact Reports (EIR), and the City of San Diego has a model historic preservation element example in their General Plan. This element should identify any related historical contexts per planning district area, such as the Tiki architecture on Shelter Island, and include a resource list that contributes to each identified context. Another important example is the Maritime Museum, which encompasses several historical nautical resources as well as the Bayfront District in National City, which is the intended location for Irving Gill's c. 1898 National Register Granger Hall (to be relocated near Pepper Park), currently also on SOHO's Most Endangered List (http://www.sohosandiego.org/endangered/mel2018/grangerhall18.htm).

SOHO appreciates the opportunity to comment on the Revised Draft, supports many revisions, and recommends that a historical resources and cultural landscape survey be prepared, as required under CEQA. This survey should inform a list of potential resources as well as the goals and policies for a Historic Preservation Element within the Port's Master Plan Update.

Thank you,

Bruce Coons
Executive Director
Save Our Heritage Organisation

3525 Seventh Avenue • San Diego CA 92103 • www.SOHOsandiego.org • 619/297-9327

November 5, 2020

Board Port of Commissioners
Chair, Ann Moore
3165 Pacific Highway
San Diego, CA 92101

Thank you for your presentation to our board of director's on October 30th, 2020 regarding the update to the Port Master Plan. The reimaging San Diego's port will be a major benefit to San Diego's future. The importance of bringing more people downtown to experience the vibrancy of the waterfront will only be a benefit to all neighborhoods downtown.

The Gaslamp Quarter Association supports the Revised Port Master Plan Update with the condition that any future circulator concept that the Port advances includes the consideration of access to and within the Gaslamp Quarter for visitors to the Port tidelands properties. We would request that Port work in partnership with Gaslamp Quarter Association on any such future concept.

We look forward to working together on a mutual beneficial plan that will improve and enhance San Diego's bayfront for locals and visitors. If you have any questions, please feel free to reach out to me directly.

Best regards,

Michael Trimble
Executive Director
Gaslamp Quarter Association
(619) 233-5227 work
(760) 807-2525 cell

Cc: Dania Duke, Chairperson Gaslamp Quarter Association

ENVIRONMENTAL HEALTH COALITION | 40 YEARS
2727 HOOVER AVE., SUITE 202 | NATIONAL CITY, CA. 91950 | (619)474-0220 | ENVIRONMENTALHEALTH.ORG

November 16, 2020

Port of San Diego
Attn: Planning Department
3165 Pacific Hwy
San Diego, CA 92101
pmpu@portofsandiego.org

Re: Comments on the Port's Draft Port Master Plan Update (PMPU)

Environmental Health Coalition (EHC) appreciates the opportunity to comment on the discussion draft for the PMPU. Many of the draft policies that aim to address environmental justice aren't specific enough to require any measureable change or action. EHC's comments generally include:

- changes to existing draft policies and
- new recommended policies.

Our comments and recommendations include the following:

Ecology Element

1. Existing Draft PMPU Policy ECO Policy 3.1.1: Permittees shall implement programs and activities that reduce exposure to toxic air contaminants and criteria air pollutants in and adjacent to Tidelands.

   EHC's recommendation is to replace draft PMPU ECO Policy 3.1.1 with the following: *New development shall not increase exposure to toxic air contaminants and criteria air pollutants within and adjacent to Tidelands.*

2. Existing Draft PMPU ECO Policy 3.1.3: In cooperation with regional, state, and federal agencies, the District shall create a clean air action plan or other air quality improvement program to help improve the local air quality.

   EHC's recommendation is to replace Draft PMPU ECO Policy 3.1.3 with the following: *The District shall adopt and implement a clean air action plan (also known as the Maritime Clean Air Strategy or MCAS) with a firm commitment and quantified goal to reduce emissions from Port related operations and tenant operations. Allocate adequate funding/resources to ensure the timely implementation of the MCAS actions. The District shall provide annual evaluations and any recommendations with respect to the MCAS to*

the Board of Port Commissioners that further enhance clean air strategies. The annual review and preparation of any recommendations shall first be vetted with stakeholders and the local Portside communities. The Port shall create and maintain a website specifically designed to communicate its air quality efforts and programs.

Safety and Resiliency Element

1. Existing Draft PMPU SR Policy 3.1.1: The District may periodically update the District's CAP to align with State goals.

   EHC's recommendation is to replace draft PMPU SR Policy 3.1.1 with the following: *The District shall update the District's CAP within two years of PMPU adoption and align with state goals/targets.*

Environmental Justice Element

1. New Policy Needed: *Port staff shall inform new Port Commissioners on local environmental justice principles, history, ongoing issues, and Port related programs during a public hearing soon after new Commissioners appointments. Port staff shall collaborate with stakeholders from Portside communities in this presentation.*

2. New Policy Needed: *The Port of San Diego acknowledges that its marine terminals at National City and Barrio Logan are adjacent to disadvantaged communities that are among the most impacted in the state of California for diesel and PM pollution as well as overall rankings on CalEnviroScreen. Therefore, the Port will incorporate environmental justice considerations into all decisions and will not take any decisions that would have the effect of increasing health and environmental impacts in these communities.*

3. New Policy Needed: *Provide translation and interpretation services during public meetings and translate documents impacting Portside environmental justice communities whose primary language is not English, as necessary. Publish a public participation plan that is vetted by local Portside communities that clearly demonstrates how members of the public can engage with the Port.*

4. New Policy Needed: *Port must consider environmental justice issues and potential health impacts associated with all decisions including new tenant leases, current tenant lease*

modifications, new policies, land use decisions, including enforcement actions, to reduce the adverse health effects of hazardous materials, industrial activity and other undesirable land uses on environmental justice residents within or adjacent to Port tidelands. Port must proactively engage with Portside environmental justice communities in crafting any actions and/or mitigation measures.

5. New Policy Needed: *The Port adopts a 'no net increase' policy for all climate and air pollution emissions. All leases, land use decisions and policies must be executed in such a way as to result in no new sources of emissions.*

6. Draft PMPU EJ Policy 3.2.3: The District —independently, assigned through partnerships with the District, or through CDPs issued by the District— pursue electrification of marine terminal and working waterfront operations, including drayage trucks, prioritizing the facilities adjacent to Portside Communities, to reduce reliance on fossil fuels from mobile and portable sources, in alignment with State goals.

   EHC's recommendation is to replace draft PMPU EJ Policy 3.2.3 with the following: *The District —independently, assigned through partnerships with the District, or through CDPs issued by the District— pursue electrification of marine terminal and working waterfront operations, including drayage trucks, prioritizing the facilities adjacent to Portside Communities, to reduce reliance on fossil fuels from mobile and portable sources, by requiring stricter and more progressive regulations than what is required at the state level.*

7. New Policy Needed: *Transition to 100% Zero Emission Vehicles (ZEV) trucks by 2030. Within the first quarter of 2021, establish a working group including APCD, SANDAG, SDG&E, Port tenants, EHC, and community residents to collaborate to develop a ZEV transition plan. Include a ZEV phase-in requirement in all new leases and in all existing leases as allowed. By the end of 2021, adopt a Port-wide program and policy governing existing and future leases to require phase-in ZEV truck requirements by 2030. By the end of 2021, develop a program to transition the Port's fleet to 100% ZEV by 2025. Aggressively pursue ZEV incentives and grant funding opportunities for the Port and tenants.*

8. New Policy Needed: *Establish charging facilities to support ZEV trucks. By the end of 2021, develop a Port-wide program and policy governing ZEV charging requirements and funding mechanisms to ensure that it stays ahead of ZEV truck demand. Aggressively pursue ZEV charging facility incentives and grant opportunities.*

9. New Policy Needed: *Ensure that the Port supports the development and implementation of the Community Emissions Reduction Plan (CERP). Identify and allocate adequate funding/resources to ensure the timely implementation of Port related CERP actions.*

10. New Policy Needed: *Support the California Air Resources Board's policies/regulations to reduce emissions.*

11. New Policy needed: *Support/protect the Port's existing Maritime Industrial Impact Fund and find additional ways to supplement this program.*

Working Waterfront Planning District

1. Existing Draft PMPU Policy PD4.7b: Require development on the terminal to implement electrification or other improvements to reduce the reliance on fossil fuels, reduce criteria air pollutants and greenhouse gas emissions, and demonstrate consistency with State goals and requirements, which may include….

   EHC's recommendation is to replace Draft PMPU Policy PD4.7b with the following: *Air pollutants and greenhouse gas emissions shall be reduced to the maximum extent feasible with best available technology and operational improvements. Require development on the terminal to implement electrification or other improvements to significantly reduce the reliance on fossil fuels and require standards that are above and beyond State goals and requirements, which may include: 1. Developing a compilation of improvements, such as installation of electric infrastructure to support on-terminal cargo-handling equipment and shore power; 2. Developing on-site renewable energy production and battery storage ahead of state goals/requirements; 3. Developing infrastructure for zero-emission vehicles and trucks ahead of state goals/requirements; 4. Developing a program that phases in the use of zero-emission vehicles and trucks, including drayage trucks and specialized heavy trucks by District occupants, tenants, and permittees at the Tenth Avenue Marine Terminal ahead of state goals/requirements; and 5. Supporting implementation of pilot programs or demonstration projects that advance deployment of zero-emission equipment, vehicles, and trucks.*

2. Existing Draft PMPU Policy PD4.10: District occupants, tenants, and permittees at the Tenth Avenue Marine Terminal shall collectively, or individually, establish an off-site parking strategy to ensure that workers at the Terminal do not adversely affect adjacent areas, including public parking at Cesar Chavez Park.

EHC's recommendation is to replace Draft PMPU Policy PD4.10 with the following: *District occupants, tenants, and permittees at the Tenth Avenue Marine Terminal shall collectively, or individually, establish an off-site parking strategy to ensure that workers, vendors, and/or visitors at the Terminal do not adversely affect adjacent areas, including public parking at Cesar Chavez Park.*

3. New Policy Needed: *The Port Tidelands are a public resource, and economic development on the waterfront must create living wage jobs and not displace workers with automated technology.*

4. New Policy Needed: *Support the Barrio Logan Community Plan Update's zoning and land use revisions to reduce incompatible land uses.*

5. New Policy Needed: *Support the Perkins Elementary School expansion.*

6. New Policy Needed: *Adopt/implement a policy and program to address and implement the Port's Barrio Logan Nighttime Noise Study recommendations by 2021.*

Embarcadero Planning District

1. The PMPU must be revised to support the Peace Park concept on the Grape Street parcel between Harbor Drive and Pacific Highway. The Peace Park concept was in a previous PMPU draft but it has changed and now the PMPU shows a mobility hub/parking garage on that site (Grape Street Plaza). The mobility hub concept would abandon the notion that the "Front Door" to the Embarcadero should be desirable or appealable.

Thank you for your time and consideration. We are available to provide more information and to meet with Port staff to discuss further, as necessary. David Flores at 619-587-5557 or Danny Serrano at 619-850-1527 and/or via email davidf@environmentalhealth.org and Danny Serrano dannys@environmentalhealth.org.

Sincerely,

David Flores
Air Quality Campaign Director

Danny Serrano, AICP
Toxic Free Neighborhoods Campaign Director

November 17, 2020

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Re: Comments For Environmental Justice Element The Port Master Plan Update (PMPU)

Dear Port Chair Ann Moore and Port Commissioners,

Mothers Out Front San Diego is part of a growing national movement of more than 35,000 mothers and others who advocate for a swift, complete, and just transition to clean, renewable energy. **We commend the Port of San Diego for becoming the first port in the nation to include an Environmental Justice Element in the Port Master Plan Update.** Although, there are objectives and visions outlined to achieve environmental justice, the PMPU's goal to advance environmental justice would be stronger if it included:

- Annual metric goals on how it will reduce particulate pollution.
- A Transportation Justice element under *EJ Goal 1* with detailed plan on how the Port will advocate for *public transportation* for both workers and community members from Disadvantaged Communities to Tidelands.
- Detailed strategies on how the Port will help achieve CARB's Advanced Clean Truck Rule.
- Detailed strategies on how the Port will achieve *compatible land use* in communities overburdened by toxic pollution

Thank you again for your continued diligence on the PMPU. We hope that you consider and include our recommendations in the final version of the PMPU.

Sincerely,

Maria Villanueva
Sandy Naranjo

Southwest Wetlands Interpretive Association
700 Seacoast Drive, Suite 108
Imperial Beach, CA 91932

16 November 2020

Board of Port Commissioners and Ms. Lesley Nishihira
San Diego Unified Port District, Planning and Green Port
3165 Pacific Hwy
San Diego, CA 92101

(submitted 16NOV2020 via email to lnishihi@portofsandiego.org)

Subject: Comments of Port of San Diego Revised Draft Port Master Plan Update (October 2020 version)

Dear Board of Port Commissioners and Ms. Nishihira:

The Southwest Wetlands Interpretive Association (SWIA) is a non-profit organization dedicated to helping preserve and enhance wetlands throughout southern California – and particularly in the Tijuana River watershed and South San Diego Bay. Historical losses of Bay wetlands (particularly vegetated and shallow-subtidal types) have occurred from development, and climate change and sea level rise represent significant additional threats to natural resources and infrastructure/developments in and around San Diego Bay. SWIA supports planning that will implement a long-term sustainable vision - and reality - for the public trust tidelands (and water) managed by the Port of San Diego (Port).

General Comments

SWIA appreciates the Board of Port Commissioners' efforts to provide the public/stakeholders the opportunity to review and comment on the above-referenced document. The Port summarized and highlighted the major changes since the previous version was released to facilitate public review. However, we have identified several key areas of concern that we have previously recommended be changed or improved. Having to review the entire 487 page report within a 30-day review period places a large burden on the public and stakeholders. The PMPU process has been long and complex, and while this 30-day additional public review is helpful, we recommend the review period be extended by 30 or more days to allow all parties to have the time to submit their detailed comments.

The focus of our comments are on bay wide stewardship, habitat preservation, and habitat restoration and what the PMPU must add to meet the Port's public tidelands trust obligations. Our comments on the development objectives and policies within each planning district were limited based on the short review period; we focused more on concerns related to natural resources conservation. We have discussed the draft PMPU with other environmentally-oriented entities and groups and support positions that they will be providing on this draft.

It is also notable that the Coastal Commission is focusing more on sea level rise (https://www.kpbs.org/news/2020/nov/06/coastal-commission-strategic-plan-sea-level-rise/), which gives strong impetus for the Port to also place more emphasis on the effects of sea level rise and its implications for all uses, activities and natural resources that are addressed in the draft PMPU. This is a very crucial issue for SWIA, and since the PMPU process began, we have identified failings and inadequacies in how the PMPU addresses sea level rise – particularly the projected impacts to natural habitats and the potential to use sea level rise adaptation to transition, restore and create wetland habitats to compensate for historical and projected habitat losses.

While we concur with the overall goals and many of the objectives and policies, several crucial aspects of water and land uses and environmental stewardship continue to be under-represented or even missing in the revised draft.

Specific Comments

Page 7 - Section 1.3.2. When the Public Trust Doctrine is administered, all categories of modern Public Trust uses—commerce, environmental stewardship, fisheries, navigation, and recreation–have equal footing. One use is not favored over another. Section 1.3.3. states "Section 19 of the Port Act requires the District to adopt a Port Master Plan for harbor and port improvement and for the use of all Tidelands. Section 87 of the Port Act enumerates the Public Trust uses allowed within the District's jurisdiction, such as harbors, commercial and industrial uses, airport and aviation facilities, transportation and utility facilities, public facilities, restaurants, visitor-serving retail, lodging, open space, habitat restoration, and ecological preservation."

Habitat restoration (other than Pond 20) and ecological (habitat) preservation are not given nearly the attention and priority that human-oriented uses are given. "Environmental stewardship" (e.g., habitat restoration and ecological preservation) has a diminished role throughout the PMPU. This deficiency has been a continuing concern on the part of SWIA and many other commenters. In particular, SWIA and other environmental groups have outlined how the Port should incorporate sea level rise projections into the long-term planning for tideland uses, particularly with regard to habitat conservation through transition, restoration and creation to accommodate/respond to sea level rise (as we outlined in detail in our letter and graphics dated 3Oct2017). The current draft does not provide sufficient, bay-wide information about the Port's interests in, and intent/commitments for, preserving and restoring Bay/shoreline habitats and ecological processes.

Our concerns that the PMPU inadequately integrates sea level rise (SLR) effects and how that will affect habitat preservation and restoration were reaffirmed in our letter dated 18Jun2019 on the SLR Assessment Report. We recommended several key items that should be integrated into the PMPU, including: provide more information on SLR projected effects; include more adaptation policy approaches that could allow for natural habitat preservation and creation where low (economic)-value uses occur; identify where only "hardening" approaches would be utilized and policies to minimize how those would affect areas where alternative approaches could be utilized; and describe how increased

hardening to protect "developed" tideland areas will affect potential habitat preservation and restoration/creation and provide policies to allow for retention of habitat.

Page 19. Section 2.3.3. The PMPU relied on historical data (1983-2001) to delineate the top of bank (for hardened shoreline/developed shoreline areas) and tidal zone for shore areas that are not currently hardened, and states that sea level rise is expected to alter the MHHW and MLLW elevations. This plan is a 50-year blueprint for Port development and resource management, and it should provide more information on how sea level rise is expected to affect both the developed and undeveloped shorelines and infrastructure. This section should include more cross-referencing to the Port's Sea Level Rise Assessment report and how it is to be used in conjunction with the PMPU.

Page 25 – Table 3.1: The Element, "Ecology," contributes to "Protecting and celebrating commercial fishing and recreational fishing" and a checkmark under "Ecology" Element should be given for that topic.

Water and Land Use Element

Pages 29-32. We concur with WLU Goal 1 and particularly Objective WLU1.1 to "Provide a diversity of water and land uses that are consistent with the Port Act" and WLU 1.2 to "Prioritize the importance of coastal-dependent and coastal-related uses." But these objectives do not provide any priority guidance regarding how the PMPU will ensure preservation of extant natural habitats and processes, nor future restoration and/or expansion of natural habitats – especially how that comports with all the proposed human-oriented activities/uses within the context of sea level rise.

Pages 34-35. Associated with the preceding comments, we strongly urge the Port to consider expanding the areas of potential habitat preservation/restoration/expansion beyond South Bay/Pond 20. While the opportunities currently seem limited, the East Harbor Island/Pacific Highway section of shoreline, which currently provides intertidal habitat (though inaccessible) should be a priority for natural habitat preservation/restoration/expansion – as we explain later in our comments.

Specifically, we strongly urge the Port to revise its mapping to reflect, as described in our 3Oct2017 letter and figures, where habitat preservation, restoration and expansion (perhaps via managed retreat) could be allowed as primary uses. As we have stated previously, these habitat preservation, transition, restoration, and creation activities/uses should also be a default secondary allowable use throughout the bay and shoreline - excluding areas where hardened infrastructure cannot reasonably allow for removal or reduction in scale/extent.

Page 38. Of the 87 policies in the Water and Land Use Element, only one reference is made to Conservation Open Space (WLU Policy 5.1.2), which states "Intertidal and Conservation Open Space use designations shall be enhanced and protected as further described in ECO Goal 1 (Chapter 3.3, Ecology Element)." This is both symbolic of, and evidence that, the PMPU does not place natural resources on a "co-equal" basis with the other uses.

Pages 45-46. WLU 7.2 includes a reference to Coastal Act Section 30255 of the Coastal Act stating that coastal-dependent developments should not be sited in wetlands. And the term "wetlands" covers a wide range of natural habitat types, both water- and land-situated. But the Coastal Act was enacted well-before the real – and projected - effects from sea level rise were known (and as stated previously, the new Coastal Commission strategic plan emphasizes addressing sea level rise). Because the PMPU has to comply with the Coastal Act and is a prospective planning document, it must consider how "wetlands" will change over time. Sea level rise will alter the location and types of wetlands and this crucial fact does not receive sufficient discussion or attention in the WLU section. That is a serious and significant error because it then relegates one of the "co-equal" Public Trust/Coastal Act uses (Environmental Stewardship) to a lesser tier, which directly conflicts with the Port's requirement to serve as the trustee for public tidelands and to fully and equitably carry-out the public trust doctrine and Coastal Act.

Pages 49-56. Figure 3.1.1 identifies Conservation Open Space with a land use legend, but that is not a category in Table 3.1.1 for land use: the use categories in the figure and table must be consistent/synonymous.

Table 3.1.2 shows Aquaculture as a Primary use in Conservation/Intertidal areas. This seems inappropriate, as most aquaculture is a form of commercial fisheries. Allowable uses in Conservation/Intertidal areas should be limited to those activities that would preserve or enhance the quality/quantity of those designated areas (i.e., those that qualify as allowable uses under Environmental Stewardship). If aquaculture were to be treated as a secondary (allowable) use, then there must be reasonable conditions and restraints applied before that use is actually implemented. Such as: water quality will not be significantly impaired; no conflict with existing indigenous bay species; no escape of non-indigenous species and associated diseases, parasites; etc. And there must be rigorous monitoring of all potential impacts.

Pages 57-66 (Table 3.1.4 Description of Water and Land Use Designations and Table 3.1.4: Allowable Use Types). These tables do not appear to include any reference to the term sea level rise adaptation/accommodation – or at least it is not evident. While it may not be a historic "use" in the Port lexicon, it is an inevitable action/activity/use that must be addressed in the PMPU, and addressed in these tables. It could be included as an allowable use under Environmental Stewardship, but in reality, sea level rise adaptation/accommodation will affect many areas of the Port tideland land and water use designations.

Mobility Element

Because the PMPU provides mostly programmatic level planning, it is difficult to assess how the mobility policies will actually function when specific developments are proposed and activated. Also, the absence of a description of the relationship between the Port developments and adjoining city developments and transportation infrastructure/operations complicates our assessment. In general the mobility policies provide a reasonable basis for future decision-making. However, we have identified several substantial areas where more information and policy commitments are needed:

1. This element does not address how the cities' transit mode share increases and supporting transit infrastructures and services, which will occur as a result of the SANDAG Regional Transportation Plan and local city climate action plans, will affect the Port's mobility issue. This has particular relevance regarding how the Port will balance its assessments of vehicle parking needs with future transit options. Past assumptions about parking needs, even per the Coastal Act, must be reassessed because the crucial parameter is whether people can access the coastal zone/tidelands, not just how many parking spaces should be required per development unit.

   The PMPU proposes to add thousands of hotel rooms and "beds" but there is no assessment of how those numbers were selected nor how this additional use will affect (increase) mobility concerns. [Note: The Glossary doesn't define "Beds" (beds or rooms) and "Hotel Rooms" and these are significant components of future development in several Planning Districts. The listing of the number of hotel rooms or beds doesn't provide information regarding the total associated development footprint (area of the rooms/beds structures ancillary facilities). While the PMPU is not intended to delineate specific footprints for hotels and "bed" facilities nor the specific mobility effects, the PMPU makes no attempt to explain how these additional developments would affect mobility.

   In particular, the increased rooms/beds in East Harbor Island/Pacific Highway (PD-2) could add significant vehicle use to an already congested area. And Policy 1.3.4 (which focuses on developments providing adequate parking), in the absence of specific PMPU policy commitments and a general timeline to create more transit infrastructure and options, does not ensure that transit will provide a significant reduction in additional vehicle use and parking demand - notwithstanding the identification of possible future mobility hubs and connection points (e.g., Figure 3.2.5). Because of the statewide commitments to reduce vehicle miles travelled, how does the PMPU intend to complement VMT reductions that the cities have to achieve?

   M Policy 1.1.14 states that "The District may expand the summer shuttle service that operates along Harbor Drive, establishing year-round connections between Shelter Island and the Convention Center (refer to Figure 3.2.4, Bayfront Circulator)." Based on the proposed additional developments (e.g., hotel rooms and "beds") and "activation" aspirations that are described in the PMPU for the section from Shelter Island to the Convention Center, we recommend the PMPU policy be revised to commit to year-round shuttle service on a timeline that is timed with the completion future developments that add significant potential visitation.
2. The PMPU provides reasonable policies to improve goods movement. However, it does not include sufficient policy guidance for maximizing goods transfers off, and minimizing goods storage on, the public tidelands - which might otherwise be more effective (and consume less tideland area) outside the tidelands. The PMPU public process identified the possibility of the Port acquiring off-tideland properties to meet various needs and goods storage is perhaps the most amenable to that. Also, the commitment to work with local jurisdictions to minimize goods

movement conflicts with transportation/people movement through infrastructure improvements could be emphasized more.

3. The PMPU does not provide much policy guidance or incentives for major improvements to the huge commuter volumes at the ship building and US Navy facilities. Both of these major employment centers should be amenable to significantly more efficient public transit and public/private shuttle services, which could substantially reduce private vehicle use and traffic volumes. While those will require working with the Navy and cities and long-term planning to reach implementation, the PMPU should identify more directed policy guidance than is currently provided.
4. While the Port and local jurisdictions have greatly improved bike lanes/paths/ways around portions of the Bay, a crucial and immediate structural improvement is needed from the south of the Convention Center to the dedicated bikeway near 8th Street. Though this may be more a responsibility of the cities, this is one of the most dangerous cycling road/bike lane areas around the bay, which significantly reduces the acceptability and safety of those who commute or recreate along the east side of the bay.

Ecology Element

We support the overall intent of and policies in this element. While it references many related Port initiatives and environmental documents that help inform the PMPU, nowhere does the PMPU specifically state how those initiatives and documents are incorporated into and used to direct the PMPU.

For example, the PMPU makes no specific policy commitment to implement the INRMP although it is an official document adopted by both the Port and US Navy. We strongly urge that the PMPU add a policy that commits to incorporate the recommendations of the INRMP.

We appreciate that the Port has adopted its Climate Action Plan, but since it was adopted, the State of California has approved more stringent greenhouse gas (GHG) emission reduction targets. The CAP must be updated to align with the state targets, and the PMPU must include a policy to adopt those and any other future updates and make any necessary revisions in PMPU goals, objectives and policies to comply with them.

Page 95. ECO Policy 1.1.1 states "The District shall prioritize and pursue opportunities for the protection, conservation, restoration, and enhancement of sensitive habitats and State or federally listed coastal species." As a general policy, we support this approach. However, there is nothing in the PMPU that provides even a rough assessment of how much habitat (by type) could be expected to be preserved; how much could be lost/created by the physical changes resulting from SLR (SLR has been effectively modeled for the bay); and how much potential habitat restoration and creation (beyond Pond 20) could occur by integrating SLR projections with the new development policies. While the PMPU is not intended to provide specific, project-level details, for all other uses the PMPU provides general locations and acreages/generalized footprints of various development activities in each Planning District. A similar approach should be provided for habitats as part of the commitment to treating Environmental

Stewardship as co-equal with the other uses. ECO Policy 1.1.13 attempts to address this: "Adaptation strategies or other natural resource management practices shall be implemented to protect coastal habitats and ecosystem function under a range of future sea level rise and climate change scenarios." However, that policy provides no substantial assurances about what that protection would mean in terms of maintaining acreages of habitat types, how ecosystem function would be defined and monitored/measured, etc. At a minimum policies should be included that commit to conserving at least the amounts of habitat type acreages and ecological/ecosystem functions as identified in the INRMP (or as updated since that plan was adopted) and, wherever feasible, to use strategies to increase wetland habitats to adapt to sea level rise.

Page 96. ECO Policy 1.1.3 establishes that developments (and presumably redevelopments) must have a 50-foot minimum buffer adjacent to wetlands and nearshore sensitive habitats - with exceptions. Most of the bay shoreline is armored, developed, or otherwise impacted (i.e., the saltworks), and as sea level rise continues, this raises the concern that a 50-foot buffer established in the near-term will be reduced soon after it is designated. The PMPU must include a policy to clarify that the 50-foot minimum must remain viable for at least a specified time period, such as 50 years (the PMPU states that commercial and industrial structures have a projected 75-100 year lifespan). If that cannot be ensured, then additional mitigation must be required. [Note: The "Master Plan Interpretation" appendix to the PMPU states on Page 29: " Where new development is proposed near an identified wetland, a buffer of at least 100 feet in width from the upland edge of wetlands and at least 50-feet in width from the upland edge of riparian wetlands habitat must be provided. Buffers should take into account and adapt for rises in sea level by incorporating wetland migration areas or other sea level rise adaptation strategies as appropriate. The CDFG and USFWS must be consulted in such buffer determinations and in some cases the required buffer, especially for salt marsh wetlands, could be greater than 100 feet. Development within wetland buffers is limited to minor passive recreational uses, such as outlooks, and/or spur-trails, with fencing, or other improvements deemed necessary to protect the habitat, to be located in the upper (upland) half of the buffer area. Such improvements should include interpretive and educational opportunities while allowing coastal access in a manner that will ensure the protection and preservation of these sensitive habitat areas." The text of the PMPU ECO Policy 1.1.3 does not reflect that minimum 100 foot buffer requirement.

Page 97. ECO Policy 1.1.9 sets a general policy to "identify locations throughout the Bay that could support habitat enhancement, restoration, and protection to benefit sensitive habitats and State and federally listed species." While a good start, there is no accompanying guidance about how this might be determined. At a minimum, the policy should reference factors the Port (in association with its partners) would evaluate, including but not limited to recommendations in the INRMP; SLR projections; status updates on sensitive habitats and species; findings from the SLR Assessment Report. Also, we strongly recommend that the recommendations in our letter dated 3Oct2017 for transitioning, restoring and creating wetland acreage throughout the bay/shoreline be part of the decision process.

Safety and Resiliency Element

We agree that the priorities should focus on public safety, emergency preparedness and climate resiliency. The Port cites several related documents (e.g., CAP, SLR assessment, INRMP) that it will rely on as primary guidance for climate resiliency. We have previously (and in preceding comments in this letter) made recommendations to improve the PMPU's approach to climate resiliency and particularly to sea level rise adaptation/accommodation.

Page 119. The PMPU outlines an approach to address climate and coastal resilience in tidelands. SR Policy 3.1.1 states "The District may periodically update the District's CAP to align with State goals." As we have noted previously, the Port's current CAP does not comply with recently adopted state GHG emission reduction targets, and this policy should be revised to state "The District will update the District's CAP to align with State targets within 12 months of adoption of the PMPU." And the PMPU must include a policy to require all future developments and activities that are implemented pursuant to the PMPU to comply with those new targets.

Page 121. SR Policy 3.2.3. states "The District shall create and periodically update an SLR adaptation plan that:…" d. "Explores the potential for nature-based SLR adaptation strategies;". We recommend this policy be revised to state that the adaptation plan "Shall identify the potential for and possible locations to implement nature-based SLR adaptation strategies and habitat transition/restoration/expansion/creation."

Pages 121, et seq. The SLR Policy Framework presents a clear and reasonable approach to ensuring compliance with key portions of the Coastal Act. It allows for alternatives to the historical reliance on hard infrastructure as the (only) means to protect developments and introduces that possibility that not all infrastructure should be "protected" in light of anticipated SLR. SR Policies 3.3.1-15 establish a general decision-making framework and decision-making tool to address how the Port will evaluate threats, risks, and damages relative to climate change and SLR. While we would prefer more clarity for certain policies, will the Port use future project findings to establish a set of more specific decision criteria? For example, SR Policy 3.3.4 states "The District and permittees shall prioritize implementation of nature-based adaptation strategies for coastal resiliency as an alternative to the placement of shoreline protective devices, where feasible and applicable." At this time, the reader cannot know how this prioritization is to be established, what strategies are under consideration, etc. For those reasons, we recommend the Port establish, consistent with the general policies, a set of criteria or factors that it, permittees and stakeholders would be able to use to evaluate those strategies and specific solutions.

Environmental Justice Element

Our comments regarding changes to the Water and Land Use, Mobility, Ecology and Safety and Climate Resiliency elements would have positive effects in support of environmental justice. The framework policies appear reasonable, but we defer making specific comment to those entities whose knowledge and advocacy of environmental justice is more relevant.

Economics Element

The economic viability of the Port District is a crucial part of the local economy and we support reasonable uses and activities on the public trust tidelands. However, as stated earlier in our comments, development and economic uses of public trust tidelands (e.g., most human uses) must not result in de-prioritization of the co-equal status of the natural resources and ecological functions/processes of these lands and waters.

It is not clear how the PMPU economic policies and the priority for ensuring a financially secure and sustainable District will also not promote developments and human activities over the natural resources and functions. As we noted in our comments on the Ecology and Safety and Resiliency elements, there is significant uncertainty about how the Port will implement – at the project level – a reasonable balance between fiscal/financial and environmental sustainability.

There are no specific policies that address funding natural resource protection, restoration and enhancement other than the future establishment of a mitigation bank (Pond 20). And while the PMPU proposes (ECOM Policy 1.2.6) a permittee (developer) impact fee establishing their fair share for funding needed public infrastructure and public amenities, a comparable funding source for natural resources management is not included. We recommend that the PMPU include a policy that specifically addresses how habitat/natural resources funding will be established associated with development - in addition to the project's required mitigation for environmental impacts.

Baywide Development Standards Element

Page 153, et seq. In general we concur with the mobility hub approach and the integration of various modes of transportation. Table 4.1 is a reasonable summary of this stepwise system of hubs.

Page 154. Policy 4.1.1(A). Regional mobility hubs should be designed to provide the access and infrastructure to incentivize and facilitate transit and active transportation – not as focal points for major parking. The PMPU should include that as part of this policy. Also, the locations of regional mobility hubs are described mostly with reference to other Port infrastructure and uses, so it is unclear how regional mobility hubs would integrate with adjacent city mobility and transportation infrastructure, plans and policies.

Page 162. Policy 4.2.1.5.e. Explain the 30-foot width criterion; is this referring to "developed" as well as landscaped areas between structures?

Page 165. Policy 4.3.1. Promenades should be designed, to the maximum extent feasible, to safely accommodate pedestrians and bicycles.

Planning Districts

The PMPU explains that it does not include Planning Districts 5 (National City Bayfront) and 6 (Chula Vista Bayfront) because those districts are separately processing (National City) or have processed (Chula Vista) comparable updates. However, this PMPU must provide a more clear and direct

incorporation of those planning districts' final updates that explains how those districts will comport with the PMPU Goals, Vision, Elements, Design Standards and other Port District-wide planning concepts, policies and guidelines.

PD-01. Shelter Island. Why are the illegal piers with their long-expired expired leases being allowed to remain? There is no justification for allowing illegal, non-conforming uses to remain, especially when their leases expired in 1986. Allowing them to remain just emboldens others who may choose to prolong legal fights in hopes of getting the Port to concede on illegal, non-conforming uses/structures rather than to proceed with their removal. As transition solution, the Port should add a policy that establishes a final sunset date (e.g., 2 years after approval of the PMPU) for their removal. If at that time there is a demonstrable public need, one or more piers might be allowed to remain for fulltime public access/use – along with the Port taking over long-term operations and maintenance.

PD-02. Harbor Island. The proposed expansion of hotels, hotel rooms and tourist "beds" seems excessive and there isn't sufficient information provided to explain how the need for those additional rooms/beds was determined, how visitation will affect local mobility, greenhouse gas emissions, shoreline access, and sea level rise adaptation. The proposed numbers of hotel rooms (1,860) in East Harbor Island subdistrict and 1,400 "beds" (with no defined infrastructure) in the Pacific Highway subdistrict, in addition to over 3 acres of retail/restaurant space, will constrain the potential opportunities for ensuring and designing functional open space and natural resource conservation. It is unclear how the PMPU would affect the Port's consideration of the "Top Golf" development that has been previously proposed within the subdistrict.

The shoreline/subtidal zones along East Harbor Island to the Coast Guard facility are among the only places where the Port could expand soft (unarmored) shoreline, allowing for sea level rise accommodation and habitat expansion in the northern portion of the bay. The presence of the nearby marina and protective riprap and the short (wind influenced) fetch appear to support that this area is suitable for resource protection and expansion. While the maps (PD 2.2 and PD2.4) show the entire shoreline a Recreation Open Space, we strongly recommend that at a minimum the eastern portion of the intertidal/shoreline area between the Coast Guard installation and Harbor Island Drive be designated for natural habitat, nature-based solutions be deployed for shoreline protection, and that the potential Water Access designator on the eastern end be removed.

Pages 240-241 and PD 2.4. The PMPU does not propose any enhancements that would add to the natural resource values of either the West or East basins. We recommended that the Port, to the extent allowable while maintaining public safety, remove of sections of riprap to expand the soft shoreline adjacent to Harbor Drive in the West Basin (aka Spanish Landing area), similar to what we recommend for the landward portion of the East Basin shoreline. These improvements would augment the value of the area as a visitor-(and local resident!) serving destination.

Page 243. The potential addition of 1000 "beds" (low-cost overnight accommodations and associated retail developments in the Pacific Highway Corridor would likely add significantly to local traffic and has constrained access (absent any identified infrastructure) to the nearest potential mobility hub. The

PMPU does not provide sufficient information about this potential development to allow for a reasoned assessment of its impacts and relationship to adjacent development and circulation. The final draft of the PMPU should provide much more information about this area and its relationship to the rest of PD-2 and PD-3 and to the City of San Diego's plans for this area.

PD-03. We defer to and support the comments from other environmental organizations (e.g., Waterfront Coalition) that have extensive experience and knowledge of this district. Based on preliminary discussions with other groups, we support having the PMPU incorporate these recommendations into policies:

Parking. To the maximum extent feasible, new parking west of Pacific Highway should be constructed below grade, as has already happened at the County Administration Center Waterfront Park and is being done at the Navy Broadway Complex redevelopment project. Parking currently on the deck of the Navy Pier should be moved below grade, onto a new below grade Navy Pier "hanger deck" making room for the 5.1-acre Veterans Park on the existing Navy Pier deck

Similarly, any new parking contemplated for the linear park running along the east side of Harbor Drive from roadway north to Hawthorne Street should be constructed underground. The linear park should be between 150' wide (as at the partially completed Lane Field Park) to 205' wide (as at the County's Waterfront Park). This linear setback park should extend south through the NBC project site to Ruocco Park on the Central Embarcadero and beyond.

Hotels. New hotel towers should be oriented perpendicular to the harbor bulkhead to maximize public viewshed, as are the towers at the Manchester Hyatt, Bayfront Hilton, and the new Lane Field hotel towers.

New, large buildings, especially tower structures, should be set back as far as feasible from the water/shoreline, consistent with the goal to maximize coastal/shoreline access and to increase park open space. New tower-style hotel projects should be lower than those to the east/inland of the tidelands and "step-down" so that the building profiles are lower approaching the shoreline.

PD-04. The new proposals for increasing the efficiencies and greenhouse gas reductions of the Tenth Avenue Terminal and Harbor Drive Industrial subdistricts are an improvement over the previous draft. A potentially useful change to freight operations that should be added for serious consideration is to move some goods/freight storage offsite from the tidelands properties. We strongly support proposals to develop more efficient onsite freight haul roads as well as to work with the surrounding cities to develop more efficient roadways/road lanes from the docks to the main highways.

PD-07. We concur with the revised draft's proposal (Environmental Stewardship) to remove aquaculture and blue technology activities within this area.

PD-08. Imperial Beach.

Page 320. PD 8.11. states: " Modify the existing pier building with a potential increase of up to…3,000 additional square feet" We recommend this be revised to state: "Modify, or replace in kind, the existing pier building with a potential increase of up to 3,000 additional square feet..."

Page 320. PD 8.12. We recommend the following text be added to this policy, which would conclude with: "…Development of these two sites should retain some parking (a present use) at the Palm Avenue site and if parking is not included at the Elkwood Avenue site, then the proposed nearby Connector Hub should be upgraded to a Local Gateway or Regional hub, with onsite parking and an effective connection to serve (re)development of the Elkwood Avenue site and activate uses in surrounding retail/commercial/recreational areas. Parking is presently inadequate for residents and visitors as the beach in Imperial Beach is the beach for all of South Bay."

Page 321. PD8.14. We recommend adding a concluding sentence to the policy, which should read: "The following standards for structure height apply: a. Structures, other than those on the Imperial Beach Pier, shall not exceed 30 feet, and structures shall not have more than three stories; and b. On the Imperial Beach Pier, structures shall not exceed 26 feet from the deck of the pier, and structures shall have no more than one story. In order to achieve a world-class design for the pier structure, it may be necessary to increase the building height."

PD-09 Silver Strand.

Pages 337-340. The PMPU does not provide an assessment of how projected sea level rise could be expected to impact the current land-based recreational area. And, there is no acknowledgement that nature-based, adaptive management to accommodate sea level rise may be a necessary and valuable approach here. We recommend that the PMPU add a policy to allow for sea level rise adaptation of Grand Caribe Shoreline Park and the possible creation of habitat rather than hardened protection.

PD-10 Coronado

Page 358. PD10.30 states that "A waterside promenade is not required on the waterfront around Coronado Municipal Golf Course for public safety concerns." This would reduce the need for any additional protective hardening of the shoreline. But the PMPU does not address if/what additional protective hardening/nature-based protection may be allowed for the golf course as sea level rise proceeds. The PMPU should include policy guidance that prioritizes nature-based solutions here over more hardening infrastructure.

SWIA appreciates the level of information and many of the approaches proposed in the SLR report. But we strongly urge that the report be revised to incorporate the recommendations we propose in this letter.

Sincerely,

Michael A. McCoy, President

Bill Tippets, Board Member

Cc: SWIA Board

CITIZENS COORDINATE FOR CENTURY 3

November 17, 2020

Port of San Diego
Attn: Board of Port Commissioners
CC: Planning Department
3165 Pacific Highway
San Diego, CA, 92101

Subject: Comment on the Revised Draft of the Port Master Plan Update

Dear San Diego Port Commissioners and Planning Department Staff:

On behalf of Citizens Coordinate for Century III, I ask that the Port of San Diego initiate a 90-day pause on proceeding with the Port Master Plan Update (PMPU) process.

At this critical juncture in the process, residents of San Diego County have not been able to provide the appropriate amount of feedback to Port staff on the 487-page Revised Draft Port Master Plan. In addition, we have concerns that a piecemeal approach to planning may be occurring, as important details and plans for subdistricts of the Bayfront are currently left out of the Revised Draft.

Given the extent of the revisions from the prior draft, it is reasonable to give the community additional time to review the document and provide meaningful input to Port staff and Commissioners.

This Revised Draft was released on October 20 of an Election Year that saw record turnout and interest. The ongoing COVID-19 pandemic has also made public input more challenging. The resulting economic distress, disruption, and distraction for the community at large makes it impossible to devote sufficient time for thoughtful comment in such a compressed timeframe.

The Port prides itself on its public outreach and has even won awards for its public outreach efforts related to the Port Master Plan Update. However, the Port will risk that reputation and will not receive the full benefit of robust community input if it moves forward with the PMPU process at this time.

CITIZENS COORDINATE FOR CENTURY 3

Please allow us an additional 90 days for submitting comments to the Revised Draft Port Master Plan, and proceed with the approval process in the new year.

Sincerely,

Ryan Karlsgodt
C-3 Secretary, San Diego Bay KAN Co-Chair

info@c3sandiego.org
c3sandiego.org

DOWNTOWN
SAN DIEGO
PARTNERSHIP

November 17, 2020

Chair Ann Moore
Board of Port Commissioners
3165 Pacific Highway
San Diego, CA 92101

RE: Conditional Support for the Revised Port Master Plan Update

Dear Chair Moore,

I am writing to you in my capacity as the President and CEO of the Downtown San Diego Partnership (Downtown Partnership) in support of the Revised Port Master Plan Update with the following conditions. In order to encourage greater pedestrian beautification efforts and mobility improvements, while respecting San Diego Fire-Rescue concerns, we respectfully request a meeting between the Downtown Partnership, City Urban Division, and Port Staff to discuss permissible setbacks and other enhancements. Additionally, we request that greater parking capacity, like underground garage developments, be included.

As a membership organization that supports development, stimulates business and economic growth, and advocates for improvements that enhance Downtown San Diego's quality of life, we appreciate the balance that the Revised Port Master Plan Update strikes between visitor and community serving uses, development and open space, and new amenities and ease of access.

As a waterfront urban center, San Diego's Downtown needs to embrace connection to the water, not turn our back to it. With the adoption of the revised plan, we will have a blueprint for future waterfront development that ensures this connection is respected and enhanced with pedestrian activations, new and improved open space, view corridors, and mobility choices that encourage access for Downtown's residents, workers, and visitors, as well as for all San Diegans. As our region's urban center, the Downtown Partnership believes this is where density belongs, and we appreciate the Port's goal of creating new, world-class developments that embrace our waterfront heritage, and contribute to an economically prosperous and vibrant Downtown community, while respecting the balance that safeguards and promotes our high quality of life.

We urge you to adopt the Revised Port Master Plan Update with the recommendations included herein.

Sincerely,

Betsy Brennan

Betsy Brennan
President & CEO
Downtown San Diego Partnership

San Diego Fishermen's Working Group 8021 Lemon Avenue, La Mesa, CA 91941

November 16, 2020

Ann Moore, Chair

Board of Port Commissioners

Sent Electronically

Dear Chair Moore and Commissioners,

Please accept the following comments from the San Diego Fishermen's Working Group (SDFWG) on the revised Draft Port Master Plan (DPMP). The SDFWG is a non-profit organization representing all the major fisheries in the greater San Diego region, and includes representation from Tuna Harbor, Driscoll's Wharf, and commercial fishermen and women who utilize the area's launch ramps.

First, the SDFWG congratulates the Commission and Port Staff on the revised DPMP. It is clear that the public was heard with numerous changes and improvements made in the plan. The SDFWG appreciates that the concerns expressed in our July 31, 2109 letter to the Port on the first DPMP were largely

addressed in the new revised DPMP. In particular, the SDFWG appreciates that the new plan recommends that all Commercial Fishing (CF) policies and use tables should apply to all Port Planning Districts.

The SDFWG largely supports the revised DPMP, with the following comments:

Commercial Fishing Designated Land Acreage in Planning District 3

The SDFWG appreciates the staff effort to identify a total of 4.75 acres of CF designated to our industry, This was accomplished by a port initiated survey of exiting CF area around Tuna Harbor (3.99 acres) and through designating an additional .76 acres in CF use of the Grape Street piers.

The SDFWG, however, must point out that the existing Port Master Plan identifies 5.4 acres as CF in District 3. The SDFWG requests that the final PMP acknowledge that 5.4 acres is land acreage to be ultimately designated, and that the Port will strive over time to reach that figure in useable land space for CF in District 3.

Additionally, there exists a lack of certainty as to whether the Coastal Commission will agree that the Grape Street pier space can be counted as CF land. Should the CCC not agree, the Port would need to identify equivalent useful CF land acreage in other areas of District 3.

Creating a Path for the Central Embarcadero to be Removed from the Revised DPMP and Considered as an Amendment, either to the Existing PMP or to the final new PMP

The SDFWG understand the stated reasons for separating the two large endeavors—updating the PMP and the current development proposal—so that the pace of consideration and approvals of one does not hinder the pace of the other.

This said, the Port has strived to fully integrate numerous elements of the PMP that cross between two or more districts and subdistricts. The SDFWG is concerned that for such things as mobility issues, removing the Central Embarcadero from this planning might be at a cost of fragmented integration. Traffic flow on Harbor Drive is an example. Likewise, should intensified uses be

allowed just outside the Central Embarcadero subdistrict, such use could have direct effects on mobility and accessibility on the G Street Mole and Tuna Harbor. We ask that the final PMP be clear about how these integration issues will be considered in any plan amendment.

The Timing of a Central Embarcadero Amendment

Should the Central Embarcadero be removed from the DPMP, any amendment to the plan proposed by a developer could occur either before, or after, the final PMP is adopted. If before, it would be the existing PMP that would be amended. In this circumstance, what assurance would fishermen have that the many, positive changes that exist in the revised DPMP would apply to the amendment? Fishermen and Port Staff worked constructively over several years to craft new policy language for such things as the ratio of commercial vessel berthing to an approved list of secondary uses. This is just one example. Please inform as to how these changes would apply to an amendment to the existing, 35 year old PMP.

Aquaculture Development Offshore of Imperial Beach

The SDFWG requests that aquaculture development offshore of Imperial Beach be a Secondary Use behind Commercial Fishing as a Primary use.

Thank you for considering the comments of the San Diego Fishermen's Working Group.

Pete Halmay

President

Host Committee:
Genoveva Aguilar
David Alvarez
Beatriz Garcia
Roberto Hernandez
Hilda Martinez
Leticia Munguia

November 17, 2020

Dear San Diego Port Authority Staff and Board:

Thank you for the opportunity to comment on the Draft Port Master Plan Update. Latino Equity Council is a 100% volunteer Latina/o/x led effort focused on the problems and challenges that disproportionately impact the Latino community in San Diego. Our coalition includes 17 organizations that serve people all over San Diego. We do not collect any dues or have any paid staff and are submitting these comments on behalf of the community, without any financial interest.

We write to urge you to carefully consider how much equity exists in this Plan. Do the policies identify specific and measurable goals that will reverse the damage in San Diego's most vulnerable communities due to the disproportionate impacts caused by the Port's past actions? **It is our assessment that the Port Master Plan Update did not take an Equity and Racial Justice perspective in the current draft and therefore the Board of Port Commissioners should direct staff to initiate public discussions including the inclusion of a Equity and Racial Justice Element to the Plan Update.** The final Port Master Plan Update must address Equity and Racial Justice prior to moving it forward for further approval.

The current 1981 approved Plan demonstrates that the Port of San Diego showed little to no care in the communities where Latinos represent a majority of the population. These communities include Barrio Logan and Logan Heights, National City, western Chula Vista and South San Diego. While the Port did not initiate disparities in these communities, the Port became complicit in continuing racial injustice that these redlined communities faced. Through fiscal and regulatory policy, the Port has improved waterfront amenities. However, most of these investments have been in tourist serving destinations or in communities where individuals with enough political clout or money to hire lobbyists have been able to get the Port to "pay attention" to their demands. It is our expectation that this Plan Update intentionally identify and address the concerns of our most impacted communities. To do so, we suggest the following:

1. **Establish a Social Equity and Racial Justice Advisory Committee**

This Advisory Committee should discuss issues of public access to Port Tidelands including barriers such as cost and geographical connectivity. Other issues to be discussed by this Committee include access to the water, recreational amenities, employment opportunities for local residents, and quality of life impacts such as parking, noise and light pollution caused by Port tenant operations.

We fully support the work done by environmental justice advocates to include an EJ Element to the PMPU. These communities have suffered too long from a man-made public health crisis, and it will take focus on this to reverse course.

2. **Review all Elements in the PMPU with an Equity lens asking the following questions:**

-What historic advantages or disadvantages have affected residents in this community? These include health disparities, air quality, public access.
-What specific goals are going to reverse the historical inequities, and how is that going to be measured?
-How were residents of communities that have been historically excluded from planning processes included in this effort and what was their feedback?
-Does the current distribution of resources and investment contribute to different outcomes for different groups that have been historically underserved? How can this be changed?
-Do the policies and specified projects increase the equitable distribution of Port resources to capital investments and public access? How will this be quantified?

These are not groundbreaking questions and are primarily based of those in Montgomery County's Master Planning focus on Equity (https://montgomeryplanning.org/wp-content/uploads/2020/06/Equity-in-Master-Plans_FINAL_062520-Final.pdf).

3. **Include specific Social Equity and Racial Justice policies in the PMPU**

This must be accomplished with input from the public, with special emphasis on reaching disadvantaged communities and the Social Equity and Racial Justice Advisory Committee. Depending on public input, this could mean an additional Element in the PMPU with the following ten Policies/Goals:

I. The Port is committed to race and social equity, and an equitable future.
II. New developments, projects and policies AND all new leases with new or existing tenants must prevent increase in health, environmental and access disparities in vulnerable communities.
III. Port will amend policies, create programs and increase investments to help offset the existing impacts on disadvantaged communities.
IV. The Port will close racial and social disparities with capital program investments to include funding projects outside Port tidelands in disadvantaged communities by increasing current levels of funding.
V. Create a new Future Public Access fund setting aside money for future conversion of current non-public serving uses into public access amenities such as parks, plazas and promenades in the disadvantaged neighborhoods.
VI. Institute a Future Public Access Fee to all leaseholders both adjacent to disadvantaged communities and from tenants in non-disadvantaged communities.
VII. Require transfer of leases and expiring leases to default to public access uses unless there are findings that make public access not feasible by a thorough analysis which includes a public hearing.

VIII. Create a Social Equity and Racial Justice Index to monitor and report on equity measures.

IX. Identify solutions to create off street parking options by producing a study analyzing the number of vehicles to be parked created by Port tenants and requiring all future leases (renewals and new tenants) to identify off street parking solutions based on their vehicle activity.

X. All jobs created directly on Port property must be paid a living wage and Port tenants must demonstrate proactive practices to hire or support the training of local workers.

We strongly believe that with intentional outreach to the communities that have historically been left out and impacted the most, the PMPU will include these and other policies that acknowledge the current deficiencies.

As stated in the opening of this letter, Latino Equity Council is a 100% volunteer effort. There are no dues for membership in our coalition, and no one has a financial interest in the Port's plan. Our comments reflect the reality of hardworking individuals that live within the most underserved neighborhoods and we hope that this plan which will impact the next 40 years of Port activity is taken seriously into consideration.

Sincerely,

Latino Equity Council Host Committee

November 17, 2020

To: Lesley Nishihara

From: San Diego Waterfront Coalition by Don Wood

Subject: Waterfront Coalition Comments on October 20, 2020 Revised Draft Port Master Plan Update

Thanks for this opportunity to review and comment on the October 20, 2020 Revised Draft Port Master Plan Update (PMPU). Here are our preliminary comments and initial recommendations on the Revised Draft.

The Waterfront Coalition joins with the wide range of port tidelands interest groups including the San Diego Port Tenants Association, the Embarcadero Coalition, Citizens Coordinate for Century 3 and others requesting that the Port of San Diego ("Port") extend the revised draft PMPU public review and comment period by 90 days to provide all parties an opportunity to fully review the Revised Draft in order to submit fully informed comments despite all the problems presented by the current COVID pandemic.

We understand that the Port District CEO plans to retire soon and that three members of the Port Board of Commissioners will be replaced, including two representing the City of San Diego. However, when it comes to updating the Port Master Plan, one of the Port's fundamental planning documents, it is more important to do it right than to do it fast. A 90-day extension of the public review and comment period would provide the new CEO and Board Members an opportunity to provide input into a master plan that they will be expected to implement.

We also support the broader comments addressing sea level rise and other bay-wide issues submitted by The Southwest Wetlands Interpretive Association (SWIA).

Here are some initial comments and recommendations based on a cursory review of the Revised Draft PMPU. More fully informed comments will be provided if the Port agrees to extend the review and comment period.

- The Port should revive its North Embarcadero Visionary Plan Citizen's Advisory Committee (CAC) – which port staff dissolved in August 2012 without explanation - and direct it to review and comment on the October 20, 2020 Revised Draft PMPU, and review all future project PMPU updates and project proposals on the downtown San Diego Embarcadero.

- Apply the following recommended planning standards and principals to the entire Embarcadero:

Parking Standards

- We believe that the Revised Draft PMPU's section on parking is too narrow. It should address reducing vehicle travel as much as possible per current state law. It is critical that we narrow Harbor Drive as well as reduce GHG emissions. We cannot and should not try to provide parking spaces for everyone who comes to the waterfront. Waterfront usage is higher on weekends and holidays when most parking spaces in office buildings are vacant and available to the parking as is happening at the County Administrative Center (CAC)'s below grade parking garage.
- All new parking west of Pacific Highway should be constructed below grade, as has already happened at the County Administration Center (CAC) Waterfront Park and is being done at the Navy Broadway Complex (NBC) redevelopment project.
- Put new below-grade parking beneath a linear park running along the east side of Harbor Drive from Broadway north to Hawthorne Street. The linear park should be between 150' wide (as it is at the partially completed Lane Field Park) and 205' wide, as it is at the County's CAC Waterfront Park. This linear setback park should extend south through the NBC project site to Ruocco Park on the Central Embarcadero and beyond.
- Parking currently on the deck of the Navy Pier should be moved below grade, onto a new Navy Pier "hanger deck," making room for the 5.1-acre veterans park on the existing Navy Pier deck. This solution would bring Navy Pier and the Midway Museum into compliance with the California Coastal Act while retaining parking below Navy Pier to serve visitors to the Midway carrier museum and other bayfront attractions.

Building Location and Height Standards

- Any new hotel towers should be designed to sit perpendicular to the harbor bulkhead, as do the towers at new Lane Field hotels, the Manchester Hyatt hotel, and the tower at the Bayfront Hilton hotel. Any redevelopment of the Grape and Hawthorne block, the Wyndam hotel site and the Central Embarcadero should adhere to this principal. In compliance with the current master plan section addressing the North Embarcadero Visionary Plan (NEVP), new buildings north of Broadway must step down in height as you move from south to north, with the shortest buildings along Ash Street, next to the County Administration Center. Placing any taller buildings between Lane Field North and the County's block would violate the NEVP's building height standards section of the current Port Master Plan.
- Any new tall buildings, including those on redeveloped hotel sites, should be located along Pacific Highway and away from Harbor Drive, that is, away from any portion of a property nearest the linear park or Harbor Drive, and nearest the bay. The Port should also consider the impact that locating new towers along Pacific Highway may have on the views of the homeowners living in the Bosa towers along that street, perhaps limiting tower locations to the central portion of the Wyndham hotel site, far enough east to allow construction of a 150' – 205' wide linear park along Harbor

Drive, but with a setback from Pacific Highway sufficient to mitigate impacts on the views of Pacific Highway condo tower residents.

- Any new tower structures on the upland half of any proposed public port tidelands hotel project sites should not exceed 100' in height, with any other new buildings on the half of the property nearest the water not exceeding 60' in height, to reflect a true stepping down in building heights moving from the downtown urban core to the Embarcadero bayfront edge.
- The Port should also discourage developers from building low-rise "podium" structures connecting new hotel towers. Such structures eliminate any public walkways between the towers, thereby blocking public access to the bayfront.

Park Standards

- We support most of the revised draft PMPU's commitments to preserving, enhancing and adding new parks to the existing parks along the Embarcadero. The PMPU should incorporate the Port's promise to complete the Lane Field linear park along the east side of Harbor Drive west of the Lane Field Hotel's north tower. This is a legal commitment by the Port, which must be reflected in this PMPU process, preferably with clear construction dates.
- We believe that the setback park area on the western portion of any re-developed Wyndham Hotel site must be between 150 and 205', consistent with the adjoining linear parks at Lane Field and the CAC's Waterfront Park.
- We remind the Port that it signed a legally binding contract to preserve Ruocco Park on the Central Embarcadero, and recommend that this commitment be reflected in the Final PMPU. The Port is aware that nothing can be done on the Ruocco Park site unless the Port were able to identify a comparable alternative park site somewhere else on the Embarcadero and build it at the Port's expense first.

Comprehensive Planning Standards

- In order to comply with the California Environmental Quality Act (CEQA) and the California Coastal Act, this PMPU must be a truly comprehensive planning process, as promised by the Port Board. CEQA requires that any major land use planning exercise like the PMPU must include all known and reasonably foreseeable redevelopment projects on the whole downtown Embarcadero that may generate environmental impacts in the future. Those environmental impacts must be identified and fully mitigated as part of the current PMPU planning process.

  CEQA requires analysis of "the whole of an action," including activities that are a reasonably foreseeable consequence of a project, and prohibits evading comprehensive CEQA analysis by splitting projects into separate pieces. (CEQA Guidelines § 15378; *Bozung v. LAFCO* (1975) 13 Cal.3d 263, 283-84; *Orinda Assn v. Board of Supervisors* (1986) 182 Cal.App.3d 1145, 1171.) Courts have identified improperly piecemealed projects in situations "when the

purpose of the reviewed project is to be the first step toward future development" and "when the reviewed project legally compels or practically presumes completion of another action." (*Banning Ranch Conservancy v. City of Newport Beach* (2012) 211 Cal.App.4th 1209, 1223.) Additionally, "[r]elated projects currently under environmental review unequivocally qualify as probable future projects to be considered in a cumulative analysis." (*City of Santee v. Cty. of San Diego* (1989) 214 Cal. App. 3d 1438, 1452, emphasis added.) "On the other hand, two projects may properly undergo separate environmental review (i.e., no piecemealing) when the projects have different proponents, serve different purposes, or can be implemented independently." (*Banning Ranch Conservancy, supra*, 211 Cal.App.4th at 1223.)

The PMPU describes the vision for development at the Port, sets development standards, directs the pattern of development for each of the Port's ten planning districts, and provides guidance for implementation of and conformance to the Port Master Plan. (PMPU October 2020 Revised Draft ("PMPU"), pp. 1-2.)

The PMPU contains a section describing planned development in the Central Embarcadero Subdistrict, the location of the Seaport Proposal. (PMPU, pp. 266-269.) However, under section 5.3.3(C) of the PMPU, which describes planned improvements under the PMPU, the PMPU fails to disclose or describe the Seaport Proposal project.

Instead, under section 5.3.3(C)-II, entitled "Visitor-Serving Commercial Uses," item PD.3.39 merely states, "The District may allow for the redevelopment of visitor-serving commercial uses existing on the effective date of the Port Master Plan Update, including the existing restaurant on the G Street Mole." (PMPU, p. 267.) The Summary of Revisions in the October 2020 draft of the PMPU merely states, "The Revised Draft PMPU will generally reflect on-the-ground conditions for the Central Embarcadero Subdistrict. A separate Port Master Plan Amendment will be processed for the redevelopment of the Central Embarcadero Subdistrict independent of the PMPU process." (Summary of Revisions to Port Master Plan Update, October 2020, pp. 14, 39, emphasis added.)

These bare statements amount to a placeholder for where disclosure of the Seaport Proposal development, as a reasonably foreseeable consequence of the PMPU, should have occurred.

Minutes of meetings of the Board of Port Commissioners also show that the Seaport Proposal was likely discussed and contemplated during the Port Board's review of the PMPU. On February 12, 2019, there was a special meeting to discuss "Presentation and Direction to Staff on the Port Master Plan Update," including "Embarcadero Planning District Public Outreach Results." (Agenda, Board of Port Commissioners, February 12, 2019, p. 2.) Yehudi Gaffen, CEO of 1HWY1, was in attendance and addressed the Board regarding the Embarcadero Planning District public outreach results. (Minutes, Board of Port Commissioners, February 12, 2019, p. 2.)

On March 14, 2019, there was another special meeting to discuss the Port Master Plan Update, including "Draft Policy Concepts for the Central Embarcadero Subdistrict." (Agenda, Board of Port Commissioners, March 14, 2019, p. 2.) Yehudi Geffen was present at the meeting and addressed the Board regarding the agenda item about draft policy concepts for the Central Embarcadero Subdistrict. (Minutes, Board of Port Commissioners, March 14, 2019, p. 2.) Attachment J to the Agenda also contained a map identifying the 1HWY1 Redevelopment Area, showing its almost complete overlap with the Central Embarcadero Subdistrict. (Attachment J to Agenda File No. 2019-0088, Board of Port Commissioners, March 14, 2019.

This demonstrates piecemealing of environmental review in violation of CEQA. The Port is undergoing the environmental review process for the PMPU without examining the effects of the Seaport Proposal concurrently.

In *City of Antioch v. City Council* (1986) 187 Cal.App.3d 1325, 1328-30, 1337, the court found that a project involving construction of a roadway and sewers required an EIR, not a negative declaration, for it required discussion of significant environmental impacts relating to future development. The court concluded that the "sole reason to construct the road and sewer project is to provide a catalyst for further development in the immediate area." (Id. at 1338.)

Here, the sole reason for establishing the PMPU is to "govern the use, design, and improvement" of the Waterfront. (PMPU, p. 1.) In fact, the California Coastal Act requires the Port Master Plan to include "[t]he proposed uses of land and water areas, where known." (Pub. Resources Code § 30711, subd. (a)(1).)

The PMPU should not have omitted the discussion of the Seaport Proposal, but rather included this information (and its environmental review process) properly within review of the PMPU.

The Port District must not fall back into piecemeal project planning practices again by attempting to ignore the largest and most impactful redevelopment projects on the Embarcadero as it tries to force a premature completion of the PMPU update process. The Port is torturing the PMPU process, as well as the entire environmental review process, by ignoring the elephant in the room — the 1HWY1 proposal. The 1HWY1 Plan is incompatible with the Port Master Plan, the Integrated Planning Vision Statement and Guiding Principles, previous public comments, and with the Port's role as Trustee of the San Diego Bay.

With seven hotels and 2050 hotel rooms, as well as 150,000 square feet of office space, 80,000 square feet of event space, and almost 300,000 square feet of retail, including massive structures of 15- stories and 18-stories and a 500 foot version of the Las Vegas Stratosphere Hotel, the project has no resemblance whatsoever to the Plan that was presented to the Port in

2016 by 1HWY1, and selected for the Exclusive Negotiation Agreement (ENA). When the Port issued its Request for Proposals (RFP) for the Central Embarcadero, it described its goals. The proposals were required to build on the Integrated Planning Vision Statement and Guiding Principles that were accepted by the Board in 2014, and the Framework Report accepted by the Board in November 2015. Specifically, proposals for the site needed to consider:

- More public space on the water
- Extending streets to the water
- Preserving and enhancing view corridors
- Facilitating enjoyment of the Bay

These goals have been abandoned by 1HWY1, turning the Central Embarcadero into what both 1HWY1 and the Port have referred to as a "Hospitality" or "Hotel" District. The Central Embarcadero is universally considered to be the most prime area of land on the San Diego Bay, and its value to San Diego residents and visitors is being wasted by the Port. The Port should terminate the 1HWY1 ENA, complete the PMPU in compliance with all applicable laws, and then reissue the RFP requiring the winner to comply with the Port Master Plan.

Fifth Avenue Landing Leasehold Site

- The Revised Draft PMPU attempts to keep open two alternative proposed projects on this property west of the existing convention center: a proposed massive expansion of the existing center, approximately doubling the exhibition and meeting space in the complex, and/or a massive new three hotel complex being proposed by the Fifth Avenue Landing (FAL) group. The PMPU process should be delayed until this is resolved by a clear appellate court ruling on the legality of Measure C.

  At this time, the Board of Port Commissioners should reject the FAL group's current proposal, in part because the proposed design would block too many public views and public access corridors from the convention center and downtown to the bay, the South Embarcadero park and the San Diego Symphony's Summer Pops site, and because approving it now would preclude any future expansion of the convention center.

Port of San Diego Master Plan Update Non-Agenda Public Comment

DUE 11/17/20

https://www.portofsandiego.org/waterfront-development/port-master-plan-update

Email: **pmpu@portofsandiego.org**

Smoke-free policies can improve **outdoor air quality** and can reduce respiratory illness such as asthma. Exposure to toxins such as second and third-hand smoke can increase your chances of developing a severe respiratory condition.

Completely **smoke-free environments** pave the way for a healthier workplace for employees and customers alike, while eliminating the expense of future deep cleanings to eliminate smoking odors and toxic residues. There is an increased risk of contracting a more severe case of COVID-19 when smoking or vaping. Those who smoke or vape tend to cough more. COVID-19 can be transmitted through respiratory droplets; this means that coughing can spread the virus. What makes this form of transmission even scarier is that a cough can travel as much as 15 feet. We must protect our workers and customers.

Businesses can leverage this crisis into a benefit for their employees (workers protection), customers, and the financial bottom line: by embracing smoke-free outdoor dining.

Cigarette butts are still the #1 item found in beaches & waterways and 3 quarters of smokers do report that they throw their cigarette butt on the ground or out the car window. JUUL & e-cigarettes use single use plastic pods. Single-use products create significantly more waste than reusable products and can take many years to break down they are not biodegradable; it is not only a litter problem, but they also leak heavy metals and residual nicotine into the environment. Making them a biohazard waste. Soil can seep out cigarette waste. The sun breaks cigarettes down, but it breaks them down into significantly smaller pieces & these pieces get diluted into water or soil.

At a time when our businesses are struggling for survival in an uncertain economic environment, smoke-free environments and outdoor dining offers owners, investors and industry leaders a simple yet powerful way to build on the rapid changes they've implemented in the face of a national **public health and environmental crisis**.

November 17, 2020

Mr. Jason Giffen, Port of Sand Diego
Vice President – Planning, Environment and Govt. Relations

Ms. Lesley Nishihira
Port of San Diego, Director of Planning

Sent via e-mail: lnishihi@portofsandiego.org & jgiffen@portofsandiego.org

SUBJECT: Little Italy Association Response to Port North Embarcadero Master Plan Policies

Dear Mr. Giffen and Ms. Nishihira

The Little Italy Association of San Diego, the non-profit management corporation for the Little Italy district, appreciates Port staff taking the time to present its new Policy Plan to our Project Review Committee as well as our November Board of Directors' meeting. For over 15 years, the Association has been involved with Port Staff in projects such as the North Embarcadero Visionary Plan, the County Waterfront Park project and has worked with many Port Board members staff in determining the future land use of these critical Port properties adjacent to Little Italy.

More recently in 2019 when the Airport Authority released its long term plan for rebuilding Terminal 1 and put reliance on vehicular access to the airport along Harbor Drive, we fully supported the Port Board's position, along with other public agencies, to halt this process and look at the long awaited Trolley link to the Airport. Our main concern was that Little Italy, which has taken the brunt of ingress and egress to the airport for decades, would have this traffic situation exacerbated by the Airport Authority's plan.

In regard to the presentation of the recent Port policy plan as advocated by Port Staff, we fully agree that the North Embarcadero developments should prioritize local use and access for the citizens of San Diego. This is something that we have always supported.

Association Position on the North Embarcadero Policy Proposals:
The Association Board voted on November 3rd, in response to Port Staff's presentation, to support the new policies of the policies of the plan based upon the following concerns and conditions:

LITTLE ITALY ASSOCIATION OF SAN DIEGO

2210 Columbia Street ▪ San Diego, CA 92101▪ Phone: 619-233-3898 ▪ Fax: 619-233-4866
Email: mail@littleitalysd.com ▪ Website: www.littleitalysd.com
Facebook: Little Italy San Diego ▪ Twitter / Instagram / Pinterest: @LittleItalySD ▪ #LittleItalySD

View corridors
Based upon CCDC's past support for the maintenance of view corridors wherever possible, we insist on the continuation of preservation of the view corridors westward to the bay on the following streets: Ash, Beech, Date, Fir, Grape, Hawthorn and Laurel.

As was noted in our meeting, the Port's placement of the Cruise Ship terminal at the end of the Broadway Pier was a major error in that it blocked a key view corridor down Broadway. We do not want such an error to be repeated. These views must be preserved for future generations of San Diegans.

Businesses in the North Embarcadero Area
Based upon the growing surplus of commercial and retail buildings in San Diego County, if not nationwide, adding more retail, restaurants and hotels to the inventory will inevitably harm Downtown businesses. This will greatly and negatively impact the balance of retail and restaurant/bar spaces and hotels in Downtown San Diego and along the Port properties at Shelter and Harbor Islands.

Furthermore, the COVID 19 pandemic's impact on the survival of retail and restaurants has yet to be realized. Unfortunately, we fear that we will see an unprecedented number of vacant business spaces throughout Downtown, Bankers Hill, Hillcrest and particularly in Little Italy as of result of the virus. Having a public agency adding more inventory into the mix will not be beneficial to the struggling small business community of Downtown.

Harbor Drive Narrowing
Under no circumstances does the Association support the narrowing of Harbor Drive as your policy document advocates. While the integration of the great County Waterfront Park to the Bay makes complete sense for the general public, the narrowing of Harbor Drive will add thousands of cars per day on to Grape Street as people leave the airport for their arrival to Downtown, the Convention Center and Interstate 5. At this point, and until there is a rail connection to the airport, this policy is contrary to the needs of Little Italy, a community that was established prior to the building of the airport.

Parking and Access to the Bay/Grape Street Intermodal Center
We feel that the argument that the Coastal Commission requires public access to the Bay makes sense. The parking along bayside of Harbor Drive is currently a barrier to pedestrian usage and access to the water. The issue is how to provide for this public access without degrading the waterfront in the process.

The proposal for the Grape Street Intermodal Center is harmful to the goals of access by the public and will represent a permanent liability to the waterfront. Currently, the parcel owned by the Port bounded by Hawthorn, Grape, Harbor Drive and Pacific Highway, is one of the last open parcels left on the Downtown waterfront. To use that for an intermodal center and encourage more vehicular access via car, bus, van and other road-based transportation will forever condemn this property to a vehicular as compared to pedestrian use.

We suggest strongly that the Port look at the current inventory of well over 1,000 structured parking spaces between Laurel Street and Ash. Please consider the following:

- The County parking structure at Cedar and Kettner has well over 700 parking spaces owned by the County and much of it is available after 5 p.m. Monday through Friday and entirely open on the weekends.
- The County Administration Building has nearly 200 spaces on the north and south sides of the building, under the Waterfront Park. Much of that parking is used for visitors and is available to the general public.
- There are two current parking structures, not really being used today due to COVID, on each side of the intersection of Kettner and Laurel Streets. Combined, there are approximately 500 more parking spaces in each of these structures. It would be far more affordable for the Port to look at purchasing these two parking structures for public access to the waterfront, and they could accommodate the current parking needs of the employees at Solar Turbines at the Laurel/Kettner structures.

As has been discussed in the past, the Grape/Hawthorn/Harbor Drive parcel should be dedicated to public use. However, that public use should include providing recreational uses such as basketball courts, tennis courts, a soccer field, batting cages, a skate park as well as other features that would truly make it a magnet for San Diegans seeking active use of the Bay. Currently the County Waterfront Park provides great children's recreational areas and wide-open public spaces. This should be complemented by a large recreational area adjacent to the water for use by the public at large. This would be a fitting use of this current space used only for parking.

One other point. We know that at times, over 20,000 people will attend the large concerts held at Waterfront Park. These visitors clearly do not have issues finding parking. In addition, for over 20 years, Little Italy held its Annual Festa and Artwalk attracting well over 100,000 people for the weekend events. Through one means or another, people came and found parking or took the trolley to get access to these events.

The dedication of the Grape Street parcel to an intermodal center is not a well thought out policy, especially since well over 1,000 parking spaces are currently underutilized and accessible to the public for access to the Bay.

Linkages

Little Italy is a community with over a 120 year history, founded on the economy of fishing and the asset of the Bay. We believe that the current pedestrian linkages from Little Italy down to the Bay are weak, to say the least. It would make more sense for the Port to work with the Association to see how residents, visitors and employees in Little Italy easy access to the North Embarcadero by creating dynamic and attractive sidewalks linking the community to the waterfront. Currently, the maintenance, landscaping and cleaning of these linkages falls solely on the Little Italy Association.

Rail link to Airport

So much of this discussion has a lot to do with the ingress and egress to the Airport. The idea that one must view the airport from the trolley as it passes the San Diego Airport is the reflection of the lack of long-range planning as well as the result of multiple public agencies not working together. We are proposing, and will do so to our new Mayor Gloria, that the Little Italy Association work with the Mayor's office, MTS, the Port, Downtown San Diego Partnership,

the County and SANDAG to build a short term Trolley link to the airport. This could be easily accomplished by using the current Palm Street Trolley station as the base of this access.

An elevated pedestrian walkway could easily be built from that Palm Street Trolley stop and head westward towards the tarmac, over Pacific Highway with a landing occurring at the original airport terminal on Pacific Highway, or a junction/elevator to bring visitors and employees to travel to Terminals 1 and 2 on the current road built for the Rental Car tarmac access.

All of the pieces are in place to make this trolley/airport link a reality over the next 4 years. This would greatly help the Port achieve its goals listed in your plan. But this must be front and center as the key infrastructure project for access to the Airport while the SANDAG Board determines if it has the funding as well as the cooperation it needs to transform the current SPAWARS building into the new Grand Central Station.

Conclusion

We appreciate the Port staff reaching out to us and restate our commitment to work with the Port Board and staff on these key issues that will permanently impact public access to the Bay.

Sincerely,

Steven J. Galasso
President
Little Italy Association

Marco Li Mandri
Chief Executive Administrator
Little Italy Association

Cc: Honorable Mayor Kevin Faulconer
Honorable Mayor-elect Todd Gloria
Board of Supervisors
Board members of the Unified Port District
Little Italy Association Board
Downtown San Diego Partnership

*

CITY CENTER
BUSINESS DISTRICT | SAN DIEGO

November 24, 2020

Chair Ann Moore
Board of Port Commissioners
3165 Pacific Highway
San Diego, CA 92101

Dear Chair Moore:

I write to you on behalf of the Board of the City Center Business District to express our support for the Revised Port Master Plan with the following conditions. In order to encourage greater pedestrian beautification and mobility improvements, we request that the Port explore permissible setbacks and other enhancements. Additionally, we request that greater parking capacity, like underground garage developments, be included.

As the business improvement district representing the core of our Downtown, our mission is to provide the resources necessary to improve our quality of life and create a vibrant destination for shopping, dining, nightlife and tourism. The Revised Port Master Plan Update offers something for everyone, with a balance between open space and density, amenities for visitors, workers and residents, and ease of access from within Downtown as well as from other parts of the region. The creation of a world-class waterfront experience will not only benefit those directly adjacent to the water, but will lift up all Downtown communities and bring new people to explore and enjoy all of our urban neighborhoods.

For the reasons included herein, we conditionally support the Revised Port Master Plan Update.

Sincerely,

Greg Block
Board Chair
City Center Business District

*

DOWNTOWN COLUMBIA DISTRICT

November 23, 2020

Chair Ann Moore
Board of Port Commissioners
3165 Pacific Highway
San Diego, CA 92101

Dear Chair Moore:

I write to you on behalf of the Board of the Columbia Community Foundation to express our support for the Revised Port Master Plan Update.

As a non-profit foundation representing businesses, residents, workers, and cultural institutions of the Columbia District, our mission is to support and promote community improvement through activities which contribute to the economic and community well-being. To that end, we appreciate the contributions the revised plan will make to our community vibrancy and activation.

As a waterfront neighborhood, connection to the bay is a defining and important element of the Columbia District. The revised plan respects the importance of this connection and provides protections for both visual and physical access. We, as an urban community, value and expect density, and the revised plan provides a framework for future development that ensures a balance between visitor and community-serving uses, ease of pedestrian access, opportunities for activation, new amenities, public open space, and an appropriate transition in density from the high rises east of Pacific Highway down to the water.

We support the Revised Port Master Plan Update for these reasons, and because we believe it will contribute to the balanced growth of our neighborhood and offer many opportunities to enhance our community vibrancy through placemaking and waterfront activations. We urge the Board of Port Commissioners to support the plan as well, and to move it to the next phase of the review process.

Sincerely,

Eric Jones
Board President
Columbia Community Foundation

November 11, 2020

Chair Ann Moore
Board of Port Commissioners
3165 Pacific Highway
San Diego, CA 92101

Dear Chair Moore:

I write to you on behalf of the Board of the East Village Association to express our support for the Revised Port Master Plan Update (PMPU).

As the business improvement district representing the largest Downtown neighborhood encompassing 130 blocks, between Seventh Avenue to 17th street, consisting of more than 700 businesses, restaurants, hotels, art galleries, and PETCO Park, several educational institutions including the newly-built UCSD Extension Center, and a residential population of nearly 40,000, our mission is to support and promote East Village businesses by establishing our community as San Diego's livable urban village. To that end, we believe the vision the Port has proposed in the Revised PMPU will enhance our urban landscape and strengthen the fabric of our urban core.

Adding public space to the bayfront is a big win for Downtown. We strongly support the Port's vision for adding more green space along the waterfront and connections to a public pier as part of future redevelopment. This will build on the success of the County Waterfront Park. Together, we can transform the San Diego Bayfront into a world-class destination, which helps all of Downtown. At the East Village Association, we know firsthand the importance of connectivity, mobility and economic access as part of development. The PMPU includes new ways to move people around the bayfront and hotels at a range of price points – showing the bayfront is and will continue to be for everyone.

We, as an urban community, expect density and value the balance between development and open space that makes Downtown vibrant. The revised plan ensures this balance while providing new amenities that will create the activation that our urban residents desire.

We support the Revised Port Master Plan Update for these reasons and we urge the Board of Port Commissioners to support the plan as well.

Sincerely,

James Haug
Board President
East Village Association

San Diego Regional Chamber

402 West Broadway, Suite 1000
San Diego, CA 92101-3585
p: 619.544.1300
www.sdchamber.org

December 4, 2020

Board of Port Commissioners
3165 Pacific Highway
San Diego, CA 92101

Subject: Support for the Port Master Plan Update

Dear Chair Moore, Vice-Chair Zucchet, and Commissioners,

On behalf of the San Diego Regional Chamber of Commerce (Chamber), I am pleased to provide this letter of support for the Port Master Plan Update (PMPU). As the largest local Chamber on the West Coast, representing approximately 2,500 businesses and an estimated 300,000 jobs, the Chamber is committed to ensuring that our region has a thriving local economy, including an adequate supply of jobs and a thriving waterfront.

The original Port Master Plan was adopted in 1964 and determines the vision for the 34 miles of waterfront land governed by the Port. In the nearly 60 years since the adoption of the initial plan, this economically significant geography, as well as its surroundings, has transformed. The Port Master Plan Update is necessary to streamline the permitting for major projects on Port property and to provide a balance between development needs and natural resources in the area. The Port began the PMPU process in 2013 and in the years since has circulated several discussion drafts and updates. The current document under consideration was revised to incorporate community feedback, including limiting building heights and scaling back commercial development in some planning districts, while increasing private development in the Embarcadero and on Harbor Island.

The Chamber supports this plan, as it impacts many industries throughout the region. However, as this process proceeds, we stress the need for robust community engagement, especially given the restrictive impacts of the COVID-19 pandemic. The Chamber would like to continue to assist the Port to convene ongoing discussions and fine-tuning with stakeholders, particularly in the business arena. Thank you for your consideration. Should you have any questions, please do not hesitate to contact Rebecca Lieberman, Policy Advisor, rlieberman@sdchamber.org.

Sincerely,

Jerry Sanders
President & CEO
San Diego Regional Chamber of Commerce

*

From: commissioners mailbox
Sent: Friday, December 4, 2020 4:48 PM
To: Ann Moore; Dan Malcolm; Garry Bonelli; Marshall Merrifield; Michael Zucchet; Rafael Castellanos; Robert Valderrama
Cc: Commissioner Services Staff; ELG - cc Assistants; Lesley Nishihira; Port Master Plan Update
Subject: Port Equity and Justice Policies in Master Plan
Attachments: Port Master Plan 2020 Equity and Justice Policies.pdf

Commissioners,

Passing along the email below and attached letter received for Board. We are working diligently to publish the agenda and have encountered a delay with one of the attachments. We will post as soon as we are able.

Sincerely,
Margret

From: DAVID ALVAREZ
Sent: Friday, December 4, 2020 4:00:02 PM (UTC-08:00) Pacific Time (US & Canada)
To: Ann Moore; Dan Malcolm; Garry Bonelli; Marshall Merrifield; Michael Zucchet; Rafael Castellanos; Robert Valderrama; PublicRecords
Subject: Port Equity and Justice Policies in Master Plan

WARNING: The sender of this email could not be validated and may not match the person in the "From" field!

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Commissioners,

I am writing to share the comments that the Latino Equity Council submitted during the official comment period of the Port Master Plan Update. We are a community group with ZERO financial interest in the outcome, but representing the voices of people that have been impacted the most due to historical Port practices.

We are at 4pm on Friday December 4th, and neither the Agenda nor the Staff Report for the Master Plan Workshop has been released. This makes it very challenging for volunteer groups that don't have paid lobbyists to prepare for the workshop on Monday the 7th at 10am. We are not sure if our comment letter will be included in the report, whether recommendations will be made on comments like ours, and we do not know the format of the discussion and how to make public comment.

So, I am hoping that you have an opportunity to review our comments that I have attached to this email. We would respectfully request that you direct staff to include Racial Equity and Social Justice Policies in the Port Master Plan Update as outlined in our Comment Letter. Some of the most impacted communities are the ones least likely to be able to participate in public processes like this one, so we hope that you consider this 100% community based recommendations.

I am the volunteer Host Committee Member taking the lead on this effort, so if you have any questions regarding the letter please contact me.

Thank you,

DAVID ALVAREZ
CEO & Chief Strategist
619.887.7292

Host Committee:
Genoveva Aguilar
David Alvarez
Beatriz Garcia
Roberto Hernandez
Hilda Martinez
Leticia Munguia

November 17, 2020

Dear San Diego Port Authority Staff and Board:

Thank you for the opportunity to comment on the Draft Port Master Plan Update. Latino Equity Council is a 100% volunteer Latina/o/x led effort focused on the problems and challenges that disproportionately impact the Latino community in San Diego. Our coalition includes 17 organizations that serve people all over San Diego. We do not collect any dues or have any paid staff and are submitting these comments on behalf of the community, without any financial interest.

We write to urge you to carefully consider how much equity exists in this Plan. Do the policies identify specific and measurable goals that will reverse the damage in San Diego's most vulnerable communities due to the disproportionate impacts caused by the Port's past actions? **It is our assessment that the Port Master Plan Update did not take an Equity and Racial Justice perspective in the current draft and therefore the Board of Port Commissioners should direct staff to initiate public discussions including the inclusion of a Equity and Racial Justice Element to the Plan Update.** The final Port Master Plan Update must address Equity and Racial Justice prior to moving it forward for further approval.

The current 1981 approved Plan demonstrates that the Port of San Diego showed little to no care in the communities where Latinos represent a majority of the population. These communities include Barrio Logan and Logan Heights, National City, western Chula Vista and South San Diego. While the Port did not initiate disparities in these communities, the Port became complicit in continuing racial injustice that these redlined communities faced. Through fiscal and regulatory policy, the Port has improved waterfront amenities. However, most of these investments have been in tourist serving destinations or in communities where individuals with enough political clout or money to hire lobbyists have been able to get the Port to "pay attention" to their demands. It is our expectation that this Plan Update intentionally identify and address the concerns of our most impacted communities. To do so, we suggest the following:

1. **Establish a Social Equity and Racial Justice Advisory Committee**

This Advisory Committee should discuss issues of public access to Port Tidelands including barriers such as cost and geographical connectivity. Other issues to be discussed by this Committee include access to the water, recreational amenities, employment opportunities for local residents, and quality of life impacts such as parking, noise and light pollution caused by Port tenant operations.

We fully support the work done by environmental justice advocates to include an EJ Element to the PMPU. These communities have suffered too long from a man-made public health crisis, and it will take focus on this to reverse course.

2. **Review all Elements in the PMPU with an Equity lens asking the following questions:**

-What historic advantages or disadvantages have affected residents in this community? These include health disparities, air quality, public access.
-What specific goals are going to reverse the historical inequities, and how is that going to be measured?
-How were residents of communities that have been historically excluded from planning processes included in this effort and what was their feedback?
-Does the current distribution of resources and investment contribute to different outcomes for different groups that have been historically underserved? How can this be changed?
-Do the policies and specified projects increase the equitable distribution of Port resources to capital investments and public access? How will this be quantified?

These are not groundbreaking questions and are primarily based of those in Montgomery County's Master Planning focus on Equity (https://montgomeryplanning.org/wp-content/uploads/2020/06/Equity-in-Master-Plans_FINAL_062520-Final.pdf).

3. **Include specific Social Equity and Racial Justice policies in the PMPU**

This must be accomplished with input from the public, with special emphasis on reaching disadvantaged communities and the Social Equity and Racial Justice Advisory Committee. Depending on public input, this could mean an additional Element in the PMPU with the following ten Policies/Goals:

I. The Port is committed to race and social equity, and an equitable future.
II. New developments, projects and policies AND all new leases with new or existing tenants must prevent increase in health, environmental and access disparities in vulnerable communities.
III. Port will amend policies, create programs and increase investments to help offset the existing impacts on disadvantaged communities.
IV. The Port will close racial and social disparities with capital program investments to include funding projects outside Port tidelands in disadvantaged communities by increasing current levels of funding.
V. Create a new Future Public Access fund setting aside money for future conversion of current non-public serving uses into public access amenities such as parks, plazas and promenades in the disadvantaged neighborhoods.
VI. Institute a Future Public Access Fee to all leaseholders both adjacent to disadvantaged communities and from tenants in non-disadvantaged communities.
VII. Require transfer of leases and expiring leases to default to public access uses unless there are findings that make public access not feasible by a thorough analysis which includes a public hearing.

VIII. Create a Social Equity and Racial Justice Index to monitor and report on equity measures.

IX. Identify solutions to create off street parking options by producing a study analyzing the number of vehicles to be parked created by Port tenants and requiring all future leases (renewals and new tenants) to identify off street parking solutions based on their vehicle activity.

X. All jobs created directly on Port property must be paid a living wage and Port tenants must demonstrate proactive practices to hire or support the training of local workers.

We strongly believe that with intentional outreach to the communities that have historically been left out and impacted the most, the PMPU will include these and other policies that acknowledge the current deficiencies.

As stated in the opening of this letter, Latino Equity Council is a 100% volunteer effort. There are no dues for membership in our coalition, and no one has a financial interest in the Port's plan. Our comments reflect the reality of hardworking individuals that live within the most underserved neighborhoods and we hope that this plan which will impact the next 40 years of Port activity is taken seriously into consideration.

Sincerely,

Latino Equity Council Host Committee

Port Master Plan Update
Revised Draft PMPU Comments

Comments received during the four-week public review period:

October 20, 2020 – November 17, 2020

Comments from Businesses and Tenants

Outboard Boating Club of San Diego
INC.

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

November 3, 2020

San Diego Unified Port District
Attn: 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 dated October 2020.

TO: San Diego Unified Port District-Planning Department

The Outboard Boating Club of San Diego is a non-profit corporation organized to promote safe boating recreation. The Outboard Boating Club began as the local chapter of the Outboard Boating Club of America in 1953 and continues to support and promote safe boating today. Located at the head of the Shelter Island Boat Launch Ramp (original location), the Boating Club is uniquely positioned to shape the perception of the waterfront experience and promote safe boating.

The principle duty of the Outboard Boating Club is to keep the launch ramp clean and free of congestion as well as supervise, direct and assist in the launching of boats.

The Outboard Boating Club submitted a timely response to the Port Master Plan Update on July 31, 2019. At issue in the communication is the Revised Draft Port Master Plan Update submitted for public comment on October 20, 2020.

The Outboard Boating Club does not support the Promenade/Bike Path as configured through the Shelter Island Boat Launch Ramp Facility and suggests a safer corridor be established.

The proposed Waterside Promenade is depicted on page 191 PD1-4, and attached here as **Exhibit 1**. The Promenade is also defined in Exhibit 1 as "A pathway along the waterfront designed to enhance access the enjoyment of District Tidelands. Waterside Promenades are primarily for pedestrians (non-exclusive use) and may also function as a multi-use pathway and/or include a multi-use pathway".

The Outboard Boating Club asserts that the proposed insertion of a waterside promenade that runs through the Shelter Island Boat Launch Ramp car/boat trailer Parking Lot and more importantly across the entrance and the exit for the Shelter Island Launch Ramp endangers the safety of pedestrians and boaters alike.

For purposes of clarification, in **Exhibit 1**, superimposed on Figure PD1.4 is the Example Clarification, (published by the Port in its Presentation and Direction to Staff on September 15, 2019), marked up in white pen, showing the current approaches to the launch ramp. The lower half of the page is the proposed Pathways map. As it pertains to the promenade/bike path, the difference between the two maps is the color of the current waterside promenade. Formerly purple, now blue.

The proposed Shelter Island Boat Launch Ramp and Promenade/Bike Path is described in PD 01 SHELTER ISLAND: "The addition of a promenade and bike path remain in the Revised Draft PMPU. The waterside promenade and bike path will go behind the ***ship chandlery*** [emphasis added] * near the Shelter Island Boat Launch. Parking will be available to the general public with limited exceptions." Please see **Exhibit 2.**

A proposed pedestrian pathway that run through the launch ramp parking lots and cross the exit and entrance to the launching ramp endangers the safety of pedestrians and boaters in the following ways: 1) vehicles having prepared their boats to launch in the upper parking lot, now approach the entrance to the launch ramp and the lower parking lot area from around a blind corner; the proposed multi-use pedestrian path crosses this launch ramp approach 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.

* Further discussed on page 8

and 3) the proposed multi-use pedestrian path crosses the launch ramp exit. Trucks and cars with trailers leaving the launch ramp area approach the exit from around a blind corner.

The right fork of this sidewalk split mistakenly encourages pedestrians, bicycles, scooters and skateboards to cut through the launch ramp rather than follow the current pedestrian path to the left.

Having no expectation of the appearance of pedestrians or bicycles, scooters, or skateboards <u>in an area designated solely for boats launching and retrieving</u>, 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 foot, on bikes, scooters, or skateboards does not provide a safe boating environment in the Shelter Island Boat Launch Ramp Facility.

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 through the 6 directions of car/trailer traffic, which is where the bike lane is proposed to cross.

On May 1, 2020 the boat traffic waiting to launch was backed up to the entrance of Shelter Island. The launch ramp has been closed at least a dozen times since May 1, 2020 for lack of parking.

There are currently 143 parking spaces for boat trailers allocated for the Shelter Island Boat Launch Facility. The suggested minimum parking requirement per launch lane is 20-30 car/trailer spaces. The Shelter Island Boat Launch has ten lanes.

The Outboard Boating Club requests that the Port's Revised Master Plan Update include a provision for additional car/trailer parking for the Shelter Island Launch Ramp Facility.

The Outboard Boating Club requests that any addition of a promenade and bike path be constructed well landward of the Shelter Island Boat Launch **Facility**, which includes the parking lots, entrance and exit roads.

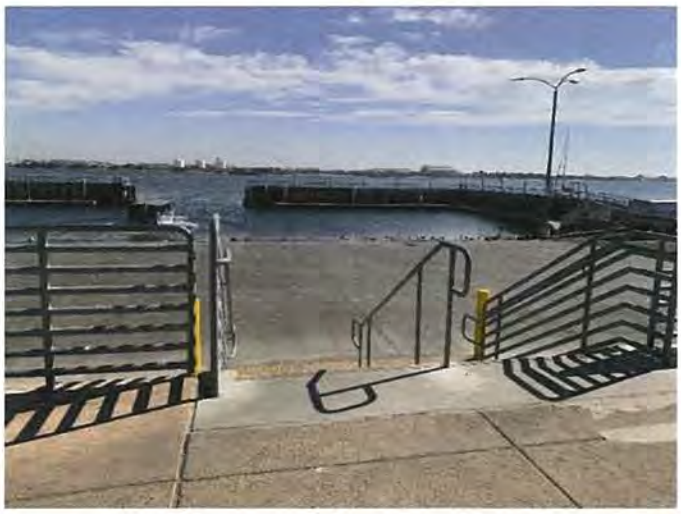
The Outboard Boating Club does not support the Promenade/Bike Path as configured through the Shelter Island Boat Launch Ramp Facility and suggests a safer corridor be established.

Proposed safe corridors would be: 1) continue to support the bike lane along Shelter Island Drive and encourage enhancement where it currently exists. 2) continue the pedestrian path in the Launch Ramp Facility area where it currently exists. This configuration does not engage with the boat and trailer parking lot or the main entrance to the launch ramp, except through correctly marked cross walks at 90-degree angles, the proscribed safe and efficient approach to crossing.

This is the pedestrian crossing for the launch ramp lower parking lot car/trailer spaces.

Pedestrians have enjoyed walking the pathway in front and in back of the Outboard Boating Club Observation Building for many years and it is wide enough on the front side for two people and a dog. The pathway in front of the Outboard Boating Club Observation Building has an unobstructed view of the boat launch ramp, the bay and the ocean.

Those pedestrians looking to explore the walkways around the launch ramp basin or boaters engaging their boats on the launch ramp may approach from the stairs located at the top of the launch ramp. The stairs were built to service the launch ramp basin.



The Outboard Boating Club Observation Building was built on this spot for the Outboard Boating Club in 1956. The Boating Club continues to fulfill the terms of its lease with the Port of San Diego by keeping the launch ramp clean and free of congestion, directing and assisting in the launching of boats and the placement of trailers and cars on the parking lot.

Please note the stairs to the right of the Outboard Boating Club Observation Building.

There is no ship chandlery near the Shelter Island Boat Launch. The Revised Port Master Plan erroneously describes the Outboard Boating Club Observation Building as a ***ship chandlery*** [emphasis added]. **Exhibit 2** This error needs to be corrected in the final Port Master Plan. A better description might be the Outboard Boating Club Observation Building.

If the current plan is accepted to route the promenade/bike path behind the Outboard Boating Club Observation Building, 6 car/trailer parking spaces would be eliminated. An alternative configuration would be to exchange the car/trailer parking for general parking and convert 6 general parking spaces to car/trailer paring in the Launch Ramp Facility. To create a waterside promenade/bike path through the Shelter Island Boat Launch Facility Lower Parking Lot (as shown in Exhibit 1, PD1.4), would eliminate countless additional car/trailer parking spaces.

Please see **Exhibit 3** which specifies the width of the path to be a minimum of 12' and a maximum of 20'.

WLU Policy 4.1.1 states that "there shall be no net loss of acreage designated as Recreation Open Space in a planning district. The Shelter Island Boat Launch Facility is in desperate need of preserving the car/trailer parking spaces. The Shelter Island Boat Launch is the busiest launch ramp in California with close to 50,000 launches per year, and now soaring upward towards the 80,000 mark. The Outboard Boating Club requests that the parking allocated to the general public in the Launch Ramp Facility Area be converted to car/trailer parking.

This is the current pedestrian path above the boat launch ramp parking lot.

With the exception of the Boat Launch Ramp Facility, pedestrians enjoy walking next to the water for the entire length of Shelter Island. Even above the boat launch parking lot, the water and launch ramp are close enough to view clearly without any obstruction from the pathway. Close enough to view clearly and safely.

PD01 SHELTER ISLAND states: "The Promenade and bike path will be located landward of the boat launch ramp." The Outboard Boating Club requests that the language be changed to indicate that the **"Promenade and bike path will be located landward of the boat launch ramp facility, including the car/trailer parking and the entrance and exit to the launch ramp."**

As presented by the San Diego Port District in the Revised Draft of the Port Master Plan Update, the map on PD1.4 indicates that the proposed promenade will intersect and interfere with the operations of the Shelter Island Boat Launch Ramp Facility.

Please consider that in laying out a new Master Plan, care must be taken to avoid creating new, dangerous and costly situations for pedestrians, bicycle riders, scooters, skateboards and boaters, particularly as it pertains to the Shelter Island Boat Launch Facility. Further care must be taken to provide the boat launch ramp with adequate parking. Closing the launch ramp because of insufficient parking requires hours of unexpected duty from the San Diego Harbor Police who are required to barricade the entrances and stand patrol cars in to block boaters from entering the launch ramp area. Closing the launch ramp because of insufficient parking creates frustration, anger and disappointment from boaters who planned to enjoy their day on the water.

The Shelter Island Boat Launch Ramp is the finest launch ramp in California. For the safety of the boaters using the Launch Ramp, the protection and growth of the boating

industry and the opportunity to provide an enjoyable boating experience, the Outboard Boating Club requests that the promenade/bike path continue in a straight line from the Bali Hai past the Shelter Island Launch Ramp Facility. The Boating Club requests that the current configuration of the Promenade/bike path be deleted as depicted in **Exhibit 4.** The Outboard Club further requests that additional parking be provided for cars/trailers in the Shelter Island Launch Ramp Facility.

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."

Pedestrian pathways and bike paths are safely provided for in the vicinity of the Shelter Island Boat Launch Ramp Facility.

Thank you for your time and attention to this request to keep the promenade/bike path separate from the Shelter Island Boat Launch Ramp Facility. If you have any questions please contact Commodore Callow: janoc1331@gmail.com.

For your convenience the entire section of the Revised PMPU regarding Shelter Island is attached here as **Exhibit 5**.

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

Janet Callow

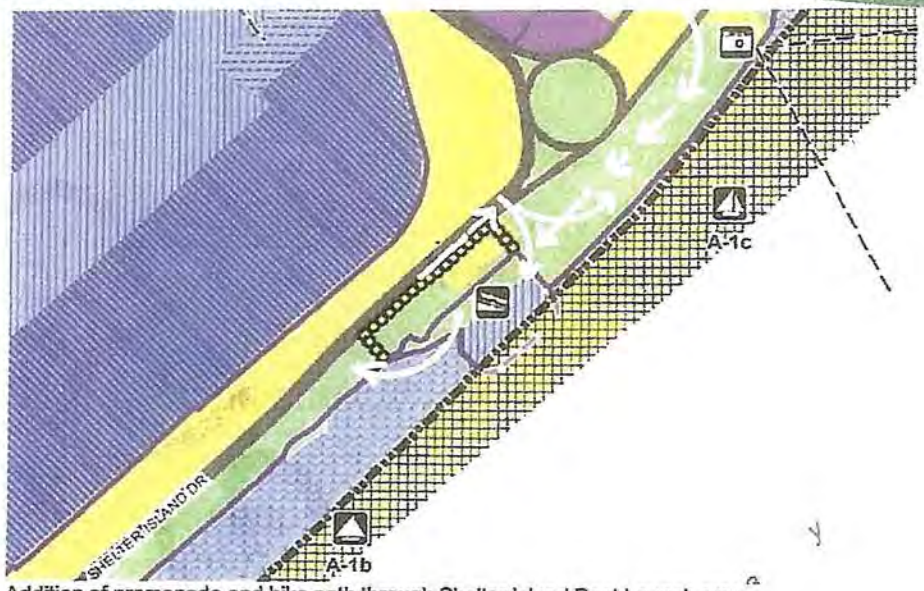
Commodore Janet Callow

Former Commodore Catherine. Miller

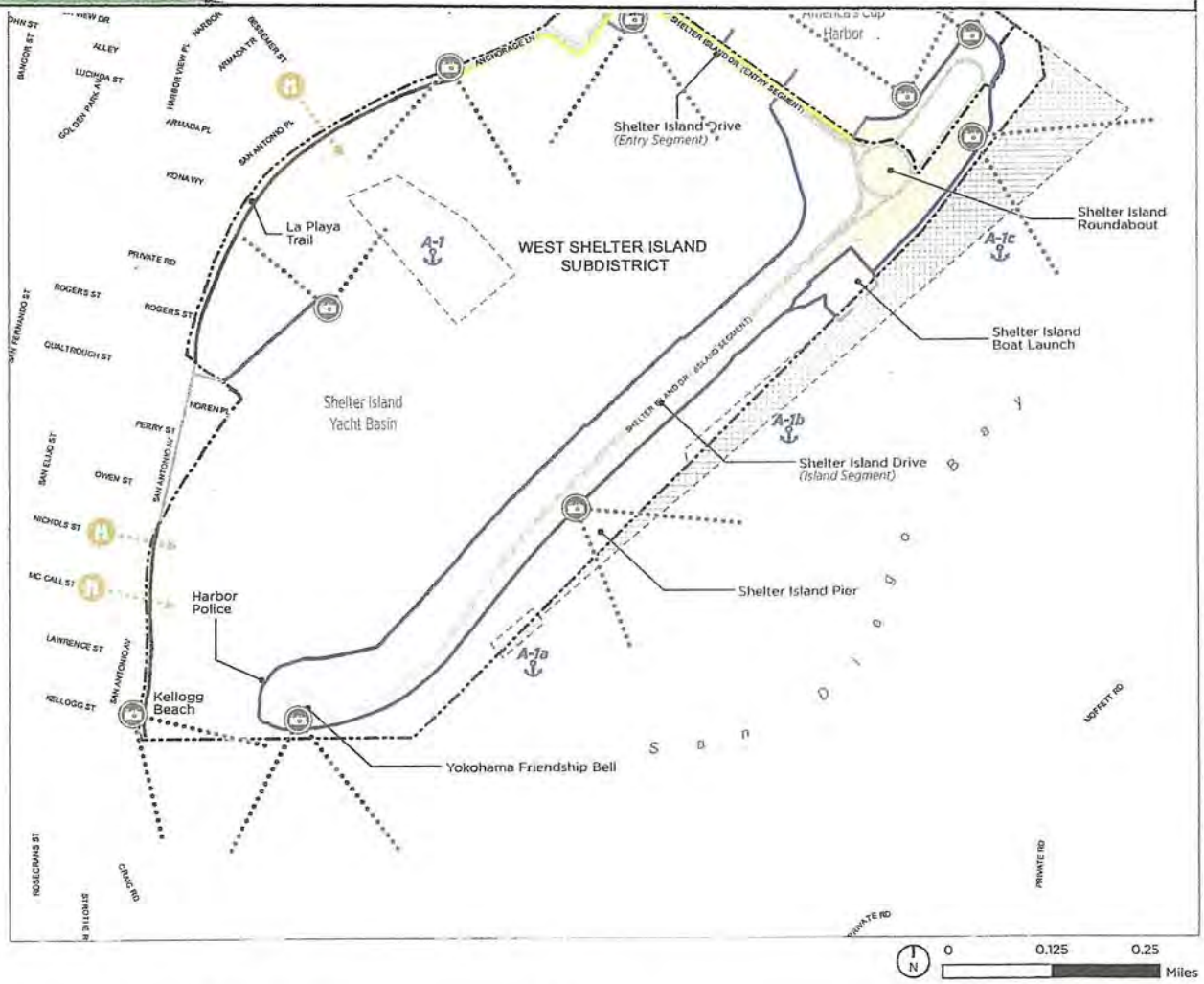
cc California Coastal Commission
Department of Boating and Waterways

EXHIBIT 1

Example Clarification



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



October 19, 2020

Jurisdictional Boundaries

- Planning Subdistricts
- Coastal Zone
- Not Within District Permitting Authority

Other

- Recreation Open Space
- Anchorage

Views

- View Corridor Extension
- Scenic Vista Area

Pathways

Multi-Use Path
An accessway intended or suitable for more than one mode (e.g., pedestrians and bicycles), such as walking, jogging, cycling, and wheelchair use.

Waterside Promenade
A pathway along the waterfront designed to enhance access and enjoyment of District Tidelands. Waterside Promenades are primarily for pedestrians (non-exclusive use) and may also function as a multi-use pathway and/or include a designated multi-use pathway.

Sidewalk
A non-waterside pathway that provides a dedicated area for pedestrians adjacent and parallel to a roadway.

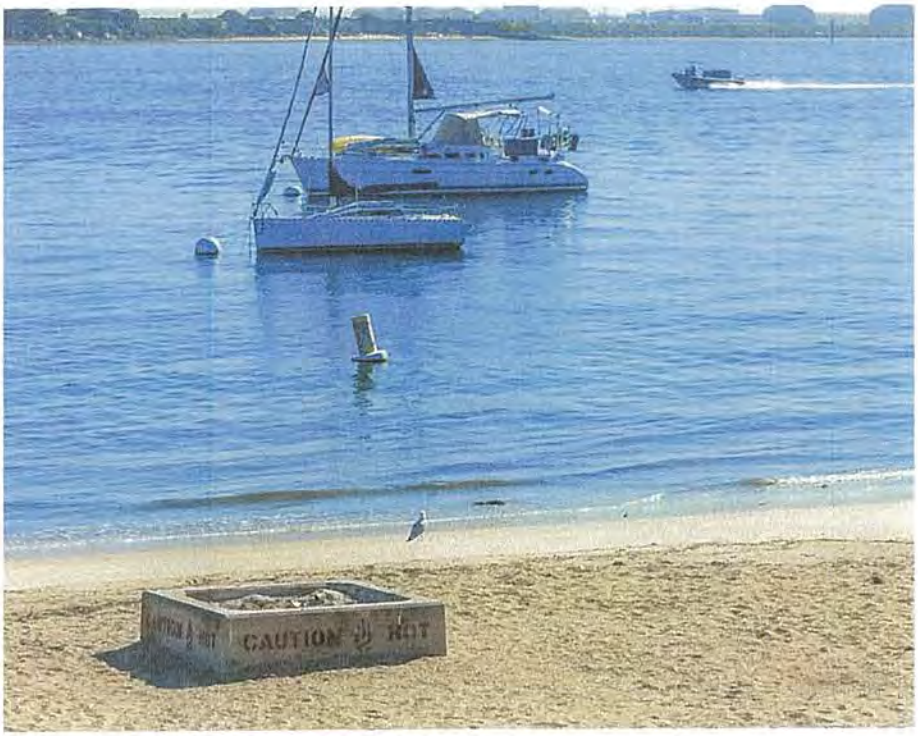
Walkway (Non-Waterside)
A non-waterside pathway that provides access from the waterfront to the nearest public road perpendicular to the waterfront, also known as vertical access or a vertical connection. Walkways are primarily for pedestrians (non-exclusive use) and may also function as a multi-use pathway and/or include a designated multi-use pathway.

Nature Trail
An unpaved pathway.

Non-District Pathway
Not Within District Permitting Authority

EXHIBIT 2

PD 01 **SHELTER ISLAND**



Shelter Island Boat Launch Ramp and Promenade/ Bike Path

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

Commercial Fishing Berthing

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

View verbatim revisions to draft PMPU here.

EXHIBIT 3

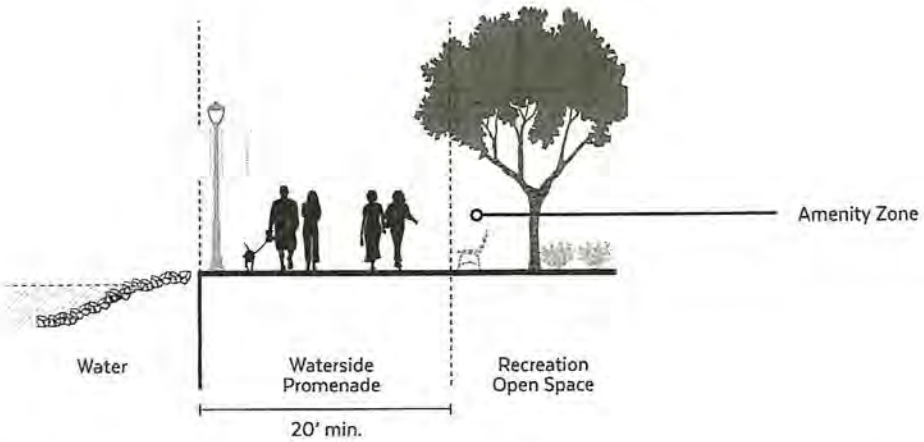


Figure PD1.7 Cross-Section of West Shelter Island Waterside Promenade in Recreation Open Space

For illustrative purposes only

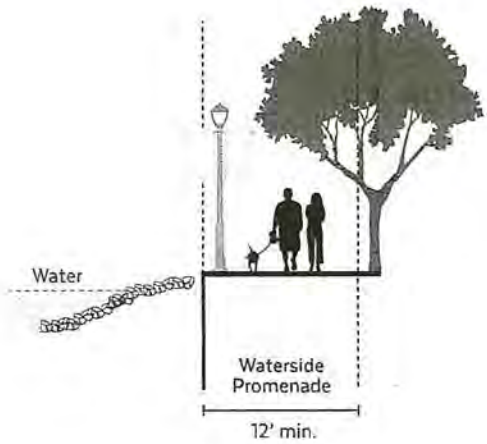
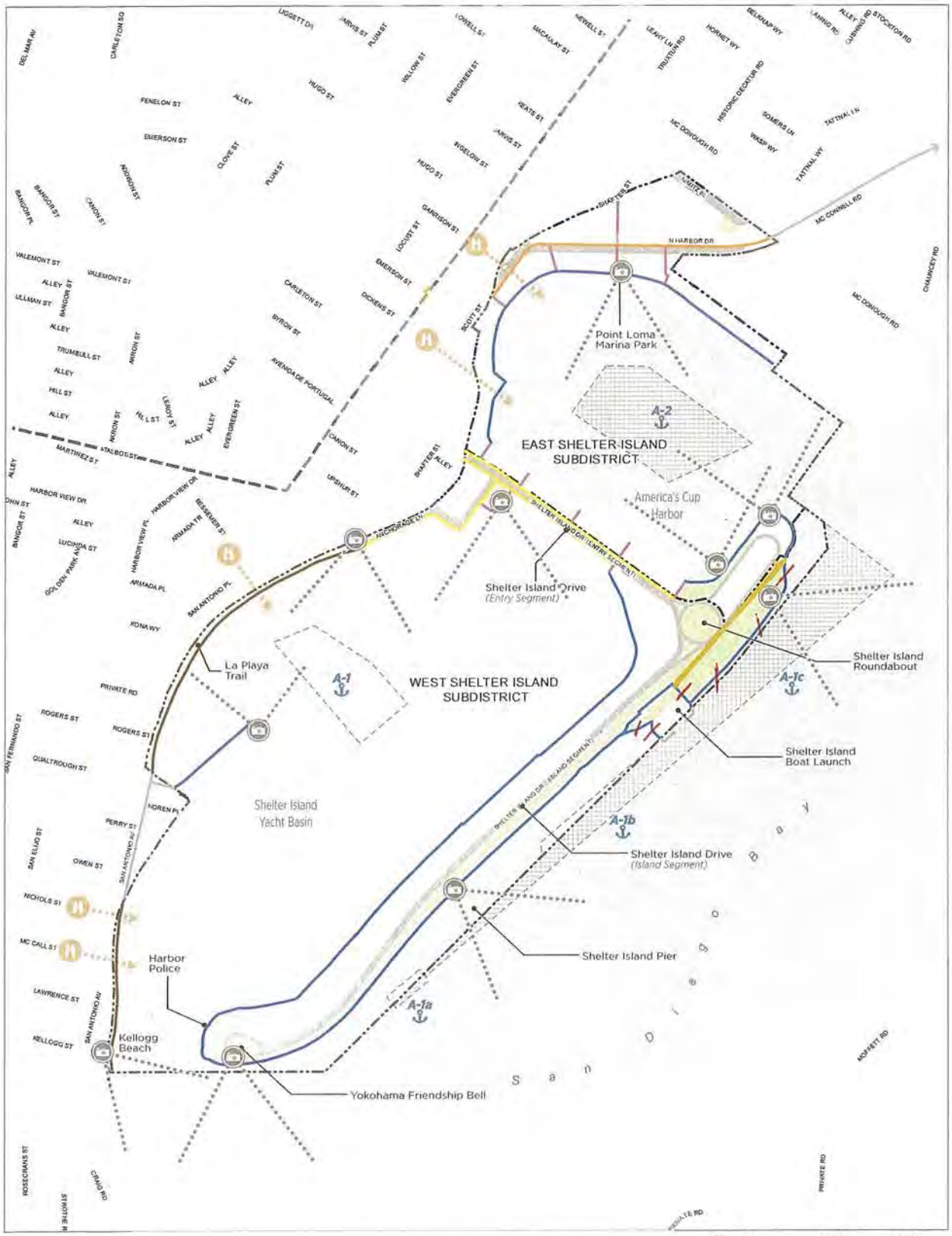


Figure PD1.8 Cross-Section of West Shelter Island Waterside Promenade

For illustrative purposes only.

EXHIBIT 4



0 0.125 0.25 Miles

October 19, 2020

Jurisdictional Boundaries

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- Anchorage

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Nature Trail
An unpaved pathway.

Non-District Pathway
Not Within District Permitting Authority

EXHIBIT 5

AT A GLANCE

MOTEL ROOMS

BUILDING HEIGHTS

LA PLAYA PIERS

LA PLAYA TRAIL

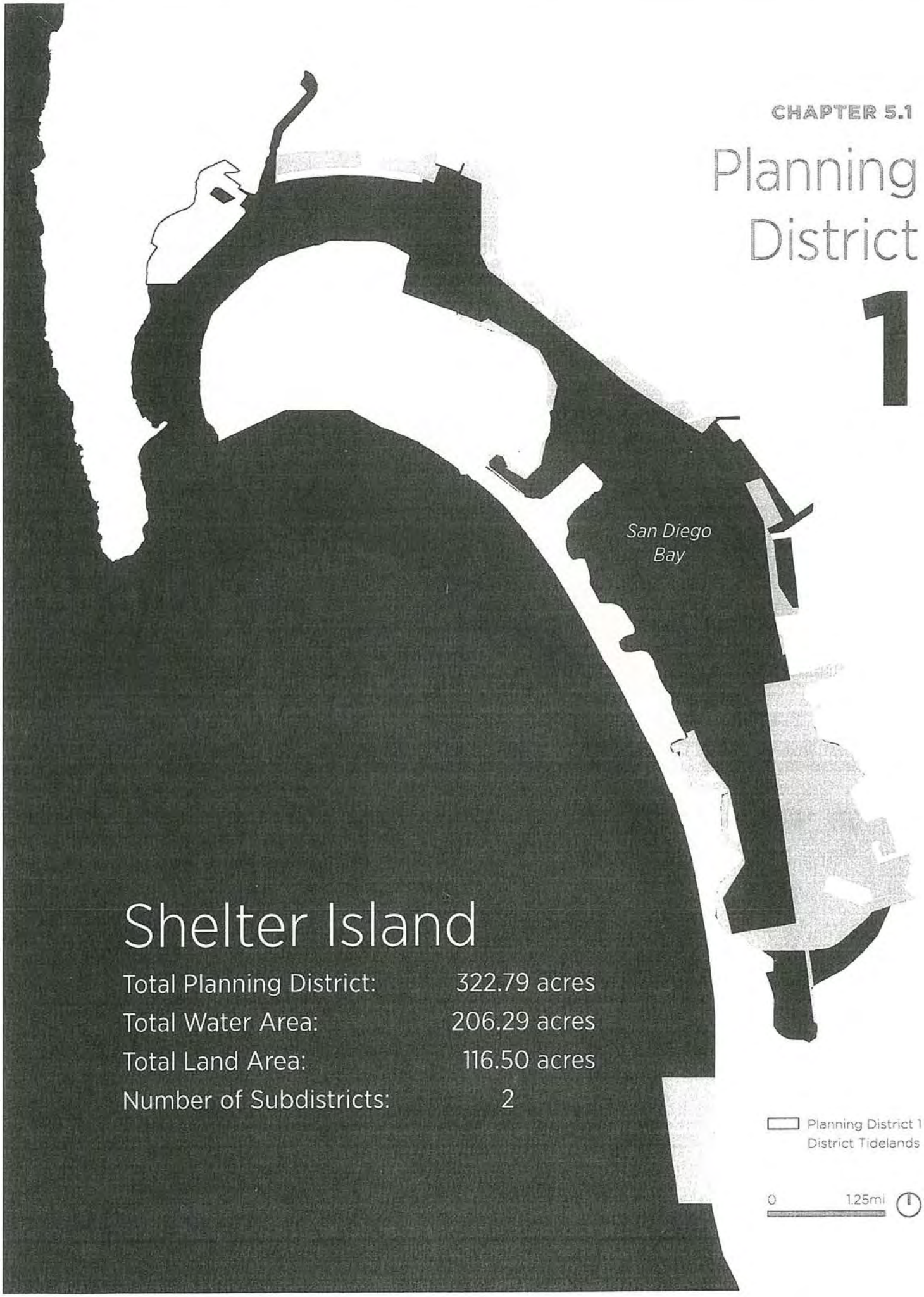
SHELTER ISLAND BOAT LAUNCH RAMP AND PROMENADE/ BIKE PATH

COMMERCIAL FISHING BERTHING

PD 01
SHELTER ISLAND

CHAPTER 5.1

Planning District 1



Shelter Island

Total Planning District:	322.79 acres
Total Water Area:	206.29 acres
Total Land Area:	116.50 acres
Number of Subdistricts:	2

5.1.1 Existing Setting

The Shelter Island Planning District is located on the southeastern side of the Point Loma Peninsula, at the entrance to the Bay, near vibrant upland communities, military installations, and the Cabrillo National Monument. Defined by the unique shape of the land, this planning district includes over 5 miles of waterfront and has two subdistricts: West Shelter Island and East Shelter Island. *Figure PD1.1* shows the subdistricts that make up the Shelter Island Planning District. Access to the planning district is provided via Shelter Island Drive (Entry Segment), which terminates at the Shelter Island roundabout. Access along Shelter Island is provided via Shelter Island Drive (Island Segment).

The West Shelter Island Subdistrict (West Shelter Island) is a unique waterfront community at the western portion of Shelter Island, with strong ties to boating and fishing communities in the region. This area's identity is drawn from its diversity of water-oriented development and activities, including marinas, transient docking, resort hotels, restaurants, boatyards, and commercial fishing and sportfishing facilities. Its recreational areas include Shelter Island Shoreline Park, the Yokohama Friendship Bell, Shelter Island Pier, Shelter Island Boat Launch, and coastal pathways, including the La Playa Trail and Kellogg Beach—all of which have a strong relationship with the surrounding community. West Shelter Island's yacht clubs and marinas collectively provide berthing and mooring for hundreds of boats and watercraft within the Shelter Island Yacht Basin.

The East Shelter Island Subdistrict (East Shelter Island) wraps around America's Cup Harbor at the eastern portion of Shelter Island. The subdistrict includes coastal-dependent marine services and fishing industries that provide for long-term economic viability and growth in the region. The predominant uses in this area consist of commercial recreation, marine sales and services, commercial fishing, and sportfishing. East Shelter Island also provides an opportunity for visitors to experience and interact with the marine and maritime community, with views of the water and coastal-dependent maritime activities within the marinas.

5.1.1(A) Water and Land Use Designations

The water and land use designations for the Shelter Island Planning District are shown in *Figure PD1.2*. The acreage of each water and land use designation is summarized in *Table PD1.1*.

5.1.1(B) Coastal Access Maps

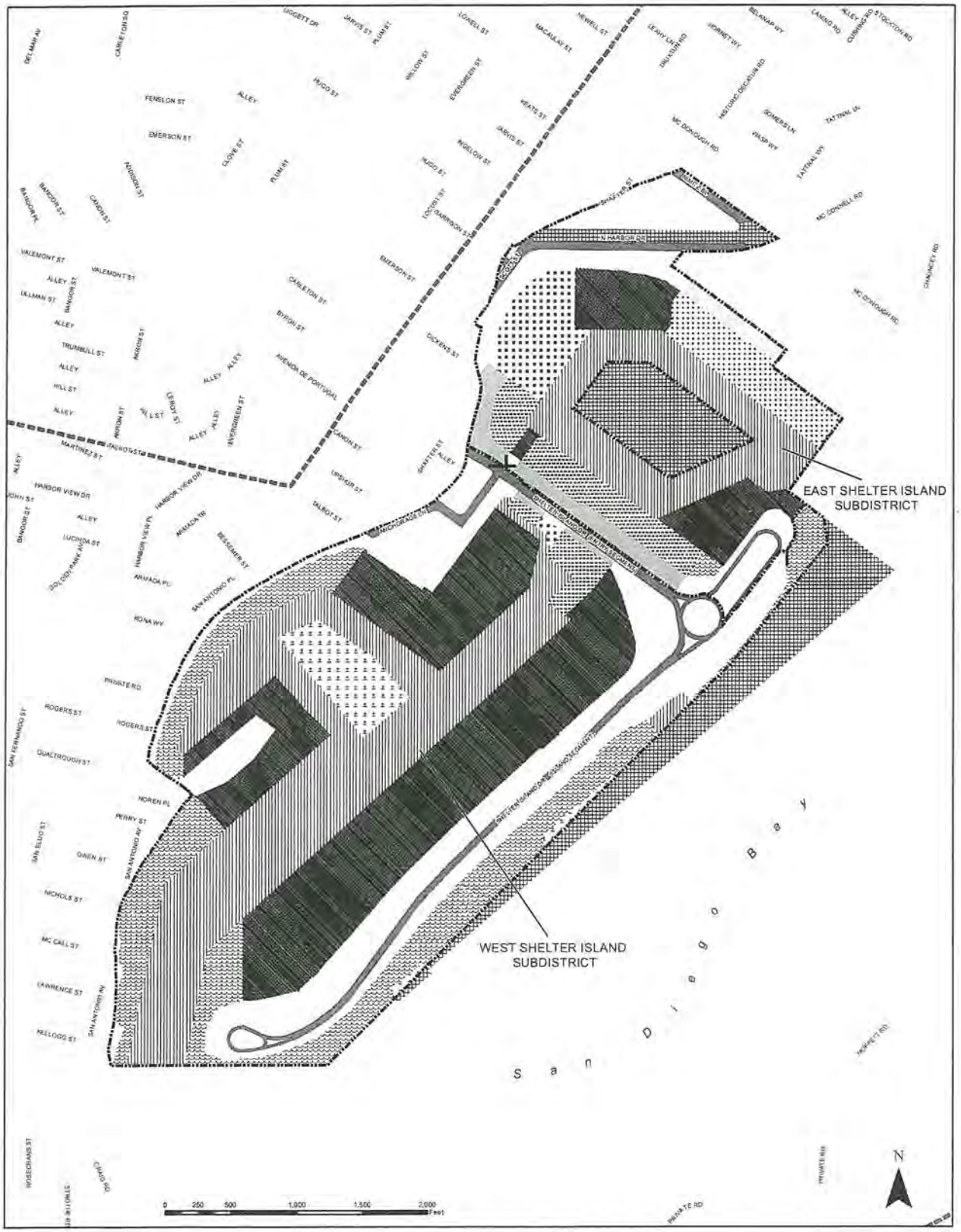
Figure PD1.3 and *Figure PD1.4* provide additional information to illustrate the planned improvements and public realm standards related to coastal access, including mobility, views, and pathways in the planning district.

Figure PD1.1 Shelter Island Planning District Location and Context

For illustrative purposes only. Not to scale.

Table PD1.1 Shelter Island Planning District Water and Land Use Acreages

WATER USES	ACRES
Anchorage	10.90
Commercial Fishing Berthing	11.07
Marine Services Berthing	15.46
Navigation Corridor	3.61
Open Bay / Water	50.39
Recreational Berthing	103.75
Sportfishing Berthing	11.11
Subtotal - Water Uses	**206.29**
LAND USES	**ACRES**
Commercial Fishing	2.48
Commercial Recreation	54.05
Institutional / Roadway	17.81
Marine Sales and Services	8.68
Recreation Open Space	28.92
Sportfishing	4.56
Subtotal - Land Uses	**116.50**
TOTAL - WATER AND LAND USES	**322.79**



JURISDICTIONAL BOUNDARIES

- Planning Subdistricts
- Coastal Zone
- Not Within District Permitting Authority

LAND USE DESIGNATIONS

- Commercial Fishing
- Commercial Recreation
- Institutional / Roadway
- Marine Sales and Services
- Recreation Open Space
- Sportfishing

WATER USE DESIGNATIONS

- Anchorage
- Commercial Fishing Berthing
- Marine Services Berthing
- Navigation Corridor
- Open Bay / Water
- Recreational Berthing
- Sportfishing Berthing

REV 03/24/2020

FIGURE PD1.2 SHELTER ISLAND PLANNING DISTRICT: WATER AND LAND USES

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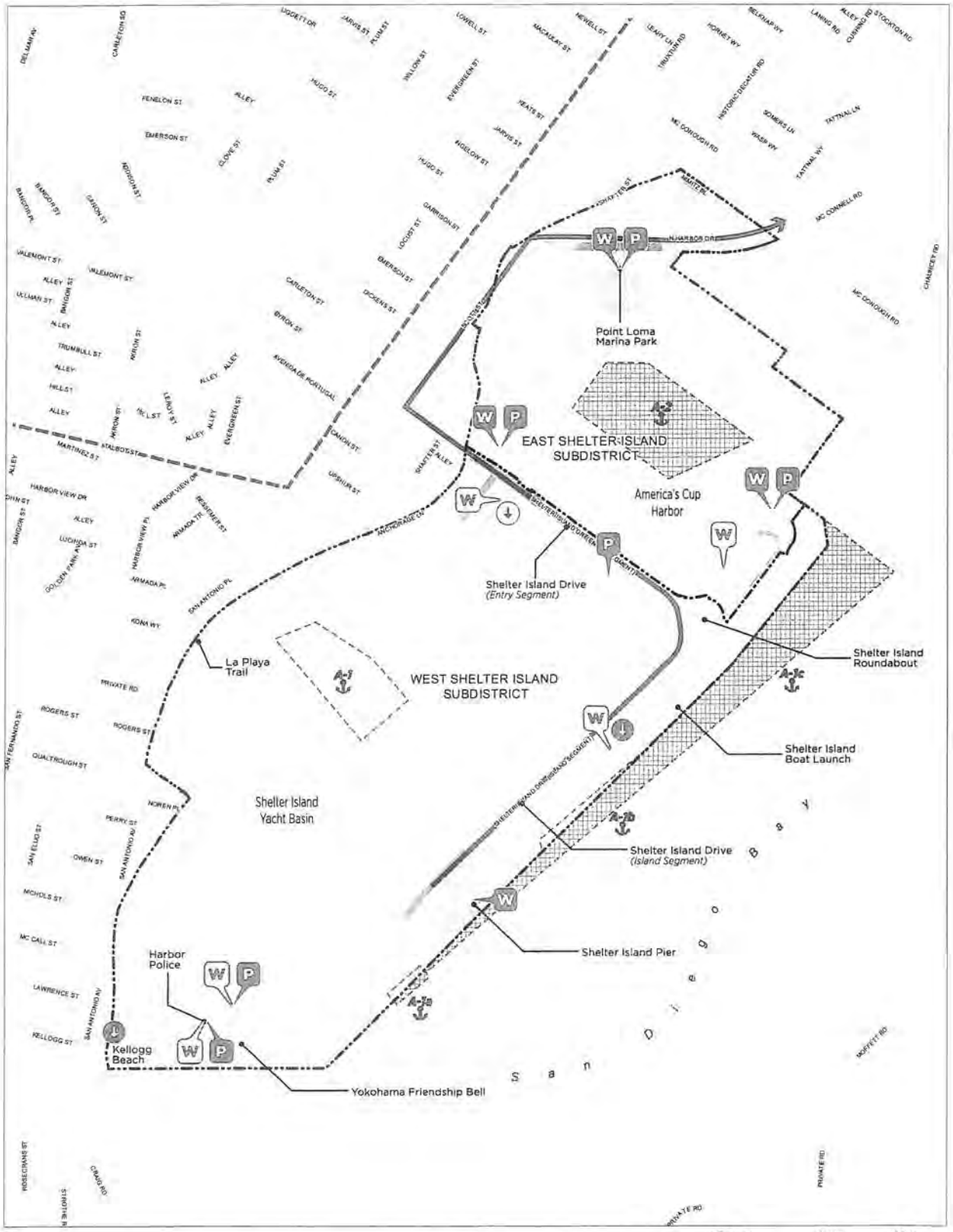

Jurisdictional Boundaries

- Planning Subdistricts
- Coastal Zone
- Not Within District Permitting Authority

Other

- Recreation Open Space
- Anchorage

Landside Access

- Local Gateway Mobility Hub
- Connector Mobility Hub
- Potential Bayfront Circulator Route

Water Access

Water-Based Transfer Point

W Existing W Potential

Short-Term Public Docking

P Existing P Potential

Hand-Launched Non-Motorized Watercraft Launch Area

Existing Potential

FIGURE PD1.3 SHELTER ISLAND PLANNING DISTRICT - COASTAL ACCESS: MOBILITY

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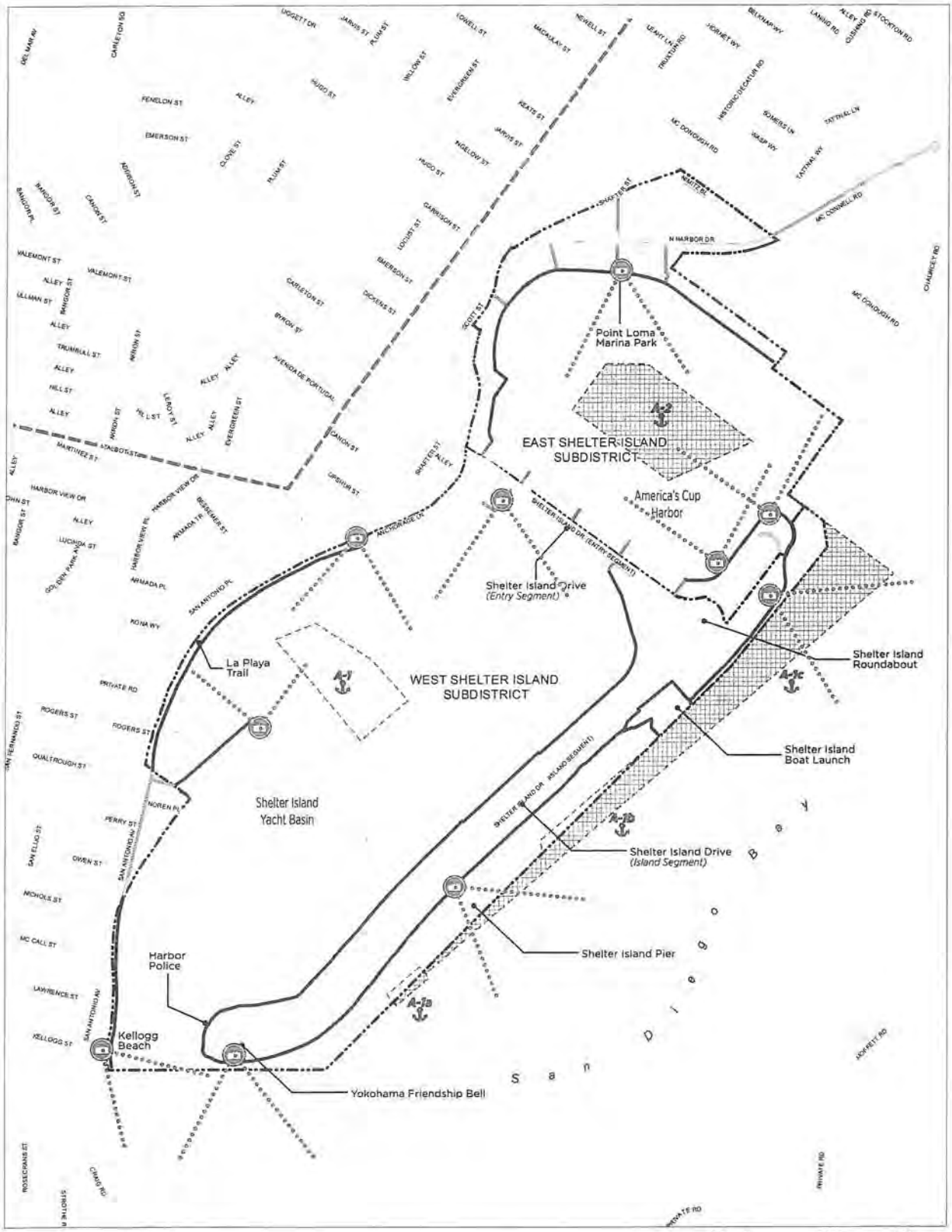

October 19, 2020

Jurisdictional Boundaries

- Planning Subdistricts
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- Not Within District Permitting Authority

Other

- Recreation Open Space
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Views

- View Corridor Extension
- Scenic Vista Area

Pathways

Multi-Use Path
An accessway intended or suitable for more than one mode (e.g., pedestrians and bicycles), such as walking, jogging, cycling, and wheelchair use.

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Sidewalk
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Nature Trail
An unpaved pathway.

Non-District Pathway
Not Within District Permitting Authority

FIGURE PD1.4 SHELTER ISLAND PLANNING DISTRICT - COASTAL ACCESS: VIEWS AND PATHWAYS

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5.1.2 West Shelter Island Subdistrict

5.1.2(A) Vision

Celebrate West Shelter Island's maritime and coastal character, and honor of its connection with the water.

The vision for West Shelter Island is to preserve its unique mix of coastal uses, activities, and access, with an emphasis on maintaining thriving maritime and recreational opportunities. The intensity of commercial development is not planned to change over the life of this Plan. Future development and planned improvements are intended to further enhance and enliven the area, consistent with this subdistrict's character and scale of development.

Planned improvements will enhance coastal access and circulation in this subdistrict, including new or enhanced water-based transfer points and recreational and commercial fishing marina facilities. Additional improvements will create more efficient circulation, provide safer public access, and address shoreline erosion for the La Playa Trail, Kellogg Beach, and Shelter Island Shoreline Park.

The West Shelter Island Subdistrict planned improvements provide requirements for the improvements and development envisioned for this area. In addition to *Chapter 4, Baywide Development Standards*, development standards provide subdistrict-specific criteria related to building design and public realm design. This subdistrict also includes standards to address special allowances for unique situations in this area.

5.1.2(B) Special Allowances

The following special allowances, consistent with *WLU Goal 2 (Chapter 4.1, Water and Land Use Element)*, address unique situations in the West Shelter Island Subdistrict.

La Playa Piers

PD1.1 Four existing piers shall be maintained and coverage not expanded, subject to the following requirements:

a. Piers shall be accessible to the public daily from sunrise to sunset, and may have security gates to control access outside of required time frames for accessibility.

b. Signs indicating availability for public use shall be clearly posted on the landward portion of the pier for all piers retained.

c. Gangways and docks on these four piers may remain closed to the public. See *Figure PD1.5*, Major Components of a Pier.

PD1.2 The pier at the La Playa Yacht Club may remain as its current use, in the location shown in *Figure PD1.1*, and is exempt from the requirements of PD1.1.

PD1.3 No new quasi-private/quasi-public piers associated with residential properties, or for residential use, shall be allowed.

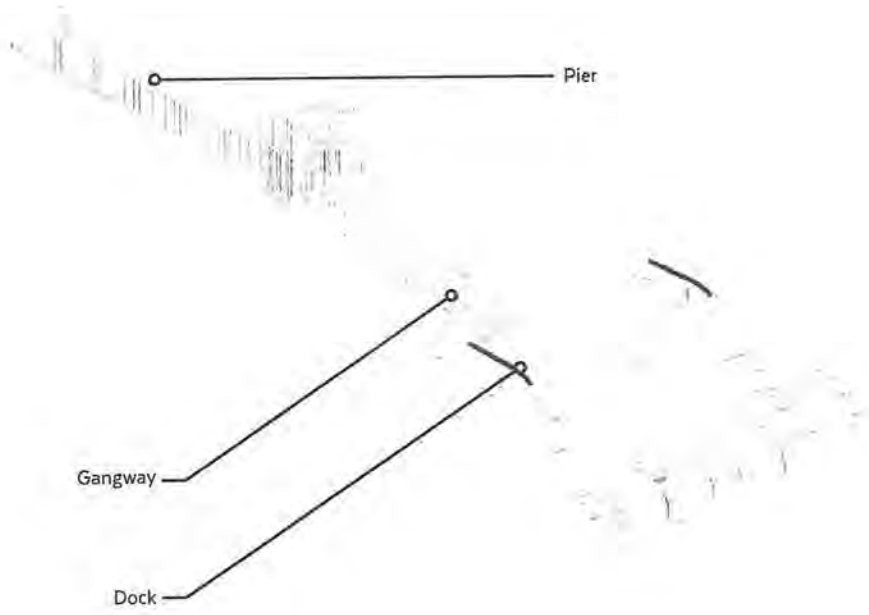

Figure PD1.5 Major Components of a Pier

For illustrative purposes only.

5.1.2(C) Planned Improvements

This section describes the extent of planned improvements for landside access, coastal access, and visitor-serving commercial uses.

5.1.2(C)-1 Landside Access

Mobility Hubs

PD1.4 Develop a Connector Mobility Hub on the western portion of Shelter Island Drive, near the Shelter Island Pier, as generally depicted in *Figure PD1.3*. The mobility hub shall:

a. Meet the criteria for Connector Mobility Hub, or larger hub, in accordance with the requirements of *Chapter 4, Baywide Development Standards*; and

b. Provide wayfinding and pathway connections to connect to the existing water-based transfer point located on the Shelter Island Pier.

See *Section 4.1 (Chapter 4, Baywide Development Standards)* for more information about mobility hubs.

PD1.5 Develop a Local Gateway Mobility Hub at the Shelter Island Yacht Basin, near the intersection of Anchorage Lane and Shelter Island Drive (Entry Segment), as generally depicted in *Figure PD1.3*. The mobility hub shall:

a. Meet the criteria for Connector Mobility Hubs, or larger hub, in accordance with the requirements of *Chapter 4, Baywide Development Standards*; and

b. Provide wayfinding and pathway connections the potential water-based transfer point in the West Basin, when established.

Bayfront Circulator

PD1.6 Develop and operate a bayfront circulator, as generally depicted in *Figure PD1.3*, to provide connections between the Shelter Island, Harbor Island, and Embarcadero Planning Districts. The bayfront circulator may be phased so that it starts during the summer months and, if demand warrants, is then expanded during other times of the year.

See *Section 3.2.3(C) (Chapter 3.2, Mobility Element)* for more information about the bayfront circulator.

Roadway Improvements

PD1.7 Enhance the public realm along Shelter Island Drive (Entry Segment), between the District's boundary and the Shelter Island roundabout, as the gateway to Shelter Island, linking Shelter Island and the adjacent City of San Diego jurisdiction. This may include the following improvements; however, no improvements to on-street parking or drive lanes are planned:

a. Updating gateway signage at the entrance to Shelter Island Drive;

b. Improving wayfinding signage; and

c. Creating wider sidewalks.

PD1.8 Reconfigure Shelter Island Drive (Island Segment) between the Shelter Island roundabout and the Yokohama Friendship Bell roundabout, as generally depicted in *Figure PD1.6*:

a. Narrowing to two general travel lanes;

b. Reconfiguring existing off-street parking into diagonal on-street parking;

c. Creating a multi-use path between the waterside promenade and the street, along the south side of Shelter Island Drive; and

d. Upon reconfiguration, expanding and activating Recreation Open Space on the bayside of Shelter Island Drive, as described in PD1.9.

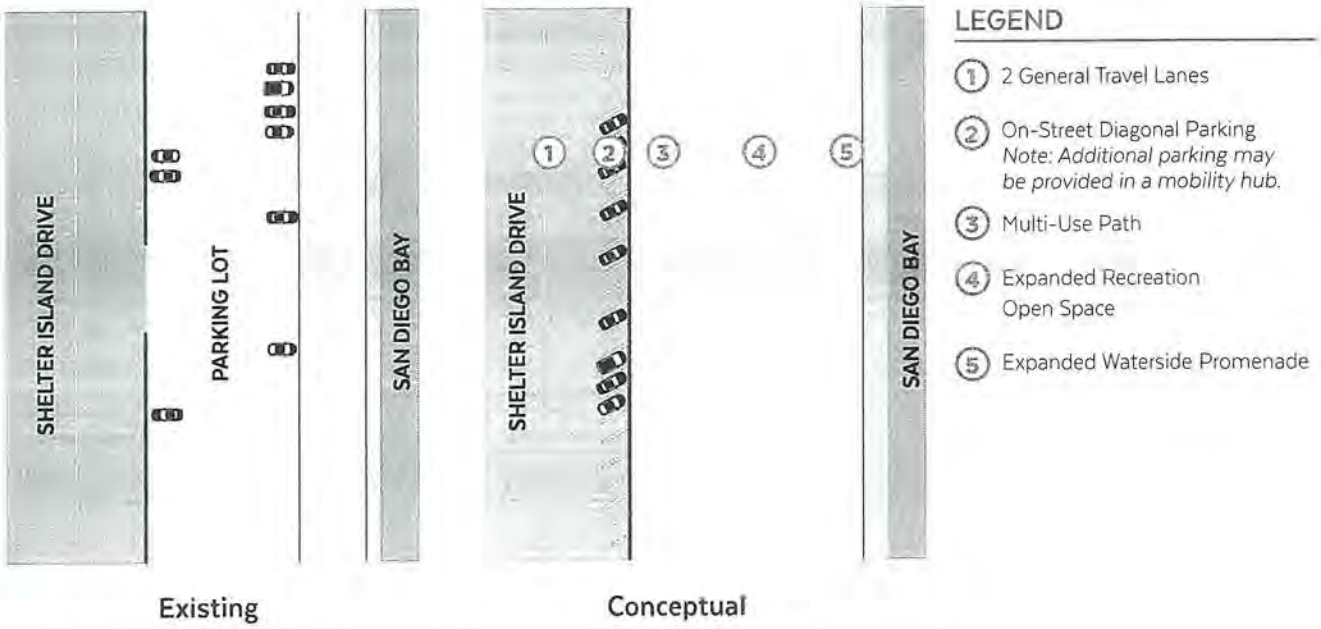

Figure PD1.6 Illustrative Diagram of Shelter Island Drive Reconfiguration

For illustrative purposes only.

Recreation Open Space

PD1.9 Upon reconfiguration of Shelter Island Drive, as described in PD1.8 and generally depicted in *Figure PD1.6*, expand and activate the Recreation Open Space with the following improvements:

a. An expanded waterside promenade, as described in PD1.31;

b. A series of garden spaces;

c. An amenity zone, landside of the waterside promenade; and

d. Up to five activating features, three of which may be pavilions, in accordance with the requirements of *Chapter 4, Baywide Development Standards*.

Anchorage Lane Activation

PD1.10 Develop an activating feature, in accordance with the requirements of *Chapter 4, Baywide Development Standards*, at the intersection of Anchorage Lane and Shelter Island Drive, which may include public art and/or interpretive signage, designed to celebrate the maritime heritage of Shelter Island and create a welcoming entrance to the planning district.

Pedestrian Crossings

PD1.11 Develop enhanced pedestrian crossing facilities at intersections and midblock crossings, such as bulb-outs or curb extensions, in conjunction with controlled crossings or high-visibility crosswalks, to facilitate pedestrian access, shorten crossing distance, and slow traffic at pedestrian crossing facilities.

PD1.12 Modify pedestrian access to and from the Yokohama Friendship Bell, with the following improvements:

a. Sidewalks, and curbs and gutters, surrounding the roundabout;

b. Improved pedestrian crossings, with bulb-outs, high-visibility crossings, and/or speed tables with decorative paving;

c. An additional pedestrian trail, or sidewalk, in the Yokohama Friendship Bell roundabout area, to link it to adjacent sidewalks and/or nearby promenades or walkways; and

d. Safety improvements, such as flashing stop signs and caution signs (or similar), to slow down traffic.

La Playa Trail

PD1.13 Maintain and improve the La Playa Trail for the benefit of public coastal access and natural resources, as a nature trail, subject to all of the following:

a. The trail shall be used for walking only;

b. The trail surface shall be unpaved and composed of natural materials;

c. The usable trail area shall remain as is, including a variable width and shall not be expanded; and

d. Safety barriers of minimal design, such as post-rope, split-rail, or similar design, may be included where necessary along the edges of the trail.

PD1.14 If ongoing erosion makes any segment(s) of the La Playa Trail unsuitable for public use by creating health and safety risks, or if it creates the need to protect natural resources, the following requirements shall apply:

a. Maintain and restore the trail in place, and then, if necessary, relocate the trail away from the water toward the District's landward jurisdictional boundary;

b. If shoreline restoration is necessary and it would be feasible to preserve continuous use of the trail, incorporate natural materials or nature-based shoreline adaptation strategies into the restoration and other improvements; and

c. If the trail is relocated, ensure that it adheres to the standards set forth under PD1.13.

PD1.15 Preserve the La Playa Trail trailhead cultural marker, located at Talbot Street.

PD1.16 Enhance the La Playa Trail trailhead at Talbot Street, with minimal activating features, including additional seating, public art, informational and interpretive signage, and bollards made from natural materials, to control access.

PD1.17 Prohibit restrooms from the La Playa Trail trailhead.

PD1.18 Preserve the La Playa Trail trailhead as a Scenic Vista Area, as described in PD1.33.

5.1.2(C)-II Coastal Access

Water-Based Transfer Points and Short-Term Public Docking

PD1.19 Modify, or replace in-kind, the existing water-based transfer point at the Shelter Island Pier, as generally depicted in *Figure PD1.3*.

PD1.20 Allow development of up to four water-based transfer points in the following locations, as generally depicted in *Figure PD1.3*:

a. Near the intersection of Anchorage Lane and Shelter Island Drive (Entry Segment);

b. Northeast of the opening of the Shelter Island Yacht Basin;

c. At the opening of the Shelter Island Yacht Basin; and

d. In between the Shelter Island Boat Launch and Shelter Island Pier. This water-based transfer point should be developed for small recreational water-craft, such as dinghies.

PD1.21 Modify, or replace in-kind, existing short-term public docking in the following locations, as generally depicted in *Figure PD1.3*:

a. Northeast of the opening of the Shelter Island Yacht Basin;

b. Opening of Shelter Island Yacht Basin; and

c. Southeast corner of the Shelter Island Yacht Basin.

AP PD1.22 Develop up to four additional short-term public docking slips in association with recreational marina-related facilities, provided there is no net increase in slips within the subdistrict.

Recreational Marina Facilities

PD1.23 Modify, or replace in-kind, existing recreational marina-related facilities in the Shelter Island Yacht Basin, provided there is no unmitigated increase in shading or fill.

Hand-Launched Nonmotorized Watercraft

PD1.24 Maintain existing launch areas for hand-launched nonmotorized watercraft in the following locations, as generally depicted in *Figure PD1.3*:

a. Along the Shelter Island Drive (Island Segment), west of the Shelter Island Boat Launch; and

b. Kellogg Beach.

PD1.25 Develop one launch area for hand-launched nonmotorized watercraft, near the intersection of Anchorage Lane and Shelter Island Drive (Entry Segment), as generally depicted in *Figure PD1.3*.

Shelter Island Boat Launch

PD1.26 Maintain the Shelter Island Boat Launch, to provide a facility for watercraft landing and facilitate public access.

Anchorages

PD1.27 Modify, or replace in-kind, the Shelter Island Anchorages, including the A-1, A-1a, A-1b, and A-1c anchorage areas.

AP PD1.28 Allow for modifications to moorings to accommodate a cumulative increase of up to 10 moored vessels at existing Shelter Island Anchorages, including the A-1, A-1a, A-1b, and A-1c anchorage areas, provided the boundaries of each of the anchorages does not change, and there is no unmitigated increase in shading or fill.

5.1.2(C)-III Visitor-Serving Commercial Uses

Overnight Accommodations

PD1.29 Modify, or replace in-kind, existing hotel rooms, including associated retail, restaurant and/or meeting space to the same or lesser size and in the same general footprint along Shelter Island Drive (Island Segment).

PD1.30 No new hotel rooms are planned or allowed.

5.1.2(D) Development Standards

In addition to *Chapter 4, Baywide Development Standards*, the following standards apply to development in the West Shelter Island Subdistrict. The standards provide requirements for development, as well as the size, location, siting, and orientation of required public realm features or buildings and structures.

5.1.2(D)-I Public Realm Standards

Pathways

PD1.31 Provide a continuous waterside promenade, to offer public coastal access along the waterfront, in accordance with the requirements in *Chapter 4, Baywide Development Standards*:

a. Waterside promenades shall be required as part of all development that abuts the waterfront and that is not a coastal-dependent use, and in any other location where a waterside promenade is generally depicted in *Figure PD1.4*.

b. Where adjacent to Recreation Open Space in the West Shelter Island Subdistrict, waterside promenades shall have a minimum width of 20 feet, in accordance with the requirements of PD1.9, as generally depicted in *Figure PD1.7*.

c. In all other areas in the West Shelter Island Subdistrict, waterside promenades shall have a minimum width of 12 feet, as generally depicted in *Figure PD1.8*.

The La Playa Trail is classified as a nature trail, not a waterside promenade, and the applicable planned improvements are described in PD1.13 through PD1.18 for the La Playa Trail.

PD1.32 Provide walkways to offer physical access perpendicular to the waterfront, in the mapped locations generally depicted in *Figure PD1.4*, and in accordance with the requirements in *Chapter 4, Baywide Development Standards*.

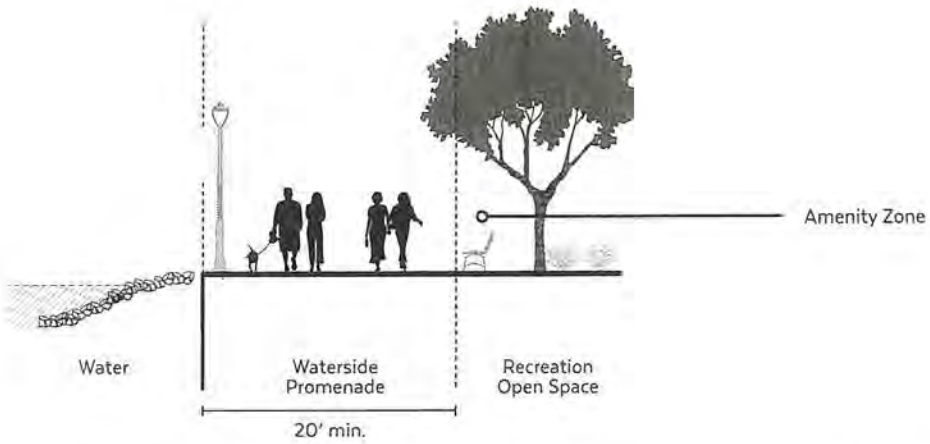

Figure PD1.7 Cross-Section of West Shelter Island Waterside Promenade in Recreation Open Space
For illustrative purposes only

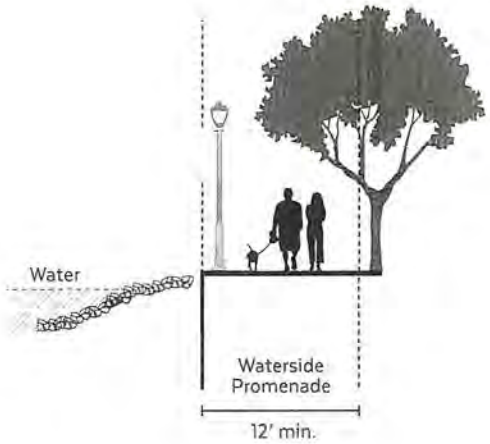

Figure PD1.8 Cross-Section of West Shelter Island Waterside Promenade
For illustrative purposes only.

Views

PD1.33 Preserve scenic vista areas in accordance with the requirements of *Chapter 4, Baywide Development Standards*, in the following locations as generally depicted in *Figure PD1.4*:

a. View of the Bay, from Kellogg Beach;

b. View of the La Playa waterfront from the Southwestern Yacht Club leasehold;

c. View of the Shelter Island Yacht Basin from the La Playa trailhead;

d. View of the Shelter Island Yacht Basin from the water's edge near Shelter Island Drive at Anchorage Lane;

e. View of the Bay from Shelter Island Shoreline Park, north of Anchorage A-1c;

f. View of the Bay from Shelter Island Park near Shelter Island Pier; and

g. View of the Bay and Pacific Ocean from Shelter Island Point.

PD1.34 Preserve view corridor extensions to protect views from public rights-of-way in accordance with the requirements of *Chapter 4, Baywide Development Standards*, in the following locations as generally depicted in *Figure PD1.4*:

a. Bessemer Street;

b. Nichols Street; and

c. McCall Street.

5.1.2(D)-II Building Standards

Structure Height

PD1.35 Structures shall not exceed 30 feet in height.

Parking

PD1.36 Provide parking for the general public as follows:

a. The location and configuration of existing parking areas may be modified if an equivalent amount of public parking is provided through a mobility hub, on-street parking, or a combination, subject to the requirements of the Mobility Element.

b. The parking lot directly adjacent to the Shelter Island Boat Launch should provide convenient parking for boat trailers and others using the launch as an access point into the Bay.

c. Diagonal on-street parking is not allowed where its location creates a conflict with ingress to/egress from the Shelter Island Boat Launch.

5.1.3 East Shelter Island Subdistrict

5.1.3(A) Vision

Continue East Shelter Island's strong support for the area's boating and fishing communities, integrated with visitor-serving uses.

The vision for East Shelter Island includes improved public access through enhanced mobility and pedestrian connections, to allow workers and visitors to safely work and explore the area. The Plan enables the development of new opportunities that will complement the commercial fishing and sportfishing industries, and promote recreational boating. The intensity of commercial development is not planned to substantially increase. Future development and planned improvements are intended primarily to further enhance and enliven the area, consistent with the subdistrict's character and scale of development.

Planned improvements in East Shelter Island will enhance water and land mobility through new or improved water-based transfer points, recreational marina facilities, public docking, roadway reconfigurations, a mobility hub, and the integration of a bayfront circulator. Modifications to the existing commercial fishing marina will modernize the facility and increase capacity. Planned improvements associated with visitor-serving commercial amenities, such as hotels, retail, and restaurant uses will improve the amenities and provide safe public access between the water and land. Planned public access improvements focus on the pedestrian experience by enhancing the walkability of existing pathways and creating a continuous waterside promenade that integrates a variety of scenic view areas.

The East Harbor Island Subdistrict planned improvements provide requirements for the improvements and development envisioned for this area. In addition to *Chapter 4, Baywide Development Standards*, development standards provide subdistrict-specific criteria related to building design and public realm design. There are no special allowances identified in this subdistrict.

5.1.3(B) Special Allowances

No special allowances are included for the East Shelter Island Subdistrict.

5.1.3(C) Planned Improvements

This section describes the extent of planned improvements for landside access, coastal access, and visitor-serving commercial uses.

5.1.3(C)-I Landside Access

Mobility Hubs

PD1.37 Develop a Connector Mobility Hub south of North Harbor Drive, as generally depicted in *Figure PD1.3*. The mobility hub shall:

a. Meet the criteria for Connector Mobility Hub, or larger hub, in accordance with the requirements of *Chapter 4, Baywide Development Standards*; and

b. Provide wayfinding and pathway connections to connect to the existing water-based transfer point and existing short-term public docking south of the North Harbor Drive and adjacent to Point Loma Marina Park.

See *Section 4.1 (Chapter 4, Baywide Development Standards)* for more information about mobility hubs.

Bayfront Circulator

PD1.38 Develop and operate a bayfront circulator, as generally depicted in *Figure PD1.3*, to provide connections between the Shelter Island, Harbor Island, and Embarcadero Planning Districts. The bayfront circulator may be phased so that it starts during the summer months and, if demand warrants, is then expanded during other times of the year.

See *Section 3.2.3(C) (Chapter 3.2, Mobility Element)* for more information about the bayfront circulator.

Roadway Improvements

AP PD1.39 Modify North Harbor Drive to accommodate vehicular traffic, pathways, and bikeways.

AP PD1.40 Modify Nimitz Boulevard to accommodate vehicular traffic, pathways, and bikeways.

Pedestrian Crossings

PD1.41 Provide enhanced pedestrian crossing facilities at intersections and midblock crossings, such as bulb-outs or curb extensions, in conjunction with controlled crossings or high-visibility crosswalks, to facilitate pedestrian access, shorten walking distance, and slow traffic at the pedestrian crossing facilities.

Multi-use Path

PD1.42 Develop a multi-use path to connect Shelter Island to Spanish Landing Park, located in the Harbor Island Planning District, in coordination with the adjacent jurisdictions and appropriate agencies.

5.1.3(C)-II Coastal Access

Water-Based Transfer Points and Short-Term Public Docking

PD1.43 Modify, or replace in-kind, the existing water-based transfer points and the existing short-term public docking in the following locations, as generally depicted in *Figure PD1.3*:

a. Adjacent to Point Loma Marina Park, including the existing dinghy dock;

b. Opening of America's Cup Harbor; and

c. At America's Cup Harbor, near the intersection of Anchorage Lane and Shelter Island Drive.

PD1.44 Develop a water-based transfer point at the southern end of Shelter Island Drive (Entry Segment), in America's Cup Harbor, as generally depicted in *Figure PD1.3*. This water-based transfer point should be developed for small recreational water-craft, such as dinghies.

AP PD1.45 Allow development of up to two additional short-term public docking slips, in association with recreational marina-related facilities.

Recreational Marina Facilities

PD1.46 Modify, or replace in-kind, existing recreational marina-related facilities in America's Cup Harbor, provided there is no unmitigated increase in shading or fill.

AP PD1.47 Allow for development up to 35 additional recreational boat berthing vessel slips and associated recreational marina-related facilities in this subdistrict, to allow for the accommodation of various-sized vessels.

Anchorages

PD1.48 Modify, or replace in-kind, the moorings in America's Cup Harbor Anchorage (A-2).

AP PD1.49 Allow for modifications to moorings to allow for an increase of up to 20 moored vessels at America's Cup Harbor Anchorage (A-2) provided the boundaries of the anchorage do not change and there is no unmitigated increase in shading or fill.

5.1.3(C)-III Visitor-Serving Commercial Uses

Retail and Restaurant

PD1.50 Modify, or replace in-kind, existing retail and/or restaurant space, to the same or lesser size, and in the same general footprint.

Overnight Accommodations

PD1.51 Modify, or replace in-kind, existing hotel rooms, including associated retail, restaurant and/or meeting space, to the same or lesser size, and in the same general footprint along Shelter Island Drive.

PD1.52 No new hotel rooms are planned or allowed.

5.1.3(C)-IV Commercial Fishing Facilities

PD1.53 Modify, or replace in-kind, existing commercial fishing marina facilities in this subdistrict, provided there is no unmitigated increase in shading or fill.

AP PD1.54 Allow development of up to 15 additional commercial fishing berthing vessel slips and associated commercial fishing marina-related facilities in this subdistrict, to accommodate of various-sized vessels.

5.1.3(D) Development Standards

In addition to *Chapter 4, Baywide Development Standards*, the following standards apply to development in the East Shelter Island Subdistrict. The standards provide requirements for development, as well as the size, location, siting, and orientation of required public realm features or buildings and structures.

5.1.3(D)-I Public Realm Standards

Pathways

PD1.55 Provide a continuous waterside promenade, to offer public coastal access along the waterfront in accordance with the requirements in *Chapter 4, Baywide Development Standards*:

a. Waterside promenades shall be required as part of all development that abuts the waterfront and that is not a coastal-dependent use, and in any other location where a waterside promenade is generally depicted in *Figure PD1.4*.

b. Waterside promenades shall have a minimum width of 12 feet in the East Shelter Island Subdistrict, as generally depicted in *Figure PD1.9*.

PD1.56 Provide walkways to offer physical access perpendicular to the waterfront, in the mapped locations generally depicted in *Figure PD1.4*, and in accordance with the requirements in *Chapter 4, Baywide Development Standards*.

Views

PD1.57 Preserve scenic vista areas in accordance with the requirements of *Chapter 4, Baywide Development Standards*, in the following locations as generally depicted in *Figure PD1.4*:

a. View of America's Cup Harbor and the Bay from Point Loma Marina Park; and

b. View of America's Cup Harbor from the point of East Shelter Island.

PD1.58 Preserve view corridor extensions to protect views from public rights-of-way in accordance with the requirements of *Chapter 4, Baywide Development Standards*, in the following locations as generally depicted in *Figure PD1.4*:

a. Garrison Street; and

b. Dickens Street.

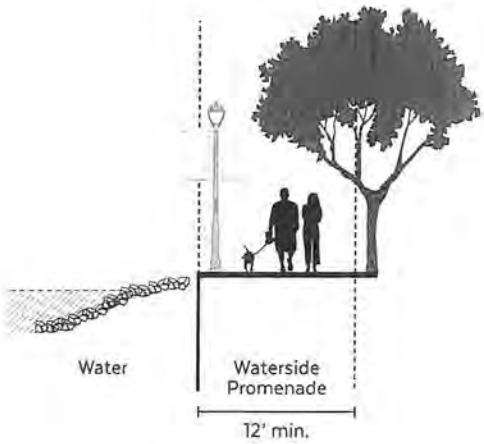

Figure PD1.9 Cross-Section of East Shelter Island Waterside Promenade
For illustrative purposes only.

5.1.3(D)-II Building Standards

Structure Height

PD1.59 Structures shall not exceed 30 feet in height.

Building Orientation

PD1.60 All non-water-oriented uses located along Shelter Island Drive, between Anchorage Lane and the Shelter Island Roundabout, shall orient the building's primary frontage along Shelter Island Drive.

Fishing Visibility

PD1.61 Orient buildings in a manner that promotes the public visibility of waterside sportfishing and commercial fishing activities.

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November 10, 2020

Port of San Diego
3165 Pacific Highway
San Diego, CA 92101

RE: Concerns Related to Grape and Hawthorn Street Mobility Hub

Honorable Chairman and Members of the Commission,

This letter is to share our concerns related to the Port Master Plan Update Discussion Draft Revised October 2020, specifically the Mobility Hub proposed for the Grape and Hawthorn Site.

Pacifica Companies owns the Body Beautiful site adjacent to the Subdistrict 3 Planning Site (PA-3), currently being used as a surface parking lot for Solar Turbines. We are very appreciative and support the Port's integrated and comprehensive planning approach to gain input for the Port Master Plan Update.

Pacifica Companies worked extensively with stakeholders to prioritize Recreation Open Space on the Grape Street Parcel site. We furthermore supported the recommendation from the Citizen's Advisory Committee in 2011 for any parking to be placed underground. The concept of a "Peace Park" complemented the Port's stated goal of creating a "Front Door" to the San Diego Bay as an inviting place for visitors and residents to enjoy the waterfront.

The current draft of the Port Master Plan abandons the notion that the Front Door to the Embarcadero should be desirable or appealable. Instead, the Plan envisions a "Mobility Hub," or in reality, a parking structure, up to 80 feet tall. The Plan envisions consolidating all of the proposed parking for the Embarcadero into this single mobility hub. Rather than greeting visitors to San Diego with something that inspires, they will be greeted by a multi-story concrete parking garage.

Pacifica recognizes the conflicting needs of the Port when it comes to providing public access. However, there has been no discussion of the 640 space County parking garage less than a quarter of a mile away, that sits empty on nights and weekends. This garage is located directly in the middle of the Embarcadero and provides easy access to all of the Port's amenities. While that garage may not be fully accessible for the Port's daytime parking needs, it should consider negotiating with Coastal Commission on how those spaces can be included to meet the Port's requirements during peak public access hours of nights and weekends. The result may be a significantly reduced "Mobility Hub" and the ability to create a desirable Front Door.

Rather than resigning itself to a multi-story parking structure at the entrance to the Embarcadero, the Master Plan should work to identify creative solutions. We believe that by working creatively the Port can accommodate several goals set forth by multiple stakeholders including the Port, Coastal Commission, tenants of the Port, community members, and visitors to the San Diego Area. Thank you for your time and the outreach you have done for this Master Plan Update; it is greatly appreciated!

Sincerely,

Ryley Webb
On Behalf of Pacifica Companies

FELCOR HOTEL ASSET COMPANY, L.L.C.
c/o RLJ Lodging Trust
3 Bethesda Metro Center, Suite 1000
Bethesda, MD 20814

November 17, 2020

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

Dear Port of San Diego Planning Staff,

On behalf of FelCor Hotel Asset Company, L.L.C., I want to commend you for a job well done on the Port Master Plan Update (PMPU). I know that you have been working diligently to create a document that addresses the Integrated Planning Vision as defined by the Vision Statement, Guiding Principles and Framework Report. This version of the PMPU is user friendly, laid out in a logical format and is a good tool for understanding the Port of San Diego's goals, vision and development standards. It's exciting to see this progress as you move toward an integrated plan that addresses the region's waterfront.

As continued participants in the Port Master Plan Update outreach and process, we welcome the opportunity to share our suggested redlines and comments. We have reviewed the document and have some specific and comprehensive comments that we would like to see incorporated into the final version. They are as follows:

In Chapter 5 the specificity of the development standards narrative for each District has the potential of significantly limiting development flexibility thereby causing a series of project specific Port Master Plan Amendments (PMPAs) as new development projects move forward. We recommend that narrative is re-written to allow for project specific flexibility.

In Chapter 6 we suggest a revision to 6.2.2(2) that helps avoid unnecessary PMPAs by revising the language so that a development that is consistent with the PMPU uses and development standards does not necessarily require a PMPA, along with other suggested edits as shown below.

WLU Policy 6.1.1 (page 40) – Permittees of new development ~~is~~ which adds additional rooms are encouraged to provide a variety of lower cost visitor and recreational facilities to improve coastal access.

WLU Policy 6.1.4 (page 41) – *Comparing San Diego County Coastal Zone room rates with Statewide room rates is not an apples to apples comparison. We suggest revising the language as follows:*

1. Lower cost: For hotels or motels, the average daily room rate of all economy hotels and motels in the San Diego County Coastal Zone that have room rates that are 25 percent below the Statewide Coastal Zone average daily room rate or lower. Economy hotels and motels are AAA-rated one- or two-diamond hotels, or equivalent. Lower cost overnight accommodations shall also include campgrounds, hostels, and recreational vehicle parks because these overnight accommodations are inherently lower cost.
2. Moderate cost: The average daily hotel or motel room rate in the San Diego County Coastal Zone that is between the lower cost and the higher cost.
3. Higher cost: The average daily hotel or motel room rate in the San Diego County Coastal Zone that is 25 percent higher than the Statewide Coastal Zone average daily room rate or greater.

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WLU Policy 6.1.4.a (page 41) – The in-lieu fee program shall apply only where the provision of lower cost visitor and recreational facilities is not feasible either on the ~~exiting~~ existing development site or elsewhere on Tidelands.

WLU 6.3.1 (page 43) – Development containing higher cost overnight accommodations is ~~required~~ encouraged to provide lower cost overnight accommodations.

Section 4.2.1.5 (page 162) – When calculating areas for purposes of satisfying minimum acreage requirements, the following do not qualify as designated Recreation Open Space:

a. Cantilevered areas beyond the Mean Higher High Water line;
b. Access roads or parking areas that primarily serve commercial development;
~~c. Outdoor dining areas reserved exclusively for nearby commercial development;~~
d. Required building setbacks;
e. Areas that are less than 30 feet in width, that extend between commercial uses and that are surrounded on two or more sides by commercial development—for example, plazas, pathways, and amenity zones; and
f. Rooftop park space shall be permitted but shall not be used to satisfy minimum acreage requirements.

Section 4.4.3.2.a (page 171) – No building, associated architectural features, design component, structure, roof projection (e.g., eave, cornice, and eyebrow projections), openly supported architectural projections (e.g., trellis and awnings), bay windows, projecting signs, structural cantilevers, or any other associated architectural encroachments or projections shall obstruct pedestrian views, circulation and/ or pathways ~~be permitted~~ within view corridor extensions or walkways;

Section 5.3 PD3.7 (page 258) – *Having the option to extend the A Street to North Harbor Drive from Pacific Highway for vehicular use is a more appropriate development standard. Bifurcating the site with vehicle access through A Street potentially creates both safety and operational issues. We suggest revising the language as follows to allow for maximum flexibility:*

As a development option, extend A Street to North Harbor Drive to provide a link between North Harbor Drive and Pacific Highway for pedestrian, bicycle, and vehicle use, unless due to safety and operational issues, the extension of A Street is infeasible. The minimum width of this connection shall be 60 feet with variances provided to accommodate existing structures.

Section 5.3 PD3.34.c (page 264) – The following setbacks shall apply:

1. A building setback of 25 feet from the curb shall be maintained along Pacific Highway, to allow for the implementation of a parkway and sidewalk, as well as landscaping adjacent to the building.

2. A ~~minimum~~ maximum building setback of 65 feet from the curb shall be maintained along North Harbor Drive north of the B Street reconnection, to allow for the implementation of public realm space that establishes continuity and connections to adjacent open space areas.

Section 5.3 PD3.34.d and Section 5.3 PD3.34.e – General comment to review this building stepback requirement with the San Diego Fire Department as they have stepback limitations for fire, life, and safety access.

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Section 5.3 PD3.34.d – Upper story stepbacks shall be provided, limiting structure height to a maximum of 40 feet for a minimum depth of 25, at the following locations:

1. Along Ash Street;
2. Along the A Street reconnection;
3. ~~Along the north side of the B Street reconnection;~~
4. Adjacent to Harbor Drive setback areas;
5. Along Pacific Highway; and
6. Adjacent to the optional north-south connection.

Section 6.2.2 (page 363) – Once adopted by the BPC and certified by the CCC, this Plan may be amended using the same procedure by which it was originally approved by the BPC and CCC, respectively, as set forth under Chapter 8 of the Coastal Act and the CCC's regulations. All amendments will be subject to the BPC's review and consideration. In certain circumstances, staff may also be directed by the BPC to process, or not process, a third party initiated PMPA.

~~In addition to the requirements outlined in Section 6.3.1, Map Interpretation and Section 6.3.3, Conformance with Use Designations,~~ Proposed changes that require a PMPA include, but are not ~~be~~ limited to:

1. Legislative changes and updates that may be necessary to improve the efficacy of this Plan and for the District to continue to meet its obligations pursuant to the Coastal Act, Public Trust Doctrine, and Port Act;
2. Addition or removal of development or changes to development not included in this Plan in which the proposed addition, removal or changes to the development would not be in conformance with this Plan as described in Section 6.3;
3. Addition, or substantial change, to an appealable project described in the Planned Improvements section of a subdistrict, unless an alternative mechanism is allowed by the Coastal Act or CCC regulations;
4. A change to a water or land use designation, or to the allowable use types listed for that designation per Table 3.1.2, Allowable Use Types for Water Use Designations and Table 3.1.3, Allowable Use Types for Land Use Designations; or
5. Development that exceeds the maximum development intensity, setbacks or height limits described in the Chapter 4, Baywide Development Standards, and Chapter 5, Planning Districts, including any development standards within the applicable planning district or subdistrict.

Section 6.3.5(A)1. – Determination of Legal Nonconforming Status. When submitting an application for any development, the Occupant, Lessee or Permittee shall have the burden of proof of establishing the legal status of any nonconforming use or nonconforming development and submit such proof to the District for its review and approval. At a minimum, the Occupant, Lessee or Permittee must produce the following: a legally established lease, easement, license agreement or other legal document granting rights to the real property or use of the real property; building permits covering each component of the development, if applicable; certificate of occupancy for the element of the development at issue, if applicable; and a Coastal Act Approval under the Coastal Act or evidence that no Coastal Act Approval was required. The District may determine that additional items must be produced. Nonconforming uses

and/or nonconforming developments that were not lawfully established are prohibited within Tidelands and may be subject to an enforcement action, and the Occupant, Lessee or Permittee shall automatically fail the burden of proof required herein. For avoidance of doubt, when the terms "legal nonconforming use" and "legal nonconforming development" are used in this Section 6.3.5(A), it means the Occupant, Lessee or Permittee has met the burden of proof in this Section 6.3.5(A) and the District has determined that the legal nonconforming use or legal nonconforming development was legally established.

Again, I commend you and staff for the dedication to developing this PMPU. Should you have any questions for the RLJ team, do not hesitate to reach out to me or our consultant Michele Vives. I can be reached at (301) 280-7714 and Michele at (619) 906-4376.

Sincerely,

Leslie Hale
President
FelCor Hotel Asset Company, LLC

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November 17, 2020

Via FedEx and Email to pmpu@portofsandiego.org

Randa J. Coniglio
President and Chief Executive Officer
Port of San Diego
3165 Pacific Highway, San Diego, CA, 92101

Re: Port Master Plan Update

Dear Ms. Coniglio:

I am writing today in my capacity as Senior Vice President for Asset Management at Host Hotels & Resorts, L.P. ("Host"). Host owns three iconic properties, the Manchester Grand Hyatt San Diego, Marriott Marquis San Diego Marina and the Coronado Island Marriott Resort & Spa, located on land leased from the San Diego Unified Port District ("Port"). Host paid in excess of $27 million in rent to the Port during 2019 making Host the largest tenant of the Port.

As mentioned above, we are the owners of the improvements that comprise the Coronado Island Marriott Resort & Spa (the "Hotel") which has approximately 42 years remaining on its long-term ground lease with the Port. Since acquiring the Hotel, Host has invested in excess of $45 million into the property, including $8.5 million in 2018 and 2019. The Hotel paid rent to the Port of approximately $2.2 million in 2019.

The Hotel is located on nearly 17 acres at the foot of 2nd Street, has sweeping views of the San Diego skyline and is bordered by the Coronado Tidelands Park to the south. Two thirds of the parcel is improved with the three story, 300 room Hotel and associated recreational amenities, meeting and restaurant space. Roughly a third of the parcel is improved with low density parking, tennis courts and villas. During the remaining term of the ground lease, this portion of the property could be improved to provide additional visitor serving amenities on Port tidelands. Indeed, the expansion of the Hotel within the existing footprint is consistent with Coastal Act section 30250(c) which encourages visitor serving facilities in "existing developed areas."

Host has reviewed both the Port Master Plan Discussion Draft dated April 2019 ("April 2019 PMP Draft") and the Port Master Plan Revised Draft dated October 2020 ("October 2020 PMP Draft"). After review, we have concerns regarding significant changes in the October 2020 PMP Draft, particularly those related to PD 10 the Coronado Bayfront ("PD 10").

The April 2019 PMP Draft proposed the addition of up to 350 net new hotel rooms in PD10. Item PD 10.19 of the April 2019 PMP Draft provided:

> "Allow additional hotel rooms with associated visitor serving uses at the existing hotel facility directly north of Coronado Tidelands Park."

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We were very surprised to see this provision was removed from the October 2020 PMP Draft with no notice or consultation with Host as your lease holder.

In the Summary of revisions made since the Discussion Draft document the Port states that "after extensive community feedback, the Revised Draft PMPU has been revised to no longer propose additional hotel rooms in the Coronado Bayfront Planning District." We were not involved in that community feedback process. We support the April 2019 PMP Draft language allowing additional hotel rooms in one of the few areas of Coronado Island where development would be integrated seamlessly with minimal impact on traffic or existing view corridors.

In addition, it appears that the units that were part of the April 2019 PMP Draft have been moved to the San Diego Embarcadero area. We believe that balancing the units proposed for the Embarcadero area with units in Coronado, at an existing facility, enhances visitor access to the Port tidelands at a variety of locations by providing more options and a wider range of visitor experiences and does not focus recreational opportunities on Port tidelands in any one area.

We request the former PD 10.19. be reinstated as a portion of the Port Master Plan as previously written. We believe the development of up to 150 additional new hotel rooms on a portion of the existing developed Hotel site is entirely consistent with the goals of the Port as promulgated in the October 2020 PMP Draft, the Coastal Act and the wise fiduciary stewardship of the Public Trust lands.

- Development of additional hotel rooms on underutilized already-developed land at the existing Hotel will increase revenues to the Port, allowing the Port to further reinvest in the Tidelands and supporting a financially secure and sustainable Port. Further such development of this area is consistent with Section 30001.5 and 30250(c) of the Coastal Act in increasing public access to and along the coast and maximizing public recreational opportunities in an already developed area. Coronado is a highly desirable destination for locals and visitors with limited opportunities to expand visitor access to the tidelands, making this an important opportunity to increase the number of hotel rooms with minimal impact.
- Development of additional hotel units is consistent with Water and Land Use Element of the October 2020 PMP Draft in providing opportunities for a variety of visitors to access, recreate and stay overnight on the Tidelands. Specifically, reredevelopment of underutilized tennis courts and surface parking areas would "[i]mprove the public's access to, and experience on, Tidelands" (3.1.1) by allowing more visitors to stay on the tidelands and experience the unique views and recreational opportunities in Coronado.
- Such a redevelopment would serve to further the Ecology Element and Environmental Justice Element of the October 2020 PMP Draft. Adding visitor accommodations on a site that is currently improved with surface parking will minimize substantial adverse environmental impacts as required by the Coastal Act, reduce pollution by removing duplication of services for a new hotel and locate development in areas that are already serviced by road networks built to accommodate such levels of development.

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We look forward to discussing this further with you and to having this development option studied in the PMPU Environmental Impact Report going forward.

DocuSigned by:
Chris Ostapovicz
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Christopher Ostapovicz
Senior Vice President
Host Hotels & Resorts

cc: RADM Garry J. Bonelli, USN (ret.), Commissioner, Port of San Diego
Lesley Nishihira, Director, Planning, Port of San Diego
Planning Department, Port of San Diego

Law Offices of Andrea Contreras Rosati
LAND USE | REAL ESTATE | ENVIRONMENTAL

November 17, 2020

By email only: pmpu@portofsandiego.org

Leslie Nishihira, Director
Planning Department
Port of San Diego
3165 Pacific Highway
San Diego, CA 92101

Re: Comment to October 2020 Draft of the Port Master Plan Update

Dear Ms. Nishihira:

I represent Sunroad Enterprises ("Sunroad") and submit this comment letter on the Port Master Plan Update (PMPU) on Sunroad's behalf.

As you know, Sunroad is a tenant in good standing with the Port District (Port). Sunroad developed and now operates three successful leases with the Port on East Harbor Island (EHI): the Coasterra and Island Prime Restaurants, and the Sunroad Marina. In addition, Sunroad is working with the Port to develop a new 450-room hotel on EHI. In sum, Sunroad is an important stakeholder in the PMPU process, and wishes to provide the following comments to the October 2020 Draft PMPU:

1. Hotel Room Density on East Harbor Island. The number of hotel rooms for EHI should be increased by 175 rooms. EHI can certainly accommodate these additional numbers, and the increase is consistent with potential future projects already discussed with staff.

2. Development Standards. Chapter 4 and the separate development standards for each planning area should be separated into an appendix or other separate document. The PMPU is a planning and policy document and inclusion of the development standards is inconsistent and precludes flexibility.

3. Low-cost Berthing. The PMPU should address how the Port is going to calculate the requirement for low-cost berthing and when it will be required. It should never be a requirement for a marina or other business to eliminate market-rate berthing for low-cost berthing.

4. Leasehold Footprints. The PMPU should include language confirming all barges, piers and berthings, and their associated shading, are part of those leaseholds.

5. Setbacks. Setback standards have not been analyzed in a comprehensive manner, looking at every site on Port tidelands. If these standards are applied, particularly the setback between

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expanded walkways and promenades and parking, the parking objectives of the PMPU may not be achievable, and the individual leaseholds will be negatively impacted. For instance, Marina Cortez and Sunroad Marina on Harbor Island would have a significantly reduced parking supply. The narrow dimensions of these sites were not considered when designing the standards and are therefore the standards are not appropriate here. In order to provide flexibility, the PMPU should either reduce the standard setback for parking to three feet or convert it from a standard to a guideline.

Finally, Sunroad wants to emphasize the importance of maintaining the Port Master Plan as a high-level policy document instead of a specific plan. Flexibility is important both to meet the unique opportunities and constraints of each site and to avoid processing PMP amendments with their attendant risk of litigation.

Thank you for the opportunity to comment. We look forward to reviewing the next draft and the Draft Environmental Impact Report.

Sincerely,

Andrea Contreras Rosati

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DEL MAR HEIGHTS
LAS VEGAS
PHOENIX
SAN DIEGO
SILICON VALLEY

November 17, 2020

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

Re: Comments to Revised PMPU (Planning District 9) from Cays Resort, LLC

Dear Planning Department:

This law firm represents Cays Resort, LLC ("Cays Resort") with respect to its land-based leasehold interest (the "Cays Leasehold") of approximately five (5) acres located on Grand Caribe Isle – North ("GCIN") in the City of Coronado. The Cays Leasehold is located in Planning District 9 of the revised Port Master Plan Update ("Revised PMPU").

Cays Resort previously provided to the Port District a comment letter dated July 31, 2019 ("Cays Resort Comment Letter #1") setting forth comments to the Planning District 9 portion of the initial Port Master Plan Update ("PMPU"). The content of the Cays Resort Comment Letter #1 is incorporated herein by this reference. This letter further sets forth Cays Resort's comments to Chapter 5.9 (Planning District 9) of the Revised PMPU.

As discussed in more detail below, Cays Resort opposes the proposed change of land use designation on the prime Cays Leasehold from *Commercial Recreation* to *Recreation Open Space*, and supports leaving the land use designation on the prime Cays Leasehold as *Commercial Recreation*. Central to Cays Resort's comments to the Revised PMPU is that Cays Resorts has proposed a development plan which was the product of an exacting effort to provide the Port with an intimate, high quality hotel on GCIN, designed with extensive features to maximize public access to and enjoyment of the Bay while providing an unparalleled 35% low-cost overnight component. We are very proud of this development plan, and believe that it serves the best interests of the Port. It is not only consistent with the Port Act, Coastal Act and Public Trust, it implements the Ground Lease (defined below) originally by and between Coronado Landmark, Inc., and the Port District, which specifically allowed hotel, marina and restaurant development, and the existing Port Master Plan which, consistent with the Ground Lease, designates this leasehold use as *Commercial Recreation.*

Cays Resort Leasehold and Permitted Uses

Cays Resort acquired the Cays Leasehold in 2013. The Cays Leasehold is a portion of the land governed by the Restatement of Lease dated December 18, 1984 ("Ground Lease") between the San Diego Unified Port District ("Port District") and Coronado Landmark, Inc. Section 7(a) of the Ground Lease provides for permitted uses on the Cays Leasehold, including development of a hotel, restaurant, marina and related facilities. At the time Cays Resort acquired the Cays Leasehold, the Port Master Plan designated *Commercial Recreation* land uses on the Cays Leasehold which allowed for development of a hotel/marina project consistent with the Ground Lease.

Cays Resort acquired the Cays Leasehold for purposes of developing a hotel/marina project on the Cays Leasehold when the Port Master Plan and Ground Lease were in alignment to allow for development of a hotel/marina project on the Cays Leasehold. The issue at hand is whether the Port District can now change the land use designation in the Port Master Plan to *Recreation Open Space* which will thwart Cays Resort's reasonable investment-backed expectation to develop a hotel/marina project on the Cays Leasehold.

Cays Resort Project Submittal

On March 20, 2020, Cays Resort submitted an application to the Port District for a development permit for a hotel/marina project in accordance with the Ground Lease, and consistent with the *Commercial Recreation* land use designation in the current Port Master Plan. Cays Resort's proposed project is known as "The Inn at the Cays." The Inn at the Cays project is intended to provide the Port District with an intimate, high quality hotel (including certain low-cost overnight accommodations) with extensive features to maximize public access to and enjoyment of the San Diego Bay. The Inn at the Cays project is intended to exceed expectations with respect to maximizing public interests embodied in the Public Trust, Coastal Act, Port Act and Port Master Plan.

Specifically, The Inn at the Cays resort has been designed with a low profile architectural style, consistent with existing development in Coronado Cays, with massing broken up into three buildings that are well-articulated and consistent with the project's setting. While the Coastal Commission has previously argued to the Port that the Port must provide some significant component of low-cost overnight accommodations, this project accomplishes just that, and it does so within the Bay and at the water's edge. While past approved hotel projects in the Port may have been subject to an in-lieu fee calculated based on 25% of the total rooms proposed, this project proposes on-site, actual lower cost rooms for 35% of the total rooms proposed. Further to the unprecedented low-cost component of this project, the marketing plan for The Inn at the Cays will be broad-based, but also will focus on our "heroes" – military personnel (active and retired), first responders (police, fire and paramedics), school teachers, and government employees.

The Inn at the Cays project also maximizes public access and recreation. It proposes:

- Continuous public access around GCIN: Continuation of the path around Grand Caribe Shoreline Park by providing a continuous Bayfront waterfront promenade activated with pedestrian scale lighting and furnishings (e.g., benches), which loops around the Bay, past the Coronado Cays Yacht Club and the marina back to Grand Caribe Causeway.

- A bathroom at the end of Grand Caribe Causeway at the edge of Grand Caribe Shoreline Park to serve park and beach users.

- Improved stepped-down access to the beach at the end of Grand Caribe Causeway, bike racks, beach foot showers and a palapa for water sports equipment rental (e.g., paddleboards, kayaks.

- Designated coastal access parking around the cul-de-sac, in addition to other street parking already available on Grand Caribe Causeway.

- A view corridor at the east end of Grand Caribe Causeway through use of low-lying native plants and drought-tolerant non-native plants, sited and designed to minimize view blockage of the Bay.

- Coastal access and wayfinding signage to identify Grand Caribe Shoreline Park, beach access and public restroom facilities, the public pathway (Grand Caribe Isle-South) and a generous promenade (Grand Caribe Isle-North) and Scenic Vista areas.

- A designated Bay Scenic Vista Area at the northeast corner of Grand Caribe Isle-North and a Bay seating area alongside the Promenade.

- Expanded water-based mobility for up to four boat slips at the north basin side for dock and dine and passenger pick-up and loading.

- Bay shuttle service to and from San Diego International Airport, Coronado, and visitor-serving destination point around the Bay.

Cays Resort's permit application includes several project renderings which illustrate planned public benefits, unique features and overall charm of The Inn at the Cays resort project. A limited number of project renderings are included with this letter.

The Inn at the Cays project will yield lease revenue to the Port District under typical circumstances of $800,000 per year and $73 million over a hypothetical 66-year lease term, projected sales taxes and hotel tax paid to the City of Coronado under typical circumstances of $995,000 per year and $114 million over a hypothetical 66-year lease term, and property taxes paid to the County of San Diego of $23 million over a hypothetical 66-year lease term. These revenue projections are more fully set forth in Cays Resort's project pro forma included with its permit application. By way of contrast, there is no independent analysis showing that Shoreline Park is inadequate in size, and that the expansion of Shoreline Park onto the prime Cays Leasehold is a preferred use of tideland property over The Inn at the Cays project which creates additional open space, delivers abundant public amenities AND generates substantial revenue to support the Port's public trust purposes. Nevertheless, for various reasons, Port staff (to date) has elected not to process Cays Resort's permit application.

In the meantime, the proposed change in land use designation from *Commercial Recreation* to *Recreation Open Space* with respect to the prime Cays Leasehold (approximately 3 acres south of Coronado Cays Yacht Club and north of Shoreline Park) is, in effect, a likely project-killing determination. If approved, the change in land use designation would amount to a repudiation of Cays Resort's reasonable investment-backed expectation in acquiring the Cays Leasehold, and an anticipatory breach of Cays Resort's contract rights under the Ground Lease.

Notation in Figure PD9.3 of Revised PMPU

A material change between the PMPU and Revised PMPU is Port staff's addition of a notation in Figure PD9.3 with respect to the area of the Cays Leasehold which is subject to the proposed change in land use designation from *Commercial Recreation* to *Recreation Open Space*. The notation added by Port staff provides as follows:

> "A parcel consisting of approximately 2.83 acres on the northern portion of Grand Caribe Isle in the Grand Caribe Isle and South Cays Subdistrict of Planning District 9 is subject to an existing lease which expires in 2034 (District Document No. 17678). Under the Port Master Plan Update, the Commercial Recreation land use designation has been changed to Recreational Open Space (ROS). Notwithstanding the ROS designation, nothing in the Port Master Plan Update shall impair or infringe upon any rights or obligations existing under the lease."

The foregoing notation is simply wrong. The change in land use designation on the prime Cays Leasehold from *Commercial Recreation* to *Recreation Open Space* will torpedo The Inn at the Cays project, breach Cays Resort's contractual rights under the Ground Lease, and deprive the public of the myriad of public benefits inherent in The Inn at the Cays project. Furthermore, any change in land use designation will advance the interests of a vocal minority (primarily, the Coronado Cays Homeowners Association Board of Directors) over the general public's access to the Bay (to be protected by the Coastal Act and Port Act) and the interests of local organized labor which supports The Inn at the Cays project.

The notation in Figure PD9.3 fails to take into consideration that the proposed change in land use designation in the Port Master Plan will likely prevent Cays Resort from processing a Port Master Plan Amendment under BPC Policy No. 752. Additionally, the notation in Figure PD9.3 fails to take into consideration that the proposed change in land use designation in the Port Master Plan will likely prevent Cays Resort from processing a lease extension under BPC Policy No. 355. Accordingly, in contradiction to the last sentence of the notation in Figure PD9.3, the proposed change in land use designation in the Port Master Plan will have cause an immediate, permanent, devastating impairment of Cays Resort's rights under the Ground Lease.[1]

Add The Inn at the Cays to the Appealable Project List in the PMP

Cays Resort previously advocated to Port staff that since The Inn at the Cays consists of a hotel (including restaurant), recreational small craft marina and related amenities, then The Inn at the Cays is a project appealable to the Coastal Commission (California Public Resources Code Section 30715). Cays Resort also previously proposed to Port staff and hereby affirms that the Revised PMPU should add The Inn at the Cays project to the appealable project list in the Port

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[1] Cays Resort's predecessor in interest expended substantial time, effort and private capital to develop, among other things, Grand Caribe Isle in exchange for the vested contractual right to develop allowable uses under the Ground Lease on the prime Cays Leasehold. In the event the Port District approves a change to the land use designation on the prime Cays Leasehold resulting in an anticipatory breach of vested rights under the Ground Lease, then such approval could result in an action against the Port District for substantial economic damages. Mammoth Lakes Land Acquisition, LLC v. Town of Mammoth Lakes, 191 Cal. App. 4th 435 (2010).

Master Plan applicable to the Grand Caribe Isle and South Cays subdistrict.[2] In adding The Inn at the Cays to the appealable project list, all interested parties (Cays Resort, opposition groups and the City of Coronado[3]) will be adequately protected. Additionally, all project appeal rights will be preserved for the benefit of any project opponents.

Alternatively, Cays Resort also previously advocated to Port staff that any proposed new land use designations on Grand Caribe Isle should receive "grey hole" treatment in the Revised PMPU, in order to allow Port staff to hold a public workshop specific to the Grand Caribe Isle and South Cays subdistrict, as has been repeatedly requested by Cays Resort over the entire PMPU comment period.

Comments to Section 5.9.4(A)-(D) of the Revised PMPU

Section 5.9.4(A), Vision – Cays Resort objects to the text of Section 5.9.4(A) to the extent it does not allow for development of a hotel/marina project as permitted under the Ground Lease. On the other hand, Cays Resort is supportive of public pathways, recreational areas, view points and connection to the Bayshore Bikeway – all of which are contemplated by The Inn at the Cays project. Furthermore, Cays Resort is supportive of a publicly-funded water-based transfer point near the Coronado Cays Yacht Club and The Inn at the Cays boat docks.

Section 5.9.4(B), Special Allowances – Cays Resort is supportive of repair/replacement of residential piers and docks adjacent to residences in the Coronado Cays.

Section 5.9.4(C), Special Allowances – Cays Resort objects to the *Recreation Open Space* land use designation, and the requirement that future development in Commercial Recreation areas include amenities (restrooms) for visitors to Shoreline Park. Cays Resort supports retaining the current *Commercial Recreation* land use designation on the prime Cays Leasehold, and connections between the Bayshore Bikeway and Tidelands. The Inn at the Cays project will provide private funding to construct amenities (restrooms and recreational facilities) for visitors to Shoreline Park.

Section 5.9.4(C), Coastal Access – Cays Resort is supportive of coastal access facilities described in PD9.18 through PD9.21. In fact, The Inn at the Cays project already contemplates many of these coastal access facilities.

Section 5.9.4(D), Development Standards – Cays Resort is supportive of the public realm standards described in PD9.22 through PD9.24. In fact, The Inn at the Cays project already contemplates watershed promenades, nature trails, scenic vistas and view corridors. Cays Resort objects to the proposed 35 foot height limit for new structures on Grand Caribe Isle. The Ground Lease provides for structures not more than 45 feet in height, and Cays Resort has designed The Inn at the Cays to have multiple buildings with variable roof heights (with the tallest building having a main roofline at a height of 39.5 feet). By way of comparison, the Waterfront Villa zone of the Coronado Cays Specific Plan (adjacent to GCIN) allows for buildings with a height of 40 feet.

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[2] Cays Resort *may* independently apply for a Port Master Plan Amendment (PMPA) to add The Inn at the Cays project to the appealable project list in the Port Master Plan, provided that Port staff will process such an application under BPC Policy No. 752 in light of the proposed change in the land use designation applicable to the prime Cays Leasehold.

[3] Resolution No. 8863 of the City Council of the City of Coronado passed May 16, 2017 precedes The Inn at the Cays project submittal. Cays Resort believes that Resolution No. 8863 is outdated (3+ years old), is not project specific, and no longer has broad-based support by the City Council of the City of Coronado.

Conclusion

Cays Resort opposes the proposed change of land use designation on the prime Cays Leasehold from *Commercial Recreation* to *Recreation Open Space.* Cays Resorts supports leaving the land use designation on the prime Cays Leasehold as *Commercial Recreation*.

Alternatively, Cays Resort requests that the Port District process a PMP amendment for the Cays project and additionally amend the Revised PMPU to add The Inn at the Cays project and/or project elements to the appealable project list applicable to the Grand Caribe Isle and South Cays subdistrict of the Port Master Plan.

Finally, if neither of the foregoing alternatives is acceptable, Cays Resort requests the Port District to postpone any decision to change the land use designation on the prime Cays Leasehold in order to obtain current, broadly collected public input (including from the City Council of the City of Coronado) regarding any such change in land use designation in light of The Inn at the Cays previously submitted permit application.

Cays Resorts appreciates this opportunity to submit these comments to the Revised PMPU.

Very truly yours,

Jeffrey R. Stoke

Enclosures (project renderings)

OCTOBER 2020

INN AT THE CAYS

CORONADO, CALIFORNIA

SITE PLAN

INN AT THE CAYS
CORONADO, CALIFORNIA

MC

OUR VISION

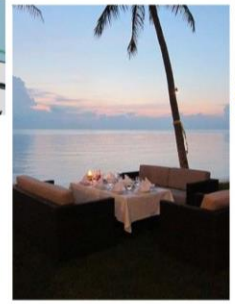
NATURAL LANDSCAPING

CONNECTIVITY

Commit to a comprehensive boardwalk and open space system that knits the whole place together.

RESTAURANT/ OUTDOOR SEATING

BEACH PALAPA/ WATER ACTIVITIES



EVENTS

We saved the more public and activated places for the ends of the site, where everyone can enjoy the best features and connection to the surroundings.

HOTEL FEEL

Simplicity is a luxury. How it affects design is creating "pockets," places of surprise, outdoor living prevailing over indoors.

GATHERING PLACES

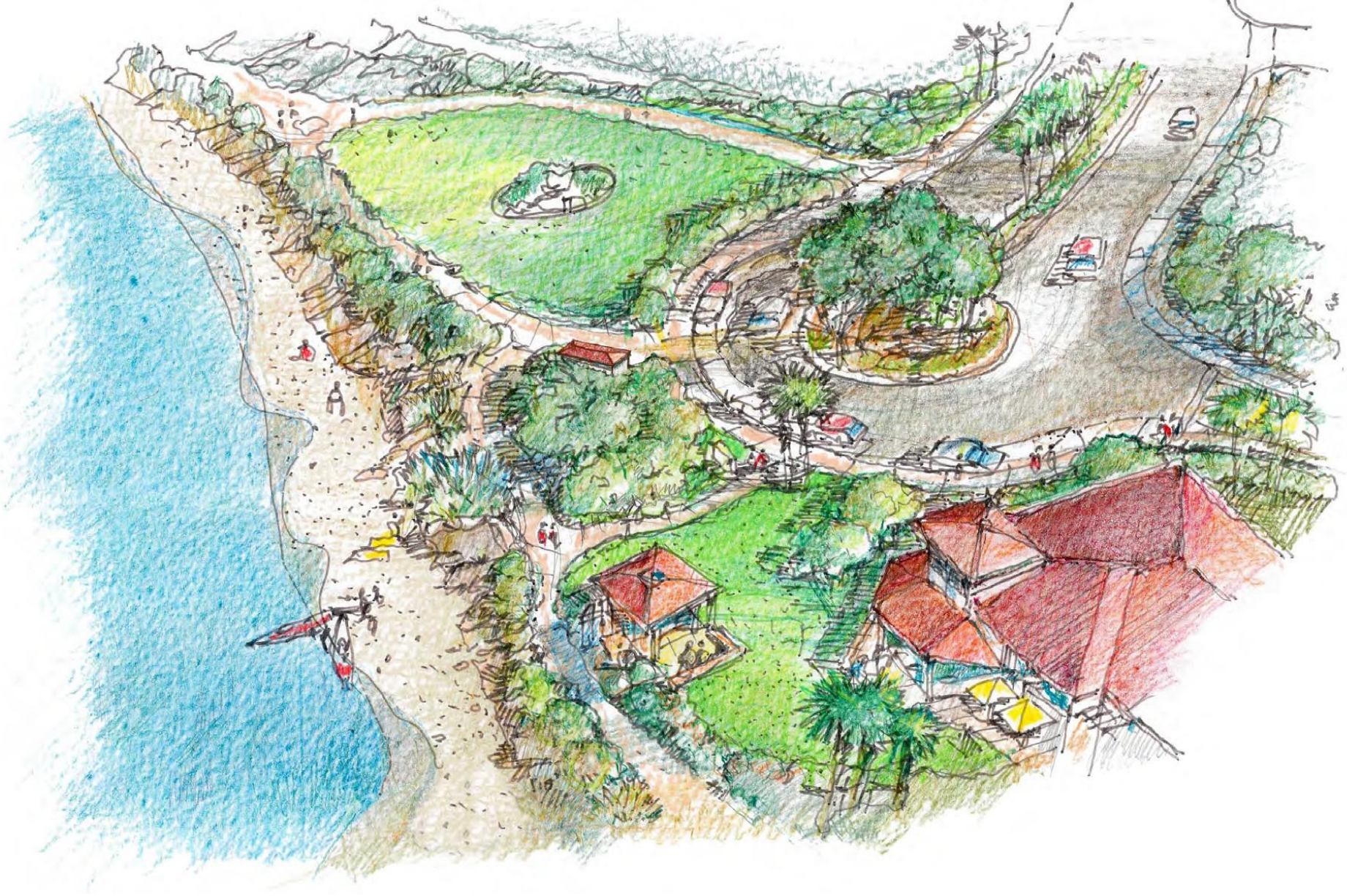
Lodge and Restaurant fill the unmet needs of the community and explore multi-functional, overlapping uses.

INN AT THE CAYS
CORONADO, CALIFORNIA

OUR VISION

INN AT THE CAYS
CORONADO, CALIFORNIA

VIEW OF SOUTH END & PARK

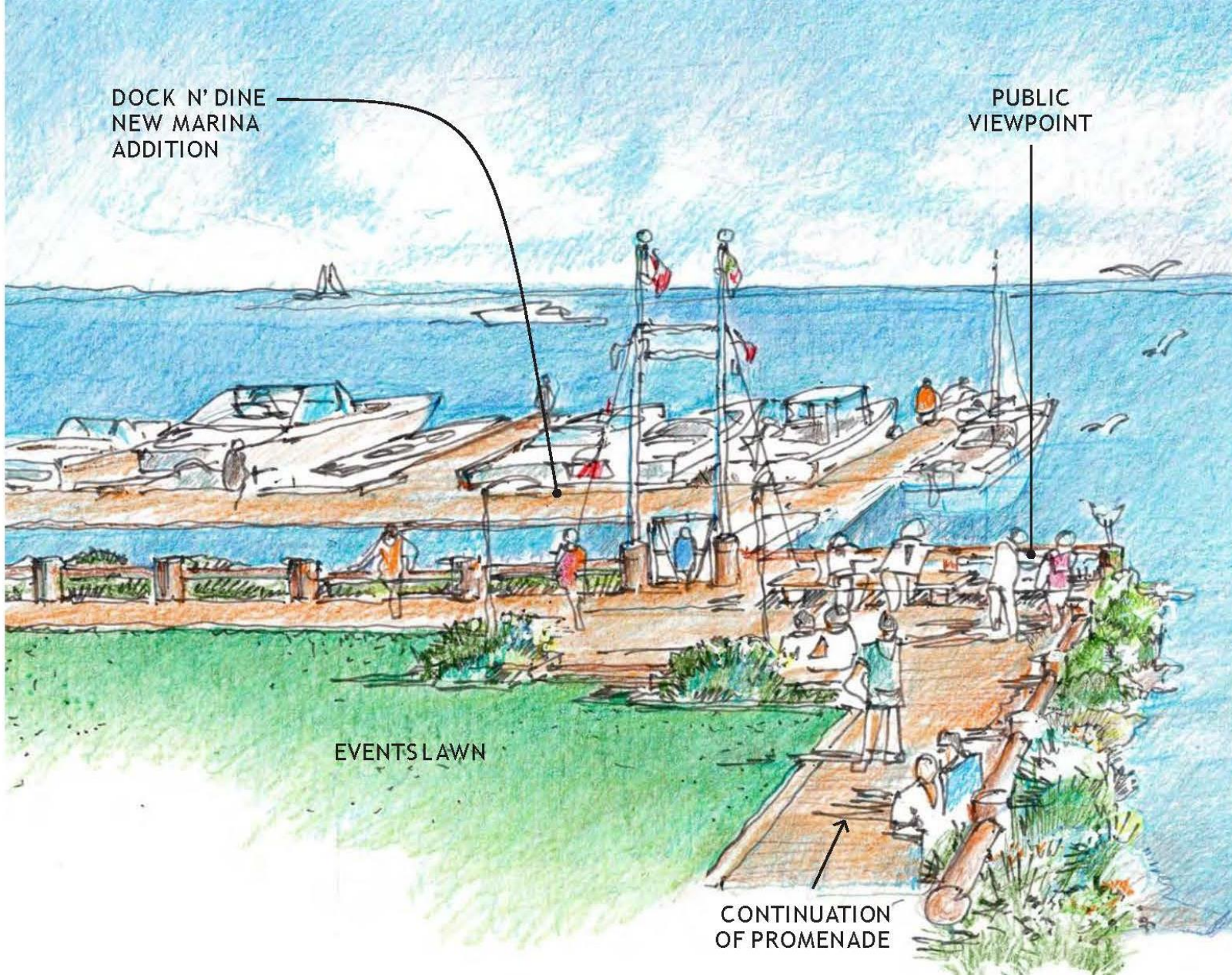


INN AT THE CAYS
CORONADO, CALIFORNIA

VIEW OF MAIN LODGE

INN AT THE CAYS
CORONADO, CALIFORNIA

JOINT USE WITH CORONADO CAYS YACHT CLUB



INN AT THE CAYS
CORONADO, CALIFORNIA

JOINT USE WITH CORONADO CAYS YACHT CLUB

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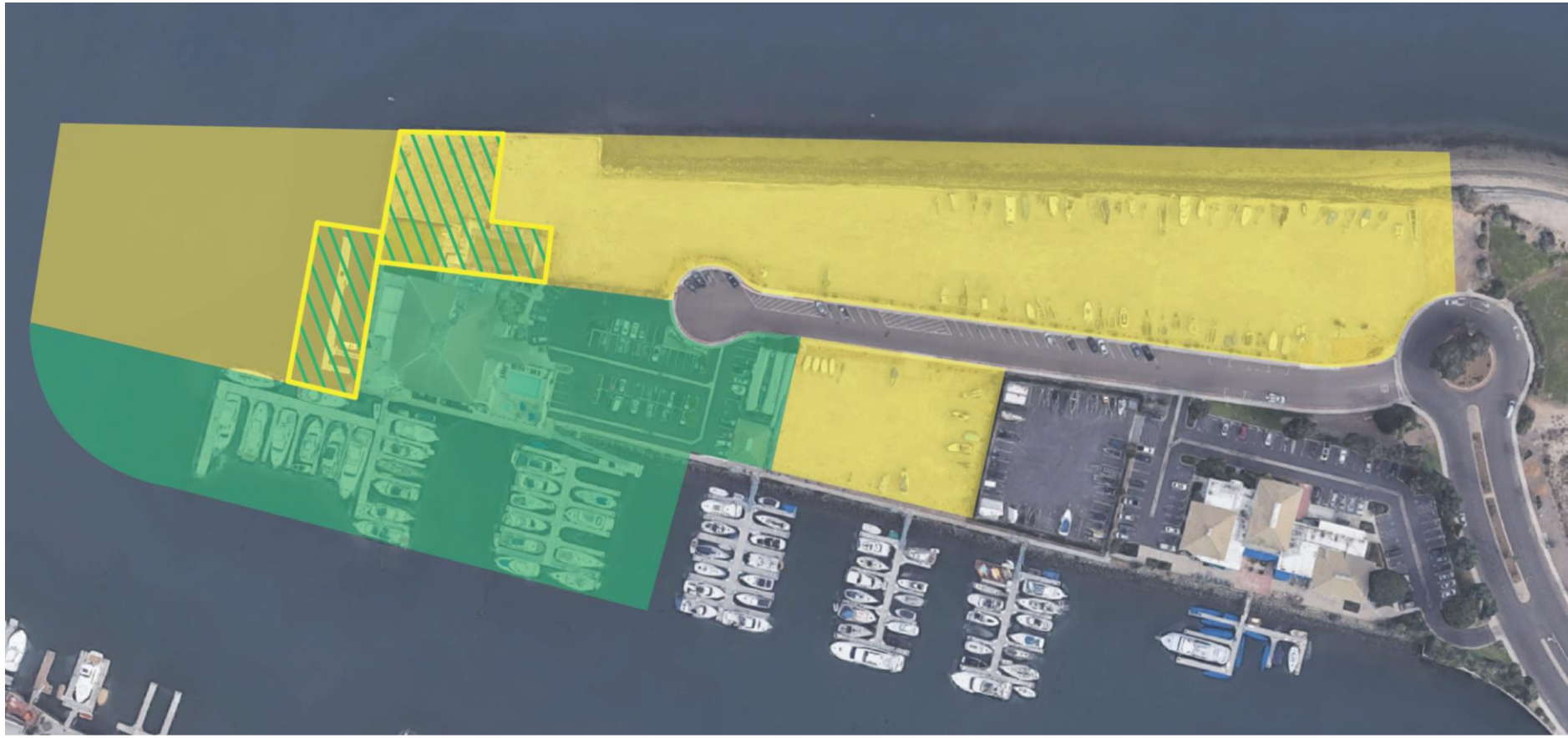
CORONADO, CALIFORNIA

ACTIVATING THE PROMENADE

INN AT THE CAYS
CORONADO, CALIFORNIA

CURRENT LEASEHOLDS



LEGEND

- Inn at the Cays Property
- Coronado Cays Yacht Club Property
- Coronado Cays Yacht Club Sub-Lease Area

INN AT THE CAYS
CORONADO, CALIFORNIA

CORONADO CAYS
YACHT CLUB BENEFITS

COMPATIBLE USES

Club members can take advantage of new amenities planned for the Inn at the Cays, including overnight lodging for visitors and event attendees.

DOCK N' DINE

The Inn at the Cays will add a new Dock n' Dine concept, a joint venture between the hotel and the Coronado Cays Yacht Club comprised of two-to-four slips where boaters can enjoy a unique on-boat dining experience.

EVENTS LAWN

A new joint events lawn and a public refreshment area will allow hotel guests and Coronado Cays Yacht Club members to host private events in a quintessentially Coronado setting.

NORTH END VIEWPOINT

The naturally landscaped paths across the site will be activated with benches, lounge seating and bay viewing areas.

LONGEVITY

Maintaining the The Inn at the Cays property's visitor-serving recreation commercial use zoning designation helps protect the Yacht Club's long-term viability.

SENSITIVE DESIGN

The Inn will be broken into three buildings to maintain a healthy wind flow for sailors and designed with lower profile architecture for consistency with the surrounding community.

MORE PARKING

The project will provide the Yacht Club with additional parking spaces to accommodate members and guests, especially for events and celebrations, and add more public coastal access parking along the street.

CORONADO CAYS COMMUNITY BENEFITS

PUBLIC PROMENADE

The development will create a new continuous waterfront promenade, new walking and biking path connections, outdoor seating and ample public beach access for guests and members of the public to enjoy.

COMMUNITY DISCOUNT

All residents of the Coronado Cays community and members of the Coronado Cays Yacht Club will receive discounted rates on lodging and dining at the Inn at the Cays, because we want this to be a natural extension of the community.

COMMUNITY BEAUTIFICATION

The Inn at the Cays is designed with a lower profile architectural style with minimal barriers to the outside, so you feel connected to your natural surroundings, consistent with the Coronado Cays community.

MEETING & DINING OPTIONS

Companies and organizations will be able to reserve meeting rooms and enjoy expanded dining options with a restaurant and bar open to the waterfront with picturesque bay views.

IMPROVED BEACH ACCESS

The development will include improved beach access at each end of Grand Caribe Causeway, plus the creation of a public restroom and beach foot shower structure on the Shoreline Park property.

EXPANDED PARKING AREAS

The property will create 141 off-street parking spaces to keep guests, employees and visitors from affecting nearby residential streets and add additional coastal access parking along the cul-de-sac.

ECONOMIC BENEFITS FORECAST

	Real and Personal Property Taxes	Sales and Use Taxes	Hotel & 1% Sales Taxes to City of Coronado	Hotel Taxes to County and State
Annually, typical year 2028	$281,000	$128,000	$995,000	$195,000
Over 66-Year Life Expectancy	$34.75 Million	$15 Million	$114 Million	$19.5 Million

Low cost hotel room rates for heroes

- **$309.01** Coronado average in 2019
- **$119.80** Inn at the Cays Hero Rate

Port of San Diego Land Rent*

- Thru 5/20/2034 = $0
- In 2035 = $800,000
- Over 57 years = $73 Million
- Net Present Value = $17 Million

**Assumes Revenue x 8% for Rooms, 6% for Food/Bev, 5% for Other, beginning 5/21/2034*

Public Access Elements

- $1,700,000
- 48% of Site Cost
- 34% of Area

INN AT THE CAYS
CORONADO, CALIFORNIA

Crown Castle
10301 Meanly Dr.
Suite 200
San Diego, CA 92131

November 17, 2020
Sent via email

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

Re: Port of San Diego Master Plan Update 2020

Board of Port Commissioners and Planning Department,

Crown Castle is the nation's largest provider of shared telecommunications infrastructure. We own and operate wireless facilities and fiber optic cable on Port Authority land, and we plan to continue with infrastructure investments in and around the bayfront. Connectivity is key during this time and communications networks are being tested like never before. Crown Castle plays a critical role in ensuring that demand is met in the region and across the nation. We appreciate the opportunity to address and comment on the draft Port Master Plan Update (PMPU).

Cities and agencies of all sizes are proactively integrating wireless communication (and fiber optic cable networks that supports it) in long-term planning as an integral part of reaching "smart growth" goals: public safety, resiliency, improved customer experience, mobility, transportation management, and expanding economic development. Crown Castle recommends including a telecommunications component into the PMPU similar to the Telecommunications Master Plan[1] the City of Chula Vista recently adopted. Communications infrastructure is the enabling technology that will empower numerous use cases, and thus should not be an afterthought, but rather integrated and scalable for future uses and forecasted demand.

In the coming years, the transportation sector will increase its reliant on massive amounts of real-time mobile data, and conversations around *mobility* are incomplete without a communications component. Initiatives from traffic and parking management, to EV charging, to autonomous vehicles will require ultra-high speed and ultra-reliable connectivity will continue to revolutionize logistics management while presenting new revenue opportunities.

[1] https://www.chulavistaca.gov/businesses/smart-city/projects/telecommunications-master-plan

The Port's natural draw for outdoor activities attracts bikers, boaters, joggers, and tourists who each carry a mobile device that can enhance their outdoor experience, and strong uplink and downlink mobile connectivity adds safety and security during their outing.

Robust wireless capacity has long been flagged as a facilitator of business innovation. Large-scale development such as the Chula Vista Bayfront Project will compound demand for broadband by business and visitors alike. Smartphones have already exponentially increased the need for mobile broadband, and the use of connected devices and sensors (known as the *Internet of Things*) by businesses is quickly rising and adds additional demand to communication networks. Again, connectivity will foster business efficiency and improved customer experiences, and proactively planning for that demand will cut out unnecessary and costly delays.

Communications infrastructure is largely absent from the draft, currently only mentioned concerning siting requirements. This is a missed opportunity for inviting enabling technology early in the planning phase. Please consider adding a wholistic next-generation communications component to the PMPU.

Thank you,

ADRIAN SALAS
Government Affairs Manager, San Diego
CROWN CASTLE
adrian.salas@crowncastle.com

From: Chula Seafood San Diego <sandiego@chulaseafood.com>
Sent: Tuesday, November 17, 2020 3:54 PM
To: Port Master Plan Update
Subject: Fwd: PMPU comments
Attachments: PastedGraphic-2.tiff

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

For consideration we believe the following. The Commercial Fishing designation for Planning District One should be different from Planning District Three. The Port needs to have 2 Commercial Fishing Marina's in San Diego. This area is the home of many different uses and it is this diversity that creates the synergy we have today. By allowing the flexibly of uses at this location, it assures the continued availability of Commercial Fishing land and water space for many years to come. We are excited for the future and the support the Port of San Diego has provided to our family fishing business.

Please feel free to contact us with any questions. I have included my cellphone below.

Jim Silveira
619-820-0455
sandiego@chulaseafood.com

November 13, 2020

Board of Port Commissioners
Port of San Diego
3165 Pacific Highway
San Diego CA 92101

Re: Port Master Plan Update Draft November 2020

Dear Chairman Moore and Port Commissioners:

Thank you for giving me the opportunity to review and comment on the November 2020 draft of the Port Master Plan Update (PMPU). Over the past few years, I have been heavily involved in the PMPU process. I have attended countless presentations, workshops, meetings, conference calls and lately, virtual meetings. Being the owner of the only privately run commercial fishing marina in Southern California allows me to present a unique perspective on the economics, feasibility and impact of the changes envisioned in the latest draft of the PMPU. What began as an update to add flexibility to the approved uses under the current Master Plan has now morphed into a plan that will eliminate privately developed and managed Commercial Fishing Facilities on San Diego Bay. I have attached a letter I submitted to the Port on July 31st, 2019. Nothing that has happened since then has made me change my mind with respect to the November 2020 Draft PMPU. I oppose the Draft Plan because it does not adequately address the economics, feasibility and sustainability that are needed for a privately developed and operated commercial Fishing Marina. The Port has never done a true independent third-party demand and feasibility study. They are relying solely on studies that were commissioned by a local fishermen's group and an additional third study, The Commercial Fishing Revitalization Plan, that was nothing more than a twenty-one million dollar wish list. I believe the Commissioners would be shocked if they saw how much the Port is spending today on managing, repairing, and maintaining the Commercial Fishing facilities at Tuna Harbor. Add in what was just spent for new floating docks as well as the subsidy the Port is providing in the way of discounted slip rent and little or no return on the existing landside improvements being used by Santa Monica Seafoods and others. And on top of that, now the San Diego Fishermen's Working Group is demanding additional improvements in the number of tens of millions of dollars to be included in the PMPU.

I will continue to work with Port Staff on further developing the PMPU. Hopefully we can come up with a plan that will allow a private operator to continue to operate under a feasible plan.

Sincertly:

Thomas A. Driscoll

Thomas A. Driscoll
Driscoll's Wharf

July 31st, 2019

To Whom it May Concern,

As a lifelong San Diegan and the owner of a local family business, I, like much of my community, have always regarded the Port as the noble shepherds of both our great shoreline and of the maritime industry that has long defined our city. Upon review of the April 2019 discussion draft of the Port Master Plan, I feel compelled to voice my opposition to the new land use designation and proposed secondary uses for Planning District 1. I speak on behalf of the many local workers, stakeholders, and ordinary citizens who share the concern that these suggested changes constitute a departure from the Port's mission to preserve a fair, sustainable local business environment and to uphold the California Coastal Act true to its intent.

When the Port of San Diego was established in 1962, San Diego's maritime industry looked very different than it does today. We may reminisce at the grandiosity of the enormous tuna boats that once spanned the entire Pacific horizon, but it was not in service of any particular fleet or catch that the restrictions on coastal land use were implemented. It was made the Port's responsibility to ensure a fair distribution of waterfront land as determined by the demand for each possible use. This was a system designed in anticipation of the decades of varying conditions, market fluctuations, and growing social movements against mammalian bycatch that would come to entirely reshape San Diego's maritime industry. It is a departure from this philosophy that a stated goal of the Port-commissioned study *An Analysis of Commercial Fishing in the San Diego Area* was "to show demand for commercial fishing facilities still exists" (2-2), as this represents a clear bias where none should exist.

The California Coastal Act stipulates that "existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists" (Section 30234) and that "ports shall not eliminate or reduce existing commercial fishing harbor space, unless the demand for commercial fishing facilities no longer exists." (Section 30703) In 1984, Coastal Amendment 2 did indeed determine that there was no demand for Commercial Fishing Office Space in the planned new development at the central offloading hub then called San Diego Fisherman's Village, establishing a precedent that has been honored ever since. The 1986 Coastal Amendment 3 officially allowed other uses by the property, and today Driscoll's Wharf attracts both locals and tourists with family-friendly events on

the waterfront, services and amenities for the boating community, and unique local maritime-related businesses. The Driscoll Boatyard Expansion Master Plan Amendment of 1992 was another example of where the Coastal Commission agreed that fish transshipment was no longer needed on Shelter island and eliminated the Star-Kist Tuna Facility They then proceed to add Commercial fishing to Marine Service and Sales as a way to insure that if the need came back for offloading, a facility was in place to handle the demand, The new restrictions that would appear in the master plan disregard the continued evolving uses of our coastline despite a persisting lack of demand for commercial fishing space. Should the proposed changes to the land use designation remain as written, the financial burden of these subsidies will fall on the local business owners who form the backbone of San Diego's maritime community.

The true sentiment behind the California Coastal Act and the San Diego Port District Act is in keeping valuable coastal land available for use by hard-working San Diegans who use local resources to stimulate the local economy. Data from the aforementioned *An Analysis of Commercial Fishing in the San Diego Area*, which came to influence revisions to the master plan, identifies a noticeable increase in longline catches but fails to acknowledge that these fish are caught outside of local waters. It is illegal to fish longline in California waters. They bycatch these vessels produce is extremely detrimental to the delicate balance of marine life in California. Yet these fishing vessels often capitalize off of the notion that they are selling a locally caught product, misleading consumers with phrases like "locally sourced." Even the albacore fishermen, our lingering tether to the tuna fleets of old, sell their catch almost entirely to foreign markets. The *West Coast Commercial Fishing Facilities Benchmark Study*, another considered in the revisionary process, perpetuated a number of falsehoods about the commercial fishing industry, including a featured report on "key issues" that presents the G Street Pier and Facility as the "only location for commercial fishermen and activities in San Diego Harbor" (9) when other nearby facilities, such as Driscoll's Wharf and Driscoll Mission Bay, pride themselves on providing a variety of services to our local fishermen.

While the revisions to the master plan remain open for public comment, business owners like me have already begun to experience the repercussions. In the summer of 2018, the Port started denying subleases for maritime-based businesses. When I questioned this initiative, I was informed that it was a "planning decision." This came as a direct contradiction to the last District 1 planning meeting I had attended in December of 2017, which touted secondary uses as a means to increase flexibility for local business owners. I later learned that a series of over 60 planning meetings had taken place without my knowledge. These exclusive meetings were held between the corporation Gafcon and the San Diego

Working Fishermen's Group and Port Staff. Among the relevant parties that failed to receive an invitation are the Mission Bay fishermen, the local processor at Driscoll's Wharf, and the Wharf's management. It is difficult to view these meetings in retrospect as anything other than a campaign to advance the Highway 1 project without the informed consent of all stakeholders. Updates to the master plan should serve the public and our public resources over the interests of a single private corporation. We have requested a meeting Port District Staff to discuss our concerns regarding how the project specific planning process taking place at G Street has impacted the delicate balance and unique diversity we experience up at America's Cup Harbor. To this date, we have not had the courtesy of one single meeting.

It is on behalf of the many community members and stakeholders who have been excluded from these deliberations that I urge you to reconsider the changes to the master plan. The proposed allocation of 75% of the total developable area in Planning District 1 to commercial fishing facilities would lead to costly ramifications for small business owners who would struggle to fill their vacant offices with approved tenants for whom there exists no market demand. The restrictions on primary usage contradict the California Coastal Act, which emphasizes the necessary role of demand in land use designation. In the absence of comprehensive demand feasibility studies, private enterprises will be priced out of the market and the remaining industry will come to rely solely on government subsidies. Secondly, the idea that one group of fishermen should somehow be inserted in all Port negotiations with other tenants and stakeholders is ludicrous. One group does not speak for all the fishermen. As a matter of fact, many participants in the G Street group have left because they felt the group was not serving the needs of all fishermen. And finally, Port District staff have inserted into the plan. that sport fishing processing is somehow different than commercial fishing processing. This is not true. There is only one type of fish processing license available in California. It is a Commercial Fishing Processing license. All processors, be it sport, commercial or recreational, have the same license. All are legitimate commercial fishing businesses.

I leave you with one final thought. I have touched on this earlier in this document, but I ask you to think about the word "demand" and exactly what it means and how it applies to the Coastal Act. The dictionary defines demand as the willingness and ability to purchase a commodity or service. Nowhere does it state demand means something that is given for free. Nowhere does it state that demand mean something that is paid or subsidized by someone else. I believe that requirements for demand has been totally forgotten by staff in the Master Plan process. The Port has not done a true third-party demand and feasibility study of what is being put forward in Master Plan. What is the actual demand for

commercial fishing facilities? Remember, it is facilities like Driscoll's Wharf that are protected under the Coastal Act. Not specific fisheries. And then, what is the true economic feasibility of all the improvements that the Port is being asked to provide. This really need to be studied. The three documents used by the staff and the other groups down at G Street are not true Demand and Feasibility studies. They are simply wish lists and reports. And then I believe someone needs to do an actual cost/benefit study. What does all this infrastructure cost the people of the State of California. What is the benefit to the people that are relying on the Port to properly maintain and persevere this incredible asset known as San Diego Bay. More homework needs to be done. I do not believe this portion of the Port Master Plan has been properly analyzed.

I look forward to further and more inclusive discussion as we work together as a community to preserve the fair, sustainable, demand-based system that documents such as the Port Master Plan were created to uphold. Let us continue not only our legacy of dutiful custodianship over this bountiful coastline but also our legacy of equal opportunity for all and a fair, free market.

Thomas A. Driscoll

Thomas A. Driscoll

Driscoll
QUALITY MARINE SERVICES

Port Master Plan Update

To submit your comments/feedback on the Port of San Diego's Revised Draft PMPU, please fill out the form below. Note: In compliance with the California Public Records Act, all information submitted via this form will be public record. Email addresses are being collected primarily for tracking and data purposes. Providing your email address does not add you to any mailing/newsletter lists.

Email address *

phf@international-law-offices.com

What is your first name? *

PETER H.

What is your last name? *

FLOURNOY

What is the name of your organization/company/community group? (if applicable)

INTERNATIONAL LAW OFFICEDS OF SAN DIEGO

What is your ZIP code? *

92101

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

San Diego Unified Port District
Planning Department
Commissioners:

To be succinct my comment relates to Planning District 3, subdistrict Central Embarcadero. Removing the Central Embarcadero (including Tuna Harbor and the G Street Mole) from Planning District 3 and therefore from the Port Master Plan Update (PMPU) has come as a shocking surprise after working with the Port and 1 HWY 1 for over three years within the PMPU guidelines and policies. As continuously stated as recently as today, the PMPU is to focus on policies not projects. And yet this draft of the PMPU leaves the Central Embarcadero naked of any policies except for this statement from the PMPU Second Edition:

“The District shall allow permittees of development to modify, or replace in kind, existing commercial fishing facilities in this subdistrict provided there is no unmitigated increase in shading or fill.” [Revised Draft PMPU Summary of revisions made since the Discussion Draft, dated October 2020, page 39]

This is not meaningful to the two long term tenants on the G Street Mole, the Fish Market Restaurant and the American Tunaboat Association’s world headquarters building which has been there since 1949, even before the Port District was formed.

The Port has spent at least two years coordinating the 1 HWY 1 potential development within the PMPU. The overarching justification for doing a master plan update has been to provide bay wide policies to avoid the long term problem of constantly amending the Port Master Plan (40 or so amendments) and each time having to go before the California Coastal Commission for a hearing.

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

This exclusion of the Central Embarcadero is contrary to the goal of unified planning policies. Worse yet it leaves the Central Embarcadero tenants not knowing if the developer will be held to the principles of the 1982 Port Master Plan or the updated PMPU. It leaves completely unknown how the required 1 HWY 1 amendment to the PMPU will dovetail with the North and South Embarcadero in terms of transit, mobility, parking, traffic and other important elements. Now, in one of the most critically important planning areas we just see a blank in terms of the future planning.

It has been at least 2 years since the developer has presented any plans or sketches to the Commissioners or the public. Clearly what has been presented will need revisions given the sale of 2/3 of the Manchester Pacific Gateway Project to a ocean oriented biotech real estate development trust and the COVID 19 impacts on the demand for office space and tourism. It is only prudent before the Port Commissioners approve the deletion of the Central Embarcadero from the PMPU to know what the future plans are for that area and further how that will embody the policies of the Bay wide master plan.

It may be arduous to continue to coordinate the Central Embarcadero development with the PMPU, however, neither the Port planning staff, nor the Commissioners have ever turned away from difficult tasks. The

Central Embarcadero has been variously called the million-dollar corner, the gateway to San Diego, and other names that reflect its importance. To strip the Central Embarcadero from the PMPU would be to disregard seven years of public input given since 2013 starting with the drafting of Vision Statement and Guiding Principles. In speaking to the need for an undated comprehensive plan the statement in the 2014 Executive Summary of that document is instructive:

“Over the past decades there has been concern that the Master Plan process has morphed into a "piecemeal planning process" where each proposed project became a mini-master plan requiring a Port Master Plan Amendment (PMPA)”

The Port seems headed down an old road with no improvements having been made.

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SAN DIEGO PORT TENANTS ASSOCIATION

November 17, 2020

By email only: pmpu@portofsandiego.org
Leslie Nishihira, Director
Planning Department
Port of San Diego
3165 Pacific Highway
San Diego, CA 92101

Subject: Comments on the Revised Draft Port Master Plan, October 2020

Dear Ms. Nishihira:

The San Diego Port Tenants Association, formed in 1989, represents 800 businesses and industries operating on the Port tidelands. The SDPTA members provide over 44,000 jobs, $5.6 billion in economic output (pre-pandemic), and provide most of the Port's annual revenue. The SDPTA is dedicated to enhancing trade, commerce, tourism, and recreation while protecting the environment.

We have been active participants throughout the Port Master Plan Update (PMPU) process. We appreciate the opportunity to offer comments on the October draft, but as we stated in our November 5th letter (attached), we feel the time allowed to offer comments on this draft is too short. Due to the pandemic and the resulting economic stress, many of our businesses have yet been unable to devote sufficient time to analyze how our input from July 24, 2019, has been incorporated into the current draft. This is now even more an issue with San Diego County slipping into the Purple Tier. Generally, we fear if additional time is not permitted for sufficient public input, particularly tenant input, the Port may end up with a PMPU that is not able to encompass potential developments, thereby causing the need for future Port Master Plan Amendments. Accordingly, this letter of comment will highlight some major issues only, and we hope additional time will be granted so we can provide additional, more detailed, input.

A global concern with the PMPU is the degree of specificity throughout the document. An example is the detailed specification of promenades, walkways, setbacks, step downs, etc. Not only does this potentially put existing facilities into "non-conformance" and reliant on exceptions for future development or lease extensions, but it constrains future development, all leading to the need for plan Amendments. Of note, the language in Section 6.2.2 is ambiguous as to when Port Master Plan Amendments may be triggered. Language in the current Draft may be interpreted to require a PMPA for any changes in an existing development, even those consistent with the PMPU. It is important to highlight and discuss the need to retrofit existing properties to new planning standards, potentially even at the expense of removing existing utilized structures and amenities. This should be presented to the Board (and other interested stakeholders) in a specific separate analysis. By not addressing it to the public and the Board, it is impossible to responsibly analyze the changes required in the PMPU. To avoid doing so will set the Port up for Amendments in the future.

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EMAIL: Sharon@sdpta.com, Corchelle@sdpta.com, Chelsea@sdpta.com
Web: www.sdpta.com

A major concern is the removal of the Seaport San Diego project from the PMPU. This significant development in the heart of the Port, "the 100% corner," should be key to the planning of the Central Embarcadero. To ignore such substantial development greatly complicates the planning of all the other activities in the area, including the redevelopment of The Fish Market restaurant and planning for ongoing Commercial Fishing operations. This piecemealing approach does not serve the objectives of a comprehensive plan that is intended to serve the Port, its tenants, stakeholders, and the entire region for decades to come.

Another Commercial Fishing issue is the recognition that the Commercial Fishing marinas in the East Shelter Island Subdistrict and in the Central Embarcadero Subdistrict are similar in function, but very different in business construct. The privately-owned Commercial Fishing marina and adjacent facilities in Shelter Island must have more flexibility than is permitted under the Secondary Use restrictions to rent slips and space to non-Commercial Fishing uses. This is critical to maintain revenue when there is insufficient demand to fill with Commercial Fishing activity. This is apparently not an issue for the Port-operated Commercial Fishing marina in the Central Embarcadero Subdistrict.

To quote the Draft PMPU, "the Working Waterfront…is a highly productive consolidation of marine terminal and maritime services and industrial land uses, facilitating maritime trade and providing large-scale coastal-dependent industrial activities with direct access to heavy rail service and deep-water berthing." The businesses of the Working Waterfront are critical to the Port and also to national security. However, the draft plan is very light on growth opportunities or accommodations to permit growth. Comments on rail transportation highlight the trolley, but are silent on the BNSF rail connections and crossing improvements, either structurally or operationally.

"Sustainable Shipyards" is a superficially appealing notion, but the statements in PD4.20 are concerning. They do not cite supportive policies, but rather anticipate substantial future investments without specifying drivers beyond "State goals." This raises questions for an industry that has a critical role in supporting the United States Navy and national defense, and is a major economic driver for the Port and our entire region. As we are witnessing in the midst of pandemic, the shipyards create a level of financial stability in the Port's portfolio of leases when tourism in particular is devastated. Commercially feasible considerations must be included to ensure that the well intentioned PMPU goals may be realized.

Next, in Coronado, the North Coronado Subdistrict PD10.13 specifies that no new hotel rooms are allowed. Our comments of July 24, 2019, strongly supported additional hotel rooms and associated visitor serving uses at the existing Coronado Marriott Hotel. We continue to believe that reasonable hotel development here is in the Port's and the community's interests and that the hotel should be encouraged to make the case with the community. Similarly, East Harbor Island is able to accommodate about 200 more rooms.

Finally, we have an overall principle issue to raise that is relevant with the example of the lease on Grand Caribe Isle in the Silver Strand Planning District. The situation is described in figure PD9.2 of a parcel "subject to an existing lease which expires in 2034." The tenant has been working with the Port and the local community to develop a hotel on that parcel, but the land use has been changed in the Draft PMPU to Recreational Open Space, prohibiting the hotel development without an Amendment. We assert this unilateral change in the land use which frustrates a tenant's development plans is unfair, and this is a bad policy precedent.

Thank you for considering our input and plea for more time to provide additional input.

Sincerely on behalf of the San Diego Port Tenants Association Board of Directors,

Frank Plant	John Laun	Sharon Cloward
Chairman	Vice Chairman	President

Enclosure: SDPTA Letter of Request for 90 Day PMPU Pause 11.5.2020

CC: Port of San Diego Commissioners and Executive Leadership Group
SDPTA Membership

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SAN DIEGO PORT TENANTS ASSOCIATION

November 5, 2020

Port Chair, Ann Moore and Board of Port Commissioners
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

Dear Port Chair Moore and Board of Port Commissioners,

Reference: Request 90 Day Pause in the PMPU Process to Enable More Complete Public Comment

We congratulate the leadership of Chair Moore, the Board of Commissioners, and staff for the significant progress made on the PMPU. Begun in 2013, it has been thoughtful, measured, and has benefited from substantial public comment. As in the past, we appreciate the Port affording public comment on the Revised Draft of October 2020. However, for the reasons stated below, we believe the current 4 week public comment period is too short to permit comprehensive public review and comment. We respectfully request a 90 day extension for comment, from the current schedule of November 17th until February 17, 2021.

We make this recommendation for the following reasons:

- The October 2020 draft contains 487 pages with substantial revisions to the previous draft from April 2019, 18 months ago. Unfortunately, a redline version of the changes from the April draft is not available, so it is very difficult to determine if the many comments offered as changes to the April draft have been adequately addressed. Given the extent of the revisions, it is incumbent upon your tenants to conduct their due diligence in reviewing the document to fully understand the proposed benefits and/or impacts. This will enable them to provide meaningful and constructive feedback.

- The COVID-19 pandemic could not have been anticipated. The resulting economic distress, business survival issues for some tenants, makes it impossible to devote sufficient time for thoughtful comment in such a compressed timeframe. Also, we question whether Port staff will have sufficient time to evaluate and incorporate comments received prior to the following Port Board Workshop.

The collective San Diego Bay community, under the Port's leadership and guidance, has come a long way throughout this process and the Bay is better for it. However, there is much more ahead of us and there should be no need to constrain the time for public comment at this key stage in shaping the document. We thank you in advance for the consideration to grant this extended comment period.

Sincerely on behalf of the San Diego Port Tenants Association Board of Directors,

Frank Plant	John Laun	Sharon Cloward
Chairman	Vice Chairman	President

Cc: Port of San Diego Planning Department, Jason Giffen and Lesley Nishihira

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*

From: Lesley Nishihira
Sent: Thursday, December 3, 2020 9:11 AM
To: Port Master Plan Update
Subject: FW: PMPU

From: Sandy Purdon <sandy@hppurdon.com>
Sent: Thursday, December 3, 2020 8:54 AM
To: Jason Giffen <jgiffen@portofsandiego.org>; Lesley Nishihira <lnishihi@portofsandiego.org>
Cc: Sharon Cloward <sharon@sdpta.com>; Susie Baumann (susan@balihairestaurant.com) <susan@balihairestaurant.com>
Subject: PMPU

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Hi Jason and Lesley,

I appreciate your presentation at our SDPTA board meeting yesterday. Thanks for the review.

As the owner for 30 years of the Shelter Cove Marina master lease next to the Bali Hai Restaurant I am concerned about your (page 200) promenade requirements. We rebuilt Shelter Cove Marina land and water facilities in 1992. We have a 9 foot wide promenade between the waterside rip rap and our office building housing a dozen small businesses.

The problem is that we have a very narrow lot and we could not provide a 12 foot wide promenade without going into the rip rap or going into the commercial building. We have very little pedestrian traffic anyway but the PMPU says we have to have a minimum of 12 feet for the width of the promenade.

Would you review the PMPU (page 200) and confirm that I would have to build a 12 foot wide promenade with the approval of the PMPU?

Please confirm you have received this email and include it in the public responses you are receiving.

Thank you,

H. P. "Sandy" Purdon
General Partner
Shelter Cove Marina, Ltd.
747 Golden Park Avenue
San Diego, CA 92106
619-822-1177
sandy@hppurdon.com

PMPU 10/2020

November 10, 2020

San Diego Port District Commission
3165 Pacific Highway
San Diego, CA 92101
PMPU@portofsandiego.org

This letter is in comment to the October 2020 version of the PMPU. My name is Mitch Conniff and I am the President of Celebrity Seafoods, Inc. a new tenant at Driscoll's Wharf. We are a Fresh Fish Market that specializes in selling locally caught San Diego Seafood both wholesale and direct to the public. Additionally I am the owner of Mitch's Seafood, a restaurant that specializes in serving locally caught seafood along the San Diego Bay waterfront. In both of my business endeavors I am partnered with multiple commercial fishermen and they have asked me to reach out on behalf of our businesses and themselves as commercial fishermen. Both of my businesses are licensed Commercial Fish Plants by the California Department of Fish and Wildlife and we buy thousands of pounds of San Diego caught seafood annually utilizing the commercial docks located at Driscoll's Wharf. My comments below are specific to the future of Driscoll's Wharf as laid out in the current form of the PMPU.

RE: Section 3.1.7 Additional Requirements Elements // Chapter 3.1 Water and Land Use Element

"Any administrative process consistent with these requirements, and established in consultation with the San Diego Fisherman's Working Group, its successor, or functional equivalent…"

The Port of San Diego should be soliciting the consultation of all commercial fishermen and it is inappropriate for a private lobbying group to be mentioned in the PMPU as the sole voice of consultation. Furthermore, language like this implies that the SDFWG is the only voice representing an entire industry of stakeholders and that could not be further from the truth. The SDFWG represents a minority percentage of commercial fishermen and is made up almost exclusively of Fishermen that are associated within the G Street Mole. They speak on behalf of their members, but they do not speak on behalf of an entire industry- they have done very little by way of outreach to stakeholders not already in their group and their group does not include whole sectors of the commercial fishing industry. My business represents four commercial fishermen that are responsible for a combined effort of $1.7 million in commercial landings, all of them operating out of San Diego Bay. Not one of them has been approached, solicited to or offered membership to the SDFWG, yet the group purports to speak for all stakeholders. Their meetings are closed to non-members, outside opinion is neither solicited nor accepted and the power to advocate on policy is held by a limited number of people. While they are a valuable and necessary advocacy group, the voice of these stakeholders is not monolith and it is

inappropriate for the Port to empower them as such in a document that is as far reaching as the Port Master Plan. This mention of the San Diego Fisherman's Working Group, as well as all other mention of them by name as the sole source of consultation, should be struck and replaced with language that calls for the comment of all commercial fishing stakeholders.

RE: Driscoll's Wharf vs. Tuna Harbor and the Future of Driscoll's Wharf

There has been a push to change the PMP to ensure that Tuna Harbor and Driscoll's Wharf operate under the same rules and restrictions. Our vison as tenants and stakeholders at Driscoll's Wharf is to see a commercial fishing marina with improved public access, facilities in place to sell the bounty of San Diego's seafood and a vibrant waterfront that we can all be proud of. We feel that the best way for this to come to fruition is to maintain the private, for-profit nature of the wharf and allowing it to operate under its own set of rules. It is imperative that there be specific guidelines in place to ensure Commercial Fish Berthing's (to meet current demand) and the necessary infrastructure in place to help out commercial fishing. However, applying the strict rules of Tuna Harbor to Driscoll's Wharf does not make sense to the overall character of the wharf, nor does it make it financially feasible for a private operator. While priority should be given to Commercial Fishing use, secondary uses that can improve the overall character of the wharf should be allowed and expanded when there is no demand for things like "Commercial Fishing office space". Forcing Driscoll's Wharf and Tuna Harbor to operate under the same restrictions is unnecessary and counter to our vision of a vibrant space where San Diego Fishermen and the public can interact and increase awareness of the neighborhood's working waterfront.

I thank you for your consideration of these comments and encourage you to follow up with any questions or comments of your own that you may have.

Regards,

Mitch Conniff

Celebrity Seafood, Inc.

Mitch's Seafood

mitchconniff@yahoo.com

619-944-7380

*

Revised PMPU OBC Response Dec. 7

Chair Moore

Honorable Directors

The Outboard Boating Club respectfully requests your consideration to our concerns as specified in the written response submitted to you dated 11-3-20 and emailed to PublicRecords@PortofSanDiego.org. We request that the OBC response be attached as part of the record of the Revised PMPU Hearing dated December 7th 2020.

The Outboard Boating Club does not support the Promenade /Bike Path as configured in on page 191 Figure PD1.4 of the Revised Draft PMPU.

This depiction of the Promenade in the Revised Draft PMPU boxes the entrance and exit to the Shelter Island Boat Launch Ramp Facility. The proposed pedestrian pathway that runs through the launch ramp parking lots and across the entrance and exit to the launching ramp endangers the safety of pedestrian and boaters alike. Having no expectation of the appearance of pedestrians in an area designated for boats launching and retrieving, boater's expectation of safety is compromised. Many tourists flock to Shelter Island to take in the sites and experience the bay views and boat traffic. For many of them this is their first time near the waterfront and the launch ramp traffic patterns are not in their purview.

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

Should the Waterside Promenade follow the charted depiction on page 191 Figure PD1.4, multiple parking spaces for boats/trailers would be

sacrificed. The Shelter Island Boat Launch Facility cannot afford to lose even one parking space should the Promenade and Bike Path be engineered through any of the Launch Ramp Facility parking lots.

The introduction of pedestrians in a launch ramp area creates new and dangerous situations for pedestrians as well as endangering the safety of boaters using the Launch Ramp.

A primary concern coupled with encouraging access to the Shelter Island Launch Ramp should be the safety of the boaters using the Launch Ramp.

The proposed pedestrian pathway, as described in PD 01 Shelter Island states: “The addition of a promenade and bike path remain in the Revised Draft PMPU. The waterside promenade and bike path will go behind the *ship chandlery* (emphasis added) near the Shelter Island Boat Launch. “

The two buildings in the vicinity of the Shelter Island launch ramp are the Comfort Station maintained by the Port of San Diego and the Ramp Control Building maintained by the Outboard Boating Club.

The value of the Outboard Boating Club is etched in the service hours it provides to the Port of San Diego to supervise, direct and assist in the use of the Shelter Island boat launch ramp facility, including the launching and retrieving of boats. The Outboard Boating Club provides 1500 hours of service a year to the Port of San Diego.

Thank you for your time and attention to this request for consideration and thank you for your service to the Port of San Diego.

*

From: commissioners mailbox
Sent: Wednesday, December 9, 2020 7:41 AM
To: Commissioner Services Staff
Cc: ELG - cc Assistants; Lesley Nishihira; Port Master Plan Update
Subject: PMPU and CENTRAL EMBARCADERO

Commissioner Malcolm;
Passing along an email received for you.
Best,
Julie

From: PETER H FLOURNOY
Sent: Tuesday, December 8, 2020 6:36:36 PM (UTC-08:00) Pacific Time (US & Canada)
To: Dan Malcolm
Subject: PMPU and CENTRAL EMBARCADERO

WARNING: The sender of this email could not be validated and may not match the person in the "From" field!

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Good Afternoon Dan –

Thank you for your kind words yesterday at the Commission meeting. As far as using the word "drastic" to describe eliminating the Central Embarcadero (CE) from the PMPU, I think it is a drastic change for the tenants on the G Street Mole. You may be right that it has been foreshadowed by what the Commission has done in the past. I remember back in the days when there was a "plan" for the North Embarcadero and a "plan" for the South Embarcadero. They both ended just short of the G Street Mole and Tuna Harbor. At the time I thought that was a good thing. Now I am not so sure.

My concerns don't have anything to do with transparency. Gaf has been very clear from the beginning – he wants the Fish Market Restaurant and the ATA building off the Mole. As his costs have risen on the "village" parcel, the possibilities for what return on investment he could get from building on the Mole have dramatically increased, as has the need for 1 HWY 1 to obtain them. The commercial fishermen who have finally gotten together in one organization – the San Diego Fishermen's Working Group – now has the bargaining power and the ear of the California Coastal Commission to protect their interests at Tuna Harbor. That is good, necessary and has been a long time in coming.

However, now the Fish Market Restaurant and ATA are left naked to grapple for their continued existence on the Mole with the developer of a $2.5

billion development that the Port obviously wants, even though at this point it has no real idea of what it will look like. ATA cannot count on the fact that it is an historic building which stands for the days when San Diego became and remained for many years the Tuna Capital of the World. There is no place for historic buildings in the PMP or the PMPU. Or in the Coastal Commission or the State Lands Commission for that matter. The Fish Market Restaurant cannot depend on the years it has been a leading concessionaire tenant of the Port. Look at what happened to Anthony's (I know there were other factors but there was no nod to history or tenure when the Port could get something shiny and new.)

Not that I am a pessimist, but I think I see the handwriting on the wall. I would be curious as to what you see?

Best, Pete

Peter H. Flournoy CalBar: 43352
International Law Offices of San Diego
740 North Harbor Drive
San Diego, CA 92101
Cell: 619-203-5349
Fax: 619-923-3618
www.international-law-offices.com

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Port Master Plan Update
Revised Draft PMPU Comments

Comments received during the four-week public review period:

October 20, 2020 – November 17, 2020

Comments from Individuals and Resident Groups
ORGANIZED BY PLANNING DISTRICT

Port Master Plan Update
Revised Draft PMPU Comments

Comments received during the four-week public review period:

October 20, 2020 – November 17, 2020

Comments from Individuals and Resident Groups
BAYWIDE

Port Master Plan Update

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Email address *

rv4chick@cox.net

What is your first name? *

Kathleen

What is your last name? *

Velvick

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

85345

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I would like to see more large trees planted along bike and walking paths. Shade trees help keep the air clean and provide natural beauty and functionality by providing shade I don’t want sand dunes I want to see grass with trees. Thank you.

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Email address *

mk.anderso@gmail.com

What is your first name? *

Matt

What is your last name? *

Anderson

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92117

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I believe this plan is a bad idea. It will add congestion, litter and noise to this tranquil and quite area.

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Email address *

gardenwerks@cox.net

What is your first name? *

Alexandra

What is your last name? *

Taliaferro

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Please no more building or hotels. Our community is already impacted by trash, homeless, traffic pollution and noise, and people since they opened the floodgates to building abs removed the open space requirements.

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Email address *

thompjf@yahoo.com

What is your first name? *

Frank

What is your last name? *

Thompson

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I didn't see it specifically called out, so I'm not sure whether this plan is the place to do it, but I strongly object to the proposed Skywheel at Discovery Point. A 400' Ferris wheel is totally out of character with San Diego, particularly on the waterfront. We are not Coney Island.
Surely there are better uses for this precious waterfront property.

Otherwise, I agree with the plan.

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Email address *

jjjav@aol.com

What is your first name? *

Julia

What is your last name? *

Viera

What is the name of your organization/company/community group? (if applicable)

Coronado Resident, veteran of the Port of San Francisco Waterfront Plan Advisory Board, Civil Grand Juror

What is your ZIP code? *

92118

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

This plan continues to wall off the San Diego waterfront. You should be preserving public access. The worst examples are the ball park (turned so the audience sees buildings instead of the waterfront that is right there, and the Convention Center, which could be ANYwhere, but there it is, walling off the bay, and even lacking views out to the waterfront. BAAAAAD planning over decades!

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Email address *

nshor@cox.net

What is your first name? *

Nadia

What is your last name? *

Shore

What is the name of your organization/company/community group? (if applicable)

The Rennaissance

What is your ZIP code? *

92201

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

We don’t need any more hotels

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Email address *

JerryMHughes@gmail.com

What is your first name? *

Jerry

What is your last name? *

Hughes

What is the name of your organization/company/community group? (if applicable)

Private Citizen

What is your ZIP code? *

92103

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The complete plan is too involved for the layman to get into. I will offer one comment---given without review of the plan! I feel the majority of consideration should be given to not only the quality of the environment but to the use of the land, for residents and visitors. When you visit different cities across the U.S. what's one thing that favorably impressed you about that city? Is it the concrete, the buildings, the traffic, the congestion? No. Enjoyment of that city is directly affected by open space, parks, GREENERY and care of such. When one sees a city with enough open space/parkland for individuals to enjoy, the quality factor goes way up. Do you remember and/or want to revisit a city that's all concrete with little access to a nearby river, a lake, or the ocean? Not likely. Considering San Diego's income is so closely tied to tourism, we want visitors to return to America's Finest City. Providing a safe and peaceful and memorable environment for tourists is of prime importance. Keeping the whole city clean is another very, very important factor for return visitors but when they go back home after their vacation in San Diego, we want them to be so impressed with the quality of life here, they tell their friends who will vacation here also. The "key" is open space and greenery. Thank you very much for the opportunity to comment on the future of San Diego.
Jerry Hughes

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Email address *

gmattson.sfg@gmail.com

What is your first name? *

Greg

What is your last name? *

Mattson

What is the name of your organization/company/community group? (if applicable)

Individual - SD Downtown Urbanite

What is your ZIP code? *

92101

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

In reviewing the Port of San Diego Master Plan Update there appears to be a very intentional omission of other motorized multi-modal transportation options such as two-wheeled motorcycles or vespa's. In doing a word search for motorcycle or vespa's or transportation options there are "NO" references in the entire update. I live downtown and due to downtown parking concerns and in general supporting the environment, I ride my two wheeled option to work, errands, activities and business along the waterfront on a weekly basis and it has been increasingly hard to find motorcycle parking!! In a recent visit to the waterfront development (Brigantine) I was informed by the attendant that there was no motorcycle parking in the vicinity, other than a ½ mile north towards the airport or down in Seaport Village. So, I paid for parking up to two hours in a single car space and parked in such a way to allow an additional motorcycle to join in. Why can't this type of parking for other motorized multi-modal be designed and provided in the Port Master Plan Update to encourage this environmentally sound option???? I note in the roadway and parking design is to accommodate more vehicular parking by considering diagonal parking design. The diagonal parking option creates underutilized areas near the ends at the last parking space or where a crosswalk will be placed, there is always a leftover triangle piece (parking space size) that could be repurposed from "no parking" to a striped two or three motorcycle parking spaces should be considered. Appropriate signage and setbacks from travel lanes to provide safety would need to be incorporated. Recent visit to the waterfront, I estimate that approximately 1,000 sq. ft. of striped underutilized areas could support up to 10-15 motorcycle spaces. Please consider additional two wheeled motorized options.

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To Whom It May Concern,

My name is Gabe Goldstein and I am a senior at UC San Diego. I write to you with suggestions on how to improve the Draft Master plan for the Port of San Diego. Some of these suggestions may already be incorporated into the Draft Master Plan. These suggestions are to reinforce my belief that such actions would be beneficial to the Port of San Diego.

The first set of suggestions relate to ECON Policy 2.3.2. It is my understanding that ECON Policy 2.3.2 states: "The District and permittees shall coordinate the investment in improvements to marine terminal and maritime industrial operations that improve functionality and efficiency through modernization of terminal infrastructure and equipment, including electrification that supports optimization of cargo movement and reduces emissions."

I believe the following suggestions would help the Port meet the Policy goal of ECON Policy 2.3.2. First, the Port could mandate the use of onshore power when moored. When the port considers which Births to assign each ship, the Port can look into what Make/Model the ship is. If ships do have onshore power ability, mandate that they use the onshore power not internal power. As a "Thank You" or Incentive to use onshore power, give substantial port fee discount to those who choose to use onshore power. While this infrastructure may be expensive to develop, I believe if the Port works with federal, state, county, and local partners (including potentially corporations that use the port) the port will be able to find funding for such improvements.

To help reduce the amount of emissions in the port, the port should mandate the use of alternative fuels that burn cleaner. Again, as a "Thank You" or Incentive, the port could give a substantial port fee discount to those who use cleaner fuels. I read an article in which I heard that the Port of Los Angeles utilizes Mobile Cleaning Systems to help mitigate emissions from ships by connecting to the ships via funnels with bonnets. As such, I believe the Port of San Diego should mandate the same. As a "Thank You" or Incentive, the Port should give substantial port fee discounts to those who use scrubbing service.

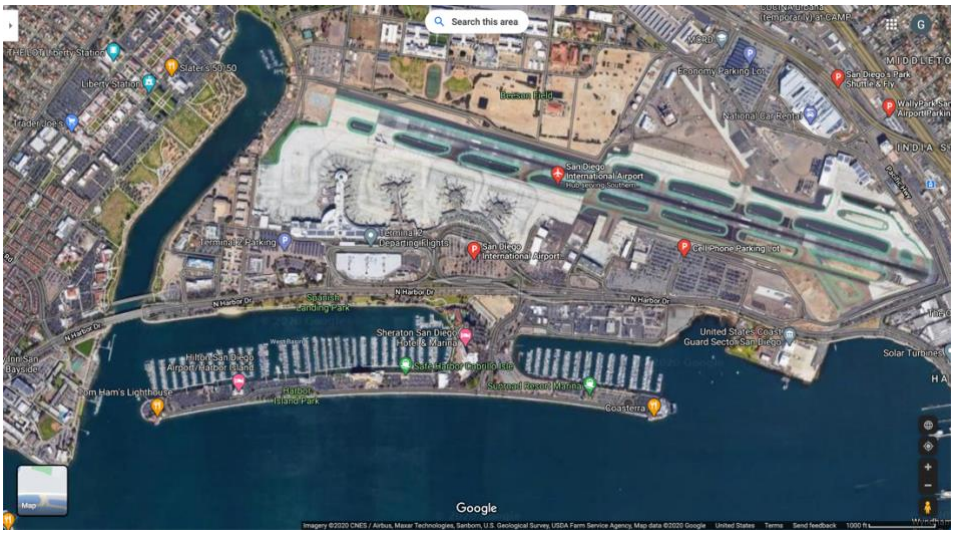
In all Ports, Oil Spills threaten the livelihood of the local marshlands and other life in the port. As such, I would like to recommend that the port utilizes bacteria that "eats" oil (like how the Deep-Water Horizon Oil Spill was cleaned up.

The next set of suggestions relates to the Port's SR Objective 1.4 to Enhance District Homeland Security Capabilities. At the onset of the pandemic, I returned to the United States via LAX. Upon arrival I was told to use the Automated Passport Control Kiosks. The Port of San Diego can help speed up Homeland Security Capabilities by providing Automated Passport Control Kiosks to all births where Passenger Cruises (such as Carnival, Disney, etc.) dock. The Passport Control Area should be set up such that people can exit the ship via one gangway, go through Passport Control, and re-enter the ship prior to dismemberment of the ship. The cruise I took, prior to the pandemic, conducted immigration (exit ship, passport control, back onto ship). Customs was then conducted upon final disembarkment. I understand that US might have different policies on Customs so the customs portion might not work out, but I do not see why the Automated Passport Control Kiosks cannot be used.

Other suggestions that I have, related to SR Objective 1.4 (Enhancing Homeland Security Capabilities,) is the instillation of CBP Simplified Arrival and SITA Smart Path. Additionally, the entire port could have one single immigration center (where numerous ships would file into the center) or each birth/pier could have their own. I highly advise to the single immigration center (more on this later).

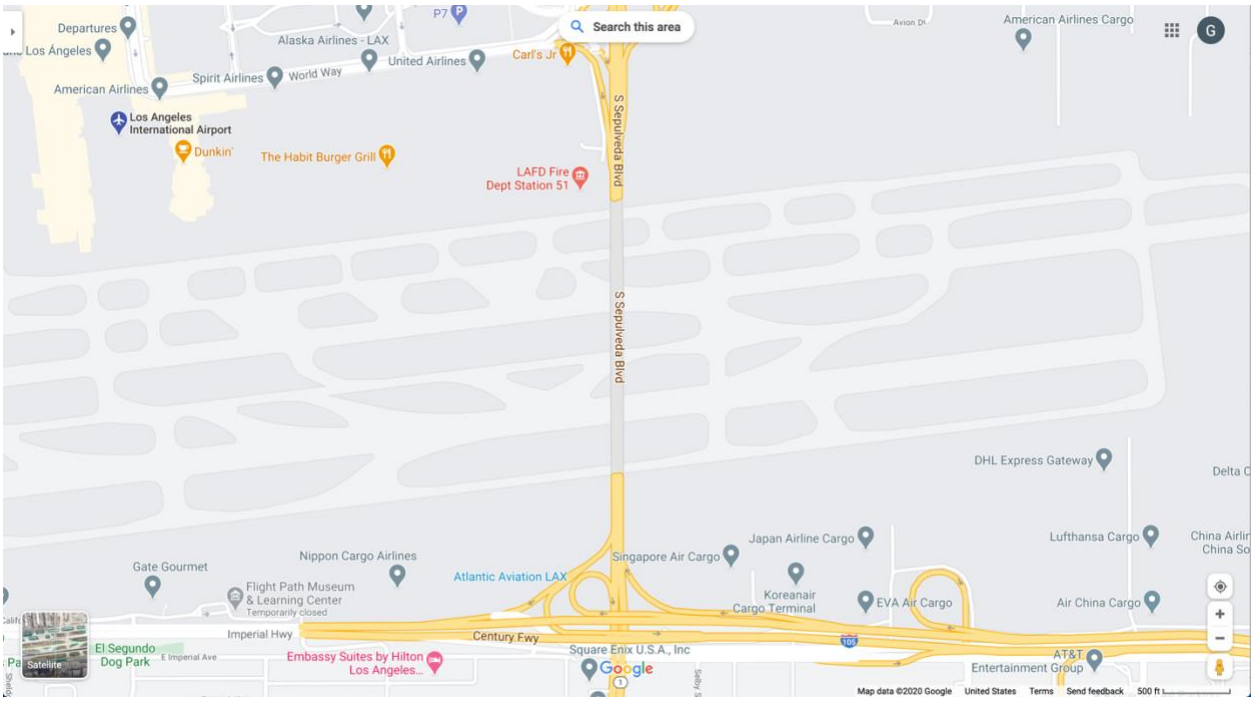
The next set of suggestions relate to SR Objective 1.1.7, Development within an Airport Land Use Compatibility Plan. I highly suggest that the Port work with the San Diego County Regional Airport Authority to add another runway to the airport. I read an article by the Voice of San Diego which claimed that the SD Airport will eventually need to expand (although not immediately) to handle capacity. Another article, this one by Airport Improvement, claimed that the airport has trouble when it comes to runway repairs/improvements because the airport only has one runway. Prior to the pandemic, I visited Honolulu and noticed that their airport (HNL) had a runway (8R/26L) on an axillary peninsula, a peninsula similar to Harbor Island. Thus, I suggest turning Harbor Island into another runway. This would allow for increase in takeoff/landing capacity and make repairs/improvements easier for the airport to complete. Below I have included screenshots and a graphic showing what something like this might look like. I understand there is a marina thus the taxiways might have to be bridges to allow for the free flow of wildlife and water. For the roads that

would be impacted, you could build a tunnel (like the one at LAX – see screenshots). As for the current parking lots that would be impacted (The Long Term Parking Lot, The Cell Phone Parking Lot, and, these lots would be turned into subterranean parking lots. The land that would be unused under this land could be changed into green space, Air Cargo Ops, or other ops as needed. In addition, Terminal 1's and Terminal 2's parking lots should be turned into subterranean parking lots and increasing the greenery in the area.



Current Layout (Source: Google Maps)

Possible New Runway and Taxiways
(Source: Google Maps, webstockreview.net, tfmlearning.faa.gov)



LAX. The street runs underneath the airport. (Source: Google Maps)

LAX. The street runs underneath the airport. (Source: Google Maps)

LAX. The street runs underneath the airport. (Source: scpr.org)

The next set of suggestions relate to ECON Policy 1.2.5 regarding Parking Districts. To increase the appeal of the port, and the economic opportunity near the port, all parking lots should be made into subterranean parking lots (with two-three levels to increase efficiency) with the surface being made into parks. The parks can have shacks for food, bike repairs, rentals, etc. In addition, the port should work with the City and the San Diego Padres to turn the Fisherman's Landing Parking Lot, Lexus Premier Lot, the Tailgate Padres Parking Lot, and the Fifth Avenue Landing Parking Lot/Convention Center Parking Lot into a subterranean parking lot with greenspace on top of the parking lot. The port might even be able to use the area beneath Harbor Drive to expand parking.

The next set of suggestions relate to Access of the water front. I would like to suggest that for the "Circulator" program the Port is considering that you build a monorail that stops at key locations. Some of these locations should include the San Diego Yacht Club, Harbor Drive and America's Cup Way, San Diego Airport Terminal 2, San Diego Airport Terminal 1, US Coast Guard Sector San Diego, Waterfront Park, Midway Museum, Harbor House (Seaport Village), Convention Center, Cesar Chavez Park, 28th St. and Harbor Drive, Pier 8 (4th St. and Harbor Drive), Harbor and Civic Center Drive, Bay Marina Dr. and Tidelands Ave, Pier 32 Marina, E St. and Bay Blvd., Bay Blvd and Ada St, Sellers-Keever Park, along the Bayshore Bikeway, Coronado Cays Park, Silver Strand State Beach, Glorietta Bay Park, and Hotel Del Coronado. While it is my preference that the monorail continue around Coronado Island (alongside the North Island Naval Air Station) to the Coronado Ferry Center, I understand if the residents of Coronado feel like this would be an intrusion into their privileged life.

Earlier in my suggestions I mentioned a unified immigration center. I believe that if the Port works with the City/County and Solar Turbines, the area would be able to turn the Solar Turbine lot (across from the County Building near Waterfront Park) into a subterranean parking lot with green space on top. Across the street, along the waterfront from W. Hawthorn St. to West Ash St. is the best option because of Waterfront Park across the street. Alternatively, if you wish to leave the International Cruise Ship Terminal and Broadway Pier then this option would work too. Although, for aesthetics, from W. Hawthorn St. to West Ash St is the best option. The Port could erect a building similar to San Francisco's Ferry Building (including the clocktower). The Ground Floor could be shops or a farmer's market 24/7. The middle floors would be used for CBP/Port Needs. The upper floors/roof would then be able to be used for outdoor dining/rooftop uses. The only consideration that needs to be made is the approach path for the additional runway as described above. I believe this would create a central location (and with Waterfront Park, it has the potential to become a gathering place is the first floor becomes food places). This helps with the Port's ECON Policies 1.1.3 and 1.1.4. Other ideas I have to improve the port are as follows.

I recently read an article from the LA Times which stated the main truck route, the I-710 Route, has been suffocating residents with noxious gasses. As such, I would highly suggest that an underground tunnel system be created with fans (pushing the gasses towards the end of the tunnel like the fans in the Detroit Airport North Tunnel, potentially with various venting points along the tunnel to help reduce the toxicity of the gasses).

Trash in our waterways is a huge issue (especially from the Tijuana River). As such, I would like to recommend the implementation of Drain Socks wherever possible. In addition, I would like to recommend that the Port installs Seabins in all Marinas and Piers (preferably as many as possible). These simple contraptions would help reduce the amount of trash in our water ways and thus reduce the acidity of our local waters.

To encourage environmentalism, the Port should create an environmental award, like the Blue Circle Awards from the Port of Vancouver. These awards recognize corporations taking efforts to mitigate their impact to the environment. In addition, there should be a small port fee that would go into an Environmental Defense Fund for the local waterways.

Finally, to show San Diego's support of our diverse community, I believe that the Port should fly two flags, in addition to the flag of the United States and the State of California. These flags are: the POW-MIA Flag and the Pride Flag. There are two locations, at a minimum, that I believe the Port should fly these flags. These two locations are: the Port Administration Building and the Maritime Pilot HQ Building.

Thank you for taking the time to read my correspondence.

Sincerely,

Gabe Goldstein
Senior at UC San Diego

From: Brianne Page
Sent: Friday, November 6, 2020 8:37 AM
To: Port Master Plan Update
Subject: FW: We want to hear from you!

From: John Wotzka <johnwotzka@gmail.com>
Sent: Thursday, November 5, 2020 3:45 PM
To: Marketing <marketing@portofsandiego.org>
Subject: Re: We want to hear from you!

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hope you are looking at how the CA High Speed Rail will enter San Diego as the Kern County section is now complete.
John G Wotzka

On Wed, Nov 4, 2020 at 1:36 PM Port of San Diego <marketing@portofsandiego.org> wrote:

PORT of SAN DIEGO
Waterfront of Opportunity

From: Amy Youngblood <amylyoungblood@gmail.com>
Sent: Wednesday, November 11, 2020 5:11 PM
To: Ann Moore; mzuchhet@portofsandiego.org; Dan Malcolm; Garry Bonelli; Rafael Castellanos; Marshall Merrifield; Robert Valderrama; Port Master Plan Update
Subject: "No" LED Light Show on the Bridge

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

About 16 people a year end their lives by jumping from the Coronado San Diego Bay Bridge.

Since it's opening for traffic in 1969 over 423 people have died by suicide at this iconic landmark.

It has been proven that suicidal people are drawn to the allure and grandeur of picturesque and majestic places and they select these places to end their lives.. An LED Light display will only increase its appeal!

We say to you Port Commission this is a bad idea and will increase the suicides at this location!

The Bridge does not need, nor do we want a light display on the bridge.

Where is your sense of duty and moral obligation to be responsible to the public will?

Please Dump this project. We want an effective suicide prevention barrier is in place.

There is going to be a suicide barrier installed at this location in the near future so do the right thing San Diego Port Authority / Commission and wait for Cal Trans to finish what they've already started!

Turn the Light Show Off. Reduce, Reuse and Recycle.

Respectfully,
Amy Youngblood

From: D&T <dmktak@gmail.com>
Sent: Monday, November 16, 2020 2:18 PM
To: Port Master Plan Update
Subject: PMPU concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am vocalizing our concern that the PMPU. Please extend the citizens request to add a 90 day delay until all can review current offerings.

Dave Karlman
Chairman and CEO
Broker # 01763343
dk@deprimaventures.com
deprimaventures.com
700 Front Street
Ste. 2302
San Diego, CA. 92101
858 . 722 . 2232
LinkedIn

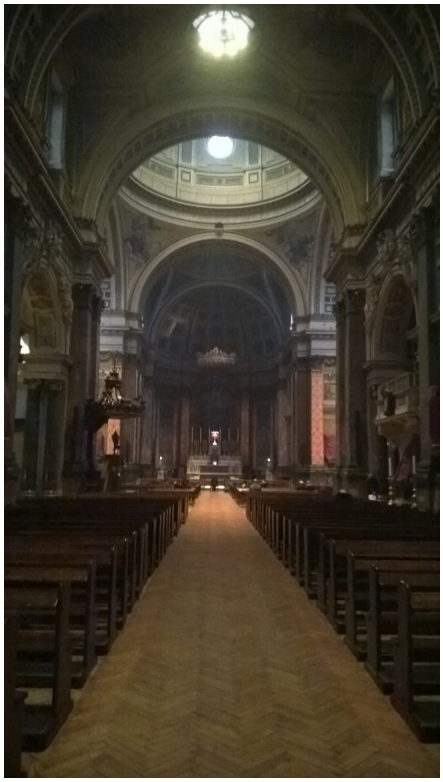
From: Kliftin Snyder <snyderkv@yahoo.com>
Sent: Tuesday, November 17, 2020 12:46 AM
To: Port Master Plan Update
Subject: PMPU concerns
Attachments: Catholic Church.jpg

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

ALCON,

Saphire Tower sent us your email to list concerns of the master plan. I skimmed through the documents and wanted to send my opinion.

As someone with a few rental properties that profits from tourism, I see nothing here to attract more tourism. In order to have more hotels and add thousands of rooms, you need to attract more people or it will just take business away from the current hotels in downtown like the Hard Rock and increase homelessness in those areas as tourism becomes more sparse.



We need tourist attractions with "the largest of" moniker in front i.e the largest aquarium in the world, the tallest spiral tower, the largest museum etc. The largest starbucks inside a cathedral would even work to attract international guests. I was in London and went to a huge Catholic church which doubled as a tourist attraction. I couldn't imagine how much attention it would bring if they had a starbucks and reading room inside near the back away from prayer but visible. Why should only delusional people enjoy such grand architecture?. Picture attached.

Also London has the busiest museum in the world I believe. I could barely fit just walking with the flow of traffic. They filmed some Jurrasic Park scenes there too I think.

A spiral tower free for public use with a spinning hotel on top with skylights would be incredible and first in the world and bring more international tourism who's looking for a place to visit. Marketing San Diego as a tourist destination would finally get attention. Having the largest attractions is why LA gets more attention even though it's the biggest shit hole.

Also must not have upper level parking buildings. They're ugly and waste space. Make them underground. The next decade will see limited vehicle use with personal electronic vehicles, uber, autonomous vehicles and car sharing like car to go once they come back to San Diego. I sold my car for Car2Go before they left. Had San Diego turned car meter posts into little stations like what I saw in Belgium, they would still be here. They are no larger than the posts themselves but with a handle and port.

I just see your master plan as a missed opportunity and another way to create more safe spaces for bums, the mentally ill and crack heads just like the horton plaza extension and everything else public planers do. Enough of the old white haired risk adverse government employed planners and get some young entrepreneur spirit in there and take some risks.

-k

From: Susan Baldwin <susanbaldwin@aol.com>
Sent: Tuesday, November 17, 2020 2:39 PM
To: Port Master Plan Update
Subject: Submitting Petition to Pause the PMPU
Attachments: Signers of Petition to Pause the PMPU.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear San Diego Port Commissioners:

I, and the attached 175 petition signers, ask that the Port of San Diego initiate a 90-day pause on the PMPU because:

• The October 2020 draft contains 487 pages with substantial revisions to the previous draft from April 2019, 18 months ago. Unfortunately, a redline version of the changes from the April draft is not available, so it is very difficult to determine if the many comments offered as changes to the April draft have been adequately addressed. Given the extent of the revisions, it is reasonable to give the community additional time to review the document to fully understand the proposed benefits and/or impacts. This will enable us to provide meaningful and constructive feedback.

• The COVID-19 pandemic could not have been anticipated. The resulting economic distress and distraction for the community at large makes it impossible to devote sufficient time for thoughtful comment in such a compressed timeframe.
The collective San Diego Bay community, under the Port's leadership and guidance, has come a long way throughout this process and the Bay is better for it. However, there is much more ahead of us and there should be no need to constrain the time for public comment at this key stage in shaping the document.

Please allow us an additional 90 days for review!

Respectfully submitted,

Susan Baldwin, AICP
Retired City/Regional Planner

Signatures

Name	Location	Date
Cynthia Malecha	San Diego, CA	2020-11-17
Debbie Lindner	Pittsburgh, PA	2020-11-12
Janet Rogers	San Diego, CA	2020-11-12
James Shiner	San Diego, CA	2020-11-12
John Edwards	San Diego, CA	2020-11-12
Ron Mazza	San Diego, CA	2020-11-12
Madeleine Smeets	San Diego, CA	2020-11-12
Peter Pfau	San Diego, CA	2020-11-12
Don Wood	La Mesa, CA	2020-11-12
Bill Orabone	San Diego, CA	2020-11-12
Robert Dubreuil	San Diego, CA	2020-11-12
Katie Smith	San Diego, CA	2020-11-12
Debby Willette	Greencastle, US	2020-11-12
Dave Karlman	San Diego, CA	2020-11-12
Lauren Robinson	San Diego, US	2020-11-12
Terry Karlman	San Diego, CA	2020-11-12
Jeff Caldwell	San Diego, CA	2020-11-12
kennedi matthieu	Spring, US	2020-11-12
Natalie Berkaw	US	2020-11-12
Katrina McMichael	Hornell, US	2020-11-12

Name	Location	Date
Nancy Nicholson	North Carolina	2020-11-12
Brandon Rinehart	Corinth, US	2020-11-12
Steve Cowan	San Diego, CA	2020-11-12
uri feldman	San Diego, CA	2020-11-12
Anush Zakarian	Los Angeles, US	2020-11-12
Len Campanaro	San Diego, CA	2020-11-12
Tremaine Moore	Aurora, US	2020-11-12
Sophia May	Austin, US	2020-11-12
Nick Barkenhagen	Rutledge, US	2020-11-12
Flora Golden	Media, US	2020-11-12
Grace Castillo	Miami, US	2020-11-12
Camp Ward	Conyers, US	2020-11-12
Devon Wilkins	Detroit, US	2020-11-12
Justin Kaufman	Fort Wayne, US	2020-11-12
Maggie Walbridge	Erie, PA	2020-11-12
Kevin Molloy	Mundelein, US	2020-11-12
Serena Boas	Salt Lake City, US	2020-11-12
Lela Fox	Smyrna, US	2020-11-12
Diana Jaimes	Mira loma, US	2020-11-12
Karine Gevorgyan	Granada Hills, US	2020-11-12
Suad Nazzal	Fort Worth, US	2020-11-12
Susan Baumann	San Diego, CA	2020-11-12

Name	Location	Date
Sylvia Harrison	San Diego, CA	2020-11-12
Angie Wilcox	San Diego, CA	2020-11-12
Lisa Rustin	San Diego, CA	2020-11-12
Bill Harju	San Diego, CA	2020-11-12
PETER H. FLOURNOY for ATA FLOURNOY	San Diego, CA	2020-11-12
Fathom Neft	San Diego, CA	2020-11-12
Lisa Mills	San Diego, CA	2020-11-12
dwight colton	San Diego, CA	2020-11-12
Nate Buoncristiani	Napa, US	2020-11-12
Layiah Kayonnie	Ganado, US	2020-11-12
Lindsay Capen	San Diego, CA	2020-11-12
David Grubb	Cardiff, CA	2020-11-12
AKDragon907 / Emery	Anchorage, US	2020-11-12
Thomas Tran	Lakewood, US	2020-11-12
Artin Gharabeygi	Tujunga, US	2020-11-12
Estevan Jara	Chula Vista, US	2020-11-12
Jacob rose	Portland, US	2020-11-12
Annika Dichtl	Nashville, US	2020-11-12
Steve Kohn	San Diego, CA	2020-11-12
Heather Boye	San Diego, CA	2020-11-12
Thompson Fetter	La Jolla, CA	2020-11-12

Name	Location	Date
ajit viswanathan	San Diego, CA	2020-11-12
Lisa Clements	San Diego, CA	2020-11-12
Marilyn Field	Coronado, CA	2020-11-12
Richard Chambers	Encinitas, CA	2020-11-12
Denise Mazza	San Diego, CA	2020-11-12
Stacy Kim Johnston	San Diego, CA	2020-11-12
Paula Jones	San Diego, CA	2020-11-12
Erika Sanchez	San Antonio, US	2020-11-12
Tyler Reich	Shreveport, US	2020-11-12
Deelorez Childress	Tulare, US	2020-11-12
Lucas Thompson	Raleigh, US	2020-11-12
Ashley Reyes	Compton, US	2020-11-12
Megdi Malekadeli	Midland, MI	2020-11-12
C. H. Fitzgerald	San Diego, CA	2020-11-12
Ann-Marie Piskule	San Diego, CA	2020-11-12
Scott Lampe	San Diego, CA	2020-11-13
Wesley Severson	San Diego, CA	2020-11-13
Roman Milikovsky	San Diego, CA	2020-11-13
Carolyn Schutz	San Diego, CA	2020-11-13
Graham Beilby	San Diego, CA	2020-11-13
Mark Regan	San Diego, CA	2020-11-13
Lauren Beilby	San Diego, CA	2020-11-13

Name	Location	Date
Sharon Ryan	San Diego, CA	2020-11-13
Phil Pressel	San Diego, CA	2020-11-13
Rebecca Beilby	San Diego, CA	2020-11-13
Lynn Elliott	San Diego, CA	2020-11-13
connie ouellette	Los Angeles, CA	2020-11-13
Jacqueline Smith	San Diego, CA	2020-11-13
Ann Fathy	San Diego, CA	2020-11-13
Nathan Yuhas	Conshohocken, US	2020-11-13
Cathy O'Leary Carey	San diego, CA	2020-11-13
Leda Goncharoff	San Diego, CA	2020-11-13
Katherine Theios	San Diego, CA	2020-11-13
Marianne Styron Bobuk	San Diego, CA	2020-11-13
Judith Radke	San Diego, CA	2020-11-13
Malvina Abbott	San Diego, CA	2020-11-13
William Morgan	San Diego, CA	2020-11-13
Natalia Shipulina	San Diego, CA	2020-11-13
Caryn Hoffman	Chula Vista, CA	2020-11-13
John Schutz	San Diego, CA	2020-11-13
Jacquelyn Vance	San Diego, CA	2020-11-13
Ruth Sedjo	Tucson, AZ	2020-11-13
Sabby Jonathan	San Diego, CA	2020-11-13
Amelie Francois	Atlanta, US	2020-11-13

Name	Location	Date
Julie Connolly	Peoria, AZ	2020-11-14
Larry Stambaugh	San Diego, CA	2020-11-14
Ellen Montenegro	San Diego, CA	2020-11-14
Alla Milikovsky	San Diego, CA	2020-11-14
Brian Still	San Diego, CA	2020-11-14
becky vesterfelt	San Diego, CA	2020-11-14
Louis Cohen	San Diego, CA	2020-11-14
Karen Fischgrund	San Diego, CA	2020-11-15
Lance Robert	San Diego, CA	2020-11-15
Susan Krzywicki	Bonita, CA	2020-11-15
Brenda Choi	Las Vegas, NV	2020-11-15
Izela Amezola	San Diego, CA	2020-11-15
Odilo Correia Lima	San Diego, CA	2020-11-15
Susie Egan	San Diego, CA	2020-11-16
ROBERT PISKULE	San Diego, CA	2020-11-16
Elisabeth Crouch	San diego, CA	2020-11-16
Donna Zissel	San Diego, CA	2020-11-16
Marcia Liss	San Diego, CA	2020-11-16
Kennethvictor@me.com Victor Victor	San Diego, CA	2020-11-16
Barbara Dunning	San Diego, CA	2020-11-16
Marcia Metzger	San diego, CA	2020-11-16

Name	Location	Date
~~Chicken Little~~	~~Columbus, US~~	~~2020-11-13~~
Lawrence lotzof	San Diego, CA	2020-11-13
Maya Tahil	San Diego, CA	2020-11-13
Keith Bley	San Diego, CA	2020-11-13
Sandra Bornstein	San Diego, CA	2020-11-13
Scott DeVecht	San Diego, CA	2020-11-13
Fred Hottinger	San Diego, CA	2020-11-13
Lance Carter	San Diego, CA	2020-11-13
Deb Herscovitz	San Diego, CA	2020-11-13
John Meihls	San Diego, CA	2020-11-13
Marilyn Brown	Coronado, CA	2020-11-13
Gerald Thompson	Akron, US	2020-11-13
Tom Jarvis	Escondido, CA	2020-11-13
Greg Nutter	Bonita, CA	2020-11-13
Laura Winking	Henderson, NV	2020-11-13
Dennis Mesnick	San Diego, CA	2020-11-14
Eryn Murphey	San Diego, CA	2020-11-14
Beth Schneider	San Diego, CA	2020-11-14
Stephanie Kaupp	Coronado, CA	2020-11-14
Pamela Stambaugh	San Diego, CA	2020-11-14
Joanna Mahoney	San Diego, CA	2020-11-14
TL Jones	San Diego, CA	2020-11-14

Name	Location	Date
reyce hasegawa-ilae	Aiea, US	2020-11-12
~~potato mashed~~	~~Elk Grove Village, US~~	~~2020-11-12~~
Timothy Darling	San Diego, CA	2020-11-12
Aline Ghavafian	Glendale, US	2020-11-12
Nora Hoxha	Cleveland Heights, US	2020-11-12
Alfonso Tobenas	Miami, US	2020-11-12
Sharon Cloward	San Diego, CA	2020-11-12
Kevin Blair	Madison, US	2020-11-12
Joshua Haberberger	Fairport, US	2020-11-12
Vivian Rodríguez	Hialeah, US	2020-11-12
Adrian Fremont	San Diego, CA	2020-11-12
Makayla Morgan	Colorado Springs, US	2020-11-12
Carol Bercich	Anaheim, US	2020-11-12
claudia roberson	Hickory, US	2020-11-12
Karen Kerschmann	San Diego, CA	2020-11-12
Raymond Berrios	US	2020-11-12
elena simon	Concord, US	2020-11-12
Derrick Jiang	Black River, US	2020-11-12
Ernie Simon	San Diego, CA	2020-11-12
Ines Ramos	Othello, US	2020-11-12
Leah Gibson	US	2020-11-12
Linda Janney	Estell Manor, US	2020-11-12

Comments

Name	Location	Date	Comment
Bill Orabone	San Diego, CA	2020-11-12	"No plan could possibilty be considered complete or should move foward without the Central Embarcadero portion or a resolution to Navy Pier."
Bill Orabone	San Diego, CA	2020-11-12	"No plan should be consider complete or move forward, without addressing the Central Embarcadero and Navy Pier."
Lindsay Capen	San Diego, CA	2020-11-12	"I am signing this petition because I live in the Columbia district and I am a concerned nieghbor"
Megdi Malekadeli	Midland, MI	2020-11-12	"I think adding this many more hotel rooms to the area will cause many concerns I.e. rise in crime, traffic congestion, property devaluation and pushing regular people out of down town area."

change.org

Pause the PMPU

Recipient: Port of San Diego Commissioners

Letter: Greetings,

Allow Full Community Review of PMPU

*

From: slgehl@cox.net
Sent: Monday, December 7, 2020 1:42 AM
To: PublicRecords
Subject: San Diego Port Master Plan comment, Dec. 7, 2020 workshop

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Board of Port Commissioners,

The new San Diego Port Master Plan should not discriminate against people who aren't rich by limiting the supply of new hotel rooms to less than your staff predicts will be needed in the future; because of complaints from privileged upper middle-class college educated white people who can afford to live near the bay.

The bay belongs to everyone, therefore the Board of Port Commissioners should do what is best for everyone not just what a small privileged group wants, if what they want is bad for the majority of people.

Hotel rooms are a commodity that is subject to the laws of supply and demand. Not enough supply to meet future needs will mean higher prices. The majority of people in this State and this City are not rich, not college educated, and not white. There should be hotel rooms on the bay for them too.

Besides, limiting the supply of hotel rooms near the bay would mean more demand for short term housing and more complaints from the same people who want to limit new hotel rooms now.

Sincerely,

Sharon Gehl
4301 Hermosa Way
San Diego, CA 92103
619-299-9606

Virus-free. www.avg.com

Port Master Plan Update
Revised Draft PMPU Comments

Comments received during the four-week public review period:

October 20, 2020 – November 17, 2020

Comments from Individuals and Resident Groups
MULTIPLE PLANNING DISTRICTS

Port Master Plan Update

To submit your comments/feedback on the Port of San Diego's Revised Draft PMPU, please fill out the form below. Note: In compliance with the California Public Records Act, all information submitted via this form will be public record. Email addresses are being collected primarily for tracking and data purposes. Providing your email address does not add you to any mailing/newsletter lists.

Email address *

monkeyruler90@gmail.com

What is your first name? *

Oscar

What is your last name? *

Tavera

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92103

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I enjoy the plan's guide and responsibility for environmental protection in the city. I would like to provide feedback that the city is very attractive to tourist and we have developed a great source of income by providing more hotel rooms. I understand comments have been received to decrease the number of hotel rooms in Coronado, shelter island, and other parts of the city. I believe it is loosing a great opportunity and should actually allow the plan to increase the number of overnight accommodations. This will benefit the city long term as long as they are well regulated to provide fair, and accessible benefit to all; not just all higher end hotel rooms but a mixture of all levels.

This content is neither created nor endorsed by Google.

Google Forms

Port Master Plan Update

To submit your comments/feedback on the Port of San Diego's Revised Draft PMPU, please fill out the form below. Note: In compliance with the California Public Records Act, all information submitted via this form will be public record. Email addresses are being collected primarily for tracking and data purposes. Providing your email address does not add you to any mailing/newsletter lists.

Email address *

sekaupp2@san.rr.com

What is your first name? *

Sandor

What is your last name? *

Kaupp

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92118

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Thank you for the opportunity to comment on the draft PMPU. 17 November, 2020.
The document is a very extensive one, a real achievement for the Port Authority.
The Port Authority has really come of age, and is beginning to have the foresight needed to integrate the regions approach to San Diego Bay in a very positive and comprehensive fashion. There is more that can and will be done.
There is a historical reality that needs further work on the part of the Port, that is, the wealthy Northern sections of the Bay that have significant facilities and access to the water that is not shared by the Southern end of the Bay. This is in the processes of being rectified; I encourage this Port driven transformation. Further, I would hope the future would extend the authority if the Port to include in PD7 jurisdiction the link between the 13th Street terminus on the South Bay marsh/salt ponds between Nestor and Imperial Beach. Currently this beautiful interface with the Southern Bay is in a stasis of public interaction that is considerably stunted by the lack of governing authority to balance the demands of natural restoration and public access. The Port is the perfect entity with the appropriate mission and authority to enhance the public interface with the Bay at this point. There is a great need for this area's neighboring communities to be afforded this benefit, something the wealthier regions of the Bay already enjoy.
Allow me to comment on isolated issues I see of concern by districts:
PD1. It is time to make the five docks in the Bay East of Point Loma into true public entities. They should be available to the public during daylight hours with access to the shoreline walkway. These are very much a community asset that should be shared.
PD4. Caesar Chavez Park access should be enhanced. Keep up the excellent work enhancing this access and parkland on the Bay.
PD5. Every time I visit the National City boat basin I think it would be really nice feature to have a pedestrian walkway and interpretive signage that trails along the river channel to the East. With the Sweetwater Marsh right across the channel, it seems like a missed opportunity.
PD7. Again, this jurisdiction misses the large population of Bayside residents in Nestor and Eastern IB. The renovation of the salt ponds and extension of the Federal Wildlife marshlands should integrate public access and take advantage of the fantastic opportunity for viewing of nature.
PD9. In the development of the Cays Port property, the current view corridor of the residents should be paramount in the consideration of any further development on Port lands.
PD10. In the Northern Subdistrict, or the Ferry Landing Marketplace, the land is the sight of several earthquake faults. Any redevelopment of the area should restrict commercial spaces to be occupied by the public to single story development. Although I am recommending this for safety, it would also preserve the horizontal views of adjacent residences that currently exist. A height limit 30 feet from street elevation would seem like a reasonable limit. The cost of building an earthquake safe second story retail space would seem to be prohibitive.

This content is neither created nor endorsed by Google.

Google Forms

Port Master Plan Update

To submit your comments/feedback on the Port of San Diego's Revised Draft PMPU, please fill out the form below. Note: In compliance with the California Public Records Act, all information submitted via this form will be public record. Email addresses are being collected primarily for tracking and data purposes. Providing your email address does not add you to any mailing/newsletter lists.

Email address *

brandenmorrell@gmail.com

What is your first name? *

Branden

What is your last name? *

Morrell

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92101

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I strongly oppose further development on the in any/all of the Harbor Island subdistricts. I am specifically referencing the hotel room proposals: 1,700 [West], 1,360 [East], and 500 [south of the basin]. There is absolutely no parking for anything there, even as it currently exists, and further massive development will make this problem horribly worse.

Regarding PD 03, South Embarcadero, I support the "expand Convention Center with rooftop park" option.

This content is neither created nor endorsed by Google.

Google Forms

From: Mike pack <rmpsuncal@gmail.com>
Sent: Friday, November 13, 2020 10:20 AM
To: Port Master Plan Update
Subject: Master Plan recommendations

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I'm long time resident of Point Loma AND a boater. I'd like to offer the following recommendations.
1. Add more temporary docks for restaurant boat access. I travel a lot and San Diogo, San Francisco Bay and Sidney Harbor are probably the 3 greatest bays in the world and yet SD bay offer very few restaurant access via boat. I'd suggesting temporary docking in front of the Hilton, est to Seaport Village, by the fuel dock o access Tom Hanns lighthouse.
2. Create more beaches including expanding to beach from Kellog to McCall.
3. Lease the path to along La Playa natural 4. Leave the private docks along La Playa but let 1/2 of the be available to the public to be used for dingy,kayakers and paddle boards etc.

Port Master Plan Update
Revised Draft PMPU Comments

Comments received during the four-week public review period:

October 20, 2020 – November 17, 2020

Comments from Individuals and Resident Groups
PD 1 – SHELTER ISLAND

Port Master Plan Update

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Email address *

dgreenfield@cox.net

What is your first name? *

Debra

What is your last name? *

Greenfield

What is the name of your organization/company/community group? (if applicable)

Enter an organization

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I am in general agreement with the revised Port Mater Plan as it relates to the La Playa and Shelter Island areas with the following recommended addition. "Provide ongoing sand replenishment at Kellogg Beach."

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Email address *

surferkeith@sbcglobal.net

What is your first name? *

Keith

What is your last name? *

Robertson

What is the name of your organization/company/community group? (if applicable)

Robertson

What is your ZIP code? *

92082

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I am a long time member of Southwestern Yacht Club. The Port's revised master plan calls for a public walkway to extend into the club parking lot adjacent to some of our private docks. As this area is part of our lease, this plan is totally inappropriate. This plan would adversely affect our use of the property included in our lease. Please abandon this part of the revised master plan, it will also be a tremendous security issue. Thank You, Keith Robertson

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Email address *

rupert.linley@gmail.com

What is your first name? *

Rupert

What is your last name? *

Linley

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92109

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The proposed "promenade " along the Western edge of the club in not feasable, in that it would destroy access the my dock and increase security issue and sanitation concerns. If it were used or not, I would have no place to park, and San Antonio drive is already at maximum usage. There is no sidewalk on that street, and foot traffic is already quite hazardous. San Antonio is already limited to 1 lane.

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Email address *

lborkenhagen@allenmatkins.com

What is your first name? *

Lynn

What is your last name? *

Borkenhagen

What is the name of your organization/company/community group? (if applicable)

NA

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

As a citizen who regularly walks the coastal path shown on page 11 of the Plan, I strongly oppose the change. While it may seem like a good idea on paper, it is completely unnecessary to those whose actually use this route. It is far easier and more practical to simply walk along San Antonio from the end of the current path, to the dead end of San Antonio. To make a jog in the path in this manner is simply making a change for change sake. It's a total waste of taxpayer money. Good lord - most of the time this area is under water anyway - hello?

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Email address *

lborkenhagen@allenmatkins.com

What is your first name? *

Lynn

What is your last name? *

Borkenhagen

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

**as an amendment to my earlier comment, I meant to reference page 211 of the Plan. Thanks.

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Email address *

svevie@gmail.com

What is your first name? *

Richard

What is your last name? *

Cross

What is the name of your organization/company/community group? (if applicable)

SanDiego Sail &Poweer Squadron

What is your ZIP code? *

92016

Port Master Plan Update

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Email address *

ernie@outlampish.com

What is your first name? *

Ernest

What is your last name? *

Anderson

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92120

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I do not believe a walking promenade on the west side of La Playa will be beneficial to the community. If anything, it will put additional crowds in an already crowded space in the summer weekends. I am against this plan

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Email address *

svevie@gmail.com

What is your first name? *

Richard

What is your last name? *

Cross

What is the name of your organization/company/community group? (if applicable)

SanDiego Sail &Poweer Squadron

What is your ZIP code? *

92016

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The Public is not served by imposing offensive & irrational burdens on port tenants. Public access to SWYC facilities serves no logical issues.

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Email address *

ernie@outlampish.com

What is your first name? *

Ernest

What is your last name? *

Anderson

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92120

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I do not believe a walking promenade on the west side of La Playa will be beneficial to the community. If anything, it will put additional crowds in an already crowded space in the summer weekends. I am against this plan

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Email address *

slussasd@yahoo.com

What is your first name? *

Sue

What is your last name? *

Lussa

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92128

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I object to the planned public promenade along the west side of Southwestern Yacht Club. It would adversely affect the parking, the security and the aesthetics of the Club. There are plenty of places for the public to walk all over the Harbor and Bay areas of San Diego. This plan is an intrusive, expensive, and unnecessary impediment to the operation of SWYC. I hope the Port utilizes some common sense and rejects this part of the Plan.

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Email address *

jeffdot@cox.net

What is your first name? *

Jeff

What is your last name? *

Harlos

What is the name of your organization/company/community group? (if applicable)

SWYC member for almost 30 yr

What is your ZIP code? *

85635

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Please Port commission leave everything alone! Even though we no longer have a permanent residence in east county and live in Az, we still enjoy the club and surrounding SD Bay Area. The impact to SWYC and neighborhood would be detrimental. Leave everything as is please.

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Email address *

jacquesnaviaux@yahoo.com

What is your first name? *

Jacques

What is your last name? *

Naviaux

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I am not in favor of the revised draft PMPU. There is a great public trail along the bay across from the club. I see no reason to allow public access to club property.

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Email address *

katybq@gmail.com

What is your first name? *

Kathryn

What is your last name? *

Gray

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92102

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The proposal to create a "Waterside Promenade" and "scenic vista area" along the entire west side of Southwestern Yacht Club is ill-conceived and unnecessary. There are already issues with people trespassing onto Southwestern's property to fish and illegally access docks to obtain water access, and creating a public promenade will increase this risk. Moreover, there is extremely limited parking for the residents and beach-goers in this area. Adding an additional promenade will further negatively impact parking availability. There already is public access at Kellogg Beach and the existing La Playa trail. These areas have low numbers of visitors and thus there does not appear to be a demand for additional trail or vistas in this area. Moreover, any minimal public benefit is substantially outweighed by the significant detrimental impact on residents and members of Southwestern Yacht Club. Southwestern likely will have to erect a barrier to keep out the public, which will undermine any aesthetic benefit of a "scenic vista area." This will also limit the Southwestern members' ability to use and enjoy the premises, and substantially increase costs to the club to add 24-hour security to the premises to address increased safety risks. It also creates a risk of individuals harming themselves as there is no safe water entry at the proposed location; however, individuals likely will try to enter the water or turn the location into a de facto and unauthorized dog beach (as has happened at the current La Playa trail). This creates a risk of serious bodily harm or death to trail-goers and may increase the risk of liability on the Port for promoting this ill-conceived plan. In addition, parking in the area will negatively impact residents, as well as further impact the existing traffic issues. The road leading into the proposed trail area is very narrow, such that typically the road allows for only one direction of traffic at a time. The Port's plan does nothing to address the inevitable traffic and parking issues.

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Email address *

christopher@robertsfam.com

What is your first name? *

Christopher

What is your last name? *

Roberts

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92117

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

With the plethora of publicly-accessible land around the harbor, spending Port money on adding a public path on Southwestern Yacht Club's spit of land makes little sense. This would bring unnecessary burden to the club in having to keep it tidy and police the premises.

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Email address *

d.damico55@gmail.com

What is your first name? *

Dominic

What is your last name? *

D'Amico

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92116

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I am strongly opposed to the plan to put a public walkway in Southwestern Yacht Club's (SWYC) parking lot. This proposal adds very little to community enjoyment of the area at great expense and inconvenience to SWYC members. This would not be a throughway. There is a very nice walkway on the other side of the inlet that separates SWYC land from Point Loma from which anyone can enjoy the inlet. This proposed walkway would put a high, undue burden on SWYC to provide the additional security required when anyone is allowed to access the grounds on which the club and its marina are located. Please remove this proposal from Port's plan.
Respectfully,
Dominic D'Amico

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Email address *

drobertsvassos@gmail.com

What is your first name? *

Diane

What is your last name? *

Vassos

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Cluub

What is your ZIP code? *

92110

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

This proposal doesn't seem to take into consideration the already overcrowded streets adjacent to the area - it's getting more and more challenging to even get to the boats with the existing number of cars and this plan would be adding more density to an already overcrowded neighborhood with limited ingress/egress. I honestly don't understand the logic behind this suggestion.

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Email address *

jsnellis@hotmail.com

What is your first name? *

Jason

What is your last name? *

Ellis

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92128

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

My wife and I are members at SWYC and have enjoyed both public spaces around San Diego Bay and private spaces like SWYC where we spend quality time with our children and friends. The proposal to introduce a new public promenade along part of SWYC presents a significant security concern to our family and would result in the opposite effect, less engagement along the bay than more. Further, given that the club is in a very residential area, the notion for this promenade doesn't seem to make much sense, especially as the local population already enjoys the path along La Playa. Tourists and other community members enjoy the miles of promenade with various facilities giving breathtaking views around Shelter Island, Harbor Island, Seaport Village and Embarcadero; and a random short promenade doesn't seem to add much to the overall port experience, rather it creates new security concerns for families, children and boat owners. We urge the committee to not alter what has been working well for decades.

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Email address *

two4sue@yahoo.com

What is your first name? *

Sue

What is your last name? *

Schlunegger

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92011

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

This does not seem to be beneficial for all those involved who it effects. Parking is already an issue and to reduce it only makes street parking more crowded and dangerous to people walking. There are many elders in the Yacht club that have trouble making long walks up and down steep grade hills. I disagree with this proposal

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Email address *

tisha@tishacarney.com

What is your first name? *

Tisha

What is your last name? *

Carney

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92009

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

We do not believe a public promenade should be built on the west side of southwestern yacht club. Currently the public can enjoy the public walkway on the beach adjacent to the proposed promenade. We believe the promenade would increase litter, traffic, and lack of security for the area. Please do not build the public promenade. Thank you.

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Email address *

mypax2@gmail.com

What is your first name? *

Allan

What is your last name? *

Hobbs

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I oppose the portion of waterfront promenade extending from Qualtrough St through the Southwestern Yacht Club parking lot.

1-There will be considerable expense to create the promenade / scenic vista that will provide minimal benefit. Unlike other promenade areas, there is very little nearby public parking so it would require a very lengthy walk. This portion will be vastly under utilized. A large expenditure for little benefit.

2-The promenade /scenic vista would be redundant as the view is essentially the same as the view from the existing La Playa pathway. Actually, the view from the pathway is somewhat better. Again, a large expenditure for little benefit.

3-The parking at the Yacht Club would be drastically reduced and, since there is little nearby parking, visitors would likely park in the remaining club parking spaces, further exacerbating the parking problem.

4-Parking in the narrow streets on Qualtrough and San Antonio, which is already minimal, would become worse creating problems for local residents.

5-The plan would require erection of an unsightly barrier between the promenade and the yacht club which the hundreds of members would need to regularly view in favor of the few visitors who elect to visit the extreme end of the promenade system.

6-Other areas of the promenade border public spaces and public parking. The yacht club would incur significant expenses to manage security, parking, trash, etc.

7-The location is remote and there are no public restrooms nearby. Some visitors would certainly attempt to use the yacht club facilities adding to club security, safety, and cleaning expenses.

8-The promenade would intersect the access ramps to docks, creating security and safety issues for members. The resulting security measures would require maintenance and repair, and would create a constant inconvenience for the members.

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Email address *

gillypercy@icloud.com

What is your first name? *

Gillian

What is your last name? *

Percy

What is the name of your organization/company/community group? (if applicable)

SWYC member

What is your ZIP code? *

92014

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

This is totally outrageous. It will create a security nightmare. Lose of parking spaces and a huge cost to the yacht club and its members. Privacy will be impacted and also peace and quiet. There is nothing to view for pedestrians from that angle other than looking at peoples private properties and the boats docked at the marina they can get all the viewing from the pathway on the west side of the channel without having to impact what at present is the best Yacht Club in San Diego. I think the biggest frightening impact is our security.

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Email address *

robertricciardi@sbcglobal.net

What is your first name? *

Robert

What is your last name? *

Ricciardi

What is the name of your organization/company/community group? (if applicable)

Southwestern Yach Club

What is your ZIP code? *

92123

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

This plan would have severe negative effect with respect to the use of our facilities
while having very little benefit to the public. It would provide a walkway of approximately 300 yards that results in a dead end. Furthermore it would adversely effect the security of boat owners.
Currently there is a path on the West side of La Playa anchorage which serves the public.

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Email address *

c.pryor@cox.net

What is your first name? *

Charles

What is your last name? *

Pryor

What is the name of your organization/company/community group? (if applicable)

Point Loma Resident

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I STRONGLY OPPOSE adding a public sidewalk straight through Southwestern Yacht Club to a vista point which has no Vista except for docks. This is an intrusion into a private club and for no reasonable purpose. This club was assaulted by a cop-killer Feb 2013 who tied up two members & stole their boat trying to evade police, even with fences, gates, and private property signs. Adding a public sidewalk into this is unacceptable.

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Email address *

kimmel1942@gmail.com

What is your first name? *

Fred

What is your last name? *

Kimmel

What is the name of your organization/company/community group? (if applicable)

SWYC

What is your ZIP code? *

92196

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Running a path through our parking lot would be a terrible idea.
1 Would cause enormous and expensive
Security issues and put our children and members in physical danger.
2 It will be ugly as hell since it will change the open beautiful look of our club into a walled prison look as we are required to build security doors.
3 The paths ugliness will enrage our neighbors and lead to years of litigation.
4. There already a LaPlya path along the bay which is much better than the ugly path you have proposed. Hence you are
Causing great expense for a worse result.
5 It would be a clear violation of our lease which we would vigorously defend
6 You tried this before and it was a disaster.
Fred Kimmel Attorney

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Email address *

gary.jorgensen@gmail.com

What is your first name? *

Gary

What is your last name? *

Jorgensen

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The PMPU specifies a public walkway essentially blocking off the entire west half of Southwestern Yacht Club, which is a completely unworkable proposal. To make this work, the club would lose the entire west side of the parking lot, potentially forcing the club to shrink in size to maintain their member:parking spot ratio. A large and unsightly barrier would have to be built to provide security to the club from the walkway, with key-card access gates to cross the path to get to the club's west docks (approximately 1/5 of the clubs docks). The club would be required to maintain 24 hour security, and would probably lose their maintenance building, which would most likely have to be demolished to make way for the path. In addition to the enormous increased expenses and loss of value to Southwestern Yacht Club, the surrounding area would be subject to significantly worse traffic and parking situations, made worse by the club losing so much of it's parking lot, as well as litter and other assorted issues, especially since public restrooms would not be available on this dead end path. The port should abandon this proposal and leave the path terminating where it is outside of the yacht club.

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Email address *

cullenosullivan@gmail.com

What is your first name? *

Cullen

What is your last name? *

OSullivan

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92104

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I do not support the plan pertaining to La Playa Cove. I feel that adding a promenade in this area will exaggerate an already overbuilt area and create a parking nightmare on residential streets in the immediate area, which already exists, but would create more of a problem. Please do not move this draft forward in the present state and be a little more mindful of the residents in the neighborhood and aboard their boats, who pay their taxes in that community. Thank you.

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Google Forms

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Email address *

lsharp@sharpsnet.com

What is your first name? *

Henry

What is your last name? *

Sharp

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92011

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

We do not need a walkway through our Yacht Club. The Club has signed a 50 year lease with the port and this was not part of the long term plan when the lease was signed. This walkway leads to nowhere and is a waste of money to construct. it will only encourage extra traffic and restrict access to many of the boats on our club. It will also cut out 20% of our parking which adversely affects our ability to use the club for events and charity fund raisers.

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Email address *

jpward@wildblue.net

What is your first name? *

James

What is your last name? *

Ward

What is the name of your organization/company/community group? (if applicable)

SWYC

What is your ZIP code? *

92101

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Please do not destroy the beautiful nature path on the Playa Beach front. This is the last remaining wildlife habitat left in this part of San Diego Bay. We have walked along the peaceful Playa Nature Trail for years and enjoyed the beautiful Monterey Pines, foliage, and the nesting Great Blue Herons. From Bayside Park in South Bay along the east side of the bay to the Navy installation in Pt Loma the Playa Nature Trail is the ONLY natural, untouched shoreline pathway.

Great Blues and Night Herons hunt from the water's edge along the west shore of the SWYC and the east side of the Playa Nature Trail. Coots, Black Skimmers, Osprey, Godwits, Clark's Grebe, to name a few of the hundreds of species of birds and other aquatic life make this their year-round home as well as a spring and fall migration stopover.

Paving the Playa Beach Nature Trail and increasing access into the Southwestern Yacht Club will destroy sensitive wildlife habitat. Fortunately the Southwestern Yacht club provides a buffer between negative human impact by limiting access. This massive plan that would necessarily employ heavy equipment, to create industrial concrete pathways is contrary to the natural like setting of the existing trail that ends at the southern end of the Playa. Destruction to flora and fauna would cause irreparable harm causing an egregious assault on this very delicate ecosystem. Let's not lose this tiny portion of the remaining important wildlife habitat in San Diego Bay. We do not need to industrialize every shoreline inch of San Diego Bay. Let's keep this little gem preserved.

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Email address *

nwmyernick@cox.net

What is your first name? *

Nancy

What is your last name? *

Myernick

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

PMPU proposes to place a public promenade along the entire west side of SWYC extending from the entrance to the club to the small grassy area at the far end of the club. I am a member at SWYC (E Dock) and also own a home in the La Playa area.
I am opposed to creating a public walkway through SWYC for the following reasons:
We could lose at least 20% of our parking spaces which will directly impact current members, limit prospective membership and increase parking in the surrounding neighborhood parking.
It would create an unsightly security barrier between the public walkway and SWYC, which ironically would destroy the “scenic” setting, both from SWYC and from the trail.
It would require security gates to allow access to E and F docks where none are necessary now.
We may possibly lose the maintenance building at the SWYC entrance.
It would create major increases in security measures and associated costs to mitigate the inevitable increase in security issues.
It would create parking and traffic issues in the surrounding neighborhood.
Increased litter from pedestrian traffic.
A lack of public restroom facilities would create issues with people trying to access the private SWYC facilities.

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Email address *

bobmyernick@gmail.com

What is your first name? *

Robert

What is your last name? *

Myernick

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

PMPU proposes to place a public promenade along the entire west side of SWYC extending from the entrance to the club to the small grassy area at the far end of the club. I am a member at SWYC (E Dock) and also own a home in the La Playa area.
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We could lose at least 20% of our parking spaces which will directly impact current members, limit prospective membership and increase parking in the surrounding neighborhood parking.
It would create an unsightly security barrier between the public walkway and SWYC, which ironically would destroy the “scenic” setting, both from SWYC and from the trail.
It would require security gates to allow access to E and F docks where none are necessary now.
We may possibly lose the maintenance building at the SWYC entrance.
It would create major increases in security measures and associated costs to mitigate the inevitable increase in security issues.
It would create parking and traffic issues in the surrounding neighborhood.
Increased litter from pedestrian traffic.
A lack of public restroom facilities would create issues with people trying to access the private SWYC facilities.

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Email address *

Rosehut26@yahoo.com

What is your first name? *

Rosemary

What is your last name? *

Hutzley

What is the name of your organization/company/community group? (if applicable)

SouthWestern YC

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

My understanding is that the Port District Master Plan wants to put in a sidewalk for the public that goes to absolutely no where. So a non-member can walk/drive through the SWYC main club gate and proceed on a sidewalk that goes about 200 yards to PJ point where there is nothing but a patch of grass and a picnic table. This makes no sense and is very expensive and will take parking spaces away from members and create parking issues for residents who live on San Antonio. Logical?

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Email address *

sdsailor@gmail.com

What is your first name? *

Joel

What is your last name? *

Henscheid

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92104

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I am strongly in opposition to the proposed public waterside promenade, specifically as it is indicated in PD1.33 b, "View of the La Playa waterfront from the Southwestern Yacht Club leasehold;". This proposed promenade will create mulitiple issues, as well as security concerns for those of us who own boats moored, or stored, at Southwestern Yacht Club. The proposed waterside promenade will not provide any significant viewing site to the public and will have a multitude of negative consequences to the surrounding neighborhoods. Such as lack of parking, (which is already a big problem) traffic congestion, and pedestrian litter. The potential negative effects of the waterside promenade in this location are far in excess of any potential benefit that only a very few people will utilize.

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Email address *

ljc@cavaiola.com

What is your first name? *

Lawrence

What is your last name? *

Cavaiola

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

We reside in the 500 block of San Antonio Avenue, and are also members of the Southwestern Yacht Club (SWYC). We strongly oppose the proposed public promenade along the western side of the parking area of SWYC for several reasons. We are not aware of any public outcry for the ability to wander out to the end of the Club parking lot to have a view. Indeed, a very similar view can be had from along La Playa trail. Taking away parking from the Club can endanger our ability to grow or maintain the membership, which in turn affects Club revenues and amounts paid to the Port. Finally, the 500 and 600 blocks of San Antonio Avenue are known as "the busiest dead end street in San Diego." Situated between Kellogg Beach and La Playa trail, it is often a very crowded walkway, especially on summer weekends. With only half of the street having sidewalks, drawing more people onto our street to use this promenade will increase risks to pedestrians and residents. We urge the removal of this part of the Master Plan.
Lawrence and Maureen Cavaiola

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Email address *

brokercoker@gmail.com

What is your first name? *

Judith

What is your last name? *

Coker

What is the name of your organization/company/community group? (if applicable)

Berkshire Hathaway HS California Properties

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

First I'd like to say that overall I'm very happy with the proposed changes. One major point of disagreement is allowing the La Playa piers to be essentially private. I agree with keeping the piers, however, I believe the public should be able to use at least part of the docks for loading and unloading during daylight hours. This was the opportunity to come up with a solution to right a wrong of having allowed privatization of public space. And the signs that are posted are insufficient and ineffective and the public does NOT feel comfortable using the currently accessible parts of the pier for viewing. Gates should not be allowed to be closed at all during daylight hours. And signs re-enforcing their private nature should not be allowed. Thank you.

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Email address *

ron.mazza@rfm-corp.com

What is your first name? *

Ron

What is your last name? *

Mazza

What is the name of your organization/company/community group? (if applicable)

Bayside Condo owner

What is your ZIP code? *

92101

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

My question is on the section of harbor drive to pacific hwy between South of B to Ash street. Is the placement of the 7 buildings shown accurate or are they subject to change at a later date? Also, is the new hotel or hotels already determined - will it be Wyndom or another hotel change that develops the buildings. Is there a better drawing from pacific hwy to Harbor which shows the buildings side views so one can see what the view from the A corridor will look like?

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Email address *

frbgreene11@gmail.com

What is your first name? *

Fran

What is your last name? *

Greene

What is the name of your organization/company/community group? (if applicable)

SWYC member

What is your ZIP code? *

921191527

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I am totally against a walkway promenade that affects Southwestern Yacht Club..
It will be a bad idea to come onto our club property, for safety and litter concerns.

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Email address *

david@bigbareproperties.com

What is your first name? *

David

What is your last name? *

Jacobs

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92067

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Pursuant to the advice of SWYC, I am forwarding the list of adverse consequences to the yacht club resulting from the implementation of your proposed plan. SWYC is a valued, long term tenant of the Port which also provides important services to juniors in the community, and should be treated with respect. This proposal would cause significant damage to the club for little to no benefit to the public.

From SWYC Notice to Members:
Possible adverse repercussions include:

- The loss of at least 20% of our parking spaces which may impact the maximum number of members allowed and associated Club revenues

- Creation of an unsightly security barrier between the public walkway and the Club

- Creation of security gates to allow access to E and F docks, resulting in major inconveniences to boaters and live-aboards

- Possible loss of the Maintenance Building

- Major increases in security measures and associated costs to mitigate the inevitable increase in security issues

- Substantial parking and traffic issues in the surrounding neighborhood

- Litter from pedestrian traffic and potential trash collection expenses

- Lack of any public restroom facilities on the trail and promenade

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Email address *

philmagistro@gmail.com

What is your first name? *

Philip

What is your last name? *

Magistro

What is the name of your organization/company/community group? (if applicable)

none

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

1. It appears that parking adjacent to Shelter Island Drive, near the boat launch area, will be reduced dramatically to make room for additional open space. During the spring and summer months the parking is currently just adequate to accommodate vehicles and boat trailers, reducing the parking is not in the best interest of the public.

2. Establishing a viewpoint/trail where Southwestern Yacht Club's parking lot is currently seems highly unusual and indeed inconsistent with the overall use that currently exists. It will break up the continuity of the existing club that serves the public.

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Email address *

marshaeileen47@gmail.com

What is your first name? *

Marsha

What is your last name? *

Mooradian

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The draft plan as written does not recognize the presence of a public walkway that is located adjacent to San Antonio Street. The cost of creating a second public access in the footprint of the Southwestern Yacht Club is unnecessary and very costly because there is no plan to pay for the extensive security necessary to all boat owners private access from the club house to their boats.

This plan needs much more public input and further considerations before moving forward.

Thank you
Marsha Mooradian
2820 Carleton Street #6
San Diego, Ca 92106

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Email address *

two4sue@yahoo.com

What is your first name? *

Sue

What is your last name? *

Schlunegger

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92011

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

This does not seem to be beneficial for all those involved who it effects. Parking is already an issue and to reduce it only makes street parking more crowded and dangerous to people walking. There are many elders in the Yacht club that have trouble making long walks up and down steep grade hills. I disagree with this proposal

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Email address *

tbaker@azmilk.org

What is your first name? *

tammy

What is your last name? *

baker

What is the name of your organization/company/community group? (if applicable)

Yacht Club Condominiums

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

In regard to PD1.16, please do not add seating or public art to this area. Seating will encourage more homeless people to sleep there (already a problem), and encourage more to go down the dirt path that is already eroding. Unless there is a plan for added protection (my daughter was already chased by a homeless person recently in that area) additional seating would cause additional congregating of the homeless there. This is not a big enough area to handle additional trafficking without damage. The natural beauty of the area will be hampered by adding public art, it should be left as is.

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Email address *

nicolelindsaypierce@gmail.com

What is your first name? *

Nicole

What is your last name? *

Smith

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92110

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Please do not allow for the planned public promenade at the southwestern yacht club as the access is going to create increased opportunities for crime in a very quiet and safe neighborhood. There is already an easily available walking trail along la playa for public to walk and enjoy the scenery (water, boats, homes). Allowing for this promenade is only allowing people to get closer to secured boats and marina property which club members pay a premium for such security. The security gate at the front of the Swyc is a perfect turn around spot for pedestrian traffic. I know as I have lived in Point Loma for many years before I became a club member and frequented it's public access areas. Also, there are NO public services a person can enjoy by this extension; No public restaurants and no public restrooms.

Also, the plan to create public dock spaces for the few private docks along la playa is a horrible idea! As a fellow active sailboat owner and user who once had privileges on one of those private docks I can tell you there is a group of unsavory boat owners who go to la playa every weekend, then mission bay and glorietta bay to anchor and refrain from having to pay any moorings or slip dues who WILL take over these dock spaces. There have been many incidences where they have been a direct hazard to other boats and neighboring properties in la playa; tying a tender to water pipes next to the dock, sinking next to the dock, and leaving GROCERY carts along the la playa pathway for others to trip on. Not to mention the amount of trash they leave behind at Bessemer because the 2 trash cans available fill up when it's being used as a personal curbside refuse. I can tell you that these two proposals would be a HUGE disservice to the community of people who live in homes near la playa and members of the club. I urge to to please reconsider.

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Email address *

lavirada2@gmail.com

What is your first name? *

Roy

What is your last name? *

Hughes

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92110

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The addition of the access walk to the viewpoint would require additional and distrating fencing and multiple other security measures to allow reasonable security to the marina operation. There is no view of the water of shelter island basin that isn't available from along 500+ feet of unobsrtuucted view from scenic La Playa Trail, along with some access to water's edge from the trail. What is to be gained by this viewpoint?

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Email address *

bchandler@adlermicromed.com

What is your first name? *

Brian

What is your last name? *

Chandler

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92120

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The idea of a short dead end promenade along the west side of the Southwestern Yacht Club's parking lot sounds great but makes no sense. Parking for people to get to the area is already extremely limited in the surrounding neighborhoods. Trash and other waste will be difficult to control and costly to clean up. Security fencing and additional human security will be needed. Views from the existing pathways and neighborhood on the opposite shore will look over at a series of gates and fencing. For the relatively few people who would use that path, consider the impact to control trash, security and bay pollution. Boaters pay a good amount to the port for the ability to have a safe, clean and aesthetically pleasing location. Most strongly recommend you review and reconsider this proposal.

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Email address *

bmafallon@cox.net

What is your first name? *

William

What is your last name? *

Fallon

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

As the Staff Commodore responsible for our Port Contract and the more than $12million spent for renovation to be in compliance therewith these added Port intrusions are clearly fraudulent and not within the purpose of said relationship!
I'd suggest you fully review the documents underlying the three-year negotiating and construction.
You have no right to attempt taking our property, etc!
William

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Email address *

d.pryor@cox.net

What is your first name? *

Denise

What is your last name? *

Pryor

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

This plan is not well thought out. It would mean plowing through a private club and tiny neighborhood to have a lookout? A public lookout exists on the public path directly across from this proposed path. The path also leads no- where? No public restrooms are planned and it would be a massive invasion to a club that has improved the property as the port ordered and has leased from the port for over 100 years. The area by the SDYC where the current public path exists has a bench and serves as a lookout already to the same exact viewing area. Why not spruce that area up a bit more instead of bulldozing through a private space??

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Email address *

jeffdot@cox.net

What is your first name? *

Jeff

What is your last name? *

Harlos

What is the name of your organization/company/community group? (if applicable)

SWYC member for almost 30 yr

What is your ZIP code? *

85635

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Please Port commission leave everything alone! Even though we no longer have a permanent residence in east county and live in Az, we still enjoy the club and surrounding SD Bay Area. The impact to SWYC and neighborhood would be detrimental. Leave everything as is please.

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Port Master Plan Update

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Email address *

attorneylcs@gmail.com

What is your first name? *

Leopoldo

What is your last name? *

Santiago

What is the name of your organization/company/community group? (if applicable)

Southwestern yacht club

What is your ZIP code? *

92111

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I have reviewed the proposed draft PMPU. I am opposed to the creation of the public promenade proposed as it will permanently change the area with little or no discernible benefit. It will however result in an unsightly barrier between the public walkway and both Southwestern and San Diego yacht clubs. Dock facilities will be impacted as well as a permanent departure from the current community character that permeates the area. This will include severe environmental impacts that are yet to be known. Further the parking and traffic issues will negatively impact the quality of life in the area related to the increase litter and absence of sufficient public restroom facilities I'm the plan.

I urge the port authority to reconsider this ill advised destruction of a precious piece of San Diego

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Email address *

ridercon@aol.com

What is your first name? *

Blinn

What is your last name? *

Rider

What is the name of your organization/company/community group? (if applicable)

SWYC

What is your ZIP code? *

92107

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I object to planned modifications to land adjacent to and including SWYC. The area is already congested, especially on weekends. It appears modifications on the SWYC property will greatly complicate current users of the SWYC.

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Email address *

mafallon@cox.net

What is your first name? *

Mary Ann

What is your last name? *

Fallon

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I strongly oppose the Port of San Diego's revised draft regarding the proposed public promenade along the west side of our yacht club. This plan will be devastating to our club, its members and the neighborhood. There is no infrastructure to support this and it is completely inappropriate for this property!

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Email address *

dhartmand@gmail.com

What is your first name? *

Richard

What is your last name? *

Hartman

What is the name of your organization/company/community group? (if applicable)

Member of SWYC

What is your ZIP code? *

92110

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I strongly believe that creating a public right of way on a portion of the land leased by SWYC is a terrible idea. Parking at SWYC is already insufficient, particularly during major club events, and the pedestrian traffic along San Antonio Ave. is already hazardous. I dock my sailboat at SWYC and am concerned about the security of my boat if the public is permitted to meander near it. The public already has access to Bessemer Bay via the existing walkway - additional access using the SWYC site is NOT needed.

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Email address *

krogerscook@yahoo.com

What is your first name? *

Karen

What is your last name? *

Rogers-Cook

What is the name of your organization/company/community group? (if applicable)

SWYC Member

What is your ZIP code? *

92116

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

As a member of SWYC and a resident of San Diego for 52 years I am opposed to the creation of a public waterside promenade. The plan has not been well constructed with the public, neighbors and SWYC in mind. Lack of parking in the neighborhood, no public restrooms, security barriers between the yacht club and public walkway, loss of parking for SWYC and major security issues and expenses for the club. With all these issues in mind the Port of SAn Diego should amend these plans ASAP.

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Email address *

jhbayso@yahoo.com

What is your first name? *

John

What is your last name? *

Borja

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92019

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

There are few features of land use that have created a tradition of foreseeable value having been created in recent memory. One of those features of the San Diego Bay is Seaport Village. In my unqualified opinion Seaport Village should be supported and if necessary subsidized to attract continued tourism and for tourists to leave San Diego joyfully. The City of San Diego did not do well allowing for the demise of Horton Plaza. It was built to renew a declining downtown.

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Email address *

paulnierman@gmail.com

What is your first name? *

Paul

What is your last name? *

Nierman

What is the name of your organization/company/community group? (if applicable)

SWYC

What is your ZIP code? *

60201

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Having the walkway come into SWYC will be little used and disrupt the club and the neighborhood. And it is not needed to have the walkway be continuous. Please eliminate that from the plan.

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Email address *

lindablynn@msn.com

What is your first name? *

Linda

What is your last name? *

Lynn

What is the name of your organization/company/community group? (if applicable)

SWYC

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Public access through SWYC will create major security issues at SWYC, substantially reduce member parking which might result in a reduction of allowable members, impact the maintenance building that is located near the edge of the property, create littering problems, and require fencing and gates that will inconvenience members and look ugly. Please consider these numerous negatives for SWYC. San Antonio street already adequately connects the north and little south portions of the trail.

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Email address *

chastityloth@gmail.com

What is your first name? *

Chastity

What is your last name? *

Loth

What is the name of your organization/company/community group? (if applicable)

I am SWYC member/ Realtor

What is your ZIP code? *

92107

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

It would be terrible to change the existing Historical Landmark setting / piers/ paths in prestigious Point Loma / La Playa coastline here. This area should be protected, the Nature, animals and the ocean line need protection from increased impact.

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Email address *

david_etonia@yahoo.com

What is your first name? *

David

What is your last name? *

Etonia

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92109

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The public access on the Southwestern Yacht CLUB'S NORTHERN perimeter creates a multiple of concerns, 1. It provides no water or beach access . 2. it is in an area of difficult access 3. The port will have added maintenance to it's already strained budget. 4. it will possibly endanger the public who choose to avail themselves of this access. .

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Email address *

bruce.d.harris@gmail.com

What is your first name? *

Bruce

What is your last name? *

Harris

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92128

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The plan for the promenade on the west shore of Southwestern Yacht Club affords the public no access to any resource that isn't available on the existing trail on the eastern shore. The promenade would compromise the vital aspects of SWYC, removing parking spaces that are required by the City and pushing newly caused overflow into the precious curbside parking in the adjacent residential area.

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Email address *

beckywitters@yahoo.com

What is your first name? *

Rebecca

What is your last name? *

Witters

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92069

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Please No! Myself, 760+ other members of SWYC & almost all of the La Playa, Point Loma neighborhoods Feel very negative about this revised draft. The path has always been an open, NATURAL area for families, kayakers, beach goers, dog walkers & nature lovers. The trees have neighborhood tire swings, there bird gathering spots adding to the serene environment of nature. It's a beautiful, quiet, peaceful walking area. Anyone can come & enjoy it. Kellogg Beach is a short walk. Many choose this area because it isn't concrete with street lights & lanes. It is natural. There are no restrooms, barriers, rules for traffic, lights, etc,. There are not too many spots left like this special, unique, wonderful area. Please don't commercialize the serene area. Anyone can come & experience it's peace. Come see for yourself.

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Email address *

wardtj48@gmail.com

What is your first name? *

Tony

What is your last name? *

Ward

What is the name of your organization/company/community group? (if applicable)

SWYC

What is your ZIP code? *

92067

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I'm a boat owner on F dock at SWYC and will be directly impacted by this planned waterside promenade, in addition to the loss of parking, I'm assuming to get to my boat I will now have to go through 2 lots of security and chain-link or other security fence - a) from the to be lost parking area/club and then again to access the dock after crossing the promenade. It will obligate unsightly security measurements which ultimately defeats the whole purpose of making it something that people want to take photos of in the first place? Plus overflow parking will now clog up the already jammed side streets - there's simply no way to avoid parking problems - which will cause even further disruption. In the proposed situation if the parking lot is full I'm supposed to cart all my gear to the boat from being parked somewhere on Rosencrans????

There has to be a better solution. I'm all for the city encouraging good use of where we live. What if the yacht club were to put security gates and access on ALL of it's dock access, and to the club itself - surround the club "proper" with a suitable aesthetically acceptable fence, leave the parking as is and allow the general public access to the point to take the vista photo. Least expense, least disruption, and preserves the Vista?

Sincerely,

Tony Ward,
F dock, SWYC.

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Email address *

pk@peterkingesq.com

What is your first name? *

Peter

What is your last name? *

King

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Comments re Unified Port of SD [proposed] Master Plan Update
Proposed Promenade
It has come to my attention , and to the attention of 800 members representing the membership of the Southwestern Yacht Club ("Club") – a near 100 year old San Diego boating club – that the proposed Unified Port of San Diego ("Port"), Port Master Plan("Plan") now includes a 120 yard Promenade through the length of Club's leasehold interest with the Port. See, Chapter 5.1.2 West Shelter Island Subdistrict, Figure PD1.4, pg. 191.
Unfortunately, the proposed "Promenade", a miniscule part of what appears to be a good Plan Update, fails to mention or establish consistency with the goals, objectives, and Elements of this part of the Updated Plan, as well as the Coastal Act and the 1975 Coastal Plan (appealable and reviewable by the California Coastal Commission). Simply put: there is no mention of the Club(and its operations) in reference to the impacts of the proposed Promenade, Chapter 5.1.2, West Shelter Island Subdistrict in relation to Figure PD1.4, pg. 191 Therefore, the Master Plan Update has failed to make any "findings" showing that the proposed Promenade is consistent with the goals, objectives, and the (6) Elements of the Plan.
But, through its operations and longstanding leasehold interest with the Port, the Club currently enhances – no exceeds,- the goals and objectives described in the (6) Elements of the Plan. The Elements are:
(1) . Water and Land Use Element
Guides growth and development throughout Tidelands by establishing water and land use designations and a diverse range of corresponding allowable uses, emphasizing the importance of coastal access.
(2) Mobility Element
Enhances the network of waterside and landside mobility connections for the movement of goods and the movement of people across Tidelands.
(3) Ecology Element
Establishes policies to enhance, protect, conserve, and restore natural resources and healthy environments on Tidelands.
(4) Safety and Resiliency Element
Guides the protection and sustainability on Tidelands through public safety and security, emergency preparedness, and resilience to climate change.
(5) Environmental Justice Element
Establishes policies to provide disadvantaged communities with equitable opportunities to access and enjoy Tidelands and to participate in District outreach and decision making.
(6) Economics Element
Supports the economic vitality of the region through financial sustainability, thriving businesses, and a growing and diverse economic portfolio

Club History
Formed in 1925, the Southwestern Yacht Club has served as an outstanding environmental steward of the small, sandy parcel separating Shelter Harbor from the Playa in the West Shelter Island District -2702 Qualtrough St., San Diego, Ca. Although it is a private boating club, -- perhaps because it is a membership club -- the Club over the years has invariably remained open to the public for civic functions and financially supported charitable organizations (e.g. Beacon of Light, Elderhelp) as well provided access to all underserved youth for Club subsidized participation in boat handling skills, angling events, and sailing lessons. The Club is the Cheer Squad for coastal access and recognizes that its organizational survival depends on it.

Many of the Clubs organized boating events directly enhance the network of waterside and landside mobility connections.
Furthermore, the Club takes pride in enhancing, protecting, conserving and restoring the natural resources within its leasehold boundaries. Through the years a number of infrastructure and aesthetic projects have contributed to same and the Club insists that its members participate in the annual boat Bottom Paint Assessment (in cooperation with the Port) for the protection of the Tidelands.
The Club remains an integral part of public safety on the waterfront and regularly cooperates with Port Police, the USCG, and supports vessel assist for boaters in distress at the waterfront and Tidelands. The Club also pays for private security officers and surveillance cameras. Security personnel regularly cooperate with SDPD and Port Police. This Club financed security not only provides security to the membership, but is another set of eyes and ears in the immediate vicinity of the residential community.
As mentioned, the Club provides robust financial support to disadvantaged youth and young adults providing a myriad of experiential opportunities to access and enjoy the Tidelands through our subsidiary nonprofit Angling and Sailing Clubs. We could not do this without the support of the community and members at the Club. In turn, this foster greater interest in the Club and the Tidelands of San Diego Bay.
As a Port tenant, the Club also directly supports the economic vitality of the region through its lease payment to the Port. In addition, a boating club such as ours makes a significant contribution to the marine industry, boatyards, maritime tradesman and marine retail outlets in the area.
Substantial and Significant Impacts
First, the proposed promenade (approximately 120 yards long) will run straight along the length of westside of Club facility physically and psychologically separating a substantial portion of Club member's boat slips from the Clubhouse. The sense of being a secure and unified Club is significantly diminished and will necessitate installing private gates at the gangways to ensure the safety of its members and visitors. This sense of privacy and security for clubs such as ours is the raison d'etre. Therefore, it is fair and reasonable to presume that membership will decline sharply and the ability of the Club to sustain itself, already a challenge, will become a real concern. Across the board, this will effect the Club's current ability to continuing supporting the goals and objectives of the (6) Plan Elements.
Second, there significant (unaddressed) adverse environmental impacts and repercussions to the Club:
(a) Loss of up to 20% of the Club's parking spaces will impact club revenue and logically cause overflowing parking on the narrow streets in the adjacent residential community.
(b) The Promenade will require robust unsightly, secure separation barriers between the walkway and the Club (and the slips) which will in reality separate the public on the Promenade from unobstructed views of the waterfront.
(c) The Promenade will invariably produce more trash and security concerns that inevitably will become the responsibility of the Club.
(d) The Club has a new, updated maintenance building in the works to replace an outdated one. The proposed Promenade may leave the Club with no maintenance building at all causing significant interference with its operations and lease.
(e) There will be significant security impacts/concerns associated with a Promenade, i.e. the need for additional security officer services, surveillance cameras to be provided by the Club, and unsightly lighting impacts.
(f) Parking impacts have not been analyzed in the Plan Update, but the Promenade will invariably bring more traffic to the residential area and terminus of Qualtrough to what will assuredly be viewed by the Public as an ideal surfaced extension of the Playa Trail for skateboarding, rollerblading and bicycling in the Club's parking lot.
(g) The Plan Update re the subject Promenade makes no provision for restroom facilities and, again, the Club restroom facilities will logically become the "go to" for the Public. Again, this will substantially interfere with the Club's lease interest and quiet enjoyment of that interest.

Third, the proposed Promenade – all 120 yards of it – will not to any measurable degree enhance the (6) Elements of the Plan. There is no retail waterfront shops , watersports, or business amenities adjacent to the proposed Promenade or along the entire Playa Trail which terminates in a residential community. The Playa offers beach and small watercraft (e,g, Kayak) access. A Promenade through the Club will not. And given the long history of the Club at its current location, the Club is a natural extension of the Special Exemption offered to the Playa Club (or should be considered for same). So, the proposed Promenade contribution to enhancing the goals and objectives found in the Plan, Elements is de minimis. Thus, Conversely, the proposed Promenade diminishes the ability of the Club to continue enhancing all (6) Elements described in the Plan. Why? Because the proposed Promenade will substantially diminish the Club's financial ability to support the aforementioned Elements through its operations... governed also by Port lease to ensure same under Tidelands Trust law.. On balance, the intrusion of a public Promenade turns the mission statement of the Club (including its ability to enhance the Tidelands on its head.

No findings in the Plan Update to Support the Promenade
In sum, the Plan Update must make written "findings" to support its reason for the proposed Promenade consistent with the Plan Update, Chapter 3 Elements and Chapter 5, Plan Districts. This Plan Update is silent in all these respects and the proposed Promenade will cause substantial and serious business interference with the Club's current operations under the new long term lease with the Port.

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Email address *

wayne.hughes@att.net

What is your first name? *

Wayne

What is your last name? *

Hughes

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92108

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

It is my opinion that allowing promenades through private yacht clubs will force the club members to relocate their watercraft to other venues. This relocation will directly effect the Port's profit sharing revenue as no money from the club membership means no money for the Port. Please reconsider your approach.

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Email address *

debinflt@aol.com

What is your first name? *

Deborah

What is your last name? *

Hall

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92110

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Not only would this plan negatively impact the SWYC, but it would also be an eyesore to the La Playa and Point Loma community. Specific design flaws are loss of parking, an unsightly fence and a path to nowhere which could potentially invite vandalism and theft. Additionally, lack of security and increased traffic in the neighborhood would impact San Antonio St.

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Email address *

schweinfurter@cox.net

What is your first name? *

Duane

What is your last name? *

Schweinfurter

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I oppose the revised draft PMPU. It would be a large imposition on the operation and use of Southwestern Yacht Club.

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Email address *

charmin_lindholm@yahoo.com

What is your first name? *

Charmin

What is your last name? *

Lindholm

What is the name of your organization/company/community group? (if applicable)

SWYC

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I do not want public access to our private yacht club. We already are challenged with safety and security of our property.

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Email address *

angie.bartosik@icloud.com

What is your first name? *

Angie

What is your last name? *

Bartosik

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92107

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

TO Whom it may concern:
I am very dismayed to read the Port is considering building a public access pathway from the entrance of SWYC to PJ's Point, which is entirely within the current leasehold of our club. First, unlike the pathway established leading from Shelter Island to Harbor Drive, this access is literally a very short, "dead end" path. Our club already has a big problem with trespassers to our docks and theft; undoubtedly, this would increase. Further, there is very limited parking in the area of Kellogg Beach, resulting in people illegally parking in the neighborhood, parking so as to impede emergency vehicle access, and/or illegally parking on SWYC property. Again, this would increase if a path is built. Additionally, unlike the Shelter Island area, there are no public facilities anywhere near SWYC (no restaurants, shops, etc.). Finally, any such path would result in a loss of parking availability for our club members, reducing our membership capacity, thus our income and our rent to the Port. This is something that should have been bartered for, and accounted for when our lease was renewed several years ago; to do it now is unfair and very inappropriate, considering the Port GAVE property to SDYC (the old North Sails property) which would have made a very beautiful view point for the public, was located where there is ample parking and in an area when many public business are located. I am very happy to elaborate if you wish.

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Email address *

gary@firstwatchmarine.com

What is your first name? *

Gary

What is your last name? *

Jones

What is the name of your organization/company/community group? (if applicable)

First Watch Marine / Southwestern Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The "Waterside Promenade" on the southwestern edge of the Southwestern Yacht Club depicted on figure PD1.4 is a terrible idea. It would have a disastrous effect on this long-established facility and the surrounding community for no real public benefit other than being able to take a picture from a perspective only a few degrees different as can be seen from La Playa trail. It is absolutely imperative that this "Waterside Promenade" be removed from the proposed plan. Thank you.

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Port Master Plan Update

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Email address *

jfring@att.net

What is your first name? *

Jim

What is your last name? *

Ring

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92123

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The proposed Waterside Promenade on the SWYC Leasehold is a dead end promenade that provides a proposed Scenic Vista Area which duplicates the Scenic Vista Area on the La Playa Trail directly across the anchorage.

The Waterside Promenade has major cost impact on the Southwestern Yacht Club affecting all of its operations, members and After School Sailing Programs that benefit the surrounding communities.

I strongly suggest the Waterside Promenade be deleted from the updated proposal for the Shelter Island Planning District.

Thank you,
Jim Ring
jfring@att.net

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Email address *

avxflyer@gmail.com

What is your first name? *

Robert

What is your last name? *

MacFarlane

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The plan to extend a walkway along the western point of Southwestern Yacht Club will provide a haven for the drug addicts, bike thieves, and other criminals. It would become a dead-end for law enforcement as there is only one way in and one way out. Further, reduced revenues from allowable membership at SWYC would reduce income received by the port.

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Email address *

brzezinski@cox.net

What is your first name? *

Chris

What is your last name? *

Brzezinski

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92017

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

TO Whom it may concern: I am very disturbed to read the Port is considering building a very short, “dead end” public access pathway running from the entrance of SWYC to PJ's Point, which is entirely within the current leasehold of our club. Unlike the pathway established leading from Shelter Island to Harbor Drive, this access is a “path to nowhere”, inviting people to trespass on SWYC docks and club premises. Our club already has a big problem with trespassers to our docks and with theft on our docks, boats and bike racks in our parking lot. Undoubtedly, this would increase with the addition of the path. Additionally, there is very limited parking in the area of Kellogg Beach. This already results in people illegally parking in the neighborhood, parking so as to impede emergency vehicle access, and/or illegally parking on SWYC property. Again, this would increase if a path is built. Also, unlike the Shelter Island area, there are no public facilities anywhere near SWYC (no restaurants, shops, etc.). Finally, building such a path would result in a loss of parking availability for SWYC members, reducing our membership capacity, thus our income and our rent to the Port.
This is something that should have been bartered for, and accounted for when our lease was renewed several years ago; to do it now is unfair and very inappropriate, considering the Port GAVE property to SDYC (the old North Sails property) which would have made a very beautiful view point for the public, was located where there is ample parking and is in an area when many public business are located. I've lived in this area for almost 40 years and have used the pathways along the LaPlaya basin to run and walk the entire time. There is no need to add this spur to the trail.
Please contact me if you have any questions.

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Email address *

georgefam@cox.net

What is your first name? *

Larry

What is your last name? *

George

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

91941

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I oppose this draft plan for the following impacts om the club and neiborhood
The loss of at least 20% of our parking spaces which may impact the maximum number of members allowed and associated Club revenues
- Creation of an unsightly security barrier between the public walkway and the Club
- Creation of security gates to allow access to E and F docks, resulting in major inconveniences to boaters and live-aboards
- Possible loss of the Maintenance Building
- Major increases in security measures and associated costs to mitigate the inevitable increase in security issues
- Substantial parking and traffic issues in the surrounding neighborhood
- Litter from pedestrian traffic and potential trash collection expenses
- Lack of any public restroom facilities on the trail and promenade

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Email address *

larry@tarantinosausage.com

What is your first name? *

Carmen

What is your last name? *

George

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

91941

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The proposed plan would result in the following:
The loss of at least 20% of our parking spaces which may impact the maximum number of members allowed and associated Club revenues
- Creation of an unsightly security barrier between the public walkway and the Club
- Creation of security gates to allow access to E and F docks, resulting in major inconveniences to boaters and live-aboards
- Possible loss of the Maintenance Building
- Major increases in security measures and associated costs to mitigate the inevitable increase in security issues
- Substantial parking and traffic issues in the surrounding neighborhood
- Litter from pedestrian traffic and potential trash collection expenses
- Lack of any public restroom facilities on the trail and promenade

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Email address *

chris@cc-rigging.com

What is your first name? *

Chris

What is your last name? *

Catterton

What is the name of your organization/company/community group? (if applicable)

CC Rigging/South Western Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

We are of the opinion that the proposed public walkway on the grounds of SWYC would have a great impact on the grounds of SWYC and little benefit to the public. As SWYC is located on a peninsula there is little to no advantage to direct walkers into the facility. The natural, well used, and public walkway of the La Playa Trail is convenient and scenic for shoreside walks. A walkway through the SWYC grounds would eliminate parking and the maintenance structure and create more problems than benefits.

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Email address *

jgkug@hotmail.com

What is your first name? *

Jan

What is your last name? *

Kugler

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

After reviewing the latest Port Authority master plan update, I am totally opposed to the plan of removing parking spaces, maintenance facility building, walled off gates, increased litter and security problems resulting in the implementation of your public access plan at SWYC. The public has full access to La Playa Trails on the west side of La Playa basin for public viewing and enjoyment of the La Playa area. Who will pay to remove public litter? Who will pay for and provide security for this area? How will the Port Authority provide additional parking for public access as well as SWYC members? Why does the Port Authority think there has to be two public access areas within a small area? SWYC has many public events for the community and welcomes individuals to join SWYC to enjoy boating and boating activities. No one is barred from submitting an application to join SWYC to enjoy boating activities. We have lived in San Diego for over 50 years of which 36 of those years are in Point Loma. Recently, we have found the Port Authority seems to be ill informed about this area including Shelter Island. Last year the Port Authority attempted to skirt input from our local area until we demanded a public forum for community input. We resoundingly rejected your plan to change La Playa Trails, addd 11,000 hotel rooms to Shelter Island, limit parking on Shelter Island and other restrictive elements of the master plan. Tidal Lands are for the enjoyment of the community who lives in this area as well as residents of San Diego first. After attending the forum I became convinced the Port Authority cared more about tourist and collecting fees than the concerns of local residents. This is wrong!!

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Email address *

kmurphyimages@me.com

What is your first name? *

Kevin

What is your last name? *

Murphy

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92037

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The current PMPU represents an irresponsible proposal for the Shelter Island businesses and recreational clubs.
It does not take into consideration the increase in both vehicular and pedestrian traffic in and around already stressed areas.

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Email address *

GRaines77@live.com

What is your first name? *

Greg

What is your last name? *

Raines

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92107

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Please delete the Promenade on Southwestern Yacht Club lease for the following reasons.

- The loss of at least 20% of our parking spaces which may impact the maximum number of members allowed and associated Club revenues

- Creation of an unsightly security barrier between the public walkway and the Club

- Creation of security gates to allow access to E and F docks, resulting in major inconveniences to boaters and live-aboards

- Possible loss of the Maintenance Building

- Major increases in security measures and associated costs to mitigate the inevitable increase in security issues

- Substantial parking and traffic issues in the surrounding neighborhood

- Litter from pedestrian traffic and potential trash collection expenses

- Lack of any public restroom facilities on the trail and promenade
- More could be listed if needed.

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Email address *

frbgreene11@gmail.com

What is your first name? *

Fran

What is your last name? *

Greene

What is the name of your organization/company/community group? (if applicable)

SWYC member

What is your ZIP code? *

921191527

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I am totally against a walkway promenade that affects Southwestern Yacht Club..
It will be a bad idea to come onto our club property, for safety and litter concerns.

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Port Master Plan Update

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Email address *

randy.peterson@cox.net

What is your first name? *

Randy

What is your last name? *

Peterson

What is the name of your organization/company/community group? (if applicable)

N/A

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I strongly object to the construction of the walkway/ promenade illustrated on page 191 of the proposed master plan. The walkway departs from the La Playa trail at Noren street and San Antonio, for no apparent reason runs inside the Southwestern Yacht Club for a short distance, then dead ends.
The combination of residential, commercial, recreational vehicle and pedestrian traffic, coupled with existing street parking, the area is already over used and frequently congested. With both sides of San Antonio filled with parked cars there is barely room for one car to traverse from one end to the other. Add in pedestrians and dog walkers, and area is already ripe for a major accident in it's current state.
The walkway planned for inside the Southwestern Yacht Club serves no purpose and will create a dangerous situation for pedestrians walking on Noren while attempting to access it.
Encouraging additional foot traffic is asking for an incident and potential liability. I strongly urge you to reconsider this proposal and remove it from the plan.
Thank You

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Email address *

herriman@san.rr.com

What is your first name? *

Jeffrey

What is your last name? *

Herriman

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92117

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Respectfully to the Port of San Diego. The proposed wall extension requirement, while having merit on paper, seriously hampers the use of our boating members and guests to move freely about our sight and restricts parking. Also, our neighbor, adjacent to our property line, will receive a significant sight corridor restriction devaluating their property value. The proposed wall extension will not serve any purpose other than waste money. The Club Lease hold, does not require the proposed wall. Other sights, around the water front, may need such requirements, and may be approached on a case by case basis.

SWYC has been co-operative with the Port by adhering to guidelines and exceeding those guidelines by improving and maintaining our lease hold on a continuing basis. The Southwestern leasehold has been and will continue to maintained at a high level which distinguishes our Club from a Marina. Marina's maintain minimum standards while SWYC exceeds the standards.

Thankyou for your time.
Jeffrey D Herriman
Member SWYC

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Email address *

mike.j.nicoletti@gmail.com

What is your first name? *

Michael

What is your last name? *

Nicoletti

What is the name of your organization/company/community group? (if applicable)

resident of point loma

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

My concerns with your plan, which are shared by many Point Loma Residents, involve specifically the area south of Shelter Island in Point Loma. Unlike the rest of the Port jurisdiction which is predominately commercial, this is a residential area. The yacht clubs have provided historical and economic interest without causing an undue burden on residents, but your plan is destined to cause significant disruption to our neighborhoods. In keeping with the mission of the Port and maintaining the support of your organization by the local residents, I'd recommend that any and all plans related to this area be withdrawn from the Port Master Plan.

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Email address *

kmchatfield@gmail.com

What is your first name? *

Kellin

What is your last name? *

Nicoletti

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

My concerns with your plan, which are shared by many residents, involve specifically the area south of Shelter Island in Point Loma. Unlike the rest of the Port jurisdiction which is predominately commercial, this area is residential. The yacht clubs have provided historical and economic interest without causing an undue burden on residents, but your plan is destined to cause significant disruption to our neighborhoods. In keeping with the mission of the Port and maintaining the support of your organization by the local residents, I'd recommend that any and all plans related to this area be withdrawn from the Plan.

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Email address *

jonigreenhood@gmail.com

What is your first name? *

Joan

What is your last name? *

Greenhood

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I am opposed to the public waterside promenade along the La Playa Trail. My major reasons for opposition are parking and traffic. The neighborhood already suffers from traffic congestion and lack of parking availability especially weekends, summers and holidays. I am also opposed to the repercussions of the promenade improvments to Southwestern yacht club where I keep my boat. I do not want the inconvenience of greater security gates to the dock that gives me access to my property. I understand a maintenance building may be removed to accomodate these changes. Why should a private company sustain a financial burden for these improvments on the behalf of the public who already have complete and delightful access to this area?

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Email address *

rkalden70@gmail.com

What is your first name? *

Robert

What is your last name? *

Alden

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92108

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I strongly object to the PMP because it will have a major disruptive effect on SWYC.

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Email address *

Leonard_Pool@yahoo.com

What is your first name? *

Leonard

What is your last name? *

Pool

What is the name of your organization/company/community group? (if applicable)

Point Loma Resident & Southwestern Yacht Club Member

What is your ZIP code? *

92107

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I am against the current master plan. There are issues that are important to me that would make is expansion a no-go.

- The loss of at least 20% of our parking spaces which may impact the maximum number of members allowed and associated Club revenues

- Creation of an unsightly security barrier between the public walkway and the Club

- Creation of security gates to allow access to E and F docks, resulting in major inconveniences to boaters and live-aboards

- Possible loss of our Maintenance Building

- Major increases in security measures and associated costs to mitigate the inevitable increase in security issues

- Substantial parking and traffic issues in the surrounding neighborhood

- Litter from pedestrian traffic and potential trash collection expenses

- Lack of any public restroom facilities on the trail and promenade

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Email address *

anitabusquets3366@gmail.com

What is your first name? *

Anita

What is your last name? *

Busquets

What is the name of your organization/company/community group? (if applicable)

n/a

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Figure PD1.6 depicting a change of parking on Shelter Island Drive adds angled parking rather than parallel parking. I acknowledge this would increase parking capacity, but this area is used by recreational bicyclists staying in the local hotels - angled parking is a danger, especially for the recreational cyclist. I do not see how this would increase safety given how little space we have. I would leave well enough alone.

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Email address *

kkaplan80@gmail.com

What is your first name? *

Kenneth

What is your last name? *

Kaplan

What is the name of your organization/company/community group? (if applicable)

individual

What is your ZIP code? *

92117

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I strongly object to your plan to "pave" the La Playa Trail with a multiuse path. It is the only natural urban dirt path left in San Diego, has great historic value, and is an exquisite asset of the city and county. It should be left as is. It would be doing what the Joni Mitchell warned about in her song, "Paving Paradise To Put Up A Parking Lot." I support access, but also strongly believe in leaving the La Playa Trail's unique beauty as is. Port planning should also value and keep what exists that is unique and beautiful, as well as planning for growth.

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Email address *

jrmediation@aol.com

What is your first name? *

james

What is your last name? *

roberts

What is the name of your organization/company/community group? (if applicable)

none

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The Plan is much improved from the first draft.
I am concerned by the somewhat ambiguous language referencing La Playa Trail: the Port has done nothing for years to slow down the erosion on the trail and it is a huge resource for our community. The trailhead at Talbot Street has the ugliest concrete rip-rap ever utilized for erosion control. The trail head needs a serious commitment of resources and it is hard to tell when and how the Port intends to fix the problem. Time is of the essence.
The Port also needs to act immediately to remedy the poor asphalt condition at the boat ramp parking lot, widen the sidewalks on Shelter Island Drive and remove unsightly art works at the round about and along Shelter Island. Whoever authorized these "art works" had no concept of art or continuity of design.
It is also critically important (a matter of life and safety) that the intersections of streets with Scott Street have (1) proper lighting and (2) clearly marked pedestrian cross walks. These conditions need to be remedied now before someone is killed at night, not sometime in the next ten years.

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Email address *

Linda@thenotarizer.com

What is your first name? *

Linda

What is your last name? *

Malan

What is the name of your organization/company/community group? (if applicable)

The Southwestern Yacht Club

What is your ZIP code? *

92117

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I am against your revised plan which will be highly detrimental to the Southwestern Yacht Club. I am a flag member of the club as ask the Port to consider our desires to be good neighbors who are also able to enjoy our club as it is today.

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Email address *

dustin.nochta1977@gmail.com

What is your first name? *

Dustin

What is your last name? *

Nochta

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92110

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I cannot support this. What got me interested in the project is how it will impact boaters who utilize San Diego Bay. We have just spent a huge amount of money as a city to rehabilitate the launch facilities at Shelter Island so that people can safely launch and land their watercraft. According to the map on page 191 of the plan, all of the current parking for vehicles with trailers which will have launched those boats is to be replaced with open green space. Where, do tell, are folks supposed to park their vehicles and trailers? It seems to me that you are limiting access to the ocean and bay by removing any parking for those who wish to enjoy the bay and ocean from boat.

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Email address *

DMPERLSTEIN10@GMAIL.COM

What is your first name? *

Deborah

What is your last name? *

Perlstein

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92108

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I strongly object to the public waterside promenade proposed.

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Port Master Plan Update

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Email address *

Robertadyer@reagan.com

What is your first name? *

Roberta

What is your last name? *

Dyer

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The area from Shelter Island past the Southwestern Yacht Club is mostly residential. I have serious concerns about traffic and parking. Rosecrans Street is already crowded with traffic. There would be a major impact on the residential areas with people trying to park, an issue that already impacts these neighborhoods. There is no need for this improvement.

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Email address *

thestevebloom@gmail.com

What is your first name? *

Steven

What is your last name? *

Bloom

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Good afternoon, as a member of Southwestern Yacht Club I have several concerns about the portion of the proposal that suggests taking away a significant portion of our Club's space. Although there are many concerns with the proposal, I'll focus on three issues that may be the most consequential to Southwestern Yacht Club: 1) The parking lot is very narrow and splitting it up would severely impact and substantially reduce the Club's parking capacity. With reduced parking, it would threaten the Club's ability to maintain it's member base resulting in the Club having a risk of long term viability.
2) Parking is often a problem and the adjacent neighborhood already struggles with lack of parking. Proceeding with this proposal would exacerbate the current problem making the community very unhappy as well.
3) Boat crime would become a new threat to the Club members and would cause significant exposure to the boats that are docked at Southwestern Yacht Club.

Thank you for allowing & listening to my feedback.

Steven Bloom

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Email address *

tjhammons@aol.com

What is your first name? *

Tom

What is your last name? *

Hammons

What is the name of your organization/company/community group? (if applicable)

Member - Southwestern Yacht Club

What is your ZIP code? *

92129

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The current Port Master Plan Update (PMPU) proposes a public promenade the entire length of the westside of the current Southwestern Yacht Club parking lot. The expressed purpose is to provide public access to water views. The proposed promenade would only provide a slightly different perspective of Point Loma and a small portion of the La Playa anchorage. Currently public access to these views are available along the entire length of the La Playa Trail. The impact to me personally and to other members of the Southwestern Yacht Club will be increased financial expense and loss of physical security.

From a financial perspective, the proposed increased public access will require significant changes to the physical layout of the Club including design, permitting, and construction of a physical access barrier to separate the promenade from the parking lot. Additionally, since current access to E & F Dock's would necessarily cross the proposed promenade, a security access points would have to be built. Depending on how the termination of the proposed promenade at PJ's Point is designed and constructed, it may also require a physical access barrier to continue around the parking lot to include access to D dock. The proposed public access would also require a complete redesign and construction of the current main access point at the end of Qualtrough Street. Because of the increased availability of public access in the vicinity of the Club, it will likely require the addition of full-time security access control. There are two types of increased costs associated with these required changes, initial construction costs and life cycle maintenance costs. Both of these will have to be absorbed by the Membership of Southwestern Yacht Club with no appreciable improvement in our access or views of the Bay. As a related impact, the loss of current parking spaces at the Club will reduce the quality of life experienced by members and could require a reduction in membership to remain within the terms of our lease. This potential reduction in membership would reduce the actual recreational use of the bay. Additionally, a reduction in membership would reduce the number of members available to share the current and all increased costs associated with the proposed promenade.

From a physical security perspective, I currently have a sailboat in a slip at Southwestern Yacht Club and increased public access would put my personal property at higher risk. While my boat is not located in slips adjacent to the proposed promenade, any increased public access increases the opportunity for mischief. Currently, Southwestern Yacht Club is well off the "beaten path" and changing that puts all our property at risk.

As a separate but related issue, the only access route to Southwestern Yacht Club is via Owens Street and San Antonio Avenue. The current traffic and parking congestion along these two streets are incredibly tight. On most days, these are single lane one-way passages. If increased public access is encouraged by constructing and promoting the proposed promenade, this will only become worse. Additionally, the only pedestrian access to Southwestern Yacht Club is currently along Qualtrough Street from San Antonio in the roadway. There is no sidewalk currently and no available space to construct one. Access to the proposed promenade would increase pedestrian traffic in the street thus increasing risk of personal injury and accidents.

While I fully support public access to the Bay, I don't see the reasoning for adding what is essentially a promenade to nowhere. The impacts to me personally and to the neighborhood simply outweigh the increased public good.

Port Master Plan Update

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Email address *

rwheeler6@cox.net

What is your first name? *

Randall

What is your last name? *

Wheeler

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92019

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I have reviewed the Port of San Diego's recent Port Master Plan Update. It appears that it will result in multiple adverse repercussions for the Southwestern Yacht Yacht Club of which I am a member. The SWYC since 1925 has provided outstanding recreational opportunities to San Diego's citizens including me and my family. It was not too long ago that the club was forced to spend 100's of thousands of dollars to upgrade our facilities in order to renew our property lease. Now the PMPU will again force major concessions to our lease.

(1) This new PMPU most likely result in the loss of at least 20% of our parking spaces which may impact the maximum number of members allowed and associated Club revenues. That will make it more difficult for us to meet our Port tax obligations. (2) It will result in the creation of an unsightly security barrier between the public walkway and the Club. (3) It will require the creation of security gates to allow access to E and F docks, resulting in major inconveniences to boaters and live-aboards. (4) It may result in the loss of the our maintenance building. How are we supposed to properly maintain this property without a facility for housing needed equipment? (5) It most certainly will necessitate major increases in security measures and associated costs to mitigate the inevitable increase in security issues. You might remember a few years ago when a SWYC member was kidnapped on his boat by a cop killer. More public foot traffic will invite more instances like that. (6) There will be more substantial parking and traffic issues in the surrounding neighborhood. Have you driven along San Antonio Avenue recently? If you haven't then you should do so to see just how narrow that street is. (7) The club will have the added responsibility of dealing with litter from pedestrian traffic and potential trash collection expenses. (8) And there will be no public restroom facilities on the trail and promenade.

This PMPU will have major negative repercussions for the SWYC and and its members and minimal additional benefits for the public. SWYC and its members are responsible caretakers of this property and are well aware of the privilege of leasing this site. Please reconsider this PMPU plan.

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Port Master Plan Update

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Email address *

g_h_hayes@yahoo.com

What is your first name? *

Gary

What is your last name? *

Hayes

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92024

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The proposed Promenade along the Shelter Island Yacht Basin, which appears to connect to the La Playa Trail and run alongside the Southwestern Yacht Club on Qualtrough Street (see Chapter 5.1, Figure PD1.4 on p. 191) is superfluous and unnecessary. Everything in this area is satisfactory in its current state; it requires no change or improvement. I have lived and sailed in this corner of the city for almost 30 years and nobody I know has ever expressed a desire to expand/extend/upgrade the quiet waterfront in question. This is clearly a case of “If it ain’t broke, don’t fix it.”

Please delete the proposed Promenade from the Revised Draft PMPU as soon as practicable.

Sincerely,

Gary Hayes
Southwestern Yacht Club member

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Email address *

pibitaunica@hotmail.com

What is your first name? *

Magaly

What is your last name? *

Caprioglio

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

TO THE PORT OF SAN DIEGO
REGARDING A PUBLIC PROMENADE AT SOUTWESTERN YACHT CLUB

My husband and I oppose completely to the plan to have a public promenade as part of the Port Master Update.
We live aboard our boat at Southwestern Yacht Club. In February 2014 my husband was assaulted and almost murdered on the boat from someone who came from the outside with a gun. We cannot even think of our Yacht Club, our home, being open to public access. For us is inconceivable.

We don't see the difference in the view that people could enjoy from the La Playa path to what they will see from our Yacht Club. Beside, it will affect many things in our daily life at Southwestern Yacht Club.
I writing these comments hoping that you will read them and take in consideration our concerns. Please.

Carlos and Magaly Caprioglio
Southwestern Yacht Club Slip A-20
619-221-6883

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Email address *

Wagsduos@gmail.com

What is your first name? *

Susan and Karl

What is your last name? *

Wagner

What is the name of your organization/company/community group? (if applicable)

Southwesten Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

We strongly object to the proposed public waterside promenade that will severly impact the Southwestern Yacht Club access, security and loss of parking spaces.
Susan and Karl Wagner, members Southwestern Yacht Club.

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Email address *

PESCADOBOY@HOTMAIL.COM

What is your first name? *

JOHN

What is your last name? *

SEGORIA

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92082

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I want to know why are you taking more parking spaces that we need when launching from Shelter Island? Why does this plan do nothing to expand access to San Diego Bay to facilitate recreational use? Why are you willing to do away with a longterm club's marina lease that has done a lot to facilitate recreational use of the bay? San Diego has a long nautical history. There are a lot of us that fish and boat on the bay. What about doing a better job of meeting our needs?

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Email address *

phansen@ucsd.edu

What is your first name? *

Pat

What is your last name? *

Hansen

What is the name of your organization/company/community group? (if applicable)

SWYC

What is your ZIP code? *

92109

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I am expressing my Total and Unequivocal OPPOSITION to the Port revised Draft PMPU. This is a useless and costly enterprise serving absolutely no purpose whatsoever. Having access to a very short portion on the south side of La Playa cove accomplishes no public purpose at all. The public has total access to La Playa Cova currently via the Port Loma Trail along the north side. Implementation of the Revised PMPU will not only impact SWYC extremely negatively via the lost of parking, access to E&F Docks and the need for more security measures, it will also impact the surrounding neighborhood negatively. Substantial parking and traffic issues, the litter caused by added pedestrian traffic, the lack of any public restroom facilities on the trail and promenade are all extremely negative impacts on the surrounding neighborhoods. I urge the Port of San Diego to reject totally this revised PMPU.

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Email address *

joshisgreen@gmail.com

What is your first name? *

Josh

What is your last name? *

Green

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92064

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Please do not create a public promenade through Southwestern Yacht Club. Opening the club to the public will make the area less secure, particularly for the children (members and non-members alike) who participate in the summer and after-school juniors program, but also more generally due to theft, vandalism, loitering, etc. that may occur. Additionally, there is already inadequate parking on busy days and there are no public restrooms nearby to accommodate public visitors. Conversely, the trail that runs along La Playa and nearby Kellogg beach already provide the public with ample opportunities to enjoy the area - including numerous beautiful vantage points and access to the bay - without the downsides associated with installing a public right of way through SWYC. Thank you for your consideration.

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Email address *

Patriciacass@hotmail.com

What is your first name? *

Patricia

What is your last name? *

Cass

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

91945

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

We are members of swyc and strongly oppose the proposed promenade through our property. It would have a significant and highly detrimental impact on the security of our boats and club property. It would also result in severe financial hardship for the club and provide very little to no benefit to the community.
The purpose of the proposed promenade is unclear as it doesn't provide any water access or thoroughfare to any destination on the bay. It doesn't even offer a view of any consequence. The view of La Playa is best from the existing nature trail.

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Email address *

sciacca@pacbell.net

What is your first name? *

Frank

What is your last name? *

Sciacca

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92067

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

So to be short and to the point...the planned view point 'WITHIN' the SWYC is about the dumbest things I ever heard. Really, security, safety, privacy is going to dissaper for all of the long standing members. What are you going to do to protect me? Please put me on any public hearings and I will certainly attend. Come on folks, what are you thinking???

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Email address *

abneiger@gmail.com

What is your first name? *

Anne

What is your last name? *

Neiger

What is the name of your organization/company/community group? (if applicable)

Southern Yacht Club

What is your ZIP code? *

92131

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

There is no way a promenade would enhance the area. The parking is congested now so nobody would be able to even find a way to use it. A fence would have to be put in on both sides to to keep people from getting into the private areas of the club. Not would that be ugly, it would cause the users to be fenced in too. The cost alone is a very bad investment. Monies would be much better spent on improving and upkeep of public areas like the boat ramp and roads near the water. This is a hairbrained idea !

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Email address *

dlcurry@yahoo.com

What is your first name? *

David

What is your last name? *

Curry

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92129

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The proposed waterside promenade would have disastrous effect on our club. Our club has been in existence for nearly 100 years and we have always worked closely with the Port Authority on appropriate issues. The proposed promenade would cause the lose of up to 20% of our parking spaces which are already too few. In addition, it would cause real security issues for both or club and for the homes located in the area. It would also cause traffic and parking problems in the area. This would be a serious detriment to the entire area rather than any kind of enhancement.
Please eliminate this promenade or consider putting it in another location which would be an improvement rather than a detriment to the area. Thank you for your consideration.

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Email address *

distractiondude@gmail.com

What is your first name? *

Donald

What is your last name? *

Laverty

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92064

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I am commenting on the proposed promenade along the Southwestern Yacht Club leasehold in the West Shelter Island sub-district. In the PMPU, it is portrayed as a walkway to a viewpoint of La Playa Bay. In fact, this view is blocked by large powerboats and by sailboat masts, and the proposed promenade is off the natural pathway along the bay. It would be somewhat of a "road to nowhere". By removing parking spaces in SWYC's parking lot, it would reduce member capacity that is needed for busy weekends. Club revenue (which the Port Authority receives a percentage of) would be reduced during these times.
Sincerely,
Don Laverty
SWYC member

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Email address *

rickpluth@gmail.com

What is your first name? *

Richard

What is your last name? *

Pluth

What is the name of your organization/company/community group? (if applicable)

SWYC

What is your ZIP code? *

92121

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Comments regarding Unified Port of SD Port Master Plan Update
Proposed promenade/nature trail
The recently release Port Master Plan Update (PMPU) includes a 120 yard Promenade/nature trail through the length of Club's leasehold interest with the Port. See, Chapter 5.1.2 West Shelter Island Subdistrict, Figure PD1.4, pg. 191.
Unfortunately, the proposed promenade/nature trail fails to mention or establish consistency with the goals, objectives, and Elements of this part of the Updated Plan, as well as the Coastal Act and the 1975 Coastal Plan (appealable and reviewable by the California Coastal Commission). Simply put: there is no mention of the Club (and its operations) in reference to the impacts of the proposed Promenade, Chapter 5.1.2, West Shelter Island Subdistrict in relation to Figure PD1.4, pg. 191 Therefore, the Master Plan Update has failed to make any "findings" showing that the proposed Promenade is consistent with the goals, objectives, and the (6) Elements of the Plan.
But, through its operations and longstanding leasehold interest with the Port, the Club currently enhances – not exceeds - the goals and objectives described in the (6) Elements of the Plan. The Elements are:
(1) Water and Land Use Element
Guides growth and development throughout Tidelands by establishing water and land use designations and a diverse range of corresponding allowable uses, emphasizing the importance of coastal access.
(2) Mobility Element
Enhances the network of waterside and landside mobility connections for the movement of goods and the movement of people across Tidelands.
(3) Ecology Element
Establishes policies to enhance, protect, conserve, and restore natural resources and healthy environments on Tidelands.
(4) Safety and Resiliency Element
Guides the protection and sustainability on Tidelands through public safety and security, emergency preparedness, and resilience to climate change.
(5) Environmental Justice Element
Establishes policies to provide disadvantaged communities with equitable opportunities to access and enjoy Tidelands and to participate in District outreach and decision making.
(6) Economics Element
Supports the economic vitality of the region through financial sustainability, thriving businesses, and a growing and diverse economic portfolio

Club History
Formed in 1925, the Southwestern Yacht Club has served as an outstanding environmental steward of the small, sandy parcel separating Shelter Harbor from the Playa in the West Shelter Island District -2702 Qualtrough St., San Diego, Ca. Although it is a private boating club the Club over the years has remained open to the public for civic functions and financially supported many local and national charitable organizations (e.g. Beacon of Light, Elderhelp, EOD Foundation) as well as provided access to all underserved youth for Club subsidized participation in boat handling skills, angling events, and sailing lessons. The Club is log time supporter of coastal access and recognizes that its organizational survival depends on it.

Many of the Clubs organized boating events directly enhance the network of waterside and landside mobility connections.

Furthermore, the Club takes pride in enhancing, protecting, conserving and restoring the natural resources within its leasehold boundaries. Through the years a number of infrastructure and aesthetic projects have contributed to same and the Club insists that its members participate in the annual boat Bottom Paint Assessment (in cooperation with the Port) for the protection of the Tidelands. The Club has also participated in the annual Coastal Clean-Up Day since its inception.

The Club remains an integral part of public safety on the waterfront and regularly cooperates with Port Police, the USCG, and supports vessel assist for boaters in distress at the waterfront and Tidelands. The Club also pays for private security officers and surveillance cameras. Security personnel regularly cooperate with SDPD and Port Police. This Club financed security not only provides security to the membership, but is another set of eyes and ears in the immediate vicinity of the residential community.

As mentioned, the Club provides robust financial support to disadvantaged youth and young adults providing a myriad of experiential opportunities to access and enjoy the Tidelands through our subsidiary nonprofit Angling and Sailing Clubs. We could not do this without the support of the community and members at the Club. In turn, this foster greater interest in the Club and the Tidelands of San Diego Bay.

As a Port tenant, the Club also directly supports the economic vitality of the region through its lease payment to the Port. In addition, a boating club such as ours makes a significant contribution to the marine industry, boatyards, maritime tradesman and marine retail outlets in the area.

Substantial and Significant Impacts

First, the proposed promenade (approximately 120 yards long) will run straight along the length of westside of Club facility physically and psychologically separating a substantial portion of Club member's boat slips from the Clubhouse. The sense of being a secure and unified Club is significantly diminished and will necessitate installing private gates at the gangways to ensure the safety of its members and visitors. This sense of privacy and security for clubs such as ours is the raison d'etre. Therefore, it is fair and reasonable to presume that membership will decline sharply and the ability of the Club to sustain itself, already a challenge during the COVID pandemic, will become a real concern. Across the board, this will effect the Club's current ability to continuing supporting the goals and objectives of the (6) Plan Elements.

Second, the significant (unaddressed) adverse environmental impacts and repercussions to the Club:

(a) Loss of up to 20% of the Club's parking spaces will impact club revenue and logically cause overflowing parking on the narrow streets in the adjacent residential community. SWYC's parking lot is not a "nature trail" and PJ's Point is not appurtenant to, or otherwise connected to, any "nature trail" whatsoever. The parking lot and PJ's Point are not for "walking on" or "unpaved", but are creations of the Club's redevelopment and are not natural amenities.

(b) The Promenade will require robust unsightly, secure separation barriers between the walkway and the Club (and the slips) which will in reality separate the public on the Promenade from unobstructed views of the waterfront. Promenades should not interfere with "coastal dependent uses". 4.3.1-1 and PD 1.31. Marinas are, by definition in the Coastal Act (the reason for the Plan in the first place), "coastal dependent uses". PD1.1. which means a promenade cannot interfere with E and F docks. This implicates their appurtenant parking areas as well. 4.3.1- 5 (b).

(c) The Promenade will invariably produce more trash and security concerns that inevitably will become the responsibility of the Club.

(d) The Club is currently renovating its maintenance building. The proposed Promenade may leave the Club with no maintenance building at all causing significant interference with its operations and lease.

(e) There will be significant security impacts/concerns associated with a Promenade, i.e. the need for additional security officer services, surveillance cameras to be provided by the Club, and unsightly lighting impacts.

(f) Parking impacts have not been analyzed in the Plan Update, but the Promenade will invariably bring more traffic to the residential area and terminus of Qualtrough to what will assuredly be viewed by the

Public as an ideal surfaced extension of the Playa Trail for skateboarding, rollerblading and bicycling in the Club's parking lot.
(g) The Plan Update re the subject Promenade makes no provision for restroom facilities and, again, the Club restroom facilities will logically become the "go to" for the Public. Again, this will substantially interfere with the Club's lease interest and quiet enjoyment of that interest.
(h) The view corridor located on PJs Point is inconsistent with the elements of 4.4.2 and 4.4.3.

Third, the proposed Promenade – all 120 yards of it – will not to any measurable degree enhance the (6) Elements of the Plan. There is no retail waterfront shops, watersports, or business amenities adjacent to the proposed Promenade or along the entire Playa Trail which terminates in a residential community. The Playa offers beach and small watercraft (e.g. Kayak) access. A Promenade through the Club will not. And given the long history of the Club at its current location, the Club is a natural extension of the Special Exemption offered to the Playa Club (or should be considered for same). So, the proposed Promenade contribution to enhancing the goals and objectives found in the Plan, Elements is de minimis. Thus, conversely, the proposed Promenade diminishes the ability of the Club to continue enhancing all (6) elements described in the Plan. Why? Because the proposed Promenade will substantially diminish the Club's financial ability to support the aforementioned Elements through its operations... governed also by Port lease to ensure same under Tidelands Trust law. On balance, the intrusion of a public Promenade turns the mission statement of the Club (including its ability to enhance the Tidelands) on its head.

No findings in the Plan Update to Support the Promenade
In sum, the Plan Update must make written "findings" to support its reason for the proposed Promenade consistent with the Plan Update, Chapter 3 Elements and Chapter 5, Plan Districts. This Plan Update is silent in all these respects and the proposed Promenade will cause substantial and serious business interference with the Club's current operations under the new long term lease with the Port.

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Email address *

ott2456@charter.net

What is your first name? *

Jack

What is your last name? *

Ottestad

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

89434

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Public access thru, around or over the sand spit that Southwestern Yacht Club currently occupies would have little use compared to the impact lose of hundreds of daily uses by club members now. SWYC members have spent millions of dollars over almost one hundred years to convert an unused . back water slough and mud flat into a major asset for San Diego . Do not destroy this for the sake of a few .

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Email address *

MATTSD2020@ATT.NET

What is your first name? *

MATT

What is your last name? *

SCHMIDT

What is the name of your organization/company/community group? (if applicable)

SWYC

What is your ZIP code? *

92023

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

La Playa Trail near Qualthrough Street and South Western Yacht Club:
With the significant amount of water access and viewpoints of San Diego Bay it seems quite unnecessary to create another short jog out into the area of SWYC with a view point that will most likely be blocked by docked boats anyways.
It is difficult to access this area by car and there is no parking other than residential
The only access can be by foot and I believe that exists already. The construction expense in combination with the disturbance of SWYC for such an insignificant gain of recreation seems disproportional. The money can be spent for other improvements in San Diego Bay for a greater recreational effect.
Thank you
Matt Schmidt

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Email address *

david.georgianna@gmail.com

What is your first name? *

Ryan

What is your last name? *

Georgianna

What is the name of your organization/company/community group? (if applicable)

SWYC

What is your ZIP code? *

92107

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Seems like efforts would be better used elsewhere than taking away valuable space from the SWYC lease.

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Email address *

franthia711@gmail.com

What is your first name? *

Richard E. and Franthia K.

What is your last name? *

Smith

What is the name of your organization/company/community group? (if applicable)

South Western Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Comments re Unified Port of SD [proposed] Master Plan Update (11/10/20)
Proposed Promenade
It has come to my attention , and to the attention of 800 members representing the membership of the Southwestern Yacht Club ("Club") – anear 100 year old San Diego boating club – that the proposed Unified Port of San Diego ("Port"), Port Master Plan("Plan")now includes a120 yard Promenade through the length of Club's leasehold interest with the Port. See, Chapter 5.1.2 West Shelter Island Subdistrict, Figure PD1.4, pg. 191.
The proposed "Promenade", a miniscule part of what appears to be a good Plan Update, fails to mention or establish consistency with the goals, objectives, and Elements of this part of the Updated Plan, as well as the Coastal Act and the 1975 Coastal Plan (appealable and reviewable by the California Coastal Commission). Simply put: there is no mention of the Club(and its operations) in reference to the impacts of the proposed Promenade, Chapter 5.1.2, West Shelter IslandSubdistrict in relation to Figure PD1.4, pg. 191
Therefore, the Master Plan Update has failed to make any "findings" showing that the proposed Promenade is consistent with the goals, objectives, and the (6) Elements of the Plan.
Through its operations and longstanding leasehold interest with the Port, the Club currentlyenhances – no exceeds,- the goals and objectives described in the (6) Elements of the Plan. The Elements are:
(1) . Water and Land Use Element
Guides growth and development throughout Tidelands by establishing water and land use designations and a diverse range of corresponding allowable uses, emphasizing the importance of coastal access.
(2) Mobility Element
Enhances the network of waterside and landside mobility connections for the movement of goods and the movement of people across Tidelands.
(3) Ecology Element
Establishes policies to enhance, protect, conserve, and restore natural resources and healthy environments on Tidelands.
(4) Safety and Resiliency Element
Guides the protection and sustainability on Tidelands through public safety and security, emergency preparedness, and resilience to climate change.
(5) Environmental Justice Element
Establishes policies to provide disadvantaged communities with equitable opportunities to access and enjoy Tidelands and to participate in District outreach and decision making.
(6) Economics Element
Supports the economic vitality of the region through financial sustainability, thriving businesses, and a growing and diverse economic portfolio
Club History
Formed in 1925, the Southwestern Yacht Club has served as an outstanding environmental steward of the small, sandy parcel separating Shelter Harbor from the Playa in the West Shelter Island District -2702 Qualtrough St., San Diego, Ca. Although it is a private boating club, -- perhaps because it is a membership club -- the Club over the years has invariablyremained open to the public for civic functions and financially supported charitable organizations (e.g. Beacon of Light, Elderhelp) as well provided access to all underserved youth for Club subsidized participation in boat handling skills, angling events, and sailing lessons. The Club is the Cheer Squad for coastal access and recognizes that its organizational survival depends on it.
Many of the Clubs organized boating events directly enhance the network of waterside and landside

mobility connections.
Furthermore, the Club takes pride in enhancing, protecting, conserving and restoring the natural resources within its leasehold boundaries. Through the years a number of infrastructure and aesthetic projects have contributed to same and the Club insists that its members participate in the annual boat Bottom Paint Assessment (in cooperation with the Port) for the protection of the Tidelands.
The Club remains an integral part of public safety on the waterfront and regularly cooperates with Port Police, the USCG, and supports vessel assist for boaters in distress at the waterfront and Tidelands. The Club also pays for private security officers and surveillance cameras. Security personnel regularly cooperate with SDPD and Port Police. This Club financed security not only provides security to the membership, but is another set of eyes and ears in the immediate vicinity of the residential community.
As mentioned, the Club provides robust financial support to disadvantaged youth and young adults providing a myriad of experientialopportunities to access and enjoy the Tidelands through our subsidiary nonprofit Angling and Sailing Clubs. We could not do this without the support of the community and members at the Club. In turn, this foster greater interest in the Club and the Tidelands of San Diego Bay.
As a Port tenant, the Club also directly supports the economic vitality of the region through its lease payment to the Port. In addition, a boating club such as ours makes a significant contribution to the marine industry, boatyards, maritime tradesman and marine retail outlets in the area.
Substantial and Significant Impacts
First, the proposed promenade (approximately 120 yards long) will run straight along the length of westside of Club facility physically and psychologically separating a substantial portion of Club member's boat slips from the Clubhouse. The sense of being a secure and unified Club is significantly diminished and will necessitate installing private gates at the gangways to ensure the safety of its members and visitors. This sense of privacy and security for clubs such as ours is the raison d'etre. Therefore, it is fair and reasonable to presume that membership will decline sharply and the ability of the Club to sustain itself, already a challenge, will become a real concern.Across the board, this will effect the Club's current ability to continuing supporting the goals and objectives of the (6) Plan Elements.
Second, there are significant (unaddressed) adverse environmental impacts and repercussions to the Club:
(a) Loss of up to 20% of the Club's parking spaces will impact club revenue and logically cause overflowing parking on the narrow streets in the adjacent residential community.
(b) The Promenade will require robust unsightly, secure separation barriers between the walkway and the Club (and the slips) which will in reality separate the public on the Promenade from unobstructed views of the waterfront.
(c) The Promenade will invariably produce more trash and security concerns that inevitably will become the responsibility of the Club.
(d) The Club has a new, updated maintenance building in the works to replace an outdated one. The proposed Promenade may leave the Club with no maintenance building at all causing significant interference with its operations and lease.
(e) There will be significant security impacts/concerns associated with a Promenade, i.e. the need for additional security officer services, surveillance cameras to be provided by the Club, and unsightly lighting impacts.
(f) Parking impacts have not been analyzed in the Plan Update, but the Promenade will invariably bring more traffic to the residential area and terminus of Qualtrough to what will assuredly be viewed by the Public as an ideal surfaced extension of the Playa Trail for skateboarding, rollerblading and bicycling in the Club's parking lot.
(g) The Plan Update re the subject Promenade makes no provision for restroom facilities and, again, the Club restroom facilities will logically become the "go to" for the Public. Again, this will substantially interfere with the Club's lease interest and quiet enjoyment of that interest.

Third, the proposed Promenade – all 120 yards of it – will not to any measurable degree enhance the (6)

Elements of the Plan. There is no retail waterfront shops, watersports, or business amenities adjacent to the proposed Promenade or along the entire Playa Trail which terminates in a residential community. The Playa offers beach and small watercraft (e,g, Kayak) access.A Promenade through the Club will not. And given the long history of the Club at its current location, the Club is a natural extension of the Special Exemption offered to the Playa Club (or should be considered for same). So, the proposed Promenade contribution to enhancing the goals and objectives found in the Plan, Elements is de minimis. Thus, Conversely, the proposed Promenade diminishes the ability of the Club to continue enhancing all (6) elements described in the Plan. Why? Because the proposed Promenade will substantially diminish the Club's financial ability to support the aforementioned Elements through its operations... governed also by Port lease to ensure same under Tidelands Trust law.. On balance, the intrusion of a public Promenade turns the mission statement of the Club (including its ability to enhance the Tidelandson) its head.
No findings in the Plan Update to Support the Promenade
In sum, the Plan Update must make written "findings" to support its reason for the proposed Promenade consistent with the Plan Update, Chapter 3 Elements and Chapter 5, Plan Districts. This Plan Update is silentin all these respects and the proposed Promenade will cause substantial and serious business interference with the Club's current operations under the new long term lease with the Port.
Richard E. Smith and Franthia K. Smith
2025 Byron st, #304
Point Loma. CA, 92106
SWYC member from 2006 to date

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Email address *

tgeantil@hotmail.com

What is your first name? *

Thomas

What is your last name? *

Geantil

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I strongly object to the planned promenade through the South Western Yacht Clu

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Email address *

Blawren1@mac.com

What is your first name? *

Bob

What is your last name? *

Lawrence

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club member (SWYC)

What is your ZIP code? *

92131

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Allowing the public access to the waterfront is important in the beautiful city we live, however, this is already available on the La Playa Trail that overlooks two Shelter Island marinas. The proposed promenade would eliminate much needed parking thereby causing significant negative impacts to the small neighborhood streets. The addition of the proposed promenade through SWYC would create security issues and impact already limited parking with no significant gain of the view or access to the water. I respectfully request your reconsideration of the negative impacts this promenade would create with no additional benefit to the public.

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Email address *

swyckendra@gmail.com

What is your first name? *

Kendra

What is your last name? *

Olson

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92110

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I oppose to the public waterside promenade.
-It will cause substantial parking and traffic issues in the surrounding neighborhood

- It will cause litter from pedestrian traffic and potential trash collection expenses

- There will be a lack of public restroom facilities on the trail and promenade. Where will people use the bathroom? Will they use the curb or knock on neighborhood doors?

-It will create an unsightly security barrier between the public walkway and the Southwestern Yacht Club

- The Southwestern Yacht Club will have to create security gates to allow access to E and F docks, resulting in major inconveniences to boaters and live-aboards at the Southwestern Yacht Club

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Email address *

imaginationgfy@gmail.com

What is your first name? *

Jason

What is your last name? *

Saiz

What is the name of your organization/company/community group? (if applicable)

Navy Yacht Club

What is your ZIP code? *

92110

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I oppose to the public waterside promenade.
-It will cause substantial parking and traffic issues in the surrounding neighborhood

- It will cause litter from pedestrian traffic and potential trash collection expenses

- There will be a lack of public restroom facilities on the trail and promenade. Where will people use the bathroom? Will they use the curb or knock on neighborhood doors?

- It will create an unsightly security barrier between the public walkway and the Southwestern Yacht Club. As a Navy Yacht Club member, I visit the Southwestern Yacht Club frequently and do not want to see an unsightly security barrier.

- The Southwestern Yacht Club will have to create security gates to allow access to E and F docks, resulting in major inconveniences to boaters and live-aboards at the Southwestern Yacht Club

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Email address *

TomClark5401@gmail.com

What is your first name? *

Tom

What is your last name? *

Clark

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club - member

What is your ZIP code? *

92020

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Recommendation:
Relocate the Senic Vista to the entrance/exit of the La Playa Trail at San Antonio/Qualtrough.

Remove from Port's Master Plan Document the proposed Waterside Promenade Pathway and Senic Vista at P.J.'s Point located on the Southwestern Yacht leasehold. Without the Senic Vista on the Southwestern Yacht Club leasehold, there will not be a need for a Waterside Promenade Pathway.

Background/Impacts:
I would like to provide my feedback on the Port's most recent Master Plan Document relating to Chapter 5.1 Planning District 1 - the area involving Southwestern Yacht Club leasehold. The proposed impacts to the area leased by Southwestern Yacht Club create significant impacts to the Club's operations that include; security, safety, loss of revenue, incurring additional expenses and will also cause the Port to renegotiate the lease agreement with Southwestern Yacht Club if this Master Plan goes forward.

In the Master Plan Document on page 201, shows the cross section view (PD1.8) of the Waterside Promenade Pathway. What it doesn't depict is elevation change that involves significant land development and construction for a 12' wide Waterside Promenade Pathway that dead ends to a Senic Vista at P.J.'s Point on the Southwestern Yacht Club leasehold. This is shown on page 191 of the Master Plan Document. The waterside parking lot slopes down and away from the curb. The construction to level this walkway will require it to be built up to provide for required ADA accessibility. The outside edge may have a step-off that requires a protective railing. In this area there is an issue with drainage from rain and king tide events that flood the parking lot. A permeable surface will need to be specified and installed for proper drainage of the waterside walkway. Safe distance from vehicles exiting the parking must also be maintained between the exit way and the Waterside Promenade Pathway. The plan is showing landscape trees and post lighting. Who has responsibility for the maintenance of this area and will there need to have a light impact study for the residential area. Because of the lighting, this encourages the public to enter the parking lot after dark, making security of the docks and main building more important than ever.

The proposed Waterside Promenade Pathway (PD1.31c) eliminates the following: two (2) ADA parking spaces adjacent to the Senic Vista; 16 member parking spaces and a trash dumpster serving docks E & F; another ADA parking space, two (2) motorcycle parking spaces; then 28 member parking spaces; six (6) monthly small boat revenue spaces - all this accounts for about 20% of the total parking for members and staff. There is also a possibility that the Port's Master Plan will require the demolition of the Club's maintenance and repair facility. This would be a critical loss as this area houses the maintenance staff, their tools and equipment that are utilized to work on the docks, gangways, dockside electrical and service the main building. The maintenance building stores supplies and seasonal decorations that space is not available for storage in the main building and has an fenced in outside lay-down area for large projects. There is no other land space to locate another maintenance facility that would receive approval and if it did, there would be another loss of parking spaces or monthly revenue dry boat/trailer spaces.

Will the Port be taking responsibility for the construction and maintenance of the walkway, landscape trees and lamp posts? Or is the another financial burden for the Club to assume? If this pathway is approved, Southwestern Yacht Club will be required to provide additional physical security at the gangway entrances to all the docks. This is yet another financial burden to the Club. The Port Master Plan states that no

bicycles will be ridden on the La Playa Trail. However, it's a safe assumption that the public will not restrain themselves to the Waterside Promenade Pathway or the Senic Vista. E bicycles, beach cruisers and other mechanized forms of transportation will be utilized to tour the Waterside Promenade Pathways and that will be a hazard to pedestrians. Who is going to take responsibility for handling enforcement, dealing with the results of collisions and liability on the Southwestern Yacht Club leasehold, including the La Playa Trail.

Additional impacts to the Port's Master Plan by placing a Senic Vista and a Waterside Pathway include: requiring full-time Club security at the front entrance to the Southwestern Yacht Club; spill-over member and staff parking into the residential areas adjacent to the Club; no public restroom facility available; no public parking at the Senic Vista; significant loss of revenue because members will not be able to park at the Club and will choose to not attend the social events and again the Port will be required to renegotiate the lease.

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Email address *

swycanglers2020@gmail.com

What is your first name? *

John

What is your last name? *

Goodrich

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92131

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Dear Honorable Committee Members:

I write in opposition to the proposed promenade at Southwestern Yacht Club as its construction violates section 4.3.1 “Standards for Waterside Promenades” of the Port Master Plan and should not be pursued by the Port:

A waterside promenade is not required by the Ports own standards, the current use of a area for the proposed promenade at Southwestern Yacht Club is already a “coastal-dependent use”, i.e docks and gangways for vessels, turning basins and water pathways for vessels, parking to service vehicles and users of vessels kept at the docks and using existing turning basins and water pathways. Further the current structure serving as a maintenance facility is not scheduled for demolition, the building is used by the club for the maintenance of the costal-dependent use of docks and related structures, maintenance and use of vessels kept at the docks.

Waterside promenades are required by the Ports own standards to (i.e. “shall”) connect to other existing or planned adjacent waterside promenades. The proposed promenade at Southwestern Yacht Club is, as presently conceived, an orphaned promenade. It does not now, now is it ever planned to be connected to any existing or proposed adjacent waterside promenade.

The proposed promenade at Southwestern Yacht Club will violate the Port standards set for development as it it does not connect to other pathways to, and through, upland developed areas, when such connection is a mandatory requirement.

Pursuant to the “Standards for Waterside Promenades” of the Port Master Plan; “Waterside promenades are not required, but are encouraged, for coastal-dependent maritime uses...”

Pursuant to the “Standards for Waterside Promenades” of the Port Master Plan; “5. Alternatives to a waterside promenade may be allowed if BPC makes one of the following
findings:
a. A waterside promenade is determined to be infeasible;
b. A waterside promenade would interfere with or prohibit operation in any coastal-dependent water or land use, or the interface thereof; or
c. Development of the waterside promenade would require demolition and setback of a building that is currently occupied or fit for occupancy and the applicant is not proposing demolition of any part of said structure.”

The proposed promenade at Southwestern Yacht Club is infeasible, as it interferes with or prohibit operation in any coastal-dependent water or land use, (i.e. docks, gangways, turning basins and waterways leading to docks) or the interface thereof (I.e. interface includes adequate parking facilities tor marine service provided to vessels tied up to the docks as well as owner operators and passengers using the coastal-dependent water or land use that the docks provide.

Development of the waterside promenade proposed at Southwestern Yacht Club would require demolition and setback of a building that is currently occupied and is used fir coastal-dependent water or land use, and

the applicant is not proposing demolition of any part of said structure, but rather has spent considerable time and been granted permits for the renovation and expansion of the existing maintenance building.

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Email address *

bobbakercpa@gmail.com

What is your first name? *

Robert

What is your last name? *

Baker

What is the name of your organization/company/community group? (if applicable)

Area resident who walks Shelter Island

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Regarding Shelter Island Planning District, Shoreline Park Waterside Promenade.

1.Suggest you widen the existing pedestrian walkway all the way to the existing rip rap. The existing dirt area between the existing walkway and the rip rap needs to be cement.

2. The pedestrian walkway should be for pedestrians only. No bicycles are currently allowed on the existing walkway per SDUPD regulations and signage.

3.Add a second pathway for multi use to prevent collisions between pedestrians and bicycles.

4.The existing walkway is used by senior citizens, baby strollers and individuals in wheelchairs.
Bicycles, skateboards, roller blades and scooters must be separated for safety.

I have witnessed many near accidents between pedestrians and bicycles even though bicycles not allowed on the walkway.
Individuals on bicycles frequently ignore the rules since there is not a separate bike path.

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Email address *

SMYTH.AUTO@YAHOO.COM

What is your first name? *

William

What is your last name? *

Smyth

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92109

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

It seems ridiculous to have an unconnected "Waterside Promenade" down the side of Southwestern Yacht Club. It goes nowhere and connects to nothing. This all while impeding with the use of the area. This would reduce the effectiveness of the area and cause great expense. This expense would most likely include reduced rent to the port as the Club must expend and adjust rent. This does not include the costs of maintaining, securing and facilitating a one off path by the Port.

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Email address *

georgepercy@roadrunner.com

What is your first name? *

George

What is your last name? *

Percy

What is the name of your organization/company/community group? (if applicable)

SWYC

What is your ZIP code? *

92014

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I strongly object to the PMPU as it stands particularly concerning the negative impact it will have on the SWYC. There needs to be some reasonable balance between public access and amenities versus the negative impact these proposals place on existing facilities. Any benefit from allowing public access along the western edge of the parking area to the SWYC to provide a "scenic vista area" at PJ's point is totally disproportionate to the negative impact it would have on the SWYC and surrounding neighborhood.

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Email address *

edwarddenaci@gmail.com

What is your first name? *

Edward

What is your last name? *

Denaci

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92129

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The promonade through SWYC will reduce parking by at least 20%. For the promonade to be level, the east side of the promonade must be raised. The parking lot now uses permeable macadam to drain after rains making it ecologically sound. The promonade would ruin the drainage.
SWYC is accessed via a two lane road with no sidewalks. It has private property on each side of the road. There is a maintenance building in constant use at the "foot" of the promonade. There is no plan to "demolish" the building.
Large trucks provide service to SWYC daily. It is a tight fit at times, and care must be taken. SWYC members are aware of that, and take appropriate care entering and leaving the club. SWYC does not want to be responsible for non-member accidents.
The loss of parking at SWYC would increase parking in the surrounding neighborhood. We would become full much more often. The number of overflow vehicles would be much larger. Please look at Google Earth and count the spaces.
Please reconsider the plan!

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Port Master Plan Update

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Email address *

larryangione12@gmail.com

What is your first name? *

Larry

What is your last name? *

Angione

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The proposed pathway along Bessemer Street would be lovely. However, extending it to a part of Southwestern Yacht Club would not be worth it, I believe. The changes to the Yacht Club would be extensive dismantling part of a building in the way, as well as causing security gates to be installed for the members who berth teir boats on those docks. This major reconfiguring items would only extend the pathway for only 200 yards of additional walking and viewing area. In addition, the strollers would then have to backtrack to return to the rest of the pathway along Bessemer. It seems a lot of money and disruption for a minimal amount of additional walking space.

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Email address *

marydenaci@gmail.com

What is your first name? *

Mary

What is your last name? *

Denaci

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92129

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Dear Port Commissioners:
Are you seriously talking about seizing a strip 12' wide from our parking lot at the club? That means we lose all the parking on that side of the lot--plus our special, drainable pavement will be negated. Do we not have a lease agreement that defines the boundaries of the property that we are leasing? Vehicle access to the club is narrow and heavily traveled now. Pedestrians walk in and out of the club at their own risk. The only thing a promenade will accomplish is a view of the houses on the hill. It will not provide a view of the bay as a whole. That kind of view is available from the Point Loma Lighthouse area. There is very limited parking available in the area now. Where will the promenade users park? Where will our members be able to park when we lose about 20% of our spaces?

Please, please, reconsider this ill-advised plan. Thank you!

Mary Denaci

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Email address *

gordonhess@sbcglobal.net

What is your first name? *

Gordon

What is your last name? *

Hess

What is the name of your organization/company/community group? (if applicable)

Participant at Southwestern Yacht Club

What is your ZIP code? *

92103

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Dear Port District:
Thank you for the opportunity to provide comment on the draft Port Master Plan. We have reviewed the proposal with respect to the West Shelter Island Sub District. While we appreciate the objective to provide public access to many parts of the bay, we note that the draft plan proposes a 230 yard (+-) Waterside Promenade pathway within the middle of the Southwestern Yacht Club (SWYC). Construction of such a path in that location would have a huge impact of the security and well-being of the club. It would require the elimination of over 20% of the existing parking spaces, and removal or disruption of the maintenance shop, flammable liquid storage facility, and emergency equipment. It would also disrupt access to the westernmost and northernmost existing club docks and require additional fencing alongside the proposed path by to maintain existing security level for the club and its members.
Further, this proposed pathway would end up providing little or no benefit to the public because views would from this location are obstructed and access to the water is impossible because of the rock riprap along the shoreline.
Rather than construct the path and view point within the SWYC, I suggest that an additional view point be placed on the opposite (west) side of the inlet along the La Playa Trail so the public can better view this portion of the inlet. This would be a very pleasant view and not cause the serious disruption to the club that would result from the proposed path within the SWYC boundaries.
I hope you will consider these comments and recommendation in the final draft of the Port Master Plan.
Gordon and Viveca Hess

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Email address *

susan.damiano.johnson@gmail.com

What is your first name? *

Susan

What is your last name? *

Johnson

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Please leave Shelter Island alone! Too often governing bodies will ruin a perfect thing and we implore you not to change Shelter Island!

This entire region is one area of San Diego that is perfect the way it is and any proposed "improvements" will hurt the vibe and/or use of the area. It is also one of those gems that is both an oft-used locals' resource yet also shared with our tourist friends staying on the Island. Most critically, we beg the Port Master Board not to reduce the parking facilities on Shelter Island. The public parking lots are busy year-round and the proposal to eliminate the public parking lots for on-street diagonal parking would be disastrous to the people that enjoy use of the area regularly, including the many marina tenants on the island. People flock to the area on weekends because it's one of the few remaining areas in San Diego where parking is plentiful and that helps to keep our island and neighboring merchants busy and profitable. In addition, reducing parking resources would negatively impact a few of San Diego's most favored traditions - Big Bay Boom and the December Parade of Lights. Please don't ruin a good thing and please keep the public parking lots intact on Shelter Island!

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Email address *

ecwcmatch@gmail.com

What is your first name? *

Susan

What is your last name? *

Johnson

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I'm writing to express my opposition to any changes to the area from the Talbot & Anchorage to Kellogg Beach (La Playa Trail & surrounding areas). This area is a local's paradise and is pristine in it's current state. To make it more of 'public' destination by paving the trail or adding other avenues of public access would just ruin one of the last few natural sites in our overdeveloped city. Please leave the La Playa area undeveloped and in it's current state. Thank you.

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Email address *

tom@yankeecreek.camp

What is your first name? *

Tom

What is your last name? *

Jacobs

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

75032

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Has anyone really thought through this proposal? The loss of usable land, negative impact on revenue to the club and thus to the port are significant. Is this a veiled try at eliminating the yacht clubs and the revenue they bring to the Port and surrounding businesses? Has anyone reviewed the insurance, and liability implications? The gain in view and the number of people going to PJ's Point is very small. And where are they going to park on San Antonio avenue? There is already parking stress due to Kellogg beach access parking. What do the local home owners s think about this proposal that will bring more gridlock to an already effectively one way street? Do you have a high rise parking structure plan to allow people to park to access the proposed walkway? Where will it be built? Where is the funding to build the walkway, fences, gate way restrictions to the docks? There is no where for anyone to park to access a proposed path to PJ's Point on San Antonio or Bessemer or any of the surrounding streets. Awaiting your response to my specific questions. You have my email.

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Email address *

mj.kustomkreations@gmail.com

What is your first name? *

Matt

What is your last name? *

Johnson

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I am opposed to the proposed plan.
Shelter Island is a gem.
Please don’t ruin it !

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Email address *

tom@yankeecreek.camp

What is your first name? *

Tom

What is your last name? *

Jacobs

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

75032

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

To add to my question has anyone thought this through. Have been up since 4:15 am due to Harbor Police action from just before 4:00 am to about 4:30 am. One of the vagabond boats anchored in La Playa and from the conversation of the suspect yelling and the police on the hailer he was accused of stealing the dinghy he had tied to his boat and illegally anchoring. It seems we have a vagabond police interaction every other week and last month we had Harbor Police and San Diego police on site to physically remove a very drugged up person from a members boat. If this promenade is build it will have to be a chain link tunnel from Qualtrough Street to PJ's Point. And to keep our insurance providers happy we will have to fence in PJ's Point, add security and a gate on the property and the gangway to E/F docks to keep foot traffic off the docks. We already have a problem with foot traffic and in the summer swimmers, usually drunk or on drugs climbing on the docks. Does the Port want to be responsible for creating an attractive nuisance and pay for the fencing, gates, loss of lease revenue and possible legal action if one of the promenade users causes damage or injury to property or person.

I await your response you have my email.

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Email address *

steve@pacifictugboats.com

What is your first name? *

Stephen

What is your last name? *

Frailey

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

91941

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I am respectfully submitting my concerns and a suggestion regarding the Port of San Diego's Revised Draft PMPU proposed public "promenade" through Southwestern Yacht Club.
My comments are based on feasibility, negative impacts, safety, security, economics and an alternate solution for mutual benefit.
Not Feasible: The plan as illustrated can only be configured by either a) removing a large number of parking spaces along the proposed pathway to make room for the "promenade", or b) installing a sea-wall and extending the water-side of the parking lot to make room for a "promenade".
Negative Impacts: Eliminating parking will force parking out into the local neighborhood, negatively impacting residents and adding traffic congestion. Loss of parking will also economically damage SWYC in that members will not have access and new potential members will be deterred from joining. A potential sea-wall would replace the current rip-rap rock and vegetation, which also acts as wake attenuation in the environmentally fragile La Playa basin and would be unsightly as viewed from the water or La Playa Trail. Even minor wakes will bounce back and double the effect on the nearby shore.
Unsafe: In order for pedestrians to access the path they must first enter the property through a narrow, "blind" corner driveway with little separation between vehicles and foot traffic. Once inside the property, there is frequent vehicle, boat trailer and vendor truck traffic, presenting further risk of harm.
Security: SWYC has experienced illegal trespassing, theft, even assault in the past. A public walkway is an invitation to all, including those with mal-intent. SWYC security is tasked with checking member identification upon entry. Once inside the property, anyone can access the docks, restrooms, clubhouse and annex buildings, even boats with live-aboard tenants. The SWYC juniors program attracts member children and on-member children. The program is robust and allows many kids access to the water and also to learn safe boating and angling skills. Mixing the general public with a children's program is an unacceptable risk.
Alternate Proposal: I believe the Port and Coastal Commission should consider removing the draft proposal for a public promenade and replace it with a different, safer, better approach to allow public access and a view corridor. I encourage the Port to solicit input for such an alternative, which I and others would be pleased to provide.
Mutual Benefit: I believe the points above, if addressed in the form of an alternative proposal would result in a three-way "win"; SWYC would retain a safe, secure facility and economic sustainability, The Port would retain SWYC as a viable tenant an, the public and Coastal Commission would enjoy a new, aesthetically pleasing, safe natural viewpoint and coastal access in the vicinity of the terminus of the La Playa Trail and SWYC. This cooperative public conversation is worth having and would be very appreciated.

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Email address *

mhatheway@gmail.com

What is your first name? *

Maureen

What is your last name? *

Hatheway

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92131

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Re: New walkway along the west side of Southwestern Yacht Club.
1) There is no parking available for anyone wanting to make the walk.
2) The yacht club would need to build high fences around the walkway to protect the yachts, and entry to the yacht club buildings and facilities.
3) The walk would be short, and the walker would have to turn around and walk back the same way

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Email address *

nmocean@gmail.com

What is your first name? *

Edward

What is your last name? *

McMahon

What is the name of your organization/company/community group? (if applicable)

SWYC

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

While walking around the bay bay a lot of sense in some areas in is completely ridiculous in others. Walking into and the making a u-turn to walk out of SWYC facilities is ridiculous and does not fall under the idea of walking around the bay. In fact, I don't think any thing should be changed from Kellog all the way through La Playa until you hit the sidewalk in front of SDYC. That area needs to left alone.

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Email address *

gerrycope@gmail.com

What is your first name? *

Gerry

What is your last name? *

Cope

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club Member

What is your ZIP code? *

92008

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

As a member of SWYC, I have read the Port Draft and looked at the area proposals in person.
I understand the desire to connect the two areas of the La Playa trail as it ends at Qualtrough Street and continues on San Antonia Ave to join the remaining trail to Kellog Beach. However, this has been working nicely for years.

What I don't understand and oppose strongly is the plan to build a spur across SWYC parking lot to PJ Point. This will wipe out up to 20% of the parking spaces, force the installation of two security gates, limit the membership of SWYC which is dedicated to recreational boating, and create an unsightly barrier between the parking lot and the dock area. This will undoubtedly will be lightly used and will have the feeling of walking down a "cattle chute".

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Email address *

elon@cox.net

What is your first name? *

Frank

What is your last name? *

Taliaferro

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

November 11, 2020

Frank & Alex Taliaferro

2845 Qualtrough St.
San Diego California 92106
elon@cox.net

San Diego Unified Port District
Ann Moore Chair Chula Vista
Michael Zucchet Vice-Chair San Diego
Dan Malcolm Secretary Imperial Beach
Garry J. Bonelli Commissioner Coronado
Rafael Castellanos Commissioner San Diego
Marshall Merrifield Commissioner San Diego
Robert "Dukie" Valderrama Commissioner National City
Wileen Manaois Director Development Services
Chris Hargett Department Manager, Real Estate Development

Dear Commissioners and Development Supervisors,
We received the SDUPC updated Master Plan, October 2020. We noted the proposal for an incorporation of a "Public Promenade" to be placed on the current Southwestern Yacht Club leasehold. As owners of two of the homes located at the entrance of SWYC we have concerns about the impact to the neighborhood. We currently observe cars, trucks, and pedestrian traffic on the street as it is currently used in regular business and for emergency purposes on a 24 hour basis. As there is no distinct passage for foot traffic as separate from vehicular traffic, we are wondering what the Port plan is to mitigate against additional street hazards brought on by the expansion. Some questions we had are as follows:

1. Where is the additional parking required for members of the public to achieve the new proposed "Promenade?" Our neighborhood streets are already past maximum capacity.

2. With parking places being removed from the Southwestern Yacht Club in order to provide for the new "Promenade," members and Yacht Club employees will be forced into parking on the adjacent neighborhood streets. It is in Southwestern Yacht Club's lease agreement that they shall not impact the adjacent neighborhood and provide an updated parking plan every 5 years which we have never seen from them.

The neighborhood is already impacted by their parking to an extreme wherein often cars are double parked along San Antonio and the public will go so far as to park in residents' private driveways at times. We would like a copy of their parking plan. Please send it to the above posted address. How is the Port coordinating with the Yacht Club to provide for the needs of both the neighborhood and the Yacht Club, especially as regards the new "Promenade" plan?

3. We noticed that the lower section of Qualtrough Street leading to the SWYC driveway is not part of Port District lands. There is not a contiguous section of path connecting SWYC to the La Playa Trail. This section of street by SWYC is bordered by houses on both sides and a fire lane on the north side. Although people walk on the street there already it is a potentially hazardous section of street, with fast moving cars and trucks moving to and from the Yacht Club. Additionally, landscape artis, tourists in cars and pedestrians

stop to pant or take photos of the bay and plantings at that location on a continual basis, throughout the year. During the busy summer months there are often traffic jams occurring down San Antonio and Qualtrough because of trucks and cars waiting for families with strollers and dogs to pass. There is no possibility for a sidewalk with the existing homes along Qualtrough by SWYC and currently the adjacent planter area serves as an important view corridor of the natural bay. We feel this will be destroyed if a public sidewalk and associated street lights, benches, and trashcans are added.

4. We observe the native wildlife on a daily basis; the migratory birdlife, marine mammals, and fish. Our bay is impacted by oil spills due to boat leakages, effluent, and sewage. We are very concerned that an additional influx by the public in this area will have a further negative impact upon these sensitive species. On a busy holiday weekend the nesting and foraging bird life already experience disturbances due to increased pollution including noise pollution, cigarette butts, broken beer bottles, cans, paper, and plastic that are all running into the beach and bay. The current Port trashcans provided are a help but do not incentivize the public adequately to deposit trash appropriately. We do not wish to see these issues exacerbated due to the additional human activity that would be created with the Port proposed "Promenade" at SWYC.

We would like a copy of the environmental impact report(s) the SDUPD has commissioned which would provide the analysis of impact on the neighborhood in the aforementioned areas of concern.

Sincerely,

Frank Taliaferro

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Email address *

dbintliff@yahoo.com

What is your first name? *

Doug

What is your last name? *

Bintliff

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92116

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The Port Master Plan Update appears to be impacting almost everyone concerned negatively. The Southwestern Yacht Club, which has been a stalwart of the San Diego community for nearly 100 years, would suffer many negative impacts.
For example, the loss of a fifth of our parking spaces, and possibly our maintenance building, the the unsightly security barrier and security gates along with security risks create major problems. Moreover, no public restrooms and litter from pedestrians raise health issues, adding to the foolishness of this grossly expensive project. The benefits seem puny compared with the substantial problems. Please abandon the PMPU.
Doug Bintliff

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Email address *

mimicarr@yahoo.com

What is your first name? *

Mimi

What is your last name? *

Carr

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92116

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The Port of San Diego's Revised Draft PMPU demonstrates many problems. Firstly, there is parking. The surrounding neighborhood and Southwestern Yacht Club already have limited parking. Precious parking spaces will be lost in the new plan with nowhere else to park. Secondly, security problems arise. Security gates will have to be created along with other security measures to ensure safety. Third, health issues need to be considered. Undoubtedly, more litter and trash will be present and there are no public restrooms on the trail. The benefits of a public promenade are small indeed compared to the drastic impacts on the community.
Mimi Carr

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Email address *

mcnewc@gmail.com

What is your first name? *

Mark

What is your last name? *

Newcomb

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92082

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

My response strictly concerns the impact of the walkway proposed along and through Southwestern Yacht Club. There is no way to connect this stub to any existing walking trails. It will force people on an already congested street to access. There is very limited street parking in the area. With limited access it will be a haven for homeless. Access for increased law enforcement patrols will be difficult due to traffic saturation on Rosecrans street from base traffic.It will remove parking at Southwestern Yacht club which is in short supply in summer. My boat is on the docks that parallel the proposed walkway. We have had no crime during my long time as a member. Without a doubt this will increase crime and require the club to install a number of security improvements. It will ruin the character of the club with gates, razor wire, and barriers. The damage this short stub would create far outweighs the very limited benefit. Thanks for your consideration!

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Email address *

mike.seneca@gmail.com

What is your first name? *

Mike

What is your last name? *

Seneca

What is the name of your organization/company/community group? (if applicable)

NA

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Re: Port Master Plan Update (PMPU) “Shelter Island”

Dear Board of Port Commissioners & San Diego Coastal Commission

Thank you for this opportunity to include my concerns toward the planning of Shelter Island's future. With me being a tenant in one of the Shelter Island marinas and my son a third generation Point Loma native I am very focused on Shelter Island’s continued public access.

I see many concessions made in this latest update and appreciate what has been revised. But I see the most relevant issue in the revised draft continuing to come up short by misdirecting public understanding of what is being removed with respect to current public accessibility (parking) via PD1.36.

PD1.36 equates to taking the current street parking away and relocating the parking areas to that vacated street parking opportunity leaving a deficit from the current quantity of vehicle parking. PD1.36 defines even further reduction of parking opportunity through shifting numbers as needed via the “Mobility Element”. M Policy 1.2.4 which encourages the development of mobility hubs rather than surface parking.

This PMPU draft continues with its intention to redistribute access away from local residents, tenants, and private users of Shelter Island that bring their family and car full of coolers, shade tents, barbeques etc. and reallocates their access to others. It is not realistic to presume these families will be able to continue these functions via shuttling back and forth with all their picnic gear, paddle boards and kayaks. The island’s marina tenants are also shareholders that count on the current limited number of parking spaces to accommodate guests and general access to the docks. The proposed design would reduce these opportunities significantly.

A great example of what is proposed for Shelter Island is the current Harbor Island, which is wholly deficient in vehicle parking for public access and simply a hotel/restaurant/walking destination.

Shelter Island and its “current” users deserve continued access not more restrictive and less. Please reconsider what you are doing with respect to parking on Shelter Island.

Thank you,

Mike Seneca

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Port Master Plan Update

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What is your first name? *

Drew

What is your last name? *

Bernet

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92117

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Comments and Concerns with regard to the recently release Port Master Plan Update (PMPU) which includes a 120 yard Promenade/nature trail through the length of Southwestern Yacht Club's leasehold interest with the Port. (Chapter 5.1.2 West Shelter Island Subdistrict, Figure PD1.4, pg. 191)

The proposed promenade cuts through the existing leasehold which Southwestern Yacht Club (SWYC) has enjoyed (and paid rent for) for many years. The proposed promenade will require substantial changes, both physical and procedural in the way SWYC operates with significant impact on the membership and surrounding neighborhood.

The Club's history and contributions to the community have undoubtedly been covered in other current letters to the Port. In addition to community contributions, SWYC has paid rent to the Port continuously for many years. The lease payment were revised most recently in 2017 allowing to vary with income.

Parking will be impacted with a loss of approximately 20% of the existing spaces deleted to accommodate the promenade. Reduction of available parking will negatively affect membership desirability (no parking, why belong to the Club or keep a boat there) and undoubtedly exacerbate the limited parking available on nearby streets (angry neighbors). Reduction in membership means reduction in income dependent rent payment to the Port.

The proposed promenade may require the removal/relocation of an existing maintenance building on the grounds. Relocation will further reduce available parking. No parking -> reduced membership interest -> reduced income = reduced rent payments to the Port.

The proposed promenade will require extensive and expensive fencing/barriers along the promenade in order to insure security of the public users as well as the membership of the Club and their boats. Additional member access security gates will be required. Those barriers will obstruct the current view of La Playa and Pt Loma from the SWYC grounds. The promenade will likely require 24/7 lighting to provide for security of the public. This is incompatible with the current very limited and directed Club lighting which seeks minimal impact on the neighborhood.

There are no public restrooms available anywhere near the proposed promenade. There is no provision at SWYC for granting public access to the restrooms provided for the member use, nor should there be since they are privately maintained.

The proposed promenade will lead to a "public viewpoint" of the wetlands, but between that viewpoint and the wetlands are approximately 75 power and sailboats of various heights. Those boats will severely limit the anticipated view of the wetlands.

In summary, the proposed promenade will have significant impact on the provisions of the Southwestern Yacht Club lease, will thusly reduce the income to SWYC and as a result reduce the rent paid to the Port for the foreseeable future. I suggest that the appropriate member of the Port Master Planning committee contact SWYC and schedule a visit to the "public viewpoint" the proposed promenade will provide access to. A reasonable considered evaluation will easily determine that this promenade proposal is a "Bridge to Nowhere".

Drew Bernet
Member since 1981,
Southwestern Yacht Club

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Email address *

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What is your first name? *

johnny

What is your last name? *

smullen

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

To: Unified Port of SD Port Master Plan Update Committee
November 16th 2020
REF: Proposed promenade/nature trail

I am the 2020 chairman of the Southwestern Yacht Club's Competition Committee. On November 9th we met and discussed the proposed plan. I and our committee vehemently oppose the proposal to situate a public promenade on the peninsula of the Southwestern Yacht Club. Our committee's major concerns are;

- Security and the addition impact on security costs and video monitoring will impact financially on our members. Also enhanced security such as door locks and key codes to prevent public access to the club house and facilities will further cause inconvenience to the members, their safety, and further financial ramifications.
- Trash control – maintaining a clean area, will impact on the Club's finances and an unclean area will attract pests, unwanted odors, pet waste, these additional services for maintaining this area will impact financially on our club and members
- Parking – removing 20% of the parking spaces which will impact the number of members able to use the facilities and also the on-street congestion caused by lack of parking spaces
- Loss of our valuable maintenance building which is currently under renovation at cost to the club, this would void our return on investment and greatly impact our own maintenance and upkeep of the club grounds and docks with possible job loss implications.
- Public parking access on the street to access the path will also congest the already congested neighborhood
- This will create unsightly fencing and gating to our docks which will impact the Club users and will cause an inconvenience to all members using the docks

Ref: Page 191 A pathway along the waterfront designed to enhance access and enjoyment of District Tidelands. Waterside Promenades are primarily for pedestrians (non-exclusive use) and may also function as a multi-use pathway and/or include a designated multi-use pathway.
What are the benefits for a path to nowhere for public access?

- Scenic views are blocked by masts and vessel docked on the SWYC docks
- This will be a no through path, there is no scenic view nor natural nature environment.
- This path will not facilitate access to the water. Members of the public could try to access the water in a very unsafe way thus creating probable concerns for their safety, the club could possibly have liability in this case.
- There are no Public restrooms with 1.5miles of this location.

I sincerely hope that our voices are heard and that the proposed plan to situate a public promenade on the peninsula of Southwestern Yacht Club are withdrawn.

Yours Sincerely,

Johnny Smullen

Port Master Plan Update

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What is your first name? *

Cesar

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Rios

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What is your ZIP code? *

92103

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

After careful review, I was shocked the private docks in the La Playa region (Bessemer to Kellogg) were not instructed to be removed! This is in direct opposition to public access and are completely in disagreement with the Coastal Commissions orders. I am an avid boater and frequently anchor in the region with my family, enjoying the best San Diego offers. Often times, I see children injured while jumping off private gates, railings, etc. It is disturbing that some of these docks lead directly to private homes and have no possibility for public access. Please see the way to correct this disenfranchisement for average citizens.

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Lianna

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Rios

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92103

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I do not agree that the private docks along the La Playa area inside Shelter Island shall not be designated as public access or ordered to be removed. This is a violation of the Coastal Commission's orders and not in the best interest of average citizens. Some of these docks only lead directly to private residences having no ability to be accessed by the general public. Additionally, children often used the private gates and railings to jump off into the bay, causing many concerns for serious personal injury ... with no supervision. Please revise to plan to allow the public complete access with no private use or order to have the docks removed completely.

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What is your first name? *

Jennifer

What is your last name? *

Garvey

What is the name of your organization/company/community group? (if applicable)

Table Six Synergy

What is your ZIP code? *

92106

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Unfortunately, the proposed promenade/nature trail fails to mention or establish consistency with the goals, objectives, and Elements of this part of the Updated Plan, as well as the Coastal Act and the 1975 Coastal Plan (appealable and reviewable by the California Coastal Commission). Simply put: there is no mention of the Club (and its operations) in reference to the impacts of the proposed Promenade, Chapter 5.1.2, West Shelter Island Subdistrict in relation to Figure PD1.4, pg. 191 Therefore, the Master Plan Update has failed to make any "findings" showing that the proposed Promenade is consistent with the goals, objectives, and the (6) Elements of the Plan.
But, through its operations and longstanding leasehold interest with the Port, the Club currently enhances – not exceeds - the goals and objectives described in the (6) Elements of the Plan. The Elements are:
(1) Water and Land Use Element
Guides growth and development throughout Tidelands by establishing water and land use designations and a diverse range of corresponding allowable uses, emphasizing the importance of coastal access.
(2) Mobility Element
Enhances the network of waterside and landside mobility connections for the movement of goods and the movement of people across Tidelands.
(3) Ecology Element
Establishes policies to enhance, protect, conserve, and restore natural resources and healthy environments on Tidelands.
(4) Safety and Resiliency Element
Guides the protection and sustainability on Tidelands through public safety and security, emergency preparedness, and resilience to climate change.
(5) Environmental Justice Element
Establishes policies to provide disadvantaged communities with equitable opportunities to access and enjoy Tidelands and to participate in District outreach and decision making.
(6) Economics Element
Supports the economic vitality of the region through financial sustainability, thriving businesses, and a growing and diverse economic portfolio

Club History
Formed in 1925, the Southwestern Yacht Club has served as an outstanding environmental steward of the small, sandy parcel separating Shelter Harbor from the Playa in the West Shelter Island District -2702 Qualtrough St., San Diego, Ca. Although it is a private boating club the Club over the years has remained open to the public for civic functions and financially supported many local and national charitable organizations (e.g. Beacon of Light, Elderhelp, EOD Foundation) as well as provided access to all underserved youth for Club subsidized participation in boat handling skills, angling events, and sailing lessons. The Club is log time supporter of coastal access and recognizes that its organizational survival depends on it.

Many of the Clubs organized boating events directly enhance the network of waterside and landside mobility connections.

Furthermore, the Club takes pride in enhancing, protecting, conserving and restoring the natural resources within its leasehold boundaries. Through the years a number of infrastructure and aesthetic projects have contributed to same and the Club insists that its members participate in the annual boat Bottom Paint Assessment (in cooperation with the Port) for the protection of the Tidelands. The Club has also participated in the annual Coastal Clean-Up Day since its inception.

The Club remains an integral part of public safety on the waterfront and regularly cooperates with Port Police, the USCG, and supports vessel assist for boaters in distress at the waterfront and Tidelands. The Club also pays for private security officers and surveillance cameras. Security personnel regularly cooperate with SDPD and Port Police. This Club financed security not only provides security to the membership, but is another set of eyes and ears in the immediate vicinity of the residential community.

As mentioned, the Club provides robust financial support to disadvantaged youth and young adults providing a myriad of experiential opportunities to access and enjoy the Tidelands through our subsidiary nonprofit Angling and Sailing Clubs. We could not do this without the support of the community and members at the Club. In turn, this foster greater interest in the Club and the Tidelands of San Diego Bay.

As a Port tenant, the Club also directly supports the economic vitality of the region through its lease payment to the Port. In addition, a boating club such as ours makes a significant contribution to the marine industry, boatyards, maritime tradesman and marine retail outlets in the area.

Substantial and Significant Impacts

First, the proposed promenade (approximately 120 yards long) will run straight along the length of westside of Club facility physically and psychologically separating a substantial portion of Club member's boat slips from the Clubhouse. The sense of being a secure and unified Club is significantly diminished and will necessitate installing private gates at the gangways to ensure the safety of its members and visitors. This sense of privacy and security for clubs such as ours is the raison d'etre. Therefore, it is fair and reasonable to presume that membership will decline sharply and the ability of the Club to sustain itself, already a challenge during the COVID pandemic, will become a real concern. Across the board, this will effect the Club's current ability to continuing supporting the goals and objectives of the (6) Plan Elements.

Second, the significant (unaddressed) adverse environmental impacts and repercussions to the Club:

(a) Loss of up to 20% of the Club's parking spaces will impact club revenue and logically cause overflowing parking on the narrow streets in the adjacent residential community. SWYC's parking lot is not a "nature trail" and PJ's Point is not appurtenant to, or otherwise connected to, any "nature trail" whatsoever. The parking lot and PJ's Point are not for "walking on" or "unpaved", but are creations of the Club's redevelopment and are not natural amenities.

(b) The Promenade will require robust unsightly, secure separation barriers between the walkway and the Club (and the slips) which will in reality separate the public on the Promenade from unobstructed views of the waterfront. Promenades should not interfere with "coastal dependent uses". 4.3.1-1 and PD 1.31. Marinas are, by definition in the Coastal Act (the reason for the Plan in the first place), "coastal dependent uses". PD1.1. which means a promenade cannot interfere with E and F docks. This implicates their appurtenant parking areas as well. 4.3.1- 5 (b).

(c) The Promenade will invariably produce more trash and security concerns that inevitably will become the responsibility of the Club.

(d) The Club is currently renovating its maintenance building. The proposed Promenade may leave the Club with no maintenance building at all causing significant interference with its operations and lease.

(e) There will be significant security impacts/concerns associated with a Promenade, i.e. the need for additional security officer services, surveillance cameras to be provided by the Club, and unsightly lighting impacts.

(f) Parking impacts have not been analyzed in the Plan Update, but the Promenade will invariably bring more traffic to the residential area and terminus of Qualtrough to what will assuredly be viewed by the

Public as an ideal surfaced extension of the Playa Trail for skateboarding, rollerblading and bicycling in the Club's parking lot.
(g) The Plan Update re the subject Promenade makes no provision for restroom facilities and, again, the Club restroom facilities will logically become the "go to" for the Public. Again, this will substantially interfere with the Club's lease interest and quiet enjoyment of that interest.
(h) The view corridor located on PJs Point is inconsistent with the elements of 4.4.2 and 4.4.3.

Third, the proposed Promenade – all 120 yards of it – will not to any measurable degree enhance the (6) Elements of the Plan. There is no retail waterfront shops, watersports, or business amenities adjacent to the proposed Promenade or along the entire Playa Trail which terminates in a residential community. The Playa offers beach and small watercraft (e.g. Kayak) access. A Promenade through the Club will not. And given the long history of the Club at its current location, the Club is a natural extension of the Special Exemption offered to the Playa Club (or should be considered for same). So, the proposed Promenade contribution to enhancing the goals and objectives found in the Plan, Elements is de minimis. Thus, conversely, the proposed Promenade diminishes the ability of the Club to continue enhancing all (6) elements described in the Plan. Why? Because the proposed Promenade will substantially diminish the Club's financial ability to support the aforementioned Elements through its operations... governed also by Port lease to ensure same under Tidelands Trust law. On balance, the intrusion of a public Promenade turns the mission statement of the Club (including its ability to enhance the Tidelands) on its head.
No findings in the Plan Update to Support the Promenade
In sum, the Plan Update must make written "findings" to support its reason for the proposed Promenade consistent with the Plan Update, Chapter 3 Elements and Chapter 5, Plan Districts. This Plan Update is silent in all these respects and the proposed Promenade will cause substantial and serious business interference with the Club's current operations under the new long term lease with the Port.

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What is your first name? *

KIRSTEN

What is your last name? *

ZILLMANN

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92106

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Email address *

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What is your first name? *

lisa

What is your last name? *

kenny cates

What is the name of your organization/company/community group? (if applicable)

i am just an individual

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The recently release Port Master Plan Update (PMPU) includes a 120 yard Promenade/nature trail through the length of Club's leasehold interest with the Port. See, Chapter 5.1.2 West Shelter Island Subdistrict, Figure PD1.4, pg. 191.Unfortunately, the proposed promenade/nature trail fails to mention or establish consistency with the goals, objectives, and Elements of this part of the Updated Plan, as well as the Coastal Act and the 1975 Coastal Plan (appealable and reviewable by the California Coastal Commission). Simply put: there is no mention of the Club (and its operations) in reference to the impacts of the proposed Promenade, Chapter 5.1.2, West Shelter Island Subdistrict in relation to Figure PD1.4, pg. 191 Therefore, the Master Plan Update has failed to make any "findings" showing that the proposed Promenade is consistent with the goals, objectives, and the (6) Elements of the Plan. But, through its operations and longstanding leasehold interest with the Port, the Club currently enhances – not exceeds - the goals and objectives described in the (6) Elements of the Plan. The Elements are:(1) Water and Land Use Element Guides growth and development throughout Tidelands by establishing water and land use designations and a diverse range of corresponding allowable uses, emphasizing the importance of coastal access. (2) Mobility Element Enhances the network of waterside and landside mobility connections for the movement of goods and the movement of people across Tidelands. (3) Ecology Element Establishes policies to enhance, protect, conserve, and restore natural resources and healthy environments on Tidelands. (4) Safety and Resiliency Element Guides the protection and sustainability on Tidelands through public safety and security, emergency preparedness, and resilience to climate change. (5) Environmental Justice Element Establishes policies to provide disadvantaged communities with equitable opportunities to access and enjoy Tidelands and to participate in District outreach and decision making. (6) Economics Element Supports the economic vitality of the region through financial sustainability, thriving businesses, and a growing and diverse economic portfolio. Club History Formed in 1925, the Southwestern Yacht Club has served as an outstanding environmental steward of the small, sandy parcel separating Shelter Harbor from the Playa in the West Shelter Island District -2702 Qualtrough St., San Diego, Ca. Although it is a private boating club the Club over the years has remained open to the public for civic functions and financially supported many local and national charitable organizations (e.g. Beacon of Light, Elderhelp, EOD Foundation) as well as provided access to all underserved youth for Club subsidized participation in boat handling skills, angling events, and sailing lessons. The Club is log time supporter of coastal access and recognizes that its organizational survival depends on it. Many of the Clubs organized boating events directly enhance the network of waterside and landside mobility connections. Furthermore, the Club takes pride in enhancing, protecting, conserving and restoring the natural resources within its leasehold boundaries. Through the years a number of infrastructure and aesthetic projects have contributed to same and the Club insists that its members participate in the annual boat Bottom Paint Assessment (in cooperation with the Port) for the protection of the Tidelands. The Club has also participated in the annual Coastal Clean-Up Day since its inception. The Club remains an integral part of public safety on the waterfront and regularly cooperates with Port Police, the USCG, and supports vessel assist for boaters in distress at the waterfront and Tidelands. The Club also pays for private security officers and surveillance cameras. Security personnel regularly cooperate with SDPD and Port Police. This Club financed security not only provides security to the membership, but is another set of eyes and ears in the immediate vicinity of the residential community. As mentioned, the Club provides robust financial support to disadvantaged youth and young adults providing a myriad of experiential opportunities to access and enjoy the Tidelands through our subsidiary nonprofit Angling and Sailing Clubs. We could not do this without the support of the community and members at the Club. In turn, this foster greater interest in the Club and the Tidelands of San Diego Bay.As a Port tenant, the Club also directly supports the economic vitality of the region through

its lease payment to the Port. In addition, a boating club such as ours makes a significant contribution to the marine industry, boatyards, maritime tradesman and marine retail outlets in the area. Substantial and Significant Impacts.

First, the proposed promenade (approximately 120 yards long) will run straight along the length of westside of Club facility physically and psychologically separating a substantial portion of Club member's boat slips from the Clubhouse. The sense of being a secure and unified Club is significantly diminished and will necessitate installing private gates at the gangways to ensure the safety of its members and visitors. This sense of privacy and security for clubs such as ours is the raison d'etre. Therefore, it is fair and reasonable to presume that membership will decline sharply and the ability of the Club to sustain itself, already a challenge during the COVID pandemic, will become a real concern. Across the board, this will effect the Club's current ability to continuing supporting the goals and objectives of the (6) Plan Elements.Second, the significant (unaddressed) adverse environmental impacts and repercussions to the Club:(a) Loss of up to 20% of the Club's parking spaces will impact club revenue and logically cause overflowing parking on the narrow streets in the adjacent residential community. SWYC's parking lot is not a "nature trail" and PJ's Point is not appurtenant to, or otherwise connected to, any "nature trail" whatsoever. The parking lot and PJ's Point are not for "walking on" or "unpaved", but are creations of the Club's redevelopment and are not natural amenities.(b) The Promenade will require robust unsightly, secure separation barriers between the walkway and the Club (and the slips) which will in reality separate the public on the Promenade from unobstructed views of the waterfront. Promenades should not interfere with "coastal dependent uses". 4.3.1-1 and PD 1.31. Marinas are, by definition in the Coastal Act (the reason for the Plan in the first place), "coastal dependent uses". PD1.1. which means a promenade cannot interfere with E and F docks. This implicates their appurtenant parking areas as well. 4.3.1- 5 (b).(c) The Promenade will invariably produce more trash and security concerns that inevitably will become the responsibility of the Club.(d) The Club is currently renovating its maintenance building. The proposed Promenade may leave the Club with no maintenance building at all causing significant interference with its operations and lease. (e) There will be significant security impacts/concerns associated with a Promenade, i.e. the need for additional security officer services, surveillance cameras to be provided by the Club, and unsightly lighting impacts.(f) Parking impacts have not been analyzed in the Plan Update, but the Promenade will invariably bring more traffic to the residential area and terminus of Qualtrough to what will assuredly be viewed by the Public as an ideal surfaced extension of the Playa Trail for skateboarding, rollerblading and bicycling in the Club's parking lot. (g) The Plan Update re the subject Promenade makes no provision for restroom facilities and, again, the Club restroom facilities will logically become the "go to" for the Public. Again, this will substantially interfere with the Club's lease interest and quiet enjoyment of that interest. (h) The view corridor located on PJs Point is inconsistent with the elements of 4.4.2 and 4.4.3.Third, the proposed Promenade – all 120 yards of it – will not to any measurable degree enhance the (6) Elements of the Plan. There is no retail waterfront shops, watersports, or business amenities adjacent to the proposed Promenade or along the entire Playa Trail which terminates in a residential community. The Playa offers beach and small watercraft (e.g. Kayak) access. A Promenade through the Club will not. And given the long history of the Club at its current location, the Club is a natural extension of the Special Exemption offered to the Playa Club (or should be considered for same). So, the proposed Promenade contribution to enhancing the goals and objectives found in the Plan, Elements is de minimis. Thus, conversely, the proposed Promenade diminishes the ability of the Club to continue enhancing all (6) elements described in the Plan. Why? Because the proposed Promenade will substantially diminish the Club's financial ability to support the aforementioned Elements through its operations... governed also by Port lease to ensure same under Tidelands Trust law. On balance, the intrusion of a public Promenade turns the mission statement of the Club (including its ability to enhance the Tidelands) on its head. No findings in the Plan Update to Support the Promenade.

In sum, the Plan Update must make written “findings” to support its reason for the proposed Promenade consistent with the Plan Update, Chapter 3 Elements and Chapter 5, Plan Districts. This Plan Update is silent in all these respects and the proposed Promenade will cause substantial and serious business interference with the Club’s current operations under the new long term lease with the Port.

And finally, this is also just not the time to place this kind of stress and financial burden on our community, our clubs, our neighborhoods. This has been an incredibly stressful year, maybe you could give Point Loma a break and stop trying to develop it and make it more touristy and accessible to the public. It's our neighborhood, not Seaport Village. Downtown and Harbor Island are better places for your public access to the Bay - not an established neighborhood like ours. We are exhausted from all the development - everyone seems to have their eye on Point Loma for what they think it might become. It already is what I want it to be - can't you people find another place to exploit?

Lisa M. Kenny Cates

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Port Master Plan Update

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Email address *

jeb.gray@southwesternyc.ord

What is your first name? *

Jeb

What is your last name? *

Gray

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92102

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The current Port Master Plan includes a promenade that will involve eminent domain of a crucial portion of the current Southwestern Yacht Club leasehold, the potential value and costs of which will likely being in the 8 figures. This proposition is not only improper—based upon the Port's own criteria, but it has not followed all the required preliminary studies, violates our current lease, and would not accomplish the basic goal it sets out to do.

First, the waterside promenade is not required by the Ports own standards, the current use of the area for the proposed promenade at Southwestern Yacht Club is already a "coastal-dependent use," as the Port as already admitted within our prior lease agreement. It serves as an area of ingress and egress into the waterway by members of our club.

Pursuant to the "Standards for Waterside Promenades" of the Port Master Plan; "5. Alternatives to a waterside promenade may be allowed if BPC makes one of the following findings:
a. A waterside promenade is determined to be infeasible;
b. A waterside promenade would interfere with or prohibit operation in any coastal-dependent water or land use, or the interface thereof; or
c. Development of the waterside promenade would require demolition and setback of a building that is currently occupied or fit for occupancy and the applicant is not proposing demolition of any part of said structure."

Directly in the path of the proposed promenade is our maintenance building, where permits having been approved by the City just recently, will undergo a renovation starting in January. This building would have to be demolished in order to proceed with your proposal.

Additionally, our lease agreement requires we maintain a number of parking spots so as not to adversely impact the local neighborhood. Your proposal would likely remove about 20% of our available parking, causing members to park in the adjoining neighborhood, and also potentially increasing parking issues should your proposed promenade become a lure to visitors in some fashion (albeit this is doubtful for reasons I will explain.)

I should note, that no impact to the local community and traffic appears to have been conducted. Southwestern Yacht Club affirmatively engages in aquaculture for the San Diego Community; we release White Sea Bass, among other things. No CEQA study has been performed to access the negative impacts of this construction project.

This promenade will be a significant security issue for out club. In order to maintain security, should it go forward, we will need to fully encapsulate the promenade behind a non-scalable fence on all sides. This means any visitor will simply walk down a dead-end alley without any view for no purpose whatsoever.

This is absurd.

This proposal is patently unacceptable to our Club and our members and is frankly a disservice to the San Diego community. It threatens our Club's ability to thrive and persist in the long term, and therefore we will treat this proposal as a measure that must be defeated should our Club wish to continue to exist in San

Diego. Make no mistake that to that end, Southwestern will use all available resources to defeat this proposal. We would much prefer the Port to acquiesce to their flawed and inherently illegal proposal, however if necessary, we will fully litigate this matter.

Regards,

Director Jeb Gray
Southwestern Yacht Club

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Email address *

sallybixler56@gmail.com

What is your first name? *

Sally

What is your last name? *

Bixler

What is the name of your organization/company/community group? (if applicable)

SWYC and La Playa homeowner

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

In 2019, I attended numerous community meetings to hear and discuss the Draft PMPU with regards to our La Playa neighborhood and your proposed enhancements to the La Playa Trail and the closure of the La Playa piers. I also attended your Unified Port of San Diego Board meeting that was well attended by several hundred interested Point Loma homeowners where we gave you our input to the Draft PMPU on these same issues. This was the main item on your agenda that day. Thankfully, you listened to us as the revised Draft PMPU does not close the piers and enhancements to the La Playa Trail look to be minimal.

Unfortunately, there is a most disturbing discovery within this Draft PMPU and that is the following: Not once did I or others hear about a proposed public PROMENADE to run down Qualtrough St. to the entrance to SWYC. From there, it would run North on the West side of the member parking lot taking land away from our member parking spaces and paid dry boat slips to end up at our member picnic park. This is a new entry to this version of the Draft PMPU and it is an ill conceived one that suddenly appeared in this 2020 version. Whose idea is this? I fear that it is another way for the Coastal Commission to continue to push for public access to the water where it has not been before. This one is a real non-starter and I am very much opposed to you even thinking about doing this. For your information, SWYC moved to their current location in 1951 before the Unified Port of San Diego or the CA Coastal Commission or the 1976 Coastal Act existed. Take this proposed PROMENADE out of this Draft PMPU and you will continue to have a positive relationship as a trusted partner with SWYC and our La Playa community for years to come. Thank you!

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Email address *

dmillett1002@gmail.com

What is your first name? *

Dave

What is your last name? *

Millett

What is the name of your organization/company/community group? (if applicable)

Point Loma Resident

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Comments regarding Unified Port of SD Port Master Plan Update
Proposed promenade/nature trail
The recently release Port Master Plan Update (PMPU) includes a 120 yard Promenade/nature trail through the length of Club's leasehold interest with the Port. See, Chapter 5.1.2 West Shelter Island Subdistrict, Figure PD1.4, pg. 191.
Unfortunately, the proposed promenade/nature trail fails to mention or establish consistency with the goals, objectives, and Elements of this part of the Updated Plan, as well as the Coastal Act and the 1975 Coastal Plan (appealable and reviewable by the California Coastal Commission). Simply put: there is no mention of the Club (and its operations) in reference to the impacts of the proposed Promenade, Chapter 5.1.2, West Shelter Island Subdistrict in relation to Figure PD1.4, pg. 191 Therefore, the Master Plan Update has failed to make any "findings" showing that the proposed Promenade is consistent with the goals, objectives, and the (6) Elements of the Plan.
But, through its operations and longstanding leasehold interest with the Port, the Club currently enhances – not exceeds - the goals and objectives described in the (6) Elements of the Plan. The Elements are:
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Guides growth and development throughout Tidelands by establishing water and land use designations and a diverse range of corresponding allowable uses, emphasizing the importance of coastal access.
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Supports the economic vitality of the region through financial sustainability, thriving businesses, and a growing and diverse economic portfolio

Club History
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Substantial and Significant Impacts
First, the proposed promenade (approximately 120 yards long) will run straight along the length of westside of Club facility physically and psychologically separating a substantial portion of Club member's boat slips from the Clubhouse. The sense of being a secure and unified Club is significantly diminished and will necessitate installing private gates at the gangways to ensure the safety of its members and visitors. This sense of privacy and security for clubs such as ours is the raison d'etre. Therefore, it is fair and reasonable to presume that membership will decline sharply and the ability of the Club to sustain itself, already a challenge during the COVID pandemic, will become a real concern. Across the board, this will effect the Club's current ability to continuing supporting the goals and objectives of the (6) Plan Elements.
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(d) The Club is currently renovating its maintenance building. The proposed Promenade may leave the Club with no maintenance building at all causing significant interference with its operations and lease.
(e) There will be significant security impacts/concerns associated with a Promenade, i.e. the need for additional security officer services, surveillance cameras to be provided by the Club, and unsightly lighting impacts.
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parking lot.
(g) The Plan Update re the subject Promenade makes no provision for restroom facilities and, again, the Club restroom facilities will logically become the “go to” for the Public. Again, this will substantially interfere with the Club’s lease interest and quiet enjoyment of that interest.
(h) The view corridor located on PJs Point is inconsistent with the elements of 4.4.2 and 4.4.3.

Third, the proposed Promenade – all 120 yards of it – will not to any measurable degree enhance the (6) Elements of the Plan. There is no retail waterfront shops, watersports, or business amenities adjacent to the proposed Promenade or along the entire Playa Trail which terminates in a residential community. The Playa offers beach and small watercraft (e.g. Kayak) access. A Promenade through the Club will not. And given the long history of the Club at its current location, the Club is a natural extension of the Special Exemption offered to the Playa Club (or should be considered for same). So, the proposed Promenade contribution to enhancing the goals and objectives found in the Plan, Elements is de minimis. Thus, conversely, the proposed Promenade diminishes the ability of the Club to continue enhancing all (6) elements described in the Plan. Why? Because the proposed Promenade will substantially diminish the Club’s financial ability to support the aforementioned Elements through its operations... governed also by Port lease to ensure same under Tidelands Trust law. On balance, the intrusion of a public Promenade turns the mission statement of the Club (including its ability to enhance the Tidelands) on its head.
No findings in the Plan Update to Support the Promenade
In sum, the Plan Update must make written “findings” to support its reason for the proposed Promenade consistent with the Plan Update, Chapter 3 Elements and Chapter 5, Plan Districts. This Plan Update is silent in all these respects and the proposed Promenade will cause substantial and serious business interference with the Club’s current operations under the new long term lease with the Port.

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Port Master Plan Update

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Email address *

griswold.ryan@gmail.com

What is your first name? *

ryan

What is your last name? *

griswold

What is the name of your organization/company/community group? (if applicable)

comunity member and swyc member

What is your ZIP code? *

92107

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I have reviewed the current plan. I fail to understand the possible benefit of having the trail/promenade extend down Qualtrough street and onto property that is currently cared for and operated by swyc. I can't imagine any public benefit in this proposed section. On the other hand, it is easy to see the negative implications of this section to the members of swyc.
The proposed plan would block access to the docks. The plan also eliminates parking that is used by the boat owners and members. Parking and traffic is already an issue in this small neighborhood and the current plan with this section included, makes the problem worse.
I understand incorporating public access areas and creating opportunities for people to enjoy the scenary and natural beauty of the area, but this part of the plan causes more negative issues than positive and should be re-looked at.
I hope that the port committee will have the sense to look at this particular part of the plan and realize that it would be better if that section is left as is.

regards.

ryan griswold

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Email address *

sailorcookie@cox.net

What is your first name? *

Colleen

What is your last name? *

Cooke-Salas

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

91910

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Dear Port of SD,
I ask you to reconsider the public promenade along the west side of Southwestern Yacht Club due to the numerous issues it would create.
The proposal would mean security fencing where there is now open areas for people to walk. There would be more trash and parking and traffic issues in the tight streets of the neighborhood. SWYC might lose their maintenance building and parking spaces.
If the goal of this project is to bring opportunities to the public to access this area on foot, that is already a possibility and one that takes place on a daily basis. It can happen now without the loss of parking and without a security fence and gates.
As the saying goes, "If it ain't broke, don't fix it!"
Based on the high foot traffic volume already seen, it is working very nicely. If you are not already aware of the availability of this area to foot traffic, perhaps your plan is not ready to move forward.
Sincerely,
Colleen Cooke

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Email address *

kristi@garrington.org

What is your first name? *

Kristi

What is your last name? *

Garrington

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92107

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I do not understand the value of a promenade and viewpoint at the end of the parking lot of Southwestern yacht club. It is not an interesting view unless someone wants to look at people on their boats which seems like a privacy issue. Some people live on their boats. All of the other clubs only have access along the main shoreline and not through their facilities. What is the reasoning for expanding the public walkway here? It does not seem like a logic choice or good use of funds. I am opposed to this promenade.

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Email address *

tnackel@gmail.com

What is your first name? *

Tracy

What is your last name? *

Nackel

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92024

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I have reviewed the current Port of SD Master Plan update. I fail to understand the possible benefit of having the trail/promenade extend down Qualtrough street and onto property that is currently cared for and operated by Southwestern Yacht Club. I can't imagine any public benefit in this proposed section. On the other hand, it is easy to see the negative implications of this section to the members of SWYC.

The proposed plan would block access to the docks. The plan also eliminates parking that is used by the boat owners and members. Parking and traffic is already an issue in this small neighborhood and the current plan with this section included, makes the problem worse.

I understand incorporating public access areas and creating opportunities for people to enjoy the scenery and natural beauty of the area, but this part of the plan causes more negative issues than positive and should be reconsidered.

I hope that the port committee will have the sense to look at this particular part of the plan and realize that it would be better if that section is left as is.

Sincerely,
Tracy Nackel

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Email address *

sstephens@sandiegozoo.org

What is your first name? *

Stacey

What is your last name? *

Stephens

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club Member

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Attention Port of San Diego,
I am writing to voice my concern about the revised Port master plan. It's clear that the plan to create a waterside promenade through San Diego Yacht Club had been eliminated, what is not clear is why the same revision has not been granted to Southwestern Yacht Club. We don't have among our members the Mayor of San Diego or European royalty but our membership should receive equal consideration by the Port as that given to San Diego Yacht Club and even La Playa Yacht Club. This promenade has no merit. A dead end path to view the path that folks had to walk to get there. Parking in the surrounding neighborhoods is already extremely limited, eliminating parking spots at the club will create more congestion and further decrease the accessibility for anyone who wants to visit and especially for residents. This proposed promenade is not just a waste of money, it would disrupt coastal habitat and wildlife. I hope, as with the review of the historic piers, that Port Board Members would visit the site and see for themselves how much damage this promenade would do not just to our club, but to the character of the neighborhood and our fragile environment.
Thank you for considering this matter.
Stacey Stephens

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Port Master Plan Update

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Email address *

craig@rocket-research.com

What is your first name? *

Craig

What is your last name? *

Stephens

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I'm writing in opposition to the proposed dead end path running through Southwestern yacht club. I strongly oppose this new path as it would take away required parking for the yacht club. The path would also create a security issue with boats docked at the yacht club and also for the club house and restrooms. Please get out from behind your desk and come to Southwestern, look at the havoc you will create at our beautiful yacht club. Southwestern Yacht club has been here for more than 95 years, long before the creation of the San Diego Port district. Your walkway is a dead end idea to a dead end location. We have all the same concerns San Diego yacht club had about the path going through their facility and now it is no longer on the master plan, is that because San Diego's mayor is not a member at our yacht club? I invite you to join me for lunch at Southwestern so we can sit and discuss this Port Master plan proposal so you can see how it will effect the neighborhood as well as the yacht club and its members.
Sincerely,
Craig Stephens

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Email address *

juliemitchell@hotmail.com

What is your first name? *

Julie

What is your last name? *

Mitchell

What is the name of your organization/company/community group? (if applicable)

na

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

My comments address a few features in Chapter 5.1 - Planning District 1: Shelter Island.

Reduction in parking will only lead to less usage of the area and more parking in the neighborhood immediately off Shelter Island, which is already impacted. Less parking will significantly impede the marine technicians that service the boats in the marinas along Shelter Island. These workers cannot use the mobility hubs as they need to transport tools and materials to the boats that they are working on in the marinas. Do not reduce the even access or amount of parking along Shelter Island.

PD1.8 Any reconfiguration of Shelter Island Drive should include bike lane(s) on the street or not mixed with pedestrians. Multi-use paths do not lend to safe biking or walking. The activities are not compatible.

Chapter 5.1.2 West Shelter Island Subdistrict, Figure PD1.4, pg. 191, the proposed 120 yard Promenade/nature trail through the length of Southwestern Yacht Club's leasehold. This trail is not natural, it would cross a paved parking lot. It would not provide significant water views. It looks out across the Southwestern Yacht Club marina, and it would physically separate a substantial portion of Southwestern Yacht Club member's boat slips from the Clubhouse. This trail should not be implemented.

Likewise, PD1.33 b. does not provide a "View of the La Playa waterfront from the Southwestern Yacht Club leasehold," there are too many SWYC boats in the way. This feature should not be implemented.

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Email address *

fredgrant_cpa@yahoo.com

What is your first name? *

Fred

What is your last name? *

Grant

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92024

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I oppose creation of a public walkway (promenade) at Southwestern Yacht Club. Bifurcating the property with a public walkway would destroy the very character of the club. The reason we joined Southwestern Yacht Club was because it is NOT just another marina (of which there are many all around San Diego Bay). We joined Southwestern Yacht Club because it is a friendly members community where there is long-term comradery with the common interest of boating. Placing a public walkway down the middle of that community would permanently change the very character of the club -- and not for the better! Many public marinas are transient in nature, I know, I've been a tenant. Southwestern is much more like a family. There are myriad existing viewpoints around the bay for the public enjoyment, I don't see the need to infringe on Southwestern. This proposed project would result in the loss of 20% of member and guest parking, necessitate the creation of divisive security barriers, create overflow parking issues in the surrounding community, require additional security measures for the club and members alike, potentially result in more litter in the water and generally make Southwestern indistinguishable from every other commercial marina on the bay. Please eliminate this proposed walkway and help keep the character of one of San Diego's unique places intact!

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Email address *

ryan.hunter@southwesternyc.org

What is your first name? *

Ryan

What is your last name? *

Hunter

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

My name is Ryan Hunter and I am the Commodore of Southwestern Yacht Club. I want to think the Port for their hard work on the Port Master Plan Update. I also want to thank Lisa Nishihira and Chris Hargett for personally coming to the Club to discuss the plan. I believe it was very instructive for both parties.

As the leader of Southwestern Yacht Club, a non-profit organization established in 1925, I am respectfully submitting my concerns - as well as a suggestion- regarding the Port of San Diego's Revised Draft Port Master Plan Update which has proposed a public "promenade" through the heart of Southwestern Yacht Club's facilities.
My comments are based on the fact the proposed Promenade facility is infeasible for many demonstrable reasons and as such should be modified as suggested at the end of this letter. In short, the current proposal suffers from the following infirmities:

1. It can only be implemented through the destruction of at least 20% of existing off-street Club parking;
2. It adversely impacts the safety of its potential users;
3. It will potentially result in adverse environmental impacts;
4. It impairs coastal-dependent and coastal-related uses;
5. It will reduce security of the Southwestern Yacht Club leasehold and its members;
6. It will substantially increase the liability of the Club; and
7. It will significantly impact the operations and revenue for the Club - resulting in reduced rents to the Port;

There is a better, readily available solution which meets the objectives of the Port, the Coastal Act and provides the desired public amenity, while at the same time eliminating each of the adverse impacts described above.

The Promenade is not feasible. The existing parking lot immediately abuts rip rap shoreline protection. There is no existing footprint which would allow a new Promenade to be developed without significant impacts. The plan as illustrated can only be configured by either a) removing approximately 50 of the Club's existing off-street parking spaces along the proposed pathway to make room for the "promenade", or b) installing a sea-wall and extending over the water-side of the parking lot to make room for a "promenade" which will, by definition, require new shading over existing un-shaded water, a new sea wall structure, as well as the removal of at least ten existing off-street parking spots to accommodate access to the Promenade and to avoid conflict with the only existing gangway to portions of the existing marina.

Parking along San Antonio and Qualtrough in the La Playa neighborhood is already scarce. Public access to the existing trail, Kellogg Beach and Mother's Beach is extremely limited, thereby adversely affecting recreational access to the nature path and the shoreline. Eliminating parking will force Club parking off-site and into the local neighborhood, negatively impacting residents and adding traffic congestion.

Additionally, the loss of parking (a coastal-related use) which is adjacent to the marina (a coastal-dependent use) would impair the functionality of the marina itself. Loss of parking will also economically damage SWYC in that members will not have meaningful access and new potential members will be deterred from joining.

A potential sea-wall would replace the current rip-rap rock and vegetation, which also acts as wake attenuation in the environmentally fragile La Playa basin and would be unsightly as viewed from the water

or the La Playa Trail. Even minor wakes will bounce back and double the effect on the nearby shore, exacerbating erosion in an area already subject to erosion.

The access to the proposed Promenade is also potentially unsafe. In order for pedestrians to access the proposed path, they must first enter the property through a narrow, somewhat "blind" corner driveway with little sight distance and with zero separation between vehicles and foot traffic. Because of an existing building, which is in the process of being refurbished per the Club's lease with the Port, there is no physical ability to separate pedestrians from the existing driveway. Once inside the property, there is frequent vehicle, boat trailer and vendor truck traffic, presenting further risk of injury.

The proposed Promenade would adversely impact Club security. Unfortunately, Southwestern Yacht Club has experienced illegal trespassing, theft, even aggravated assault in the past. A public walkway is an invitation to all, including those with mal-intent, to access the interior facilities and the docks of the Club 24 hours a day, 7 days a week. Southwestern Yacht Club employs security staff who are tasked with checking member identification upon entry. Once inside the property, however, anyone can access the docks, restrooms, clubhouse and annex buildings, even boats with live-aboard tenants. This would be disruptive and an obvious impact to the security of the Club and its members.

The Southwestern Yacht Club Juniors Program attracts children from members and non-members alike. The program is robust and allows many kids access to the water and also enables them to learn safe boating and angling skills. Mixing the general public with a year-round, ongoing children's program is an unacceptable risk.

The added risk to property, adults and children is not only unnecessary, but it is an added liability to the Club.

An Alternate Proposal: I believe the Port and Coastal Commission should remove the draft proposal for a public promenade through a parking lot and replace it with a safer, better approach. By utilizing existing Port lands which are adjacent to the entrance to Southwestern Yacht Club, and immediately adjacent to the public right of way along Qualtrough Street, an interpretive view point could be established. The view-shed would be effectively identical to the one identified at the end of the proposed Promenade through the Club's parking lot, but would not suffer from any of the above-described adverse impacts.

Mutual Benefit: We believe the points above, if addressed in the form of an alternative proposal would result in a three-way "win". Southwestern Yacht Club would retain a safe, secure facility and economic sustainability. The Port would retain Southwestern Yacht Club as a viable tenant and, the public would enjoy a new, aesthetically pleasing, safe natural view point and coastal access in the vicinity of the terminus of the La Playa Trail consistent with the policies of the California Coastal Act. This cooperative, public conversation is worth having and would be very appreciated.

Thank you
Ryan Hunter
Commodore
Southwestern Yacht Club

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Port Master Plan Update

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Email address *

kellygpurvis@gmail.com

What is your first name? *

Kelly

What is your last name? *

Purvis

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92118

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

• One of the PMPU goals is to create a vibrant, internationally acclaimed waterfront which includes cultural uses and performance venues. The City of Coronado recently completed a comprehensive, year-long study to assess arts and culture in Coronado that identified building a new community arts and cultural center as a top priority. I worked on that effort supporting the work of the Cultural Arts Commission. The seven member Commission unanimously supports the consideration of the Ferry Landing property for some type of cultural arts facility. Depending on other factors, I strongly believe the Ferry Landing could be an appropriate site for such a facility and would urge the Port to not preclude consideration of some type of cultural arts center at the Ferry Landing location. I also do not support the concept to not increase the overall footprint of current and previously approved commercial space as it may severely limit potential future usage that would benefit the community. Also, instead of a “replace in-kind” limitation on current restaurant and retail space I request the option to exchange or add to restaurant and/or retail space with some type of performance/meeting space.

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Email address *

johnlrobey@yahoo.com

What is your first name? *

John

What is your last name? *

Robey

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92011

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

My name is John Robey and I am member of Southwestern Yacht Club.

I am respectfully submitting my concerns concerning a proposed a public "promenade" through the heart of Southwestern Yacht Club's facilities.

Based on my understanding of the proposal, the proposed Promenade facility is infeasible for many demonstrable reasons and should be modified as suggested below. In short, the current proposal suffers from the following infirmities:

1. It can only be implemented through the destruction of at least 20% of existing off-street Club parking;
2. It adversely impacts the safety of its potential users;
3. It will potentially result in adverse environmental impacts;
4. It impairs coastal-dependent and coastal-related uses;
5. It will reduce security of the Southwestern Yacht Club leasehold and its members;
6. It will substantially increase the liability of the Club; and
7. It will significantly impact the operations and revenue for the Club - resulting in reduced rents to the Port;

There is a better, readily available solution which meets the objectives of the Port, the Coastal Act and provides the desired public amenity, while at the same time eliminating each of the adverse impacts described above.

The Promenade is not feasible. The existing parking lot immediately abuts rip rap shoreline protection. There is no existing footprint which would allow a new Promenade to be developed without significant impacts. The plan as illustrated can only be configured by either a) removing approximately 50 of the Club's existing off-street parking spaces along the proposed pathway to make room for the "promenade", or b) installing a sea-wall and extending over the water-side of the parking lot to make room for a "promenade" which will, by definition, require new shading over existing un-shaded water, a new sea wall structure, as well as the removal of at least ten existing off-street parking spots to accommodate access to the Promenade and to avoid conflict with the only existing gangway to portions of the existing marina.

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Additionally, the loss of parking (a coastal-related use) which is adjacent to the marina (a coastal-dependent use) would impair the functionality of the marina itself. Loss of parking will also economically damage SWYC in that members will not have meaningful access and new potential members will be deterred from joining.

A potential sea-wall would replace the current rip-rap rock and vegetation, which also acts as wake attenuation in the environmentally fragile La Playa basin and would be unsightly as viewed from the water or the La Playa Trail. Even minor wakes will bounce back and double the effect on the nearby shore, exacerbating erosion in an area already subject to erosion.

The access to the proposed Promenade is also potentially unsafe. In order for pedestrians to access the proposed path, they must first enter the property through a narrow, somewhat "blind" corner driveway with little sight distance and with zero separation between vehicles and foot traffic. Because of an existing building, which is in the process of being refurbished per the Club's lease with the Port, there is no physical ability to separate pedestrians from the existing driveway. Once inside the property, there is frequent vehicle, boat trailer and vendor truck traffic, presenting further risk of injury.

The proposed Promenade would adversely impact Club security. Unfortunately, Southwestern Yacht Club has experienced illegal trespassing, theft, even aggravated assault in the past. A public walkway is an invitation to all, including those with mal-intent, to access the interior facilities and the docks of the Club 24 hours a day, 7 days a week. Southwestern Yacht Club employs security staff who are tasked with checking member identification upon entry. Once inside the property, however, anyone can access the docks, restrooms, clubhouse and annex buildings, even boats with live-aboard tenants. This would be disruptive and an obvious impact to the security of the Club and its members.

The Southwestern Yacht Club Juniors Program attracts children from members and non-members alike. The program is robust and allows many kids access to the water and also enables them to learn safe boating and angling skills. Mixing the general public with a year-round, ongoing children's program is an unacceptable risk.

The added risk to property, adults and children is not only unnecessary, but it is an added liability to the Club.

An Alternate Proposal: I believe the Port and Coastal Commission should remove the draft proposal for a public promenade through a parking lot and replace it with a safer, better approach. By utilizing existing Port lands which are adjacent to the entrance to Southwestern Yacht Club, and immediately adjacent to the public right of way along Qualtrough Street, an interpretive view point could be established. The view-shed would be effectively identical to the one identified at the end of the proposed Promenade through the Club's parking lot, but would not suffer from any of the above-described adverse impacts.

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Email address *

masonwilliam3@gmail.com

What is your first name? *

William

What is your last name? *

Mason

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92106

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Comments regarding Unified Port of SD Port Master Plan Update
Proposed promenade/nature trail
The recently release Port Master Plan Update (PMPU) includes a 120 yard Promenade/nature trail through the length of Club's leasehold interest with the Port. See, Chapter 5.1.2 West Shelter Island Subdistrict, Figure PD1.4, pg. 191.
Unfortunately, the proposed promenade/nature trail fails to mention or establish consistency with the goals, objectives, and Elements of this part of the Updated Plan, as well as the Coastal Act and the 1975 Coastal Plan (appealable and reviewable by the California Coastal Commission). Simply put: there is no mention of the Club (and its operations) in reference to the impacts of the proposed Promenade, Chapter 5.1.2, West Shelter Island Subdistrict in relation to Figure PD1.4, pg. 191 Therefore, the Master Plan Update has failed to make any "findings" showing that the proposed Promenade is consistent with the goals, objectives, and the (6) Elements of the Plan.
But, through its operations and longstanding leasehold interest with the Port, the Club currently enhances – not exceeds - the goals and objectives described in the (6) Elements of the Plan. The Elements are:
(1) Water and Land Use Element
Guides growth and development throughout Tidelands by establishing water and land use designations and a diverse range of corresponding allowable uses, emphasizing the importance of coastal access.
(2) Mobility Element
Enhances the network of waterside and landside mobility connections for the movement of goods and the movement of people across Tidelands.
(3) Ecology Element
Establishes policies to enhance, protect, conserve, and restore natural resources and healthy environments on Tidelands.
(4) Safety and Resiliency Element
Guides the protection and sustainability on Tidelands through public safety and security, emergency preparedness, and resilience to climate change.
(5) Environmental Justice Element
Establishes policies to provide disadvantaged communities with equitable opportunities to access and enjoy Tidelands and to participate in District outreach and decision making.
(6) Economics Element
Supports the economic vitality of the region through financial sustainability, thriving businesses, and a growing and diverse economic portfolio

Club History
Formed in 1925, the Southwestern Yacht Club has served as an outstanding environmental steward of the small, sandy parcel separating Shelter Harbor from the Playa in the West Shelter Island District -2702 Qualtrough St., San Diego, Ca. Although it is a private boating club the Club over the years has remained open to the public for civic functions and financially supported many local and national charitable organizations (e.g. Beacon of Light, Elderhelp, EOD Foundation) as well as provided access to all underserved youth for Club subsidized participation in boat handling skills, angling events, and sailing lessons. The Club is log time supporter of coastal access and recognizes that its organizational survival depends on it.

Many of the Clubs organized boating events directly enhance the network of waterside and landside mobility connections.

Furthermore, the Club takes pride in enhancing, protecting, conserving and restoring the natural resources within its leasehold boundaries. Through the years a number of infrastructure and aesthetic projects have contributed to same and the Club insists that its members participate in the annual boat Bottom Paint Assessment (in cooperation with the Port) for the protection of the Tidelands. The Club has also participated in the annual Coastal Clean-Up Day since its inception.

The Club remains an integral part of public safety on the waterfront and regularly cooperates with Port Police, the USCG, and supports vessel assist for boaters in distress at the waterfront and Tidelands. The Club also pays for private security officers and surveillance cameras. Security personnel regularly cooperate with SDPD and Port Police. This Club financed security not only provides security to the membership, but is another set of eyes and ears in the immediate vicinity of the residential community.

As mentioned, the Club provides robust financial support to disadvantaged youth and young adults providing a myriad of experiential opportunities to access and enjoy the Tidelands through our subsidiary nonprofit Angling and Sailing Clubs. We could not do this without the support of the community and members at the Club. In turn, this foster greater interest in the Club and the Tidelands of San Diego Bay.

As a Port tenant, the Club also directly supports the economic vitality of the region through its lease payment to the Port. In addition, a boating club such as ours makes a significant contribution to the marine industry, boatyards, maritime tradesman and marine retail outlets in the area.

Substantial and Significant Impacts

First, the proposed promenade (approximately 120 yards long) will run straight along the length of westside of Club facility physically and psychologically separating a substantial portion of Club member's boat slips from the Clubhouse. The sense of being a secure and unified Club is significantly diminished and will necessitate installing private gates at the gangways to ensure the safety of its members and visitors. This sense of privacy and security for clubs such as ours is the raison d'etre. Therefore, it is fair and reasonable to presume that membership will decline sharply and the ability of the Club to sustain itself, already a challenge during the COVID pandemic, will become a real concern. Across the board, this will effect the Club's current ability to continuing supporting the goals and objectives of the (6) Plan Elements.

Second, the significant (unaddressed) adverse environmental impacts and repercussions to the Club:

(a) Loss of up to 20% of the Club's parking spaces will impact club revenue and logically cause overflowing parking on the narrow streets in the adjacent residential community. SWYC's parking lot is not a "nature trail" and PJ's Point is not appurtenant to, or otherwise connected to, any "nature trail" whatsoever. The parking lot and PJ's Point are not for "walking on" or "unpaved", but are creations of the Club's redevelopment and are not natural amenities.

(b) The Promenade will require robust unsightly, secure separation barriers between the walkway and the Club (and the slips) which will in reality separate the public on the Promenade from unobstructed views of the waterfront. Promenades should not interfere with "coastal dependent uses". 4.3.1-1 and PD 1.31. Marinas are, by definition in the Coastal Act (the reason for the Plan in the first place), "coastal dependent uses". PD1.1. which means a promenade cannot interfere with E and F docks. This implicates their appurtenant parking areas as well. 4.3.1- 5 (b).

(c) The Promenade will invariably produce more trash and security concerns that inevitably will become the responsibility of the Club.

(d) The Club is currently renovating its maintenance building. The proposed Promenade may leave the Club with no maintenance building at all causing significant interference with its operations and lease.

(e) There will be significant security impacts/concerns associated with a Promenade, i.e. the need for additional security officer services, surveillance cameras to be provided by the Club, and unsightly lighting impacts.

(f) Parking impacts have not been analyzed in the Plan Update, but the Promenade will invariably bring more traffic to the residential area and terminus of Qualtrough to what will assuredly be viewed by the

Public as an ideal surfaced extension of the Playa Trail for skateboarding, rollerblading and bicycling in the Club's parking lot.
(g) The Plan Update re the subject Promenade makes no provision for restroom facilities and, again, the Club restroom facilities will logically become the "go to" for the Public. Again, this will substantially interfere with the Club's lease interest and quiet enjoyment of that interest.
(h) The view corridor located on PJs Point is inconsistent with the elements of 4.4.2 and 4.4.3.

Third, the proposed Promenade – all 120 yards of it – will not to any measurable degree enhance the (6) Elements of the Plan. There is no retail waterfront shops, watersports, or business amenities adjacent to the proposed Promenade or along the entire Playa Trail which terminates in a residential community. The Playa offers beach and small watercraft (e.g. Kayak) access. A Promenade through the Club will not. And given the long history of the Club at its current location, the Club is a natural extension of the Special Exemption offered to the Playa Club (or should be considered for same). So, the proposed Promenade contribution to enhancing the goals and objectives found in the Plan, Elements is de minimis. Thus, conversely, the proposed Promenade diminishes the ability of the Club to continue enhancing all (6) elements described in the Plan. Why? Because the proposed Promenade will substantially diminish the Club's financial ability to support the aforementioned Elements through its operations... governed also by Port lease to ensure same under Tidelands Trust law. On balance, the intrusion of a public Promenade turns the mission statement of the Club (including its ability to enhance the Tidelands) on its head.

No findings in the Plan Update to Support the Promenade
In sum, the Plan Update must make written "findings" to support its reason for the proposed Promenade consistent with the Plan Update, Chapter 3 Elements and Chapter 5, Plan Districts. This Plan Update is silent in all these respects and the proposed Promenade will cause substantial and serious business interference with the Club's current operations under the new long term lease with the Port.

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Email address *

jepsten@gmail.com

What is your first name? *

Jon

What is your last name? *

Epsten

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

91941

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I echo SWYC's leadership's position on the Promenade. My comments are based on the fact the proposed Promenade facility is infeasible for many demonstrable reasons and as such should be modified as suggested at the end of this letter. In short, the current proposal suffers from the following infirmities:

1. It can only be implemented through the destruction of at least 20% of existing off-street Club parking;
2. It adversely impacts the safety of its potential users;
3. It will potentially result in adverse environmental impacts;
4. It impairs coastal-dependent and coastal-related uses;
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6. It will substantially increase the liability of the Club; and
7. It will significantly impact the operations and revenue for the Club - resulting in reduced rents to the Port;

There is a better, readily available solution which meets the objectives of the Port, the Coastal Act and provides the desired public amenity, while at the same time eliminating each of the adverse impacts described above.

The Promenade is not feasible. The existing parking lot immediately abuts rip rap shoreline protection. There is no existing footprint which would allow a new Promenade to be developed without significant impacts. The plan as illustrated can only be configured by either a) removing approximately 50 of the Club's existing off-street parking spaces along the proposed pathway to make room for the "promenade", or b) installing a sea-wall and extending over the water-side of the parking lot to make room for a "promenade" which will, by definition, require new shading over existing un-shaded water, a new sea wall structure, as well as the removal of at least ten existing off-street parking spots to accommodate access to the Promenade and to avoid conflict with the only existing gangway to portions of the existing marina.

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Additionally, the loss of parking (a coastal-related use) which is adjacent to the marina (a coastal-dependent use) would impair the functionality of the marina itself. Loss of parking will also economically damage SWYC in that members will not have meaningful access and new potential members will be deterred from joining.

A potential sea-wall would replace the current rip-rap rock and vegetation, which also acts as wake attenuation in the environmentally fragile La Playa basin and would be unsightly as viewed from the water or the La Playa Trail. Even minor wakes will bounce back and double the effect on the nearby shore, exacerbating erosion in an area already subject to erosion.

The access to the proposed Promenade is also potentially unsafe. In order for pedestrians to access the proposed path, they must first enter the property through a narrow, somewhat "blind" corner driveway with little sight distance and with zero separation between vehicles and foot traffic. Because of an existing building, which is in the process of being refurbished per the Club's lease with the Port, there is no physical

ability to separate pedestrians from the existing driveway. Once inside the property, there is frequent vehicle, boat trailer and vendor truck traffic, presenting further risk of injury.

The proposed Promenade would adversely impact Club security. Unfortunately, Southwestern Yacht Club has experienced illegal trespassing, theft, even aggravated assault in the past. A public walkway is an invitation to all, including those with mal-intent, to access the interior facilities and the docks of the Club 24 hours a day, 7 days a week. Southwestern Yacht Club employs security staff who are tasked with checking member identification upon entry. Once inside the property, however, anyone can access the docks, restrooms, clubhouse and annex buildings, even boats with live-aboard tenants. This would be disruptive and an obvious impact to the security of the Club and its members.

The Southwestern Yacht Club Juniors Program attracts children from members and non-members alike. The program is robust and allows many kids access to the water and also enables them to learn safe boating and angling skills. Mixing the general public with a year-round, ongoing children's program is an unacceptable risk.

The added risk to property, adults and children is not only unnecessary, but it is an added liability to the Club.

An Alternate Proposal: I believe the Port and Coastal Commission should remove the draft proposal for a public promenade through a parking lot and replace it with a safer, better approach. By utilizing existing Port lands which are adjacent to the entrance to Southwestern Yacht Club, and immediately adjacent to the public right of way along Qualtrough Street, an interpretive view point could be established. The view-shed would be effectively identical to the one identified at the end of the proposed Promenade through the Club's parking lot, but would not suffer from any of the above-described adverse impacts.

Mutual Benefit: We believe the points above, if addressed in the form of an alternative proposal would result in a three-way "win". Southwestern Yacht Club would retain a safe, secure facility and economic sustainability. The Port would retain Southwestern Yacht Club as a viable tenant and, the public would enjoy a new, aesthetically pleasing, safe natural view point and coastal access in the vicinity of the terminus of the La Playa Trail consistent with the policies of the California Coastal Act. This cooperative, public conversation is worth having and would be very appreciated.

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Email address *

glkarris@hotmail.com

What is your first name? *

George

What is your last name? *

Karris

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I oppose the creation of a "waterside promenade" in the area of Southwestern Yacht Club for the following reasons: 1) It will make the area uglier from La Playa Cove 2) By no longer controlling access to the area, there will be increased risk of theft, damage, etc to boats docked next to this proposed promenade, which will result in fewer people willing to keep boats there, decreasing revenues to the port. 3) This will create a less secure parking lot area 4) This will result in the club effectively locking down all docks, the clubhouse, etc which is not the case today. Paradoxically, this promenade will actually make the public less able to access the area. 5) The promenade doesn't go anywhere, it parallels a parking lot, it doesn't offer much in the way of views. Thank you for considering alternative approaches.

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Email address *

tgeantil@hotmail.com

What is your first name? *

Thomas

What is your last name? *

Geantil

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I live on the La Playa trail. I strongly oppose the proposed walk through the South Western Yacht Club. I notice that the proposed walk through the San Diego Yacht Club was removed from the Draft. The proposed walkway is a very bad and intrusive proposal.

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Email address *

marvidal36@gmail.com

What is your first name? *

Lorraine

What is your last name? *

Neher

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

As a single senior female boat Liveaboard and property tax payer along the proposed pathway, I feel that my personal security would be in particular jeopardy due to a public access pathway. There is no routine policing in the area. Also, there are no restrooms and trash facilities for people or pets available as well as no illegal fishing monitoring. The public can currently access the same La Playa Cove waterway via the Bessemer Street trail that connects with Shelter Island that has existed since the early 1900s. The proposal for the area along Western La Playa Cove would not enhance public access in any way to the bay, would cost much public tax money, and would jeopardize safety of current residents. Just a bad idea. In addition, Southwestern Yacht Club already pays the San Diego Port District for this land use, and has for many years.

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Email address *

beckywitters@yahoo.com

What is your first name? *

Rebecca

What is your last name? *

Witters

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92069

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

In rereading the Draft I have some questions:

1) Where would the public park to use the proposed public walkway ?

The two streets coming into SWYC & the proposed public access is/are two-way streets. Parking is on each side leaving room for one car at a time to pass. Drivers take turns pulling over to let one car at a time pass. Would the public using the proposed walkway add to this already limited parking problem?

2). Where would the SWYC members park after loosing 20% of the current parking lot to the proposed public walkway? Would this add to the already crowded Owen & Qualthrough neighborhood parking?

3). After using the public walkway would they turn around & walk back the way they came?

4). Does the public walkway provide anyway to get to the water? Is there any activity the public could do besides walking to the end & back?

5). Would fences, barriers and guards be needed to separate the public from a private Club?

I am a Grandmother that is sure in favor of enjoying our beaches. This proposal seems to have many negative implications over a short dead-end walk.

Thank you for asking for feedback. I look forward to your answers.

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Email address *

rob_witters@yahoo.com

What is your first name? *

Robert

What is your last name? *

Witters

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92069

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

To San Diego Port Commission

I am a member of Southwestern Yacht Club and would like to comment on the proposed Port Plan.
I think providing a walk way for the public through our parking lot would be major problem for club members by reducing parking and creating a big security problem.

Please reconsider this proposal

Robert Witters

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Email address *

cafaith3@gmail.com

What is your first name? *

Charles

What is your last name? *

Faith

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92110

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Our names are Charles and Barbara Faith. We are members of the Southwestern Yacht Club.
We are opposed to the proposed promenade at Southwestern Yacht Club!
1 Parking is always a problem on Qualtrough. On the weekends parking on Qualtrough is taken up by beach goers and paddle boarders. During the week there are always contractors and maintenance workers parked with their work trucks many times blocking portions of the street. Removing parking from SWYC will result in more club members' cars vying for very limited street parking. Parking is a mess now. It will be out of control.
2 There are already many hikers heading to La Playa Trail who walk in the street. There are also children who are in the street as parents returning from the beach load and unload their cars.
3 At present non club members enter our club to fish on the docks. They often leave behind messes and present a burglary exposure to our boats. This problem will only increase with more visitors.
4 The proposed seawall will create damage to our boats and docks as stronger wakes reflect directly off the seawall. The reflected waves will also cause erosion.
We are very strongly opposed to this proposal.
Sincerely,
Charles and Barbara Faith
Southwestern Yacht Club Members

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Email address *

aertsvilla@gmail.com

What is your first name? *

Diane

What is your last name? *

Aerts

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Re: your plan to make a pathway through the Southwestern Yacht Club parking lot. This plan would take away 20% of the parking lot, cause major parking problems on Owen Street and at the other end of the existing trail, Talbot Street, (which are already heavily impacted).

There are no restroom facilities.

A security fence or barrier would have to be installed between the public walkway and our Club

A security gate would have to be installed at our docks, resulting in a major inconvenience.

The maintenance building may have to removed.

I strongly oppose this walkway. It would lead to a small grassy area which basically has the same view as the already existing trail. I see no use for it.

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Email address *

david.kahler61@gmail.com

What is your first name? *

David

What is your last name? *

Kahler

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92110

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Southwestern Yacht Club would be negatively impacted by the proposed promenade location (Figure PD1.4 in Chapter 5.1, Planning District 1 – Shelter Island) in allowing enough room to provide public access to a non-existent view of the Tidelands, a great umber of parking stalls would be lost based on the Bayside Development Standards in Chapter 4 of the Port Master Plan. This would put the Club in jeopardy of not being compliant with City of San Diego Parking requirements and would negatively impact membership in not having enough room to park at the Club.
This proposed location would not provide enough benefits in furthering the Goals, Objectives, and Policies of the Water and Land Use Element of the Plan in establishing scenic vista areas or visual access to the water with the impacts to the surrounding properties with greater demand for on street parking on Qualtrough St., incompatibility issues with the character of the area, and potential visual impacts to surrounding neighbors. Impacts to surface street parking in trying to accommodate public access to the Tidelands would also not seem to be bettering the Mobility Element of the Plan. This location does not align itself with M Objective 1.3 of the Element in providing public parking
The Club would more than likely be forced into providing security fencing of some type to keep the public from accessing our facilities and that would impact access to the docks at that end of the Club. This will greatly impact the members that no longer can park their vehicles close by to the docks and will now have to cart often times heavy and bulky material from, or to their boats at a much greater distance.
Trying to be compliant with the Safety and Resiliency Element of the Plan would also be difficult in providing safe access to and from the Tidelands with this proposed location.
I would think that there could be a better location in which to further the Goals, Objectives, and Policies of the Plan in providing better access to a better vantage point for viewing of the Tidelands along the La Playa Trail or off Kellogg's Beach (southwest of the Club). Besides the potential impacts to our Club in locating a promenade as proposed, these other locations have much better views of the Tidelands and would attract more visitors and being easier to maintain and provide safer access.

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Email address *

alertsmyth@me.com

What is your first name? *

Lance

What is your last name? *

Smith

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club Member

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

My initial reaction to the PMPU is the pleasure of an occasional few of the public to the determent of all Southwestern Yacht Club membership.

Current version PMPU proposes a public promenade along the entire West side of
Southwestern Yacht Club obviously making a drastic impact on Southwestern Yacht Club and surrounding community.

Adverse repercussions include:
Loss of at least 20% of our parking spaces which
impact the maximum of members allowed and associated Club revenue.
Creation of an unsightly security barrier between the public walkway and the SWYC. Creation of security gates to allow access to E and F docks, resulting in major inconveniences to boaters and live-a-boards.
Possible loss of the SWYC Maintenance Building.
Major increases in security measures and associated costs to mitigate the inevitable in security issues.
Substantial parking and traffic issues in the surrounding neighborhood.
Litter from pedestrian traffic and potential trash collection expenses.
Lack of any public restroom facilities on the trail and promenade.

For these reasons , and many more, the San Diego Unified Port District will loose revenue and Southwestern Yacht Club will loose members and revenue. The PMPU is a loss - loss for the San Diego Unified Port District and the Southwestern Yacht Club.

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Email address *

jerrymlewis@cox.net

What is your first name? *

jerry

What is your last name? *

lewis

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club member

What is your ZIP code? *

92021

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I wish to express my very negative opinion regarding the proposed public promenade along the west side of Southwestern Yacht Club (SWYC). This will have a drastic negative impact on the club and surrounding community. I keep my sailboat on E dock which is on the western side of the club location, likely forcing increased security, additional gating and controlled access and undoubtedly more trash, pollution and petty crimes of theft (and possibly worse) and without any public restroom facilities, we can expect 'nature calls' along the route.

We currently access the maintenance building (just to the left of the SWYC entrance) for storage of equipment and tools and use that location to work on boat parts. This building may be at risk if the promenade proceeds.

Please consider putting the public access in a different part of San Diego bay.

Thanks,
Jerry M. Lewis
8281 E. County Dr.
El Cajon, CA 92021
s/v Kudzu 2

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Email address *

gheppner2002@yahoo.com

What is your first name? *

George

What is your last name? *

Heppner

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club

What is your ZIP code? *

92009

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I am a member of Southwestern Yacht Club and have my boat docked on F Dock, one of the docks adversely affected by your plan. The recently release Port Master Plan Update (PMPU) includes a 120 yard Promenade/nature trail through the length of Club's leasehold interest with the Port. See, Chapter 5.1.2 West Shelter Island Subdistrict, Figure PD1.4, pg. 191.

Unfortunately, the proposed promenade/nature trail fails to mention or establish consistency with the goals, objectives, and Elements of this part of the Updated Plan, as well as the Coastal Act and the 1975 Coastal Plan (appealable and reviewable by the California Coastal Commission). Simply put: there is no mention of the Club (and its operations) in reference to the impacts of the proposed Promenade, Chapter 5.1.2, West Shelter Island Subdistrict in relation to Figure PD1.4, pg. 191 Therefore, the Master Plan Update has failed to make any "findings" showing that the proposed Promenade is consistent with the goals, objectives, and the (6) Elements of the Plan.

But, through its operations and longstanding leasehold interest with the Port, the Club currently enhances – not exceeds - the goals and objectives described in the (6) Elements of the Plan. The Elements are:
(1) Water and Land Use Element
Guides growth and development throughout Tidelands by establishing water and land use designations and a diverse range of corresponding allowable uses, emphasizing the importance of coastal access.
(2) Mobility Element
Enhances the network of waterside and landside mobility connections for the movement of goods and the movement of people across Tidelands.
(3) Ecology Element
Establishes policies to enhance, protect, conserve, and restore natural resources and healthy environments on Tidelands.
(4) Safety and Resiliency Element
Guides the protection and sustainability on Tidelands through public safety and security, emergency preparedness, and resilience to climate change.
(5) Environmental Justice Element
Establishes policies to provide disadvantaged communities with equitable opportunities to access and enjoy Tidelands and to participate in District outreach and decision making.
(6) Economics Element
Supports the economic vitality of the region through financial sustainability, thriving businesses, and a growing and diverse economic portfolio

Club History

Formed in 1925, the Southwestern Yacht Club has served as an outstanding environmental steward of the small, sandy parcel separating Shelter Harbor from the Playa in the West Shelter Island District -2702 Qualtrough St., San Diego, Ca.

Although it is a private boating club, the Club over the years has remained open to the public for civic functions and financially supported many local and national charitable organizations (e.g. Beacon of Light, Elderhelp, EOD Foundation) as well as provided access to all underserved youth for Club subsidized participation in boat handling skills, angling events, and sailing lessons. The Club is a long time supporter

of coastal access and recognizes that its organizational survival depends on it.

Many of the Clubs organized boating events directly enhance the network of waterside and landside mobility connections. Furthermore, the Club takes pride in enhancing, protecting, conserving, and restoring the natural resources within its leasehold boundaries. Through the years a number of infrastructure and aesthetic projects have contributed to same and the Club insists that its members participate in the annual boat Bottom Paint Assessment (in cooperation with the Port) for the protection of the Tidelands. The Club has also participated in the annual Coastal Clean-Up Day since its inception.

The Club remains an integral part of public safety on the waterfront and regularly cooperates with Port Police, the USCG, and supports vessel assist for boaters in distress at the waterfront and Tidelands. The Club also pays for private security officers and surveillance cameras. Security personnel regularly cooperate with SDPD and Port Police. This Club financed security not only provides security to the membership, but is another set of eyes and ears in the immediate vicinity of the residential community.

As mentioned, the Club provides robust financial support to disadvantaged youth and young adults providing a myriad of experiential opportunities to access and enjoy the Tidelands through our subsidiary nonprofit Angling and Sailing Clubs. We could not do this without the support of the community and members at the Club. In turn, this fosters greater interest in the Club and the Tidelands of San Diego Bay. As a Port tenant, the Club also directly supports the economic vitality of the region through its lease payment to the Port. In addition, a boating club such as ours makes a significant contribution to the marine industry, boatyards, maritime tradesman and marine retail outlets in the area.

Substantial and Significant Impacts

First, the proposed promenade (approximately 120 yards long) will run straight along the length of westside of the Club facility physically and psychologically separating a substantial portion of Club member's boat slips from the Clubhouse. The sense of being a secure and unified Club is significantly diminished and will necessitate installing private gates at the gangways to ensure the safety of its members and visitors. This sense of privacy and security for clubs such as ours is the raison d'etre. Therefore, it is fair and reasonable to presume that membership will decline sharply and the ability of the Club to sustain itself, already a challenge during the COVID pandemic, will become a real concern. Across the board, this will effect the Club's current ability to continuing supporting the goals and objectives of the (6) Plan Elements.

Second, the significant (unaddressed) adverse environmental impacts and repercussions to the Club:
(a) Loss of up to 20% of the Club's parking spaces will impact club revenue and logically cause overflowing parking on the narrow streets in the adjacent residential community. SWYC's parking lot is not a "nature trail" and PJ's Point is not appurtenant to, or otherwise connected to, any "nature trail" whatsoever. The parking lot and PJ's Point are not for "walking on" or "unpaved", but are creations of the Club's redevelopment and are not natural amenities.
(b) The Promenade will require robust unsightly, secure separation barriers between the walkway and the Club (and the slips) which will in reality separate the public on the Promenade from unobstructed views of the waterfront. Promenades should not interfere with "coastal dependent uses". 4.3.1-1 and PD 1.31. Marinas are, by definition in the Coastal Act (the reason for the Plan in the first place), "coastal dependent uses". PD1.1. which means a promenade cannot interfere with E and F docks. This implicates their appurtenant parking areas as well. 4.3.1- 5 (b).
(c) The Promenade will invariably produce more trash and security concerns that inevitably will become the responsibility of the Club.
(d) The Club is currently under contract to renovate its maintenance building. The proposed Promenade

may leave the Club with no maintenance building at all causing significant interference with its operations and lease.
(e) There will be significant security impacts/concerns associated with a Promenade, i.e. the need for additional security officer services, surveillance cameras to be provided by the Club, and unsightly lighting impacts.
(f) Parking impacts have not been analyzed in the Plan Update, but the Promenade will invariably bring more traffic to the residential area and terminus of Qualtrough to what will assuredly be viewed by the Public as an ideal surfaced extension of the Playa Trail for skateboarding, rollerblading and bicycling in the Club's parking lot.
(g) The Plan Update re the subject Promenade makes no provision for restroom facilities and, again, the Club restroom facilities will logically become the "go to" for the Public. Again, this will substantially interfere with the Club's lease interest and quiet enjoyment of that interest.
(h) The view corridor located on PJs Point is inconsistent with the elements of 4.4.2 and 4.4.3.

Third, the proposed Promenade – all 120 yards of it – will not to any measurable degree enhance the (6) Elements of the Plan. There is no retail waterfront shops, watersports, or business amenities adjacent to the proposed Promenade or along the entire Playa Trail which terminates in a residential community. The Playa offers beach and small watercraft (e.g. Kayak) access. A Promenade through the Club will not. And given the long history of the Club at its current location, the Club is a natural extension of the Special Exemption offered to the Playa Club (or should be considered for same). So, the proposed Promenade contribution to enhancing the goals and objectives found in the Plan, Elements is de minimis. Thus, conversely, the proposed Promenade diminishes the ability of the Club to continue enhancing all (6) elements described in the Plan. Why? Because the proposed Promenade will substantially diminish the Club's financial ability to support the aforementioned Elements through its operations... governed also by Port lease to ensure same under Tidelands Trust law. On balance, the intrusion of a public Promenade turns the mission statement of the Club (including its ability to enhance the Tidelands) on its head.

No findings in the Plan Update to Support the Promenade
In sum, the Plan Update must make written "findings" to support its reason for the proposed Promenade consistent with the Plan Update, Chapter 3 Elements and Chapter 5, Plan Districts. This Plan Update is silent in all these respects and the proposed Promenade will cause substantial and serious business interference with the Club's current operations under the new long term lease with the Port.

In short, the proposed promenade dissecting the entire west side of the Club causes more harm than good to the Club and its neighbors, is not supported by written findings, and does not enhance, but is in contradiction to the sic elements stated in the update.

Thank you for your consideration.

George Heppner - (619) 208-7443.

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Email address *

michaelbixler699@gmail.com

What is your first name? *

Michael

What is your last name? *

Bixler

What is the name of your organization/company/community group? (if applicable)

Eight year resident La Playa and member Southwestern Yacht. Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I am writing to express my opposition to the expansion of the La Playa Trail from its' historic path. The expansion envisions somehow expanding the Trail onto the Leasehold of the Southwestern Yacht Club a Tenant in Good Standing for many years.

Even if this idea is not proposed as an extension of the Trail but is just more concrete for the public to access, it is wrong to impact the Neighborhood and Yacht Club in this manner. The Public has miles of walking access around San Diego Bay already. The public benefit of this particular idea does not outweigh the public cost.

Any loss of Club parking is unacceptable as we have a very active membership and often fill all the parking places. The Port cannot simply take the parking places away without providing viable alternatives. And where are the additional public parking places to serve those who want to park and walk the Trail? There is not even enough room now to turn around without utilizing private property or the Club grounds. This creates traffic jams and impacts public safety response capability.

The Yacht Club is already short of dry storage for smaller watercraft, including the now popular sports of stand-up paddle boarding and Kayaking. As you know , recreational boating of any kind is very popular in California. Southwestern Yacht Club actively supports all kinds and types of recreational boating and is host Club to many Regattas and Charitable affairs. These events all require parking on site.

The project would require fencing of some sort to provide security for everyone.This fencing would in turn create Visual Blight in this lovely area. Is night lighting proposed? Please don't: we have enough white light to deal with now.

How would the area be effectively patrolled and monitored? Who is going to dump trash and handle misbehaving at 2am?

These are just some of the practical matters to be resolved before advancing this idea.

The Trail itself and Qualtrough St have a rural casualness to them which is enjoyed as-is by many people every day. I believe this plan would substantially alter the charm it has engendered over the years.

A number of neighbors and I attended and participated in several public workshops assemblies and Board Meetings regarding the PMP vision over the last year or so. We did so to express both our interest in and resolve to keep La Playa beautiful and desirable.

This element which adversely impacts Southwestern Yacht Club and also Qualtrough St. were never brought up as an idea in these meetings. So many of us are now disappointed to find the element inserted into the PMP without consulting with us first.

If this is not a Board initiative then that should be acknowledged. We, your constituents and Friends, hope the Board will stand up for the broad La Playa neighborhood and the reasonable needs of the Southwestern Yacht Club.

If asked about this idea most people would respond “If it isn’t broken, don’t fix it.”

What we do ask of the Port is to maintain the Historic La Playa trail as it is: an unpaved dirt walking path that is safe and scenic for all to enjoy.

Thank you very much for the opportunity to address this matter.

Michael Bixler, Chairman Emeritus, Unified Port of San Diego.

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Port Master Plan Update

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Email address *

charitygoodrich67@gmail.com

What is your first name? *

Charity

What is your last name? *

Goodrich

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92131

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The following are some comments and observations as to why the proposed promenade at Southwestern Yacht Club violates section 4.3.1 “Standards for Waterside Promenades” of the Port Master Plan and should not be pursued by the Port:

1. A waterside promenade is not required by the Ports own standards, the current use of a area for the proposed promenade at Southwestern Yacht Club is already a “coastal-dependent use”, i.e docks and gangways for vessels, turning basins and water pathways for vessels, parking to service vehicles and users of vessels kept at the docks and using existing turning basins and water pathways. Further the current structure serving as a maintenance facility is not scheduled for demolition, the building is used by the club for the maintenance of the costal-dependent use of docks and related structures, maintenance and use of vessels kept at the docks.

Waterside promenades are required by the Ports own standards to (i.e. “shall”) connect to other existing or planned adjacent waterside promenades. The proposed promenade at Southwestern Yacht Club is, as presently conceived, an orphaned promenade. It does not now, now is it ever planned to be connected to any existing or proposed adjacent waterside promenade.

IThe proposed promenade at Southwestern Yacht Club will violate the Port standards set for development as it it does not connect to other pathways to, and through, upland developed areas, when such connection is a mandatory requirement.

Pursuant to the “Standards for Waterside Promenades” of the Port Master Plan; “Waterside promenades are not required, but are encouraged, for coastal-dependent maritime uses...”

Pursuant to the “Standards for Waterside Promenades” of the Port Master Plan; “5. Alternatives to a waterside promenade may be allowed if BPC makes one of the following
findings:
a. A waterside promenade is determined to be infeasible;
b. A waterside promenade would interfere with or prohibit operation in any coastal-dependent water or land use, or the interface thereof; or
c. Development of the waterside promenade would require demolition and setback of a building that is currently occupied or fit for occupancy and the applicant is not proposing demolition of any part of said structure.”

The proposed promenade at Southwestern Yacht Club is infeasible, as it interferes with or prohibit operation in any coastal-dependent water or land use, (i.e. docks, gangways, turning basins and waterways leading to docks) or the interface thereof (I.e. interface includes adequate parking facilities tor marine service provided to vessels tied up to the docks as well as owner operators and passengers using the coastal-dependent water or land use that the docks provide.

Development of the waterside promenade proposed at Southwestern Yacht Club would require demolition and setback of a building that is currently occupied and is used fir coastal-dependent water or land use, and the applicant is not proposing demolition of any part of said structure, but rather has spent considerable time and been granted permits for the renovation and expansion of the existing maintenance building.

Port Master Plan Update

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Email address *

anglers@southwrsternyc.com

What is your first name? *

John

What is your last name? *

Goodrich

What is the name of your organization/company/community group? (if applicable)

Southwestern Yacht Club Anglers

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I am the President of the Southwestern Yacht Club Anglers. I am respectfully submitting my concerns - as well as a suggestion- regarding the Port of San Diego's Revised Draft Port Master Plan Update which has proposed a public "promenade" through the heart of Southwestern Yacht Club's facilities.
My comments are based on the fact the proposed Promenade facility is infeasible for many demonstrable reasons. In short, the current proposal suffers from the following infirmities:

1. It can only be implemented through the destruction of at least 20% of existing off-street Club parking;
2. It adversely impacts the safety of its potential users;
3. It will potentially result in adverse environmental and habitat loss for protected marine species.
4. It impairs coastal-dependent and coastal-related uses;
5. It will reduce security of the Southwestern Yacht Club leasehold and its members;
6. It will substantially increase the liability of the Club; and
7. It will significantly impact the operations and revenue for the Club - resulting in reduced rents to the Port;
8. The proposed promenade is also directly contradicted by the port development standards published in the draft report.
9. The loss of parking in other facilities at the will directly impact the available facility used by the numerous individuals, both members of the club and the general public, who participate in fundraising and charitable opportunities at the club, which have over the years raised in excess of $800,000 to benefit Elder Help of San Diego. This is just one of the many unanticipated consequential damages that will occur if this proposed development is allowed to proceed.

There is a better, readily available solution which meets the objectives of the Port, the Coastal Act and provides the desired public amenity, while at the same time eliminating each of the adverse impacts described above.

The Promenade is not feasible. The existing parking lot immediately abuts rip rap shoreline protection. There is no existing footprint which would allow a new Promenade to be developed without significant impacts. The plan as illustrated can only be configured by either a) removing approximately 50 of the Club's existing off-street parking spaces along the proposed pathway to make room for the "promenade", or b) installing a sea-wall and extending over the water-side of the parking lot to make room for a "promenade" which will, by definition, require new shading over existing un-shaded water, a new sea wall structure, as well as the removal of at least ten existing off-street parking spots to accommodate access to the Promenade and to avoid conflict with the only existing gangway to portions of the existing marina.

Parking along San Antonio and Qualtrough in the La Playa neighborhood is already scarce. Public access to the existing trail, Kellogg Beach and Mother's Beach is extremely limited, thereby adversely affecting recreational access to the nature path and the shoreline. Eliminating parking will force Club parking off-site and into the local neighborhood, negatively impacting residents and adding traffic congestion.

Additionally, the loss of parking (a coastal-related use) which is adjacent to the marina (a coastal-dependent use) would impair the functionality of the marina itself. Loss of parking will also economically damage SWYC in that members will not have meaningful access and new potential members will be deterred from joining.

A potential sea-wall would replace the current rip-rap rock and vegetation, which also acts as wake attenuation in the environmentally fragile La Playa basin and would be unsightly as viewed from the water or the La Playa Trail. Even minor wakes will bounce back and double the effect on the nearby shore, exacerbating erosion in an area already subject to erosion. Further the current rip-rap rock serves as vital habitat for California Spiny Lobster and numerous fish species, including the California State fish, the Garibaldi, a protected species which will loose hundred of feet of habitat if the se-wall is constructed.

The access to the proposed Promenade is also potentially unsafe. In order for pedestrians to access the proposed path, they must first enter the property through a narrow, somewhat "blind" corner driveway with little sight distance and with zero separation between vehicles and foot traffic. Because of an existing building, which is in the process of being refurbished per the Club's lease with the Port, there is no physical ability to separate pedestrians from the existing driveway. Once inside the property, there is frequent vehicle, boat trailer and vendor truck traffic, presenting further risk of injury.

The proposed Promenade would adversely impact Club security. Unfortunately, Southwestern Yacht Club has experienced illegal trespassing, theft, high jacking attempts even aggravated assault that attracted National News coverage in the past. A public walkway is an invitation to all, including those with mal-intent, to access the interior facilities and the docks of the Club 24 hours a day, 7 days a week. Southwestern Yacht Club employs security staff who are tasked with checking member identification upon entry. Once inside the property, however, anyone can access the docks, restrooms, clubhouse and annex buildings, even boats with live-aboard tenants. This would be disruptive and an obvious impact to the security of the Club and its members.

The Southwestern Yacht Club Juniors Program attracts children from members and non-members alike. The program is robust and allows many kids access to the water and also enables them to learn safe boating and angling skills. Mixing the general public with a year-round, ongoing children's program is an unacceptable risk.

The added risk to property, adults and children is not only unnecessary, but it is an added liability to the Club.

An Alternate Proposal: The Port and Coastal Commission should remove the draft proposal for a public promenade through a parking lot and replace it with a safer, better approach. By utilizing existing Port lands which are adjacent to the entrance to Southwestern Yacht Club, and immediately adjacent to the public right of way along Qualtrough Street, an interpretive view point could be established. The view-shed would be effectively identical to the one identified at the end of the proposed Promenade through the Club's parking lot, but would not suffer from any of the above-described adverse impacts.

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Email address *

724darius@gmail.com

What is your first name? *

Darius

What is your last name? *

Ashton

What is the name of your organization/company/community group? (if applicable)

SWYC member

What is your ZIP code? *

92117

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I have the following very rough observations as to why the proposed promenade at Southwestern Yacht Club violates section 4.3.1 “Standards for Waterside Promenades” of the Port Master Plan and should not be pursued by the Port:

1. A waterside promenade is not required by the Ports own standards, the current use of a area for the proposed promenade at Southwestern Yacht Club is already a “coastal-dependent use”, i.e docks and gangways for vessels, turning basins and water pathways for vessels, parking to service vehicles and users of vessels kept at the docks and using existing turning basins and water pathways. Further the current structure serving as a maintenance facility is not scheduled for demolition, the building is used by the club for the maintenance of the costal-dependent use of docks and related structures, maintenance and use of vessels kept at the docks.

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Email address *

724darius@gmail.com

What is your first name? *

Darius

What is your last name? *

Ashton

What is the name of your organization/company/community group? (if applicable)

SWYC member

What is your ZIP code? *

92117

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Email address *

jbell@babson.edu

What is your first name? *

Jan

What is your last name? *

Bell

What is the name of your organization/company/community group? (if applicable)

La Playa, Southwest Yacht Club

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I am concerned about the additional traffic on our little dead end street, San Antonio. It already has cars parked on each side, blocking traffic all summer and causing problems for people needing to walk in the street. People who visit already have a path to walk along the water, the La Playa trail, and use it frequently. This proposed walking area does not get people closer to the water or views. It is a shame to waste money on something that will increase traffic, parking problems, endanger walkers, and not add to their enjoyment or view! Spend the saved money on the homeless or people out of jobs because of COVID.

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Email address *

higgins_north@yahoo.com

What is your first name? *

Patricia

What is your last name? *

Higgins

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92116

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

After reading Plan update I was surprised at how many exceptions to the Port Comission approve Master Waterfront Plan would be required in the Updated Master Plan:

The termination of the promenade is the Southwestern Yacht Club Is not a walk-thru but rather it's a dead end - an orphaned Promenade. That violates the master plans that requires new or extension of water promenades to connect to other pathways - a mandatory requirement.

In addition, the yacht club is obviously coastal-dependent user with docks, gangways, turning basins, parking for service vehicles and club members. In addition your plan would require demolition and setback of the maintenance building which is currently occupied where there's is no plan for demolition of any part of that structure.

So using to the "standards for waterside prominence for the Port Master Plan" with the circumstance of the proposed promenade being an orphan promade, interfering with water/land currently occupying requiring coastal dependent waters; and a proposal for the demolition of a building that is currently occupied with no plans for demolition this proposed update is infeasible. So I hope that you will stay with the current Master Plan and not try to implement questionable Updated Master Plan.

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Email address *

lauriechambliss@yahoo.com

What is your first name? *

laurie

What is your last name? *

chambliss

What is the name of your organization/company/community group? (if applicable)

SOUTHWESTERN YACHT CLUB

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

A Waterside Promenade should not be pursued by the Port:

1. Southwestern Yacht Club is a “coastal-dependent use”, i.e docks and gangways for vessels, turning basins and water pathways for vessels, parking to service vehicles and users of vessels kept at the docks and using existing turning basins and water pathways. Further the current structure serving as a maintenance facility is not scheduled for demolition, the building is used by the club for the maintenance of the costal-dependent use of docks and related structures, maintenance and use of vessels kept at the docks.

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From: Joe Hardell <joehardell@mac.com>
Sent: Wednesday, October 21, 2020 6:56 AM
To: Port Master Plan Update
Subject: Shelter Island Launch Ramp

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Greetings,
I understand there is a project in the works to change the Shelter Island launch ramp parking area into a park and remove the Marlin Club. I explore you not to do this as so many fishermen rely on this parking area and the Marlin Club is an institution worthy of maintaining.
Last time I launched at Shelter Island there was nowhere to park as the parking area is already insufficient. I love San Diego and the improved launch ramp. Every time I launch my boat I fill it with gas down the street from the ramp and usually stop for bait and tackle as well as shopping at the nearby West Marine. In addition, we always stop at the Denny's for a late dinner when leaving the area. I believe most boaters do the same, routinely spending a considerable sum at local businesses. If the parking area is removed or relocated too far away I will have to start using the ramp in Chula Vista Because I cannot park and walk a long distance (many of us are older and unable to do so).
Surely there is an alternative that maintains these crucial parking spaces for trailers.
Thank you for your time and consideration,

Joe Hardell
Owner
GrabBass Products

From: James Hammerstrand <lobsterham@gmail.com>
Sent: Friday, October 23, 2020 3:22 PM
To: Port Master Plan Update
Subject: Shelter island master plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern,

Regarding the Shelter Island master plan: The parking lot area must be preserved and/ or expanded. We need a large area to park our trucks with trailers when we go fish.

Thank you for your consideration,

James Hammerstrand

From: Rick Sams <richard.sams.ctr@gmail.com>
Sent: Saturday, October 31, 2020 8:06 AM
To: Port Master Plan Update
Subject: Do Not Decrease Parking At Shelter Island

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,
I would like this email to be part of the official public response to the shelter island port plan. Any plan that deceases the parking, especially boat trailer parking is unacceptable. We are facing a decrease in available boat ramp parking space all across Southern California.
Thank you,
Rick Sams
949-374-2125

Sent from my iPhone

ATTORNEYS AT LAW
225 Broadway, Suite 1900
San Diego, CA 92101
619.231.5858
619.231.5853 (fax)

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SUZANNE R. VARCO
svarco@envirolawyer.com

S. WAYNE ROSENBAUM
swr@envirolawyer.com

ENVIRONMENTAL LAW GROUP LLP
Varco & Rosenbaum

November 6, 2020

Sent Via Email

Board of Port Commissioners
Ms. Ann Moore, Chair
Ms. Randa Coniglio, President/CEO
San Diego Unified Port Commission
3165 Pacific Highway
San Diego, CA 92101

Re: Construction of New Piers for Public Access

Dear Commissioners, Chair Moore, and President Coniglio:

As you are aware, our firm has submitted several comment letters (attached for your reference) and appeared at workshops and public meetings on behalf of Mr. Art Engel, a current resident of the La Playa community on Shelter Island, regarding the construction of a new public pier in the La Playa area. We have received and reviewed a copy of the revised Port Master Plan Update dated October 2020 and, while appreciative that the mandate for removal of all La Playa piers has now been removed, we are disappointed with the language prohibiting the construction of new piers: "No new quasi-private/quasi-public piers associated with residential properties, or for residential use, shall be allowed." (PD1.3.)

Public access to the bay is a priority for both the Port District and the California Coastal Commission. The goals of the Port Master Plan have been to provide accessibility to the bay, provide vistas, allow for safe interaction with the water, promote shoreline walkways, provide direct shoreline access and provide recreation activities that attract visitors. New public piers would not be inconsistent with these goals, but would, in fact, help to promote these goals. It is noteworthy that in 1988, a Port-prepared EIR characterized the piers as a "visual amenity," and stated that the piers provide:

> "points of visual reference along the shoreline that are in character with the surrounding views of boating activity. The shoreline, with the piers, is scenic enough to have been used in postcards and other photographic souvenirs of the area."

The Port's EIR further recognized the scenic-visual quality of the shoreline offered by the piers, and the recreational opportunities provided by the piers. (*See Attachment 2 to letter of January 25, 2018.*)

Only in San Diego is the construction of new piers controversial. Along the coastline of California, the Coastal Commission has approved new public and private piers. Since 2009, the Coastal Commission has approved the construction of more than 25 **new** piers along the California coastline, including in San Diego, Coronado, Newport Beach, Huntington Beach, Long Beach, Morro Bay, Oxnard, Redondo Beach, Humboldt and other locations. Since 2017, the Coastal Commission has approved the replacement of more than 27 piers along the California coast. These Coastal Commission project approvals demonstrate that the Coastal Commission is not averse to the construction of new piers, so long as public access is made a priority.

A particularly relevant example includes a 2019 Coastal Commission approval of the construction of a twenty-nine-foot pier with a private dock float, gangway landing and staircase in Long Beach. The approved pier and dock are associated with the adjacent single-family residence and would be used for recreational boating purposes. (*See Attachment to letter of April 29, 2019.*) Similarly, a private pier, gangway and dock float in Corona del Mar was approved by the Coastal Commission in 2017. Much like the pier proposed by Mr. Engel, the proposed dock and pier system was associated with the adjacent residence and was intended for recreational purposes. The Coastal Commission permit specifically notes that "the project is being constructed on public tidelands and/or within an area subject to the public trust doctrine." (*See Attachment 3 to letter of January 25, 2018.*) The Coastal Commission founf that the proposed pier and dock did not impair public access and was not a violation of the public trust doctrine.

The Port District has no reasonable basis to ignore the express actions of the Coastal Commission in allowing for the construction of new piers while ensuring continued public access to the ocean, shoreline, and scenic vistas. PD1.3 in the Port Master Plan Update which prohibits the construction of new piers in the La Playa area should be removed. We appreciate the Board's consideration of this issue.

Yours very truly,

ENVIRONMENTAL LAW GROUP LLP
VARCO & ROSENBAUM

Suzanne R. Varco

SRV/ssr
Attachments:

1. January 25, 2018 Letter to Board of Port Commissioners with attachments.
2. April 29, 2019 Letter to Board of Port Commissioners with attachments.

cc: Mr. Stephen Padilla, California Coastal Commission (via email to stephen.Padilla@coastal.ca.gov)
Mr. Arthur Engel (via email)
Ms. Rebecca Harrington, Port Counsel (via email to rharrington@portofsandiego.org)

Board of Port Commissioners:
Ann Moore, Chair (amoore@portofsandiego.org)
Michael Zuccet, Vice Chair (mzuccet@portofsandiego.org)
Dan Malcolm (dmalcolm@portofsandiego.org)
Rafael Castellanos (rcastellanos@portofsandiego.org)
Garry J. Bonelli (gbonelli@portofsandiego.org)
Marshall Merrifield (mmerrifield@portofsandiego.org)
Robert Valderrama (rvalderrama@portofsandiego.org)

Randa Coniglio, President/CEO (rconiglio@portofsandiego.org)

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January 25, 2018

Sent Via Email

Board of Port Commissioners
Rafael Castellanos, Chairman
Ms. Randa Coniglio, Executive Director
San Diego Unified Port Commission
3165 Pacific Highway
San Diego, CA 92101

Re: Construction of New Piers for Public Access

Dear Commissioners, Chair Castellanos and Ms. Coniglio:

At the Board of Port Commissioners meeting on December 12, 2017, our firm made a presentation on behalf of Mr. Art Engel, a current resident of the La Playa community on Shelter Island. For over a year, Mr. Engel and his representatives have engaged in discussions with Port staff regarding the construction of a new public pier in the La Playa area.

Some background may be helpful to a full understanding of this issue. Five piers presently exist in this area. Four of these piers were originally constructed as privately-owned piers, allowing no public access. The docks at the end of the piers were occupied by private boats owned by the pier users. In 1982, the Board of Port Commissioners adopted Master Plan modifications which required that these privately-owned piers either be removed or made available for public use. (*See Attachment 1.*) Each of these piers has now been made available for public use for the length of the pier, with gate access to a dock at the end of each pier. The current use of the docks is governed by Tideland Use and Occupancy Permits (TUOPs); however, each TUOP is limited to two permitees, as the docks can only accommodate two boats.

Mr. Engel has a boat that he uses recreationally on the Bay. He is also a resident of the La Playa community on Shelter Island, with a house located directly adjacent to the Bay and tidelands. In March 2017, one of the TUOP permittees (Dene Oliver) sold his home, which allowed the Port to terminate that TUOP or assign it to another user. At that time, Mr. Engel made a formal request to Port staff seeking assignment of that TUOP to allow his use of the dock on the pier. Port staff provided no response to his request and ultimately assigned the TUOP to a different user.

Mr. Engel and his representatives have repeatedly approached Port staff regarding the construction of a new pier in the La Playa area, and have been advised by Port staff that new piers are not allowed under the Port Master Plan, and that construction of a new pier would violate the public trust doctrine. In our review of the Port Master Plan and the public trust doctrine, neither of these assertions appear correct.

Port Master Plan

Port staff has advised that Appendix C of the Port Master Plan (*see Attachment 1*), prohibits the construction of new piers in the La Playa area. However, this reading of Appendix C is not accurate. While Appendix C disallows "privately owned" piers, it does not include any similar prohibition for piers available for public use.

The current Port Master Plan, in Section IV discussing Shelter Island, provides the goals and policies for the Shelter Island area, demonstrating that public access to the bay is a priority:

- "Additional people oriented spaces, providing vistas and accessibility to the water and waterside activities, are felt appropriate."

- "The major emphasis of the development program is directed toward the . . . improvement in the quality of landscape, visual and physical access to the Bayfront."

Additionally, the development guidelines in the Port Master Plan specifically contemplate that recreational piers are not prohibited, by providing requirements such as: "any increase in water coverage from that which previously exists shall be subject to further environmental review and mitigation as required." This language alone suggests that over-water improvements, such as a public pier, are not prohibited, but their development must be protective of the environment.

All of these provisions in the existing Port Master Plan evidence that public access is a priority. Nothing in the Plan prohibits the construction of additional piers, but the development guidelines exist to protect both public access and environmental resources.

The proposed Port Master Plan Amendment, continues to express these same policies and goals to provide accessibility to the bay, provide vistas, allow for safe interaction with the water, promote shoreline walkways, provide direct shoreline access and provide recreation activities that attract visitors. Comments at the Port's December 12 public meeting reflected the varied public use of the existing piers and the value the piers add to the shoreline experience. All of these goals and policies demonstrate that public access to the bay is a priority. A new public pier would not be inconsistent with these goals and policies, but would, in fact, help to promote these goals and policies.

It is noteworthy that in 1988, the Port attempted to amend its Master Plan specifically to address the La Playa area piers, attempting to remove the 1982 requirement that the piers be opened to the public. The Port-prepared EIR at that time characterized the piers as a "visual amenity," and stated that the piers provide:

> "points of visual reference along the shoreline that are in character with the surrounding views of boating activity. The shoreline, with the piers, is scenic enough to have been used in postcards and other photographic souvenirs of the area."

The EIR further stated that "removal of some or all of the piers could affect the scenic-visual quality of the shoreline, and result in the loss of the recreational opportunities provided by the piers." (*See Attachment 2, p. 8.*) The Coastal Commission disallowed the Master Plan amendment, finding, not that the piers should be removed, but that public access must be provided. The Coastal Commission determined that retaining the piers and opening the piers to public use would be consistent with section 30211 of the Coastal Act, "in that public access in the area would be increased." (*See Attachment 2, p. 10.*)

The Coastal Commission is not averse to the construction of new piers, so long as public access is made a priority. A new private pier was approved by the Coastal Commission in July of 2017, and an examination of public access was a key issue in that approval. The Coastal Commission approved the construction of a new pier, dock float and gangway in Corona del Mar. Much like the pier proposed by Mr. Engel, the proposed dock and pier system is associated with the adjacent residence and will be used for recreational purposes. The Coastal Commission permit specifically notes that "the project is being constructed on public tidelands and/or within an area subject to the public trust doctrine." (*See Attachment 3, p. 3.*) The Coastal Commission issued the permit finding that the proposed pier and dock did not impair public access and was not a violation of the public trust doctrine.

<u>Public Trust Doctrine</u>

In discussions with Port staff and counsel, we have been advised that the public trust doctrine prohibits uses accessory to residential property and that a pier, such as proposed by Mr. Engel, would violate this rule. The Public Trust Doctrine, in fact, does not include any language which specifically prohibits the construction of piers which allow for public access.

The public trust doctrine is implemented through the application of the Coastal Act. The Coastal Act emphasizes the need to protect and provide for public access to and along the coast. Section 30210 of the Coastal Act requires that maximum public access and recreational opportunities be provided. The construction of a pier, open for public access, is not inconsistent with this Coastal Act requirement. Moreover, the Coastal Act (see

section 30233) also specifically contemplates the construction of new "structural pilings for public recreational piers that provide public access and recreational opportunities." A new pier, constructed by Mr. Engel, which is open to the public and provides both public access and recreational opportunities, does not violate the public trust doctrine, but, in fact, provides the specific coastal access mandated by the public trust doctrine.

Mr. Engel has, moreover, expressed his willingness to include the construction of, or funding for, other public improvements along the shoreline with the pier construction. The Port Master Plan states that in the La Playa area of Shelter Island, "it is recommended that sometime in the future, the beach area be served by a pedestrian promenade and bike route . . ." and that the area should be "enhanced by providing landscaped sitting and viewing areas and rest stops for bicyclists and pedestrians using the trail system."

We certainly understand the Port's desire not to support the construction of private piers; however, the construction of a new pier, providing access to the public, new scenic vistas, and low intensive recreational use promotes the goals and policies of the Master Plan and the Coastal Act and should be allowed, and specifically included in the Port Master Plan. We appreciate the Board's consideration of this issue.

Yours very truly,

ENVIRONMENTAL LAW GROUP LLP
VARCO & ROSENBAUM

Suzanne R. Varco

SRV/ssr
Attachments:

1. Appendix C to Port Master Plan, Adopted 5/12/82.
2. California Coastal Commission Staff Recommendation, March 31, 1988.
3. California Coastal Commission Administrative Permit, July 20, 2017

cc: Mr. Stephen Padilla, California Coastal Commission (via email to stephen.Padilla@coastal.ca.gov)
Mr. Arthur Engel (via email)
Ms. Rebecca Harrington, Port Counsel (via email to rharrington@portofsandiego.org)

Board of Port Commissioners:

Rafael Castellanos, Chairman (rcastellanos@portofsandiego.org)
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Randa Coniglio, Executive Director (rconiglio@portofsandiego.org)

Attachment 1

APPENDIX C

COASTAL COMMISSION CERTIFICATION (05-12-82) OF THE SAN DIEGO UNIFIED PORT DISTRICT PORT MASTER PLAN

I. Certification with Conditions

The California Coastal Commission certifies and finds the San Diego Unified Port District Port Master Plan, with the following Plan modifications as conditions for certification, is consistent with the policies of Chapter 8 of the Coastal Act. The Commission also finds that proposed appealable developments and land and water area uses, with the following Plan modifications as conditions, are consistent with the policies of Chapter 3 of the Coastal Act; and although the Plan may have significant adverse impact on the environment within the meaning of the California Environmental Quality Act, conditions have been developed or will be imposed in future permit proceedings to minimize and mitigate impacts occurring within the Coastal Zone.

II. Modifications

The following Plan modifications have been adopted by the Board of Port Commissioners and the California Coastal Commission's certification has become effective:

1. **Shelter Island - Planning District 1. La Playa/Kellogg Beach Area Private Piers.**
   The Board of Port Commissioners shall not renew the existing leases on the five privately owned piers in the La Playa and adjacent Kellogg Beach areas that extend out from the tidelands into the yacht Basin near Shelter Island. At the termination of the existing leases in 1986 the Board of Port Commissioners shall either: a) make the piers available for public use; or b) cause them to be removed. Any piers retained which create a severe impediment to lateral shoreline access shall be modified to correct this situation. Signs indicating availability for public use shall be posed on any piers retained.

2. **Tenth Avenue Marine Terminal - Planning District 4.**
   Pending the submission and certification of a Port Master Plan amendment that includes a land use plan for the 5.4 acre Crosby Street site, that section of Planning District 4 and commercial recreation development projects on the Coronado tidelands in Planning District 6 shall not be certified by the Commission and developments is those areas require a permit from the State Coastal Commission.

3. **Coronado Bayfront - Planning District 6.**
   The Port District shall prepare a precise plan to conform to either the MOU or the TOZ, whichever provides the greatest consistency with Coastal Act policies, for those 53 acres of tidelands north of the Coronado Bridge. The final review and approval of the reviewed plan shall be subject to the written approval of the Executive Director in consultation with the Commission.

Attachment 2

STATE OF CALIFORNIA—THE RESOURCES AGENCY

GEORGE DEUKMEJIAN, Governor

CALIFORNIA COASTAL COMMISSION
SAN DIEGO COAST DISTRICT
1333 CAMINO DEL RIO SOUTH, SUITE 125
SAN DIEGO, CA 92108-3520
(619) 297-9740

March 31, 1988

TO: COMMISSIONERS AND INTERESTED PERSONS

FROM: TOM CRANDALL, DEPUTY DIRECTOR, OCEAN AND COASTAL RESOURCES; and, MILTON PHEGLEY, PORTS COORDINATOR

SUBJECT: STAFF RECOMMENDATION ON SAN DIEGO UNIFIED PORT DISTRICT PORT MASTER PLAN AMENDMENT NO. 10 (La Playa Piers). (For Commission consideration at meeting of April 14, 1988).

STAFF NOTES:

Master Plan Amendment Procedure: Section 13636 of the Commission's regulations call for port master plan amendments to be certified in the same manner as master plans. Within 90 days after the submittal, the Commission, after public hearing, must certify or reject the amendment, in whole or in part. If the Commission fails to act upon the master plan submittal within 90 days following filing, the proposed amendment is automatically certified, as submitted. This amendment was filed on February 19, 1987. The date by which the Commission needs to take final action is May 19, 1988.

Section 30714 of the Coastal Act states that the Commission may not modify the plan or amendment, as submitted, as a condition of certification. Section 30714 also states that the Commission shall certify the plan, or amendment, if the Commission finds both that:

(1) The certified portions of the amendment conform with and carry out the policies of Chapter 8.

(2) Where the amendment provides for development listed as appealable, in Section 30715, such developments are in conformity with all of the policies of Chapter 3.

The uses which are the subject of this amendment are "appealable." Therefore, the policies of Chapter 3 of the Coastal Act are the standard of review for this amendment. The procedural requirements of Chapter 8 would also be applicable.

STAFF RECOMMENDATION:

The staff recommends the Commission adopt the following resolution:

I. Denial of Amendment.

The Commission hereby denies the San Diego Unified Port District Port Master Plan Amendment No. 10, as submitted, and finds for the reasons discussed below that the proposed port master plan amendment would not conform with and carry out the policies of Chapter 3 of the Coastal Act.

II. Findings and Declarations.

The Commission finds and declares as follows:

1. Proposed Master Plan Amendment. In 1980, as a condition of certification of the San Diego Unified Port District Port Master Plan, the Commission required that four private piers in the Peninsula community of the City of San Diego either be converted to public use or removed when the leases on the piers expired in 1986.

At the time of the original master plan consideration in 1980, the Commission had the legal ability to condition a master plan or amendment submittal. Subsequently, the Coastal Act was amended so that the Commission's current authority is only to "... certify the plan or portion of a plan and reject any portion of a plan which is not certified. The Commission may not modify the plan as submitted as the condition of certification."

The specific condition of certification, in 1980, was:

> "The Board of Port Commissioners shall not renew the existing leases on the five privately owned piers in the La Playa and adjacent Kellogg Beach areas that extend out from the tidelands into the Yacht Basin near Shelter Island. At the termination of the existing leases in 1986, the Board of Port Commissioners shall either: a) make the piers available for public use; or b) cause them to be removed. Any piers retained which create a severe impediment to lateral shoreline access shall be modified to correct this situation. Signs indicating availability for public use shall be posted on any piers retained."

At that time, the Commission found that:

> "The five private piers in the La Playa/Kellogg Beach area that extend across the public beach interferes, in varying degrees, with public access along the beach. Section 30001.5 of the Coastal Act declares that one of the basic goals of the state for the coastal zone is to maximize the public access to and along the coast. Section 30211 states:

> Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

The piers are not considered in the Port Master Plan or the EIR, though Planning Goal IX of the Port Master Plan states:

> Provide access along the waterfront wherever possible with promenades and paths where appropriate, and elimination of unnecessary barricades which extend into the water.

It may be to the public benefit if some or all of the piers are allowed to remain with the condition that they be open to the public. The removal or public use of these piers is necessary to bring the Port Master Plan into conformation with the Coastal Act. The Commission recognizes there is already lateral access along this area."

The port's proposed amendment would delete that portion of the port master plan which requires that the existing piers either be removed or opened to public use.

In 1980, there were five piers which were the subject of the condition of certification. Since that time, the port has determined and the Commission staff has agreed that the pier at the La Playa Yacht Club is not subject to the removal/opening requirement as it is available for use by club members and the general public.

2. Description of Site Conditions. The piers and the surrounding area are described in the Environmental Impact Report for this amendment, as follows:

> "The recreational piers are located along the beaches of La Playa, a bayfront residential community in Point Loma that forms the western shore of the Shelter Island Yacht Basin in northern San Diego Bay. The La Playa shoreline is composed of narrow stretches of periodically inundated sandy beaches, low, steep banks, and narrow and discontinuous strips of District tidelands abutting the privately owned properties fronting the bay between the San Diego Yacht Club and the Point Loma Naval Reservation.
>
> The piers and adjacent shoreline areas are described in detail from north to south as follows:
>
> Lacy Pier: The Lacy pier is located near the foot of Talbot Street. It was apparently constructed between 1935-1938, however, a pier has existed in this location since the 1920's. The pier, approximately 130 feet

long, is supported by rail piles with concrete jackets and has wood decking and white wooden railings. The shoreline (District lands between the top of bank at water's edge and the adjacent privately owned property) is about 42 feet wide in the area of the pier.

Wyatt Pier: The Wyatt pier is located northerly of the foot of Bessemer Street. The pier is about 125 feet in length and is supported by wood piles with wood decking and white wood picket railings. The shoreline behind the pier is about 42 feet wide. This was apparently the last of the piers to be built, about 1946.

Donnelley Pier: The Donnelley pier is south of the foot of Bessemer Street. It is pile supported with a wood decking and white wooden railing and is only about 65 feet in length. The pier structure does not extend beyond water's edge at low tides. It was apparently built between 1935-1938. The shoreline behind the pier is about 42 feet wide. Note the storm drain outfalls along the beach, which interrupt lateral beach access.

La Playa Yacht Club Pier: The La Playa pier is located at the foot of San Antonio Avenue at its intersection with Qualtrough Street. The pier is pile supported with a white railing and wood decking. This pier also only extends to water edge at lower tides, and is about 70 feet in length. The pier is located about 16 feet northerly of the foot of San Antonio Avenue, a public street. It was apparently built between 1935-1938.

Cotton-West Pier: The Cotton-West pier extends about 175 feet out from the foot of the Nichols Street right-of-way. The pier has wood decking and white wooden railing. Two access ramps for the pier extend over the top of bank to the upland private property line. Pedestrian access along the shore is possible underneath these ramps along a 15-foot wide section of the bank above the beach. It was apparently built between 1935-1938."

3. Contents of Port Master Plan Amendments. Section 13636 of the Commission's regulations calls for port master plan amendments to be certified in the same manner as master plans. Section 30711 of the Coastal Act states, in part, that a port master plan shall include all of the following:

(1) The proposed uses of land and water areas, where known.

(2) The proposed design and location of port land areas, water areas, berthing, and navigation ways and systems intended to serve commercial traffic within the area of jurisdiction of the port

governing body.

(3) An estimate of the effect of development on habitat areas and the marine environment, a review of existing water quality, habitat areas, and quantitative and qualitative biological inventories, and proposals to minimize and mitigate any substantial adverse impact.

(4) Proposed projects listed as appealable in Section 30715 in sufficient detail to be able to determine their consistency with the policies of Chapter 3 (commencing with Section 30200) of this division.

(5) Provisions for adequate public hearings and public participation in port planning and development decisions.

The Commission finds that the proposed port master plan amendment conforms with the provisions of Coastal Act Section 30711. The proposed land and water uses are listed as "open space" and "open bay." There are adequate details in the port master plan submittal and the Environmental Impact Report (EIR) for the Commission to make a determination of the amendment's consistency with Chapter 3 policies.

The proposed project has been subjected to environmental review under the provisions of the California Environmental Quality Act (CEQA). The amendment EIR was subject to public review and hearing and was certified on January 19, 1988.

Public hearings on the proposed master plan amendment were held by the Port on June 10, 1986, December 15, 1987, and January 19, 1988. Numerous letters and petitions, as well as public testimony, was given regarding the master plan amendment.

4. Appealable Development. Section 30715 of the Coastal Act states that:

> "... After a port master plan ... has been certified, ... approvals of any of the following categories of development by the port governing body may be appealed to the commission: ...
>
> (4) Office and residential buildings not principally devoted to the administration of activities within the port; hotels, motels, and shopping facilities not principally devoted to the sale of commercial goods utilized for water-oriented purposes; commercial fishing facilities; and recreational small craft marina related facilities."

The existing piers are found to be "recreational small craft marina related facilities" and, therefore, are appealable development. The standard of review for this master plan amendment would, thus, be the policies of Chapter 3 of the Coastal Act.

5. Applicable Policies of California Coastal Act of 1976. The most applicable policies of Chapter 3 of the Coastal Act are Sections 30211, 30212.5, 30214, and 30223.

Section 30211 states that:

> "Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation."

Section 30212.5 states:

> "Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, or overcrowding or overuse by the public of any single area."

Section 30214 states:

> "(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:
>
> (1) Topographic and geologic site characteristics.
>
> (2) The capacity of the site to sustain use and at what level of intensity.
>
> (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.
>
> (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.
>
> (b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of

the California Constitution.

(c) In carrying out the public access policies of this article, the commission, regional commissions, and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs."

Finally, Section 30223 states:

"Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible."

6. Inconsistency of Proposed Master Plan Amendment with Coastal Act Policies. The port's certified master plan classifies public access based upon site characteristics and the potential impact of the the access in adjacent areas. The amendment EIR states that:

"The shoreline areas adjacent to the project area are considered to be Class II public access areas:

"Class II applies to undeveloped shoreline, the property is generally unleased, and may be small, scattered parcels somewhat isolated, irregular in shape and difficult to develop. While a user fee is usually not involved, planning policy encourages limited use to meet the restraints of the limited carrying capacity of the natural resource area involved.

Class II applies to those shoreline areas shown on the Land and Water Use Maps of the Precise Plans as habitat replacement, wetlands, salt ponds, and in one instance (Kellogg-La Playa Beach) as open space. Of the total shoreline under the jurisdiction of the Port District, 8.26 miles of 24.95 percent is in Class II."

Port Master Plan text specific to the Project shoreline and beach areas states that "limited access to the beaches is to be maintained consistent with the existing isolated and low intensive recreational use orientation which is geared to serve the immediate neighborhood."

The EIR also states that "Current recreational opportunities in the project area consist of passive shoreline uses such as sunning, walking, jogging, picnicking, bike riding, etc. The piers are used for recreational boating by their lessees, and have also been used by invited community organizations for this purpose." The EIR also states:

> "The piers do not physically restrict lateral access along the shoreline. Access is available along the top of the bank and is not limited by the layout of the piers. Beach access is dependent upon tidal conditions and is not restricted by the piers, however, lateral beach access is somewhat encumbered by a number of storm drain outfalls that are exposed at low tide. The piers to not interfere with any of the passive recreational opportunities currently available to the public nor with boating activities in the Shelter Island Yacht Basin. Their existing use for boat berthing is a very low intensity use that neither interferes with shoreline activities, nor creates a demand for additional public facilities or enhanced access requirements. No significant adverse impact to Public Recreation would occur as a result of the project, and no mitigation measures are necessary."

In a consideration of visual quality, the EIR states that "The piers are a visual amenity ... They provide points of visual reference along the shoreline that are in character with the surrounding views of boating activity. The shoreline, with the piers, is scenic enough to have been used in postcards and other photographic souvenirs of the area."

The EIR, in summary, concludes that:

> "Removal of some or all of the piers could affect the scenic-visual quality of the shoreline, and result in the loss of the recreational opportunities provided by the piers. However, these effects are not considered to be individually or cumulatively "significant." Conversion of some or all of the piers to public use could cause increased traffic, parking, and upland-to-shoreline access requirements, and depending upon the kinds and intensities of public uses permitted, impacts upon the surrounding bayfront neighborhood could also result. The only parking and vehicular access available is on local residential streets which are limited in capacity.
>
> Examples of higher intensity public uses which might be considered include the use of the piers for public fishing, in connection with small boat launching, as accommodation docks for regattas, etc. These uses would generate increased demands upon parking, traffic, and access in the area."

The certified EIR determines that the proposed project (the deletion of opening/removal language and the retention of the piers) would not result in any significant, adverse environmental impacts. The EIR also considers one alternative to the proposed project and evaluates its impacts. The alternative considered was the "no project" alternative, i.e. removal or public use conversion of the piers. The EIR, in its evaluation of this

alternative, states:

> "The only alternative evaluated for purposes of this EIR is the "No Project Alternative", which would require either the removal of the piers or their conversion to public use. No other feasible alternatives have been identified that would meet the planning goals for the area.
>
> The removal of some or all of the piers could affect the scenic-visual quality of the shoreline, and result in the loss of recreational opportunities traditionally provided by piers along the shoreline. While the piers are picturesque and established shoreline features, their removal would not diminish the scenic character of the Yacht Basin as seen from established vista points, nor result in a significant loss of recreational opportunity as numerous facilities for boat berthing are available in the Shelter Island area.
>
> Recreational piers have been traditional features of the shoreline, but these piers are not associated with persons or events of local or regional historic importance, nor architecturally significant structures. Therefore, their removal would not constitute a substantial adverse impact upon historic resources or values.
>
> The conversion of some or all of the piers to public use could cause increased traffic, parking, and upland-to-shoreline access requirements. Depending upon the kinds and intensities of public uses permitted, impacts upon the surrounding bayfront neighborhood could also result. Examples of higher intensity public uses which might be considered include the use of of the piers for public fishing, in connection with small boat launching, as accommodation docks for regattas, etc. These uses would generate increased demands upon parking, traffic, and access in the area. The only parking and vehicular access available is on local residential streets which are limited in capacity. Conversion to public use could result in intensification of uses that maybe adverse. Therefore, conversion would require planning studies and, after the specific uses are decided upon, evaluation of the environmental consequences before project approval."

The proposed amendment is inconsistent with Section 30211 in that the existing development does interfere with public access along the shoreline and does interfere with the use of the public beach in this area. The opportunity exists, through the port's non-renewal of the existing leases, to correct the current interference and increase the opportunity for public access consistent with Section 30211.

The potential exists for adverse impacts resulting from increased public use of the beach area. There are not now any significant reservoirs of parking in the area for beach users and there are not other support facilities, such as restrooms, in the area. However, the mere removal of the piers would not necessarily result in a significantly increased demand for public access. The conversion of the piers to public use could result in undesirable demands on parking, etc., depending upon the types of activities for which the piers are used. However, there has not been any study of the appropriate levels of uses and the types of support facilities which would be needed. The Commission finds that the Port's choice to exclude the public from full use of the area because of the absence of a knowledge of the appropriate level of public use and the support facilities which would be needed is unacceptable.

The Commission is not finding that a high level of beach use is necessarily desirable, but that the removal of the piers would be consistent with Section 30211. The retention of the piers and their opening to public use would also be consistent with Section 30211 in that public access in the area would be increased. The current proposal - to continue private use - is inconsistent with Sections 30212.5 and 30214 in that it completely excludes public use and does not balance an appropriate level of public use with a strategy to supply support facilities consistent with the desirable level of use.

The Port has two options available to it under the policy language which is currently a part of the certified port master plan. The port can either remove the existing piers or convert their use to a public, rather than private one. If the conversion option has the potential of creating substantial adverse impacts, as the port argues that it does, then the removal option is available.

In consideration of the potential impacts from the alternative of the piers being removed, the EIR concludes that existing non-beach recreational opportunities or visual qualities will not be significantly decreased. The Commission finds that the availability of a beach area without significant impediments to lateral access could result in the pursuit of support facilities in the area.

In summary, the Commission finds that continued private use of the area is not consistent with the public recreation and public access policies and goals of the Coastal Act. Removal of the existing piers or their conversion to public use would provide greater public access opportunities in the area and the level of public use could be commensurate with the support facilities available. The opportunity to provide graeter public access and recreation opportunities is available to the port through compliance with the policy language of the certified port master plan.

(3334A)

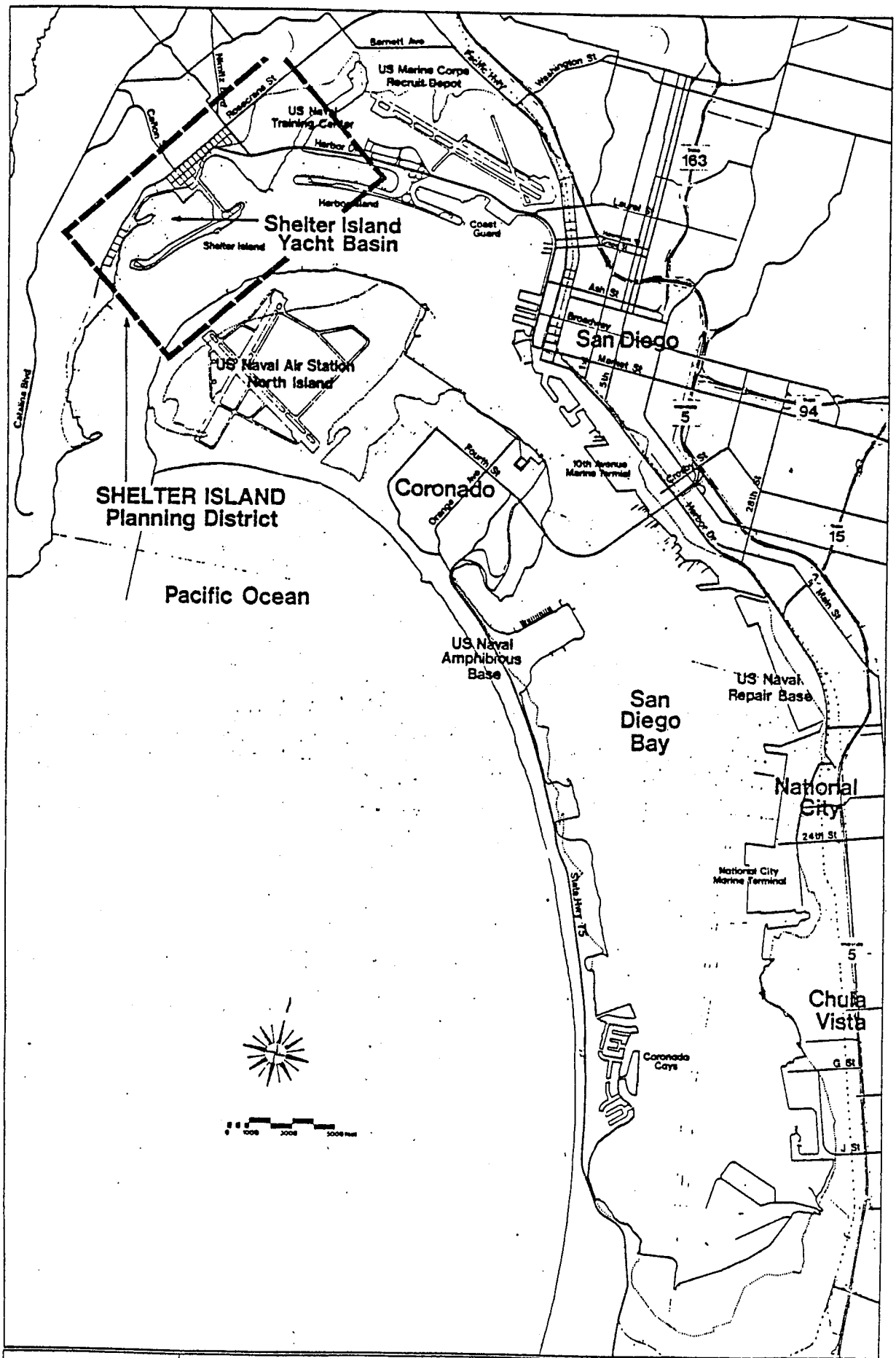
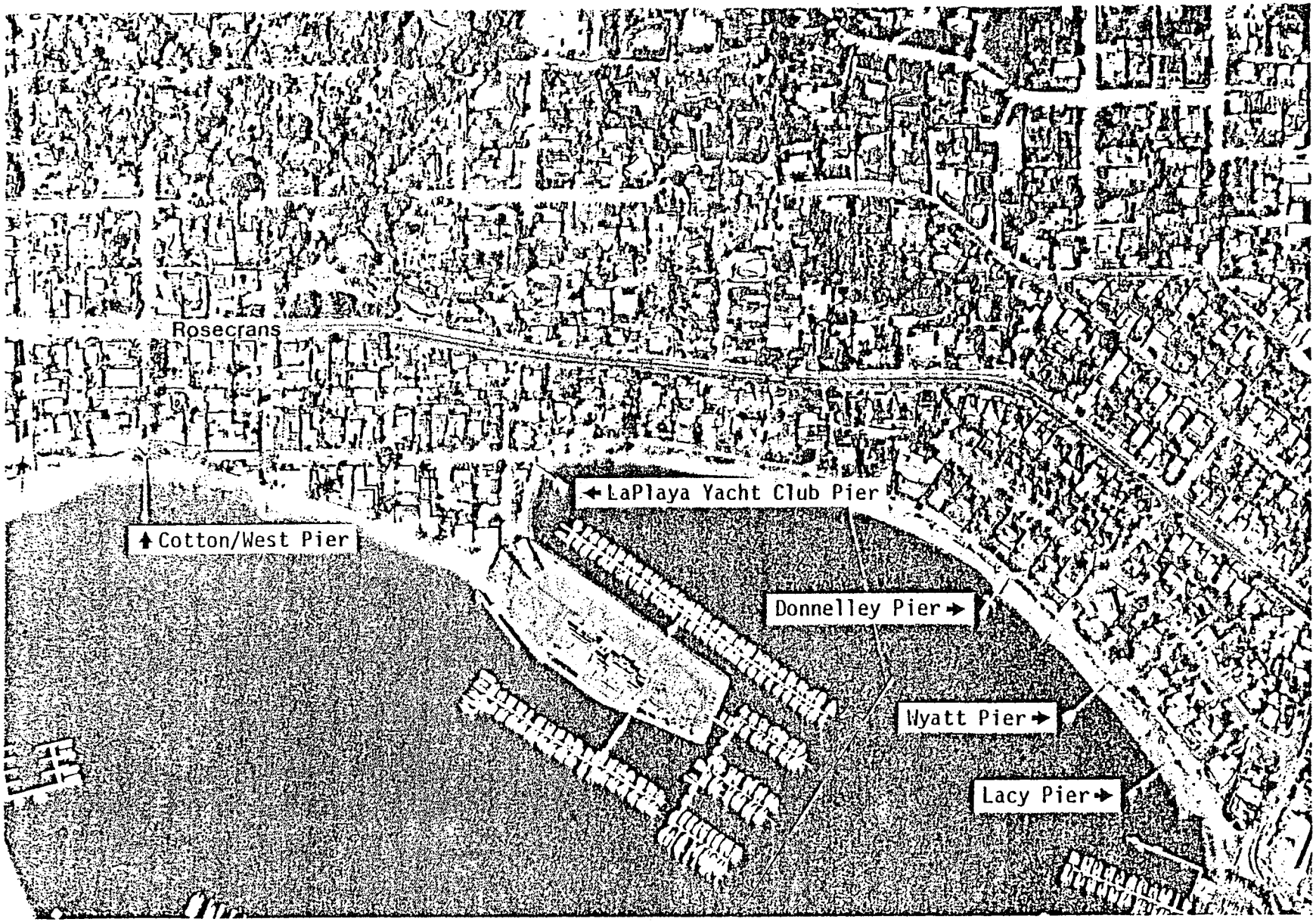


Figure 1	LaPlaya Piers Plan Amendment **Vicinity Map**	Date 6/24/97 Drawn RS Check Base No.
Planning Department		



Scale

0 400'

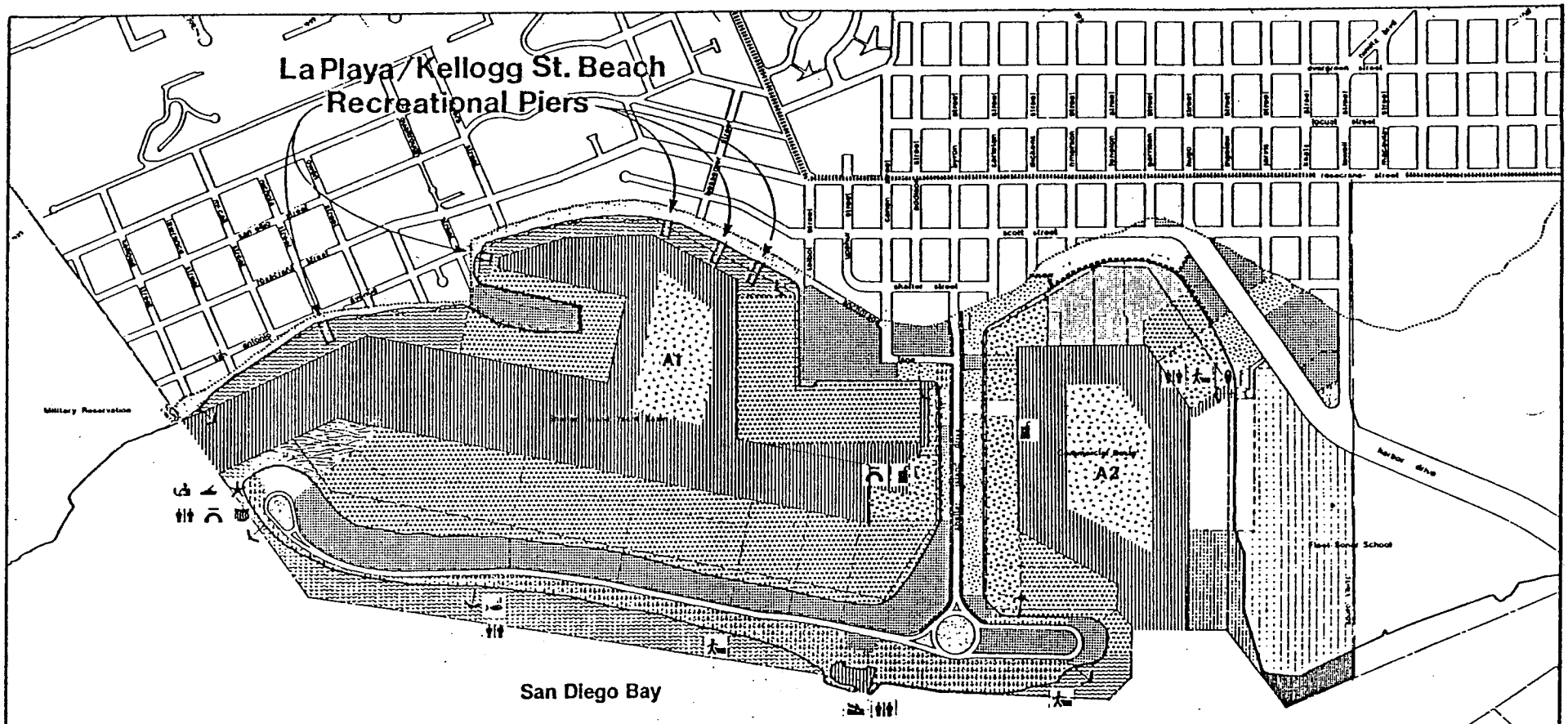
Planning Department

LaPlaya Piers Plan Amendment - Figure 2

Aerial View of Project Area & Piers

Date	6/21/87
Drawn	Check
	ICS
Base	
No.	

Revised



LEGEND

- Mean High Tide Line
- US Pierhead Line
- US Bulkhead Line
- Combined US Pierhead/Bulkhead Line
- Lease Lines
- Planning District Limits
- Coastal Zone Boundary

Land		Water
	COMMERCIAL	
Commercial Fishing		Commercial Fishing Berthing
Commercial Recreation		Recreational Boat Berthing
Sportfishing		Sportfishing Berthing
Marine Sales & Services		Marine Services Berthing
		Fueling Dock
	PUBLIC RECREATION	
Park		Open Bay
Promenade		Boat Launching Ramp
Open Space		Public Fishing Pier
Public Access		
Vista Area		

PUBLIC FACILITIES

- Harbor Services
- Harbor Police Station
- Comfort Station
- US Customs
- Anchorage Landing
- US Coast Guard
- Harbor Master Pier/Transient Berthing
- Boat Anchorage
- Boat Navigation Corridor
- Fireboat Station
- Sanitary Pumpout

MILITARY

- Navy Fleet School
- Navy Small Craft Berthing
- Navy Ship Berthing

Adopted by SDUPD Resolution No. 80-74 *Date* March 18, 1980

scale

planning department

Planning District 1
SHELTER ISLAND/LA PLAYA

La Playa Piers Plan Amendment - Figure 3
Master Plan Land & Water Uses

MASTER PLAN REVISION

STATE OF CALIFORNIA—THE RESOURCES AGENCY GEORGE DEUKMEJIAN, *Governor*

CALIFORNIA COASTAL COMMISSION
SAN DIEGO COAST DISTRICT
1333 CAMINO DEL RIO SOUTH, SUITE 125
SAN DIEGO, CA 92108-3520
(619) 297-9740

IMPORTANT PUBLIC HEARING NOTICE
SAN DIEGO UNIFIED PORT DISTRICT MASTER PLAN AMENDMENT NO. 10
(LA PLAYA PIERS)

HEARING DATE, TIME AND LOCATION

DATE and TIME: Thursday, April 14, 1988; 9:00 a.m.
LOCATION: Burton Chace Park, West end of Mindanao Way, Marina del Rey, CA

AMENDMENT DESCRIPTION

The Port proposes to amend the certified port master plan to allow four private piers in the Kellogg and La Playa Beach areas to remain in private use. The certified plan requires that the piers be either removed or opened to public use by June 30, 1986. The four piers and their locations are: 1) Cotton and West, foot of Nichols Street at San Antonio Avenue; 2) Donnelley, 180 feet west of Bessemer Street; 3) Wyatt, 195 feet east of Bessemer Street; 4) Lacy, 325 feet west of Talbot Street.

HEARING PROCEDURES

At the time of the public hearing, the Coastal Commission staff will make a brief oral presentation to the Commission. Immediately following the staff presentation representatives of the Port will address the Commission regarding the amendment. Upon conclusion of the Port's presentation, interested members of the public and agencies will have an opportunity to address the Commission and comment on the submittal. Following the public hearing, the Commission will discuss the proposed amendment; and, as there are preliminary recommendations and findings prepared for the Commission, the Commission may take final action on the amendment at this time.

STAFF RECOMMENDATION

A staff report has been prepared for the Commission. Staff is recommending that the Port Master Plan Amendment be denied.

AVAILABILITY OF STAFF REPORT

A staff report has been prepared for the Commission on the submitted Master Plan Amendment. Above is a summary of the staff recommendation; if you would like the full text of the staff report, please call or write the above-noted office and request the "San Diego Unified Port District Master Plan Amendment No. 10 Staff Recommendation." Questions regarding the report or hearing should be directed to Milton Phegley, Ports Coordinator, (619) 297-9740.

(3332A)

STATE OF CALIFORNIA—THE RESOURCES AGENCY GEORGE DEUKMEJIAN, Governor

CALIFORNIA COASTAL COMMISSION
SAN DIEGO COAST DISTRICT
1333 CAMINO DEL RIO SOUTH, SUITE 125
SAN DIEGO, CA 92108-3520
(619) 297-9740

PUBLIC HEARING NOTICE (Continued Hearing)
SAN DIEGO UNIFIED PORT DISTRICT MASTER PLAN AMENDMENT NO. 10
(LA PLAYA PIERS)

HEARING DATE, TIME AND LOCATION

DATE and TIME: Thursday, May 12, 1988; 9:00 a.m.
LOCATION: Burton Chace Park, West end of Mindanao Way, Marina del Rey, CA

AMENDMENT DESCRIPTION

The Port proposes to amend the certified port master plan to allow four private piers in the Kellogg and La Playa Beach areas to remain in private use. The certified plan requires that the piers be either removed or opened to public use by June 30, 1986. The four piers and their locations are: 1) Cotton and West, foot of Nichols Street at San Antonio Avenue; 2) Donnelley, 180 feet west of Bessemer Street; 3) Wyatt, 195 feet east of Bessemer Street; 4) Lacy, 325 feet west of Talbot Street.

HEARING PROCEDURES

The public hearing on this matter was continued from the Commission meeting of April 14, 1988. At the conclusion of this continued hearing, the Commission may take final action on the amendment.

STAFF RECOMMENDATION

A staff report has been prepared for the Commission. The staff report of March 31, 1988, will not be modified for this hearing. Staff is recommending that the Port Master Plan Amendment be denied.

AVAILABILITY OF STAFF REPORT

A staff report has been prepared for the Commission on the submitted Master Plan Amendment. Above is a summary of the staff recommendation; if you would like the full text of the staff report, please call or write the above-noted office and request the "San Diego Unified Port District Master Plan Amendment No. 10 Staff Recommendation." Questions regarding the report or hearing should be directed to Milton Phegley, Ports Coordinator, (619) 297-9740.

(3332A/rev.)

Attachment 3

CALIFORNIA COASTAL COMMISSION
45 Fremont St, Suite 2000
San Francisco, CA 94105-2219
Phone: (415) 904-5200
Fax: (415) 904-5400

W7b

Staff: Daniel Nathan – SF
Date: July 20, 2017

ADMINISTRATIVE PERMIT

Application No. **5-17-0526**

Applicant: **Bryan Sheehy**

Agents: **Swift Slip Dock and Pier Builders Inc., Attention: Jacquelyn Chung**

Project Description: Construct 14' x 10' pier and remove 1,080 square foot F-shaped dock float and replace with 1,138 square foot F-shaped dock float (the float's existing headwalk and one dock finger will be re-used), and install a 24' x 5' gangway. The dock system will be secured in place by seven 10-inch round steel pipe piles.

Project Location: 2495 Ocean Boulevard, Corona del Mar, City of Newport Beach (Orange County, APN: 052-013-32)

EXECUTIVE DIRECTOR'S DETERMINATION

The findings for this determination, and for any special conditions, appear on subsequent pages.

NOTE: P.R.C. Section 30624 provides that this permit shall not become effective until it is reported to the Commission at its next meeting. If one-third or more of the appointed membership of the Commission so request, the application will be removed from the administrative calendar and set for public hearing at a subsequent Commission meeting. Our office will notify you if such removal occurs.

This permit will be reported to the Commission at the following time and place:

Wednesday, August 9, 2017 9:00 am
King Gillette Ranch Auditorium
26800 Mulholland Highway
Calabasas, CA 91302

IMPORTANT - Before you may proceed with development, the following must occur:

Pursuant to 14 Cal. Admin. Code Sections 13150(b) and 13158, you must sign the enclosed duplicate copy acknowledging the permit's receipt and accepting its contents, including all conditions, and return it to our office. Following the Commission's meeting, and once we have received the signed acknowledgement and evidence of compliance with all special conditions, we will send you a Notice of Administrative Permit Effectiveness.

BEFORE YOU CAN OBTAIN ANY LOCAL PERMITS AND PROCEED WITH DEVELOPMENT, YOU MUST HAVE RECEIVED BOTH YOUR ADMINISTRATIVE PERMIT AND THE NOTICE OF PERMIT EFFECTIVENESS FROM THIS OFFICE.

JOHN AINSWORTH
Executive Director

By: Daniel Nathan
Title: Coastal Program Analyst

STANDARD CONDITIONS

This permit is granted subject to the following standard conditions:

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. **Interpretation.** Any questions of intent or interpretation of any term or condition will be resolved by the Executive Director or the Commission.
4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

SPECIAL CONDITIONS: SEE PAGES FIVE THROUGH EIGHT.

EXECUTIVE DIRECTOR'S DETERMINATION (continued):

The Executive Director hereby determines that the proposed development is a category of development, which, pursuant to PRC Section 30624, qualifies for approval by the Executive Director through the issuance of an Administrative Permit. Subject to Standard and Special Conditions as attached, said development is in conformity with the provisions of Chapter 3 of the Coastal Act of 1976 and will not have any significant impacts on the environment within the meaning of the California Environmental Quality Act. If located between the nearest public road and the sea, this development is in conformity with the public access and public recreation policies of Chapter 3.

FINDINGS FOR EXECUTIVE DIRECTOR'S DETERMINATION

A. PROJECT DESCRIPTION

The proposed project involves the construction of a 140 square foot pier and the removal and replacement of a dock adjacent to a residential property in Corona del Mar, a neighborhood within the City of Newport Beach, Orange County (**Exhibit No. 1**). The existing 1,080 square foot F-shaped dock float will be partially dismantled, removed and replaced with a new 1,138 square foot F-shaped dock float to allow for the dock to be located in deeper waters near the pierhead line. The existing headwalk and one existing dock finger will be reused. A new dock finger will be installed, along with a new 24-ft. x 5-ft. gangway that will connect the dock float to the new 10-ft. x 14-ft. pier to provide storage space for boating-related items. All seven existing 10-inch round steel pipe piles will be removed from their existing locations and will be relocated and installed to support the new pier and dock float (**Exhibit No. 2**). The partial removal of the existing dock float and the installation of a new dock float will result in an increase of 58 square feet of water coverage, though much of this increase in water coverage will be due to the installation of the new pier and not the floating dock itself, which is 82 square feet smaller in size.

The proposed dock system is associated with the adjacent residence located at 2495 Ocean Boulevard and will be for recreational boating purposes. The proposed dock system will extend approximately 90 feet from the existing property line into Newport Bay near the Harbor Entrance, but will remain within the U.S. pierhead line. The dock is located on public tidelands that are under the jurisdiction of the County of Orange, but may partially extend onto public tidelands that are under the jurisdiction of the City of Newport Beach. Thus a "Newport Tidelands Encroachment Permit" from the County of Orange is required, while an encroachment permit from the City is not required since the City does not issue encroachment permits for private residential docks and the applicant has received its Harbor Permit/Approval in Concept from the City's Harbor Resources Division. This situation is similar to the docks in the adjacent area and is consistent with past Commission issued permits.

The proposed development is located seaward of the mean high tide and is within the Commission's original permit jurisdiction. The standard of review for development within the Commission's original permit jurisdiction is Chapter 3 of the Coastal Act. The City's certified LCP is advisory in nature and may provide guidance for development.

The project is being constructed on public tidelands and/or within an area subject to public trust doctrine. There is no direct public pedestrian access to public tidelands through the subject site as it is a private residential property with a private dock. However, public access to public tidelands is

available approximately 2000 feet to the south of the subject site at the Corona del Mar public beach. Therefore, the proposed project does not result in adverse impacts to public access. In order to preserve and maintain access to public tidelands, **Special Condition No. 4** is imposed stating that the approval of a coastal development permit for the project does not waive any public rights or interest that exist or may exist on the property.

The subject site was surveyed for eelgrass by Dive Works on June 1, 2017, within the requisite active growth phase surveying period (typically March through October) required by the City of Newport Beach Harbor Resources Division. Eelgrass was discovered in the project area, but is not anticipated to be impacted by the new dock system. Eelgrass surveys completed during the active growth phase of eelgrass are valid for 60-days with the exception of surveys completed in August-October, which shall be valid until the resumption of the next active growth phase (i.e., the following March). However, since the project is agendized for the August 2017 Coastal Commission Hearing, the existing eelgrass survey will no longer be valid. Therefore, in order to document existing conditions and ensure that the proposed development does not adversely affect coastal resources and biological productivity, **Special Condition No. 2** requires a new eelgrass survey and identifies the procedures necessary to be completed prior to beginning construction, in case the new survey also expires prior to commencement of construction. If the eelgrass survey identifies any eelgrass within the project area which would be impacted by the proposed project, the development shall require an amendment to this permit from the Coastal Commission or a new coastal development permit. In addition, the special condition identifies post-construction eelgrass procedures. These conditions will ensure that should impacts to eelgrass occur (though none are expected), the impacts will be identified and appropriate mitigation required under strict protocol provided in the "California Eelgrass Mitigation Policy and Implementing Guidelines" dated October 2014, which will ensure full mitigation of any impacts to eelgrass should the post-construction survey show that unforeseen eelgrass impacts occurred during construction.

A pre-construction Caulerpa taxifolia survey was also completed by Dive Works on June 1, 2017, as required by the City of Newport Beach Harbor Resources Division. No Caulerpa taxifolia was discovered in the project area and Caulerpa taxifolia surveys are valid for 90 days. Since the project is agendized for the August 2017 Coastal Commission Hearing, the Caulerpa taxifolia survey is still valid since 90-days have not passed since the survey was completed. However, an up-to-date Caulerpa taxifolia survey may be required if construction does not commence before the 90th day. Therefore, the Commission imposes **Special Condition No. 3**, which identifies the procedures necessary to be completed prior to beginning any construction if construction is to commence after the 90th day of the original pre-construction Caulerpa taxifolia survey, as well as the procedures necessary to be completed prior to beginning any construction if Caulerpa taxifolia is found.

The storage or placement of construction material, debris, or waste in a location where it could be discharged into coastal waters would result in an adverse effect on the marine environment. To ensure that all impacts (pre- and post- construction) to water quality are minimized, however, and to reduce the potential for construction related impacts on water quality, the Commission imposes **Special Condition No. 1**, which requires, but is not limited to, appropriate storage and handling of construction equipment and materials to minimize the potential of pollutants to enter coastal waters; and the continued use and maintenance of post construction BMPs.

B. MARINE RESOURCES

The proposed project and its associated structures are an allowable and encouraged marine related use. The project design includes the minimum sized pilings and the minimum number of pilings necessary for structural stability. There are no feasible less environmentally damaging alternatives available. As conditioned, the project will not significantly adversely impact eelgrass beds and will not contribute to the dispersal of the invasive aquatic algae, *Caulerpa taxifolia*. Further, as proposed and conditioned, the project, which is to be used for recreational boating purposes, conforms to Sections 30224 and 30233 of the Coastal Act.

C. WATER QUALITY

The proposed work will be occurring on, within, or adjacent to coastal waters. The storage or placement of construction material, debris, or waste in a location where it could be discharged into coastal waters would result in an adverse effect on the marine environment. To reduce the potential for construction related impacts on water quality, the Commission imposes special conditions requiring, but not limited to, the appropriate storage and handling of construction equipment and materials to minimize the potential of pollutants to enter coastal waters. To reduce the potential for post-construction impacts to water quality the Commission requires the continued use and maintenance of post construction BMPs. As conditioned, the Commission finds that the development conforms to Sections 30230 and 30231 of the Coastal Act.

D. LOCAL COASTAL PROGRAM (LCP)

The City of Newport Beach LCP was effectively certified on January 13, 2017. The proposed development is located seaward of the mean high tide and is within the Commission's original permit jurisdiction. The standard of review for development within the Commission's original permit jurisdiction is Chapter 3 of the Coastal Act. The City's certified LCP is advisory in nature and may provide guidance for development. As conditioned, the proposed development is consistent with the Chapter 3 policies of the Coastal Act.

E. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

As conditioned, there are no feasible alternatives or additional feasible mitigation measures available that would substantially lessen any significant adverse effect that the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, is the least environmentally damaging feasible alternative and can be found consistent with the requirements of the Coastal Act to conform to CEQA.

SPECIAL CONDITIONS

This permit is granted subject to the following special conditions:

1. Water Quality

A. Construction Responsibilities and Debris Removal

(1) No demolition or construction materials, equipment, debris, or waste shall be placed or stored where it may enter sensitive habitat, receiving waters or a storm drain, or be subject to wave, wind, rain or tidal erosion and dispersion;

(2) Any and all debris resulting from demolition or construction activities, and any remaining construction material, shall be removed from the project site within 24 hours of completion of the project;
(3) Demolition or construction debris and sediment shall be removed from work areas each day that demolition or construction occurs to prevent the accumulation of sediment and other debris that may be discharged into coastal waters;
(4) Machinery or construction materials not essential for project improvements will not be allowed at any time in the intertidal zone;
(5) If turbid conditions are generated during construction a silt curtain will be utilized to control turbidity;
(6) Floating booms will be used to contain debris discharged into coastal waters and any debris discharged will be removed as soon as possible but no later than the end of each day;
(7) Non buoyant debris discharged into coastal waters will be recovered by divers as soon as possible after loss;
(8) All trash and debris shall be disposed in the proper trash and recycling receptacles at the end of every construction day;
(9) The applicant shall provide adequate disposal facilities for solid waste, including excess concrete, produced during demolition or construction;
(10) Debris shall be disposed of at a legal disposal site or recycled at a recycling facility. If the disposal site is located in the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place unless the Executive Director determines that no amendment or new permit is legally required;
(11) All stock piles and construction materials shall be covered, enclosed on all sides, shall be located as far away as possible from drain inlets and any waterway, and shall not be stored in contact with the soil;
(12) Machinery and equipment shall be maintained and washed in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems;
(13) The discharge of any hazardous materials into any receiving waters shall be prohibited;
(14) Spill prevention and control measures shall be implemented to ensure the proper handling and storage of petroleum products and other construction materials. Measures shall include a designated fueling and vehicle maintenance area with appropriate berms and protection to prevent any spillage of gasoline or related petroleum products or contact with runoff. The area shall be located as far away from the receiving waters and storm drain inlets as possible;
(15) Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) designed to prevent spillage and/or runoff of demolition or construction-related materials, and to contain sediment or contaminants associated with demolition or construction activity, shall be implemented prior to the on-set of such activity; and
(16) All BMPs shall be maintained in a functional condition throughout the duration of construction activity.

B. Best Management Practices Program

By acceptance of this permit the applicant agrees that the long-term water-borne berthing of boat(s) in the approved dock and/or boat slip will be managed in a manner that protects water quality pursuant to the implementation of the following BMPs.

(1) Boat Cleaning and Maintenance Measures:
   a. In-water top-side and bottom-side boat cleaning shall minimize the discharge of soaps, paints, and debris;
   b. In-the-water hull scraping or any process that occurs under water that results in the removal of paint from boat hulls shall be prohibited. Only detergents and cleaning components that are designated by the manufacturer as phosphate-free and biodegradable shall be used, and the amounts used minimized; and
   c. The applicant shall minimize the use of detergents and boat cleaning and maintenance products containing ammonia, sodium hypochlorite, chlorinated solvents, petroleum distillates or lye.

(2) Solid and Liquid Waste Management Measures:
   a. All trash, recyclables, and hazardous wastes or potential water contaminants, including old gasoline or gasoline with water, absorbent materials, oily rags, lead acid batteries, anti-freeze, waste diesel, kerosene and mineral spirits will be disposed of in a proper manner and will not at any time be disposed of in the water or gutter.

(3) Petroleum Control Management Measures:
   a. Boaters will practice preventive engine maintenance and will use oil absorbents in the bilge and under the engine to prevent oil and fuel discharges. Oil absorbent materials shall be examined at least once a year and replaced as necessary. Used oil absorbents are hazardous waste in California. Used oil absorbents must therefore be disposed in accordance with hazardous waste disposal regulations. The boaters will regularly inspect and maintain engines, seals, gaskets, lines and hoses in order to prevent oil and fuel spills. The use of soaps that can be discharged by bilge pumps is prohibited;
   b. If the bilge needs more extensive cleaning (e.g., due to spills of engine fuels, lubricants or other liquid materials), the boaters will use a bilge pump-out facility or steam cleaning services that recover and properly dispose or recycle all contaminated liquids; and
   c. Bilge cleaners which contain detergents or emulsifiers will not be used for bilge cleaning since they may be discharged to surface waters by the bilge pumps.

2. Eelgrass Survey(s)

A. Pre-Construction Eelgrass Survey. Pre-Construction Eelgrass Survey. A valid pre-construction eelgrass (*Zostera marina*) survey shall be completed during the period of active growth of eelgrass (typically March through October). The pre- construction survey shall be completed within 60 days before the start of construction. The survey shall be prepared in full compliance with the "California Eelgrass Mitigation Policy" dated October 2014 (except as modified by this special condition) adopted by the National Marine Fisheries Service and shall be prepared in consultation with the California Department of Fish and Wildlife. The applicant shall submit the eelgrass

survey for the review and approval of the Executive Director within five (5) business days of completion of each eelgrass survey and in any event no later than fifteen (15) business days prior to commencement of any development. If the eelgrass survey identifies any eelgrass within the project area which would be impacted by the proposed project, the development shall require an amendment to this permit from the Coastal Commission or a new coastal development permit.

B. Post-Construction Eelgrass Survey. If any eelgrass is identified in the project area by the survey required in subsection A of this condition above, within 30 days of completion of construction if completion of construction occurs within the active growth period, or within the first 30 days of the next active growth period following completion of construction that occurs outside of the active growth period, the applicant shall survey the project site to determine if any eelgrass was adversely impacted. The survey shall be prepared in full compliance with the "California Eelgrass Mitigation Policy" dated October 2014 (except as modified by this special condition) adopted by the National Marine Fisheries Service and shall be prepared in consultation with the California Department of Fish and Wildlife. The applicant shall submit the post-construction eelgrass survey for the review and approval of the Executive Director within thirty (30) days after completion of the survey. If any eelgrass has been impacted by project construction, the applicant shall replace the impacted eelgrass at a minimum 1.38:1 ratio on-site, or at another appropriate location subject to the approval of the Executive Director, in accordance with the California Eelgrass Mitigation Policy. Any exceptions to the required 1.38:1 mitigation ratio found within CEMP shall not apply. Implementation of mitigation shall require an amendment to this permit or a new coastal development permit unless the Executive Director determines that no amendment or new permit is legally required.

3. Pre-construction *Caulerpa Taxifolia* Survey

A. Not earlier than 90 days nor later than 30 days prior to commencement or re-commencement of any development authorized under this coastal development permit (the "project"), the applicant shall undertake a survey of the project area and a buffer area at least 10 meters beyond the project area to determine the presence of the invasive alga *Caulerpa taxifolia*. The survey shall include a visual examination of the substrate.

B. The survey protocol shall be prepared in consultation with the Regional Water Quality Control Board, the California Department of Fish and Wildlife, and the National Marine Fisheries Service.

C. Within five (5) business days of completion of the survey, the applicant shall submit the survey:
   (1) for the review and approval of the Executive Director; and
   (2) to the Surveillance Subcommittee of the Southern California Caulerpa Action Team (SCCAT). The SCCAT Surveillance Subcommittee may be contacted through California Department of Fish & Wildlife (858/467-4218) National Marine Fisheries Service (562/980-4043).

D. If *Caulerpa taxifolia* is found within the project or buffer areas, the applicant shall not proceed with the project until 1) the applicant provides evidence to the Executive Director, subject to concurrence by the Executive Director, that all *C. taxifolia* discovered within the project and buffer area has been eliminated in a manner that

complies with all applicable governmental approval requirements, including but not limited to those of the California Coastal Act, or 2) the applicant has revised the project to avoid any contact with *C. taxifolia*. No revisions to the project shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

4. Public Rights

The approval of this permit shall not constitute a waiver of any public rights that exist or may exist on the property. The permittee shall not use this permit as evidence of a waiver of any public rights that may exist on the property.

5. Resource Agencies

The permittee shall comply with all requirements, requests and mitigation measures from the California Department of Fish and Wildlife, the Regional Water Quality Control Board, the U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service with respect to preservation and protection of water quality and marine environment. Any change in the approved project that may be required by the above-stated agencies shall be submitted to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.

ACKNOWLEDGMENT OF PERMIT RECEIPT/ACCEPTANCE OF CONTENTS

I/We acknowledge that I/we have received a copy of this permit and have accepted its contents including all conditions.

_____ _____

Applicant's Signature Date of Signing

CALIFORNIA COASTAL COMMISSION
45 FREMONT STREET, SUITE 2000
SAN FRANCISCO, CA 94105-2219
VOICE (415) 904-5200
FAX (415) 904-5400
TDD (415) 597-5885

W7b

5-17-0526 (SHEEHY)

JULY 20, 2017

EXHIBITS

Table of Contents

Exhibit 1 – Project Location

Exhibit 2 – Site Plan

Exhibit 1

Newport Beach GIS

0 200 400
Feet

Disclaimer: Every reasonable effort has been made to assure the accuracy of the data provided, however, The City of Newport Beach and its employees and agents disclaim any and all responsibility from or relating to any results obtained in its use.

Imagery: 2009-2013 photos provided by Eagle Imaging www.eagleaerial.com

2/8/2017

Proposed

Exhibit 2

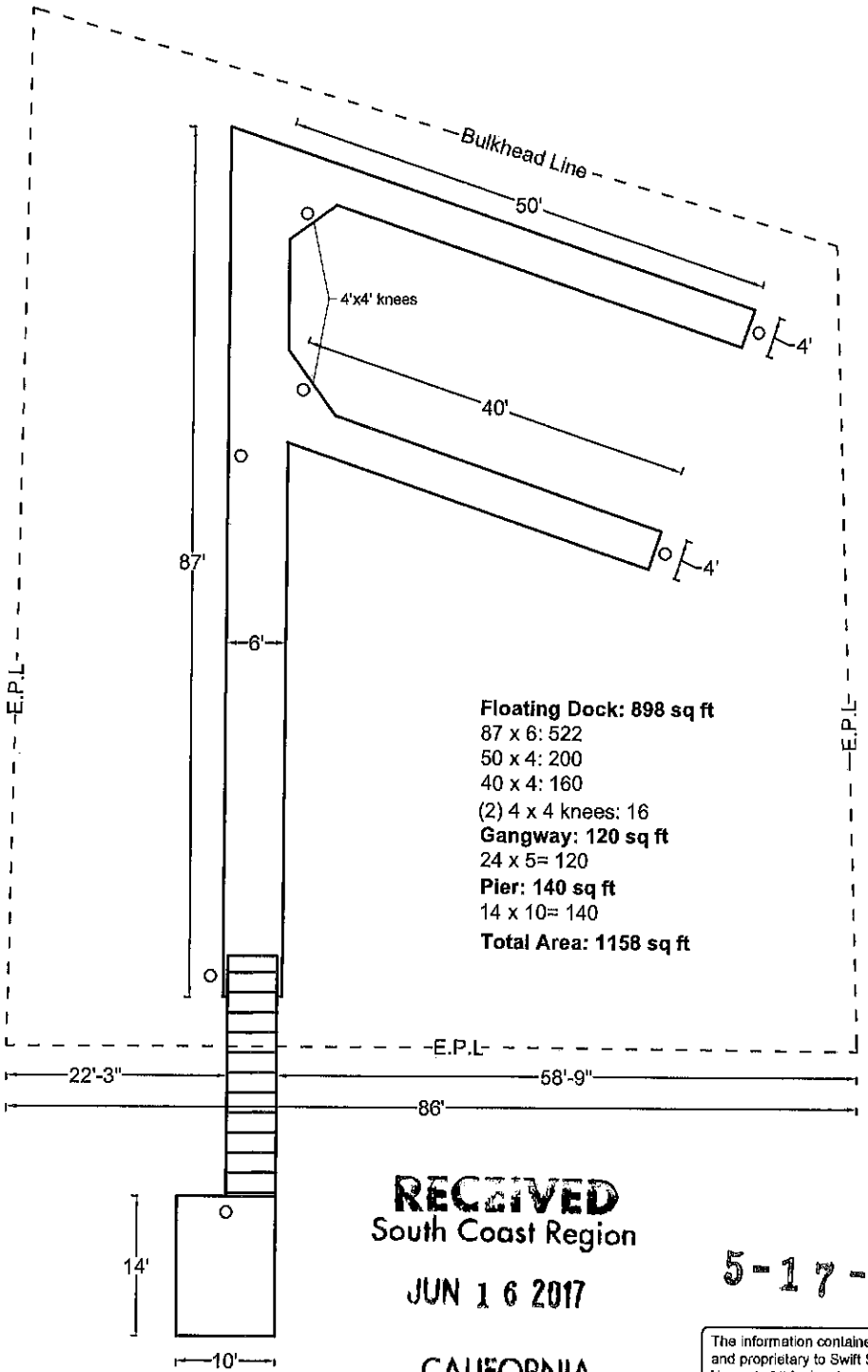
Swift Slip Dock & Pier Builders, Inc
642 Baker St, Costa Mesa, CA, 92626
Phone: (949) 631-3121
Fax: (714) 509-0618

CLIENT: Sheehy	EN DRAWN.	PS CHECKED.	REVISION.	5/26/17 DATE.

SITE: 2495 Ocean Blvd, Corona Del Mar

AMENDMENTS:

REV:	DESCRIPTION:	BY:	DATE:



Floating Dock: 898 sq ft
87 x 6: 522
50 x 4: 200
40 x 4: 160
(2) 4 x 4 knees: 16
Gangway: 120 sq ft
24 x 5= 120
Pier: 140 sq ft
14 x 10= 140
Total Area: 1158 sq ft

RECEIVED
South Coast Region
JUN 16 2017
CALIFORNIA
COASTAL COMMISSION

5-17-0526

The information contained in this drawing is confidential and proprietary to Swift Slip Dock & Pier Builders, Inc. No part of this drawing may be distributed, disclosed or reproduced in any form to any third party without consent from Swift Slip Dock & Pier Builders, Inc.

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619.231.5858
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SUZANNE R. VARCO
svarco@envirolawyer.com

S. WAYNE ROSENBAUM
swr@envirolawyer.com

ENVIRONMENTAL LAW GROUP LLP
Varco & Rosenbaum

April 29, 2019

Sent Via Email to PMPU@portofsandiego.org

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

Re: Comment on Discussion Draft of Port Master Plan Update

Dear Port of San Diego Planning Department:

Varco & Rosenbaum Environmental Law Group LLP represents Arthur Engel. On December 12, 2017, our firm made a presentation on behalf of Mr. Engel, a current resident of the La Playa community on Shelter Island, at the Board of Port Commissioners, regarding his desire to construct a new public pier in the La Playa area. For over two years Mr. Engel and his representatives have engaged in discussions with Port staff regarding the construction of a new public pier in the La Playa area. In January 2018, we provided a letter to the Port Commissioners addressing this issue. A copy of that letter is attached for your reference. Since January 2018, we have appeared at two public meetings of the Port Commission (August 2018 and December 2018), each time articulating Mr. Engel's desire to construct a new public pier. At each of these meetings, the Port Commissioners instructed Port staff to meet with Mr. Engel and his representatives to discuss this issue. The Port staff's outreach to Mr. Engel occurred via a public workshop on March 27, 2019, at which we were advised that the Port staff would be recommending the prohibition on any new piers (public or private) in the La Playa area, as well as the complete removal of all existing piers.

We have reviewed the Discussion Draft of the Port Master Plan Update and note that the proposed text, in fact, does prohibit the construction of any new (public or private) piers in the La Playa area (PD1.30) and does require that all of the existing La Playa piers, **including** those providing public access, be removed within two years following certification of the updated Port Master Plan (PD1.31).

Port staff have repeatedly informed us that the Coastal Commission is requiring the removal of the La Playa piers. I have had conversations with Coastal Commission staff, including in San Diego, as well as other Districts, and have been advised that they are unaware of any request for complete removal of the La Playa piers, or any other public access piers in the state. Quite to the contrary, since 2009, the Coastal Commission has

approved the construction of more than 25 **new** piers along the California coastline, including in San Diego, Coronado, Newport Beach, Huntington Beach, Long Beach, Morro Bay, Oxnard, Redondo Beach, Humboldt and other locations. Since 2017, the Coastal Commission had approved the replacement of 27 piers. Contrary to suggestions by staff, the Coastal Commission is not requesting that public, private or joint public/private piers be removed as a matter of policy from **any** area in California.

As you are aware, five piers presently exist in the La Playa beach area. Four of these piers were originally constructed as privately-owned piers, allowing no public access. The docks at the end of the piers were occupied by private boats owned by the pier users. In 1982, the Board of Port Commissioners adopted Master Plan modifications which required that these privately-owned piers either be removed or made available for public use. Each of these piers has now been made available for public use for the length of the pier, with gate access to a dock at the end of each pier. The current use of the docks is governed by Tideland Use and Occupancy Permits (TUOPs).

It is noteworthy that in 1988, the Port attempted to amend its Master Plan specifically to address the La Playa area piers, attempting to remove the 1982 requirement that the piers be opened to the public. The Port-prepared EIR at that time characterized the piers as a "visual amenity," and stated that the piers provide:

> "points of visual reference along the shoreline that are in character with the surrounding views of boating activity. The shoreline, with the piers, is scenic enough to have been used in postcards and other photographic souvenirs of the area."

The Port's 1988 EIR further stated that "removal of some or all of the piers could affect the scenic-visual quality of the shoreline, and result in the loss of the recreational opportunities provided by the piers." The Coastal Commission disallowed the continued private ownership of the piers, requiring that the piers be open to public access. The Coastal Commission determined that retaining the piers and opening the piers to public use would be consistent with section 30211 of the Coastal Act, "in that public access in the area would be increased." (*See Attachment 2 to January 25, 2018 letter.*)

As noted above, the Coastal Commission project approvals evidence that the Coastal Commission is not averse to the construction of new piers, so long as public access is made a priority. Private and public piers have been approved by the Coastal Commission throughout the state, including as recently as February 2019, when the Coastal Commission approved the construction of a twenty-nine-foot pier with a private dock float, gangway landing and staircase in Long Beach. The approved pier and dock are associated with the adjacent single-family residence and would be used for recreational boating purposes. (See Attached Administrative Permit, Application No. 5-18-0879.)

Such approvals by the Coastal Commission are not uncommon. In July 2017, the Coastal Commission also approved a new private dock and pier system associated with the adjacent residence, to be used for recreational purposes. The Coastal Commission permit specifically noted that "the project is being constructed on public tidelands and/or within an area subject to the public trust doctrine." (*See Attachment 3 to January 25, 2018 letter.*) The Coastal Commission issued the permit finding that the proposed pier and dock did not impair public access and was not a violation of the public trust doctrine.

The Public Trust Doctrine and Coastal Act both allow for the construction of new public piers. The public trust doctrine is implemented through the application of the Coastal Act. The Coastal Act emphasizes the need to protect and provide for public access to and along the coast. Section 30210 of the Coastal Act requires that maximum public access and recreational opportunities be provided. The construction of a pier, open for public access, is not inconsistent with this Coastal Act requirement. Moreover, the Coastal Act (see section 30233) also specifically contemplates the construction of new "structural pilings for public recreational piers that provide public access and recreational opportunities."

The language in the discussion draft of the Port Master Plan Update, prohibiting construction of public piers and requiring the removal of <u>all</u> existing public piers which provide valuable public access, is in violation of both the Public Trust Doctrine and the Coastal Act.

We certainly understand the Port's desire not to support the construction of private piers; however, the construction of new piers, providing access to the public, new scenic vistas, and low intensive recreational use promotes the goals and policies of the Port Master Plan and the Coastal Act and should be allowed. The language proposed by staff, prohibiting construction of public piers and requiring the removal of all existing public piers, should be stricken from the document.

We suggest replacement of the staff-proposed PD1.30 and PD1.31 with the following language:

PD1.30 No new private residential piers are permitted.

PD1.31 New public and/or public/private piers shall only be permitted if the private portion is limited to floating docks attached to the pier and the full length of the pier is open to the public daily between sunrise and sunset. Signs shall be posted which permit public access.

We appreciate the Commission's consideration of this issue.

Yours very truly,

ENVIRONMENTAL LAW GROUP LLP
VARCO & ROSENBAUM

Suzanne R. Varco

SRV/ssr
Attachments:

1. Coastal Commission Administrative Permit, Application No. 5-18-0879;
2. Letter from Varco & Rosenbaum Environmental Law Group LLP, dated January 25, 2018.

cc: Mr. Stephen Padilla, California Coastal Commission (via email to stephen.Padilla@coastal.ca.gov)
Mr. Ryan Moroney, California Coastal Commission (via email to ryan.moroney@coastal.ca.gov)
Mr. Arthur Engel (via email)
Ms. Rebecca Harrington, Port Counsel (via email to rharrington@portofsandiego.org)

Board of Port Commissioners (via email):
Garry J. Bonelli, Chairman (gbonelli@portofsandiego.org)
Ann Moore (amoore@portofsandiego.org)
Dan Malcolm (dmalcolm@portofsandiego.org)
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Michael Zuccet (mzuccet@portofsandiego.org)
Rafael Castellanos, (rcastellanos@portofsandiego.org)

Randa Coniglio, Executive Director (via email to rconiglio@portofsandiego.org)

ATTACHMENT 1

CALIFORNIA COASTAL COMMISSION
South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071

W7a

Staff: A. Spencer – LB
Date: February 14, 2019

ADMINISTRATIVE PERMIT

Application No. **5-18-0879**

Applicants: **Roberta Sniderman and Ann Keitel**

Agent: Pinnacle Docks (c/o Rafael Holcombe)

Project Location: State tidelands adjacent to 64 Rivo Alto Canal, City of Long Beach, Los Angeles County (APN: 7244-022-014).

Project Description: Construct a 29 ft. x 6 ft. dock float, 18 ft. x 2.5 ft. gangway, 3 ft. x 4 ft. gangway landing, and staircase.

EXECUTIVE DIRECTOR'S DETERMINATION

The findings for this determination, and for any special conditions, appear on subsequent pages.

> NOTE: P.R.C. Section 30624 provides that this permit shall not become effective until it is reported to the Commission at its next meeting. If one-third or more of the appointed membership of the Commission so request, the application will be removed from the administrative calendar and set for public hearing at a subsequent Commission meeting. Our office will notify you if such removal occurs.

This permit will be reported to the Commission at the following time and place:

March 06, 2019, 9:00 a.m.
California African American Museum
600 State Drive
Los Angeles, CA 90037

IMPORTANT - Before you may proceed with development, the following must occur:

Pursuant to 14 Cal. Admin. Code Sections 13150(b) and 13158, you must sign the enclosed duplicate copy acknowledging the permit's receipt and accepting its contents, including all conditions, and return it to our office. Following the Commission's meeting, and once we have received the signed acknowledgement and evidence of compliance with all special conditions, we will send you a Notice of Administrative Permit Effectiveness.

BEFORE YOU CAN OBTAIN ANY LOCAL PERMITS AND PROCEED WITH DEVELOPMENT, YOU MUST HAVE RECEIVED BOTH YOUR ADMINISTRATIVE PERMIT AND THE NOTICE OF PERMIT EFFECTIVENESS FROM THIS OFFICE.

John Ainsworth
Executive Director

by: Amrita Spencer
Coastal Program Analyst

STANDARD CONDITIONS

This permit is granted subject to the following standard conditions:

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.

2. **Expiration.** If development has not commenced, the permit will expire two years from the date the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.

3. **Interpretation.** Any questions of intent or interpretation of any term or condition will be resolved by the Executive Director or the Commission.

4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.

5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

SPECIAL CONDITIONS: See pages five through nine.

EXECUTIVE DIRECTOR'S DETERMINATION (continued):

The Executive Director hereby determines that the proposed development is a category of development, which, pursuant to PRC Section 30624, qualifies for approval by the Executive Director through the issuance of an Administrative Permit. Subject to Standard and Special Conditions as attached, said development is in conformity with the provisions of Chapter 3 of the Coastal Act of 1976 and will not have any significant impacts on the environment within the meaning of the California Environmental Quality Act. If located between the nearest public road and the sea, this development is in conformity with the public access and public recreation policies of Chapter 3.

FINDINGS FOR EXECUTIVE DIRECTOR'S DETERMINATION

A. PROJECT DESCRIPTION

The applicant proposes to install a 6 ft. x 29 ft. (174 sq. ft.) rectangular dock float, one 18 ft. x 2.5 ft. gangway, one 3 ft. by 4 ft. gangway landing, and an access staircase in the Rivo Alto Canal located in southeast Long Beach **(Exhibit 1** and **Exhibit 3)**. The proposed 6 ft. x 29 ft. dock float complies with the maximum six-ft. width of new or reconstructed dock systems within the Rivo Alto Canal as set forth in Special Condition 8 of Coastal Development Permit 5-11-085 [Naples Seawall Repair Project (Phase 1), City of Long Beach]. There will be no fill of coastal waters as a result of the subject development. No bottom disturbance or dredging is proposed or permitted by the subject application. The proposed project has received the approval of the City of Long Beach Marine Bureau (08/10/18) and the City of Long Beach Department of Development Services (09/14/2018).

Naples Island (which consists of three islands) and the Naples Canals (Rivo Alto Canal and Naples Canal) were constructed (dredged and filled) in the early 1900s in the delta of the San Gabriel River, the area that is now Alamitos Bay. Rivo Alto Canal is currently 65 to 70 ft. wide and 7 to 14 ft. deep, depending on the tide. A 20-ft. wide portion of public land exists on the upland portions along each side of the Rivo Alto Canal right-of-way, between the seawalls and the property lines of the residents whose homes line the canal and is open to the public.

In 2013, the Commission approved Coastal Development Permit 5-11-085, which authorized repair activities for the existing seawall that surrounds Naples Island. Subject to the conditions of Coastal Development Permit 5-11-085, the City of Long Beach is in the process of installing new steel sheet-pile seawalls on the water side of the existing vertical concrete seawalls along both sides of Rivo Alto Canal (1,915 linear ft.), and new guardrails, landscape beds, sidewalks, improved drainage, and relocated street lighting in the public right-of-way along the canal. Due to the scale of work required for the project, the seawall repair project was broken up into phases. CDP 5-11-085 permitted Phase One of the project, which includes the Rivo Alto Canal properties located between Ravenna Drive Bridge and the Toledo east bridge, where the project site is not located. During Phase One, the City removed the dock floats and associated structures in order to access and repair the seawall. Upon completion of the repair activities, the City replaced the private dock float systems. The project site is located in the Northeast quadrant of the Naples Canal system, which has been categorized as Phase Three of the Naples Seawall Repair Project **(Exhibit 2)**. At this time, the City has not prepared an amendment to Coastal Development Permit 5-11-085 to authorize Phase Three repair activities.

The proposed dock system is associated with the adjacent single-family residence at 64 Rivo Alto Canal and would be used for recreational boating purposes. The applicant submitted an eelgrass survey dated September, 2018, which indicated that no eelgrass was present within the project site. The closest patch of eelgrass was observed approximately 17 ft. from the northwest corner of the dock; however, the proposed project is not expected to impact eelgrass. Invasive algae (*Caulerpa taxifolia*) were not observed at the site. The City of Long Beach has developed eelgrass mitigation plans for the Phase One and Phase Two areas of the Naples Seawall Repair Project under Coastal Development Permits 5-11-085 and 5-11-085-A1, respectively. However, because the City has not started the procedures for the Phase Three area, it is unclear whether or if the City will undertake a similar eelgrass mitigation plan for the area. The Commission therefore imposes Special Condition 2 and Special Condition 3, which require the applicant to undergo pre-construction eelgrass and caulerpa surveys for the project site and within a 10 meter buffer area. In addition, **Special Condition 4** and **Special Condition 5** require the applicant to implement best management practices during construction and post-construction in order to avoid any significant adverse effects to marine resources. Therefore, as proposed and conditioned herein, the development will not have any significant adverse effects on marine resources.

The proposed project (a new dock float) requires an access point (gangway and gangway platform) , which may partially obstruct the approximately 20-ft. wide public right-of-way that runs between the applicant's property and the Rivo Alto Canal. The public right-of-way features a concrete walkway and may be partially landscaped in the area adjacent to the seawall by the applicant, but is subject to improvement by the City of Long Beach, consistent with the requirements of Coastal Development Permit 5-11-085. The applicant is not proposing any landscaping or improvements in the public right-of-way at this time. However, should the applicant decide to place improvements within the designated portion of the public right-of-way, the improvements would need to be consistent with the requirements found in Coastal Development Permit 5-11-085. Therefore, the Commission imposes **Special Condition 6,** which states that the only permitted improvements to the public right-of-way are the gangway platform adjacent to the seawall associated with the proposed dock system, seating available to the public, and drought tolerant non-invasive landscaping. Additionally, **Special Condition 6** requires that a minimum of six ft. of the reconstructed sidewalk shall remain open and accessible to the general public 24 hours a day, consistent with the other Naples Island public walkways and Special Condition 12 of Coastal Development Permit 5-11-085.

B. MARINE RESOURCES

The proposed recreational boat dock development and its associated structures are an allowable and encouraged marine related use. There will be no net increase in number of piles or fill of coastal waters. The proposed development has been conditioned to minimize any significant adverse effect the project may have on the environment by avoiding or mitigating impacts upon sensitive marine resources, such as eelgrass. There are no feasible less environmentally damaging alternatives available. As conditioned, the project will not significantly adversely impact eelgrass beds and will not contribute to the dispersal of the invasive aquatic algae, *Caulerpa taxifolia*. Further, as proposed and conditioned, the project, which is to be used solely for recreational boating purposes, conforms to Sections 30224 and 30233 of the Coastal Act.

C. PUBLIC ACCESS AND RECREATION

As conditioned, the proposed development will not have any new adverse impact on public access to the coast or to nearby recreational facilities. Thus, as conditioned, the proposed development conforms to Sections 30210 through 30214, Sections 30220 through 30224, and 30252 of the Coastal Act.

D. WATER QUALITY

The proposed dock work will be occurring on or within coastal waters. The proposed development has a potential for a discharge of polluted runoff from the project site into coastal waters. The development, as proposed and as conditioned, incorporates best management practices (BMPs) to minimize the effect of construction and post-construction activities on the marine environment. These BMPs include, but are not limited to, the appropriate management of equipment and construction materials and for the use of post-construction best management practices to minimize the project's adverse impact on coastal waters. Therefore, the proposed development, as conditioned, conforms to Sections 30230 and 30231 of the Coastal Act regarding the protection of water quality to promote the biological productivity of coastal waters and to protect human health.

E. LOCAL COASTAL PROGRAM

A coastal development permit is required from the Commission for the proposed development because it is located within the Commission's area of original jurisdiction. The Commission's standard of review for the proposed development is the Chapter 3 policies of the Coastal Act. The City of Long Beach certified LCP is advisory in nature and may provide guidance. The Commission certified the City of Long Beach LCP on July 22, 1980. As conditioned, the proposed development is consistent with Chapter 3 of the Coastal Act and with the certified LCP for the area.

F. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

As conditioned, there are no feasible alternatives or additional feasible mitigation measures available that would substantially lessen any significant adverse effect that the activity may have on the environment. Therefore, the proposed project, as conditioned to mitigate the identified impacts, is the least environmentally damaging feasible alternative and can be found consistent with the requirements of the Coastal Act to conform to CEQA.

SPECIAL CONDITIONS

This permit is granted subject to the following special conditions:

1. **Permit Compliance.** Boating related uses are the only uses permitted by the approved development. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions. Any deviation from the approved

project must be submitted for review by the Executive Director to determine whether an amendment to this coastal development permit or a new coastal development permit is required.

2. **Pre-Construction Eelgrass Survey.** A valid pre-construction eelgrass survey (whether for *Zostera marina* or *Z. pacifica*) shall be completed for the project site and a 10m buffer area by the Permittees during the period of active eelgrass growth (this period varies in different regions; consult the CEMP for the relevant season in the project area). The pre-construction survey shall be completed no more than 60 days prior to the beginning of construction and shall be valid until the next period of active growth. If any portion of the project is subsequently proposed to occur in a previously unsurveyed area, a new survey is required during the active growth period for eelgrass in that region and no more than 60 days prior to commencement of work in that area. The eelgrass survey and mapping shall be prepared in full compliance with the CEMP, and in consultation with the National Marine Fisheries Service (NMFS) and California Department of Fish and Wildlife (CDFW). If side-scan sonar methods will be used, evidence of a permit issued by the California State Lands Commission (CSLC) for such activities shall also be provided prior to the commencement of survey work. The applicant shall submit the pre-construction eelgrass surveys for review and approval by the Executive Director within five (5) business days of completion of each eelgrass survey and in any event, no later than fifteen (15) business days prior to commencement of any development. If eelgrass surveys identify any eelgrass within the project area, which may be potentially impacted by the proposed project, the Permittees are required to complete post-project eelgrass surveys consistent with subsection A (below).

   A. **Post-Construction Eelgrass Survey**. If any eelgrass is identified in the project site or the 10m buffer area by surveys required in subsection B of this condition (above), within 30 days of completion of construction, or within the first 30 days of the next active growth period following completion of construction that occurs outside of the active growth period, the applicant shall survey the project site and the 10m buffer area to determine if any eelgrass was adversely impacted. The survey shall be prepared in full compliance with the CEMP adopted by the NMFS (except as modified by this special condition), and in consultation with the CDFW. If side-scan sonar methods are to be used, evidence of a valid permit from CSLC must also be provided prior to the commencement of each survey period. The applicant shall submit the post-construction eelgrass survey for the review and approval of the Executive Director within thirty (30) days after completion of the survey. If any eelgrass has been adversely impacted, the applicant shall replace the impacted eelgrass at a minimum final 1.2:1 (mitigation:impact) ratio on-site, or at another location, in accordance with the CEMP. Any exceptions to the required 1.2:1 minimum final mitigation ratio found within the CEMP shall not apply. Based on past performance of eelgrass mitigation efforts, in order to achieve this minimum, the appropriate regional initial planting ratio provided in the CEMP should be used. Implementation of mitigation to ensure success in achieving the minimum final mitigation ratio (1.2:1) shall require an amendment to this permit or a new coastal development permit unless the Executive Director provides a written determination that no amendment or new permit is required.

3. Pre-Construction *Caulerpa taxifolia* Survey

a. Not more than 90 days nor less than 30 days prior to commencement or recommencement of any development authorized under this coastal development permit (the "project"), the applicant shall undertake a survey of the project area and a buffer area at least 10 meters beyond the project area to determine the presence of the invasive green alga, *Caulerpa taxifoli*a. The survey shall include a visual examination of the substrate.

b. The survey protocol shall be prepared in consultation with the Regional Water Quality Control Board, the California Department of Fish and Wildlife, and the National Marine Fisheries Service (see http://www.westcoast.fisheries.noaa.gov/habitat/aquatic_invasives/caulerpa_taxifolia.html).

c. Within five (5) business days of completion of the survey, the applicant shall submit the survey

   i. for the review and written approval of the Executive Director; and

   ii. to the Surveillance Subcommittee to the Southern California Caulerpa Action Team (SCCAT). The SCCAT Surveillance Subcommittee may be contacted through William Paznokas, California Department of Fish & Wildlife (858-467-4218/William.Paznokas@wildlife.ca.gov) or Bryant Chesney, National Marine Fisheries Service (562-980-4037/Bryant.Chesney@noaa.gov).

d. If *C. taxifolia* is found within the project or buffer areas, the applicant shall not proceed with the project until 1) the applicant provides evidence to the Executive Director that all *C. taxifolia* discovered within the project and/or buffer area has been eliminated in a manner that complies with all applicable governmental approval requirements, including but not limited to those of the California Coastal Act, or 2) the applicant has revised the project to avoid any contact with *C. taxifolia*. No revisions to the project shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director provides a written determination that no amendment is legally required.

4. Construction Responsibilities and Debris Removal. By acceptance of this permit, the permittee agrees that the approved development shall be carried out in compliance with the following BMPs:

a. No construction materials, equipment, debris, or waste will be placed or stored where it may be subject to wave, wind, or rain erosion and dispersion.

b. Any and all construction material shall be removed from the site within ten days of completion of construction and disposed of at an appropriate location.

c. Machinery or construction materials not essential for project improvements are prohibited at all times in the subtidal or intertidal zones.

d. Floating booms will be used to contain debris discharged into coastal waters and any debris discharged will be removed as soon as possible but no later than the end of each day.

e. Divers will recover non-buoyant debris discharged into coastal waters as soon as possible after loss.

f. At the end of the construction period, the permittee shall inspect the project area and ensure that no debris, trash or construction material has been left on the shore or in the water, and that the project has not created any hazard to navigation.

5. **Best Management Practices (BMP) Program.** By acceptance of this permit, the permittee agrees that the long-term water-borne berthing of boat(s) in the approved dock and/or boat slip will be managed in a manner that protects water quality pursuant to the implementation of the following BMPs:

   a. Boat Cleaning and Maintenance Measures:

   - In-water top-side and bottom-side boat cleaning shall minimize the discharge of soaps, paints and debris.
   - In-the-water hull scraping or any process that occurs under water that results in the removal of paint from boat hulls is prohibited. Only detergents and cleaning components that are designated by the manufacturer as phosphate-free and biodegradable shall be used, and only minimal amounts shall be used.
   - The applicant shall minimize the use of detergents and boat cleaning and maintenance products containing ammonia, sodium hypochlorite, chlorinated solvents, petroleum distillates or lye.

   b. Solid and Liquid Waste Management Measures:

   - All trash, recyclables, and hazardous wastes or potential water contaminants, including old gasoline or gasoline with water, absorbent materials, oily rags, lead acid batteries, anti-freeze, waste diesel, kerosene and mineral spirits shall be disposed of in a proper manner and shall not at any time be disposed of in the water or gutter.

   c. Petroleum Control Management Measures:

   - Oil absorbent materials should be examined at least once a year and replaced as necessary. The applicant shall recycle the materials, if possible, or dispose of them in accordance with hazardous waste disposal regulations. The boaters are encouraged to regularly inspect and maintain engines, seals, gaskets, lines and hoses in order to prevent oil and fuel spills. Boaters are also encouraged to use preventive engine maintenance, oil absorbents, bilge pump-out services, or steam cleaning services to clean oily bilge areas. Clean and maintain bilges. Do not use detergents while cleaning. The use of soaps that can be discharged by bilge pumps is discouraged.

6. **Public Access along the Public Right-of-Way.** The proposed project shall not interfere with public access and use of the public right-of-way that runs between the permittee's property and Rivo Alto Canal. The only permitted improvements to the public right-of-way are the gangway platform to the seawall associated with the proposed dock system, seating available to the public, and drought tolerant non-invasive landscaping.

   A minimum of six ft. of the reconstructed sidewalk shall remain open and accessible to the general public 24 hours a day, consistent with the other Naples Island public walkways and Special Condition 12 of Coastal Development Permit 5-11-085.

Vegetated landscaped areas shall consist of drought tolerant plants, which are non-invasive. No plant species listed as problematic and/or invasive by the California Native Plant Society (http://www.CNPS.org/), the California Invasive Plant Council (formerly the California Exotic Pest Plant Council) (http://www.cal-ipc.org/), or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as a "noxious weed" by the State of California or the U.S. Federal Government shall be utilized within the property. All plants shall be low water use plants as identified by California Department of Water Resources (See: http://www.water.ca.gov/wateruseefficiency/docs/wucols00.pdf). Irrigation systems are not permitted within the public right-of-way.

7. **Resource Agencies.** The permittee shall comply with all requirements, requests and mitigation measures from the California Department of Fish and Wildlife, the Regional Water Quality Control Board, the U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service with respect to preservation and protection of water quality and marine environment. Any change in the approved project that may be required by the above-stated agencies shall be submitted to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.

ACKNOWLEDGMENT OF PERMIT RECEIPT/ACCEPTANCE OF CONTENTS

I/We acknowledge that I/we have received a copy of this permit and have accepted its contents including all conditions.

_____ _____

Applicant's Signature Date of Signing

ATTACHMENT 2

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619.231.5858
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ENVIRONMENTAL LAW GROUP LLP
Varco & Rosenbaum

January 25, 2018

Sent Via Email

Board of Port Commissioners
Rafael Castellanos, Chairman
Ms. Randa Coniglio, Executive Director
San Diego Unified Port Commission
3165 Pacific Highway
San Diego, CA 92101

Re: Construction of New Piers for Public Access

Dear Commissioners, Chair Castellanos and Ms. Coniglio:

At the Board of Port Commissioners meeting on December 12, 2017, our firm made a presentation on behalf of Mr. Art Engel, a current resident of the La Playa community on Shelter Island. For over a year, Mr. Engel and his representatives have engaged in discussions with Port staff regarding the construction of a new public pier in the La Playa area.

Some background may be helpful to a full understanding of this issue. Five piers presently exist in this area. Four of these piers were originally constructed as privately-owned piers, allowing no public access. The docks at the end of the piers were occupied by private boats owned by the pier users. In 1982, the Board of Port Commissioners adopted Master Plan modifications which required that these privately-owned piers either be removed or made available for public use. (*See Attachment 1.*) Each of these piers has now been made available for public use for the length of the pier, with gate access to a dock at the end of each pier. The current use of the docks is governed by Tideland Use and Occupancy Permits (TUOPs); however, each TUOP is limited to two permitees, as the docks can only accommodate two boats.

Mr. Engel has a boat that he uses recreationally on the Bay. He is also a resident of the La Playa community on Shelter Island, with a house located directly adjacent to the Bay and tidelands. In March 2017, one of the TUOP permittees (Dene Oliver) sold his home, which allowed the Port to terminate that TUOP or assign it to another user. At that time, Mr. Engel made a formal request to Port staff seeking assignment of that TUOP to allow his use of the dock on the pier. Port staff provided no response to his request and ultimately assigned the TUOP to a different user.

Mr. Engel and his representatives have repeatedly approached Port staff regarding the construction of a new pier in the La Playa area, and have been advised by Port staff that new piers are not allowed under the Port Master Plan, and that construction of a new pier would violate the public trust doctrine. In our review of the Port Master Plan and the public trust doctrine, neither of these assertions appear correct.

Port Master Plan

Port staff has advised that Appendix C of the Port Master Plan (*see Attachment 1*), prohibits the construction of new piers in the La Playa area. However, this reading of Appendix C is not accurate. While Appendix C disallows "privately owned" piers, it does not include any similar prohibition for piers available for public use.

The current Port Master Plan, in Section IV discussing Shelter Island, provides the goals and policies for the Shelter Island area, demonstrating that public access to the bay is a priority:

- "Additional people oriented spaces, providing vistas and accessibility to the water and waterside activities, are felt appropriate."

- "The major emphasis of the development program is directed toward the . . . improvement in the quality of landscape, visual and physical access to the Bayfront."

Additionally, the development guidelines in the Port Master Plan specifically contemplate that recreational piers are not prohibited, by providing requirements such as: "any increase in water coverage from that which previously exists shall be subject to further environmental review and mitigation as required." This language alone suggests that over-water improvements, such as a public pier, are not prohibited, but their development must be protective of the environment.

All of these provisions in the existing Port Master Plan evidence that public access is a priority. Nothing in the Plan prohibits the construction of additional piers, but the development guidelines exist to protect both public access and environmental resources.

The proposed Port Master Plan Amendment, continues to express these same policies and goals to provide accessibility to the bay, provide vistas, allow for safe interaction with the water, promote shoreline walkways, provide direct shoreline access and provide recreation activities that attract visitors. Comments at the Port's December 12 public meeting reflected the varied public use of the existing piers and the value the piers add to the shoreline experience. All of these goals and policies demonstrate that public access to the bay is a priority. A new public pier would not be inconsistent with these goals and policies, but would, in fact, help to promote these goals and policies.

It is noteworthy that in 1988, the Port attempted to amend its Master Plan specifically to address the La Playa area piers, attempting to remove the 1982 requirement that the piers be opened to the public. The Port-prepared EIR at that time characterized the piers as a "visual amenity," and stated that the piers provide:

> "points of visual reference along the shoreline that are in character with the surrounding views of boating activity. The shoreline, with the piers, is scenic enough to have been used in postcards and other photographic souvenirs of the area."

The EIR further stated that "removal of some or all of the piers could affect the scenic-visual quality of the shoreline, and result in the loss of the recreational opportunities provided by the piers." (*See Attachment 2, p. 8.*) The Coastal Commission disallowed the Master Plan amendment, finding, not that the piers should be removed, but that public access must be provided. The Coastal Commission determined that retaining the piers and opening the piers to public use would be consistent with section 30211 of the Coastal Act, "in that public access in the area would be increased." (*See Attachment 2, p. 10.*)

The Coastal Commission is not averse to the construction of new piers, so long as public access is made a priority. A new private pier was approved by the Coastal Commission in July of 2017, and an examination of public access was a key issue in that approval. The Coastal Commission approved the construction of a new pier, dock float and gangway in Corona del Mar. Much like the pier proposed by Mr. Engel, the proposed dock and pier system is associated with the adjacent residence and will be used for recreational purposes. The Coastal Commission permit specifically notes that "the project is being constructed on public tidelands and/or within an area subject to the public trust doctrine." (*See Attachment 3, p. 3.*) The Coastal Commission issued the permit finding that the proposed pier and dock did not impair public access and was not a violation of the public trust doctrine.

<u>Public Trust Doctrine</u>

In discussions with Port staff and counsel, we have been advised that the public trust doctrine prohibits uses accessory to residential property and that a pier, such as proposed by Mr. Engel, would violate this rule. The Public Trust Doctrine, in fact, does not include any language which specifically prohibits the construction of piers which allow for public access.

The public trust doctrine is implemented through the application of the Coastal Act. The Coastal Act emphasizes the need to protect and provide for public access to and along the coast. Section 30210 of the Coastal Act requires that maximum public access and recreational opportunities be provided. The construction of a pier, open for public access, is not inconsistent with this Coastal Act requirement. Moreover, the Coastal Act (see

section 30233) also specifically contemplates the construction of new "structural pilings for public recreational piers that provide public access and recreational opportunities." A new pier, constructed by Mr. Engel, which is open to the public and provides both public access and recreational opportunities, does not violate the public trust doctrine, but, in fact, provides the specific coastal access mandated by the public trust doctrine.

Mr. Engel has, moreover, expressed his willingness to include the construction of, or funding for, other public improvements along the shoreline with the pier construction. The Port Master Plan states that in the La Playa area of Shelter Island, "it is recommended that sometime in the future, the beach area be served by a pedestrian promenade and bike route . . ." and that the area should be "enhanced by providing landscaped sitting and viewing areas and rest stops for bicyclists and pedestrians using the trail system."

We certainly understand the Port's desire not to support the construction of private piers; however, the construction of a new pier, providing access to the public, new scenic vistas, and low intensive recreational use promotes the goals and policies of the Master Plan and the Coastal Act and should be allowed, and specifically included in the Port Master Plan. We appreciate the Board's consideration of this issue.

Yours very truly,

ENVIRONMENTAL LAW GROUP LLP
VARCO & ROSENBAUM

Suzanne R. Varco

SRV/ssr
Attachments:

1. Appendix C to Port Master Plan, Adopted 5/12/82.
2. California Coastal Commission Staff Recommendation, March 31, 1988.
3. California Coastal Commission Administrative Permit, July 20, 2017

cc: Mr. Stephen Padilla, California Coastal Commission (via email to stephen.Padilla@coastal.ca.gov)
Mr. Arthur Engel (via email)
Ms. Rebecca Harrington, Port Counsel (via email to rharrington@portofsandiego.org)

Board of Port Commissioners:

Rafael Castellanos, Chairman (rcastellanos@portofsandiego.org)
Garry J. Bonelli, Vice Chairman (gbonelli@portofsandiego.org)
Ann Moore (amoore@portofsandiego.org)
Dan Malcolm (dmalcolm@portofsandiego.org)
Marshall Merrifield (mmerrifield@portofsandiego.org)
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Michael Zuccet (mzuccet@portofsandiego.org)

Randa Coniglio, Executive Director (rconiglio@portofsandiego.org)

Attachment 1

APPENDIX C

COASTAL COMMISSION CERTIFICATION (05-12-82) OF THE SAN DIEGO UNIFIED PORT DISTRICT PORT MASTER PLAN

I. Certification with Conditions

The California Coastal Commission certifies and finds the San Diego Unified Port District Port Master Plan, with the following Plan modifications as conditions for certification, is consistent with the policies of Chapter 8 of the Coastal Act. The Commission also finds that proposed appealable developments and land and water area uses, with the following Plan modifications as conditions, are consistent with the policies of Chapter 3 of the Coastal Act; and although the Plan may have significant adverse impact on the environment within the meaning of the California Environmental Quality Act, conditions have been developed or will be imposed in future permit proceedings to minimize and mitigate impacts occurring within the Coastal Zone.

II. Modifications

The following Plan modifications have been adopted by the Board of Port Commissioners and the California Coastal Commission's certification has become effective:

1. **Shelter Island - Planning District 1. La Playa/Kellogg Beach Area Private Piers.**
   The Board of Port Commissioners shall not renew the existing leases on the five privately owned piers in the La Playa and adjacent Kellogg Beach areas that extend out from the tidelands into the yacht Basin near Shelter Island. At the termination of the existing leases in 1986 the Board of Port Commissioners shall either: a) make the piers available for public use; or b) cause them to be removed. Any piers retained which create a severe impediment to lateral shoreline access shall be modified to correct this situation. Signs indicating availability for public use shall be posed on any piers retained.

2. **Tenth Avenue Marine Terminal - Planning District 4.**
   Pending the submission and certification of a Port Master Plan amendment that includes a land use plan for the 5.4 acre Crosby Street site, that section of Planning District 4 and commercial recreation development projects on the Coronado tidelands in Planning District 6 shall not be certified by the Commission and developments is those areas require a permit from the State Coastal Commission.

3. **Coronado Bayfront - Planning District 6.**
   The Port District shall prepare a precise plan to conform to either the MOU or the TOZ, whichever provides the greatest consistency with Coastal Act policies, for those 53 acres of tidelands north of the Coronado Bridge. The final review and approval of the reviewed plan shall be subject to the written approval of the Executive Director in consultation with the Commission.

Attachment 2

STATE OF CALIFORNIA—THE RESOURCES AGENCY

GEORGE DEUKMEJIAN, Governor

CALIFORNIA COASTAL COMMISSION
SAN DIEGO COAST DISTRICT
1333 CAMINO DEL RIO SOUTH, SUITE 125
SAN DIEGO, CA 92108-3520
(619) 297-9740

March 31, 1988

TO: COMMISSIONERS AND INTERESTED PERSONS

FROM: TOM CRANDALL, DEPUTY DIRECTOR, OCEAN AND COASTAL RESOURCES; and, MILTON PHEGLEY, PORTS COORDINATOR

SUBJECT: STAFF RECOMMENDATION ON SAN DIEGO UNIFIED PORT DISTRICT PORT MASTER PLAN AMENDMENT NO. 10 (La Playa Piers). (For Commission consideration at meeting of April 14, 1988).

STAFF NOTES:

Master Plan Amendment Procedure: Section 13636 of the Commission's regulations call for port master plan amendments to be certified in the same manner as master plans. Within 90 days after the submittal, the Commission, after public hearing, must certify or reject the amendment, in whole or in part. If the Commission fails to act upon the master plan submittal within 90 days following filing, the proposed amendment is automatically certified, as submitted. This amendment was filed on February 19, 1987. The date by which the Commission needs to take final action is May 19, 1988.

Section 30714 of the Coastal Act states that the Commission may not modify the plan or amendment, as submitted, as a condition of certification. Section 30714 also states that the Commission shall certify the plan, or amendment, if the Commission finds both that:

(1) The certified portions of the amendment conform with and carry out the policies of Chapter 8.

(2) Where the amendment provides for development listed as appealable, in Section 30715, such developments are in conformity with all of the policies of Chapter 3.

The uses which are the subject of this amendment are "appealable." Therefore, the policies of Chapter 3 of the Coastal Act are the standard of review for this amendment. The procedural requirements of Chapter 8 would also be applicable.

STAFF RECOMMENDATION:

The staff recommends the Commission adopt the following resolution:

I. Denial of Amendment.

The Commission hereby denies the San Diego Unified Port District Port Master Plan Amendment No. 10, as submitted, and finds for the reasons discussed below that the proposed port master plan amendment would not conform with and carry out the policies of Chapter 3 of the Coastal Act.

II. Findings and Declarations.

The Commission finds and declares as follows:

1. Proposed Master Plan Amendment. In 1980, as a condition of certification of the San Diego Unified Port District Port Master Plan, the Commission required that four private piers in the Peninsula community of the City of San Diego either be converted to public use or removed when the leases on the piers expired in 1986.

At the time of the original master plan consideration in 1980, the Commission had the legal ability to condition a master plan or amendment submittal. Subsequently, the Coastal Act was amended so that the Commission's current authority is only to "... certify the plan or portion of a plan and reject any portion of a plan which is not certified. The Commission may not modify the plan as submitted as the condition of certification."

The specific condition of certification, in 1980, was:

> "The Board of Port Commissioners shall not renew the existing leases on the five privately owned piers in the La Playa and adjacent Kellogg Beach areas that extend out from the tidelands into the Yacht Basin near Shelter Island. At the termination of the existing leases in 1986, the Board of Port Commissioners shall either: a) make the piers available for public use; or b) cause them to be removed. Any piers retained which create a severe impediment to lateral shoreline access shall be modified to correct this situation. Signs indicating availability for public use shall be posted on any piers retained."

At that time, the Commission found that:

> "The five private piers in the La Playa/Kellogg Beach area that extend across the public beach interferes, in varying degrees, with public access along the beach. Section 30001.5 of the Coastal Act declares that one of the basic goals of the state for the coastal zone is to maximize the public access to and along the coast. Section 30211 states:

> Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

The piers are not considered in the Port Master Plan or the EIR, though Planning Goal IX of the Port Master Plan states:

> Provide access along the waterfront wherever possible with promenades and paths where appropriate, and elimination of unnecessary barricades which extend into the water.

It may be to the public benefit if some or all of the piers are allowed to remain with the condition that they be open to the public. The removal or public use of these piers is necessary to bring the Port Master Plan into conformation with the Coastal Act. The Commission recognizes there is already lateral access along this area."

The port's proposed amendment would delete that portion of the port master plan which requires that the existing piers either be removed or opened to public use.

In 1980, there were five piers which were the subject of the condition of certification. Since that time, the port has determined and the Commission staff has agreed that the pier at the La Playa Yacht Club is not subject to the removal/opening requirement as it is available for use by club members and the general public.

2. Description of Site Conditions. The piers and the surrounding area are described in the Environmental Impact Report for this amendment, as follows:

> "The recreational piers are located along the beaches of La Playa, a bayfront residential community in Point Loma that forms the western shore of the Shelter Island Yacht Basin in northern San Diego Bay. The La Playa shoreline is composed of narrow stretches of periodically inundated sandy beaches, low, steep banks, and narrow and discontinuous strips of District tidelands abutting the privately owned properties fronting the bay between the San Diego Yacht Club and the Point Loma Naval Reservation.
>
> The piers and adjacent shoreline areas are described in detail from north to south as follows:
>
> Lacy Pier: The Lacy pier is located near the foot of Talbot Street. It was apparently constructed between 1935-1938, however, a pier has existed in this location since the 1920's. The pier, approximately 130 feet

long, is supported by rail piles with concrete jackets and has wood decking and white wooden railings. The shoreline (District lands between the top of bank at water's edge and the adjacent privately owned property) is about 42 feet wide in the area of the pier.

Wyatt Pier: The Wyatt pier is located northerly of the foot of Bessemer Street. The pier is about 125 feet in length and is supported by wood piles with wood decking and white wood picket railings. The shoreline behind the pier is about 42 feet wide. This was apparently the last of the piers to be built, about 1946.

Donnelley Pier: The Donnelley pier is south of the foot of Bessemer Street. It is pile supported with a wood decking and white wooden railing and is only about 65 feet in length. The pier structure does not extend beyond water's edge at low tides. It was apparently built between 1935-1938. The shoreline behind the pier is about 42 feet wide. Note the storm drain outfalls along the beach, which interrupt lateral beach access.

La Playa Yacht Club Pier: The La Playa pier is located at the foot of San Antonio Avenue at its intersection with Qualtrough Street. The pier is pile supported with a white railing and wood decking. This pier also only extends to water edge at lower tides, and is about 70 feet in length. The pier is located about 16 feet northerly of the foot of San Antonio Avenue, a public street. It was apparently built between 1935-1938.

Cotton-West Pier: The Cotton-West pier extends about 175 feet out from the foot of the Nichols Street right-of-way. The pier has wood decking and white wooden railing. Two access ramps for the pier extend over the top of bank to the upland private property line. Pedestrian access along the shore is possible underneath these ramps along a 15-foot wide section of the bank above the beach. It was apparently built between 1935-1938."

3. Contents of Port Master Plan Amendments. Section 13636 of the Commission's regulations calls for port master plan amendments to be certified in the same manner as master plans. Section 30711 of the Coastal Act states, in part, that a port master plan shall include all of the following:

(1) The proposed uses of land and water areas, where known.

(2) The proposed design and location of port land areas, water areas, berthing, and navigation ways and systems intended to serve commercial traffic within the area of jurisdiction of the port

governing body.

(3) An estimate of the effect of development on habitat areas and the marine environment, a review of existing water quality, habitat areas, and quantitative and qualitative biological inventories, and proposals to minimize and mitigate any substantial adverse impact.

(4) Proposed projects listed as appealable in Section 30715 in sufficient detail to be able to determine their consistency with the policies of Chapter 3 (commencing with Section 30200) of this division.

(5) Provisions for adequate public hearings and public participation in port planning and development decisions.

The Commission finds that the proposed port master plan amendment conforms with the provisions of Coastal Act Section 30711. The proposed land and water uses are listed as "open space" and "open bay." There are adequate details in the port master plan submittal and the Environmental Impact Report (EIR) for the Commission to make a determination of the amendment's consistency with Chapter 3 policies.

The proposed project has been subjected to environmental review under the provisions of the California Environmental Quality Act (CEQA). The amendment EIR was subject to public review and hearing and was certified on January 19, 1988.

Public hearings on the proposed master plan amendment were held by the Port on June 10, 1986, December 15, 1987, and January 19, 1988. Numerous letters and petitions, as well as public testimony, was given regarding the master plan amendment.

4. Appealable Development. Section 30715 of the Coastal Act states that:

> "... After a port master plan ... has been certified, ... approvals of any of the following categories of development by the port governing body may be appealed to the commission: ...
>
> (4) Office and residential buildings not principally devoted to the administration of activities within the port; hotels, motels, and shopping facilities not principally devoted to the sale of commercial goods utilized for water-oriented purposes; commercial fishing facilities; and recreational small craft marina related facilities."

The existing piers are found to be "recreational small craft marina related facilities" and, therefore, are appealable development. The standard of review for this master plan amendment would, thus, be the policies of Chapter 3 of the Coastal Act.

5. Applicable Policies of California Coastal Act of 1976. The most applicable policies of Chapter 3 of the Coastal Act are Sections 30211, 30212.5, 30214, and 30223.

Section 30211 states that:

> "Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation."

Section 30212.5 states:

> "Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, or overcrowding or overuse by the public of any single area."

Section 30214 states:

> "(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:
>
> (1) Topographic and geologic site characteristics.
>
> (2) The capacity of the site to sustain use and at what level of intensity.
>
> (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.
>
> (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.
>
> (b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of

the California Constitution.

(c) In carrying out the public access policies of this article, the commission, regional commissions, and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs."

Finally, Section 30223 states:

"Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible."

6. Inconsistency of Proposed Master Plan Amendment with Coastal Act Policies. The port's certified master plan classifies public access based upon site characteristics and the potential impact of the the access in adjacent areas. The amendment EIR states that:

"The shoreline areas adjacent to the project area are considered to be Class II public access areas:

"Class II applies to undeveloped shoreline, the property is generally unleased, and may be small, scattered parcels somewhat isolated, irregular in shape and difficult to develop. While a user fee is usually not involved, planning policy encourages limited use to meet the restraints of the limited carrying capacity of the natural resource area involved.

Class II applies to those shoreline areas shown on the Land and Water Use Maps of the Precise Plans as habitat replacement, wetlands, salt ponds, and in one instance (Kellogg-La Playa Beach) as open space. Of the total shoreline under the jurisdiction of the Port District, 8.26 miles of 24.95 percent is in Class II."

Port Master Plan text specific to the Project shoreline and beach areas states that "limited access to the beaches is to be maintained consistent with the existing isolated and low intensive recreational use orientation which is geared to serve the immediate neighborhood."

The EIR also states that "Current recreational opportunities in the project area consist of passive shoreline uses such as sunning, walking, jogging, picnicking, bike riding, etc. The piers are used for recreational boating by their lessees, and have also been used by invited community organizations for this purpose." The EIR also states:

> "The piers do not physically restrict lateral access along the shoreline. Access is available along the top of the bank and is not limited by the layout of the piers. Beach access is dependent upon tidal conditions and is not restricted by the piers, however, lateral beach access is somewhat encumbered by a number of storm drain outfalls that are exposed at low tide. The piers to not interfere with any of the passive recreational opportunities currently available to the public nor with boating activities in the Shelter Island Yacht Basin. Their existing use for boat berthing is a very low intensity use that neither interferes with shoreline activities, nor creates a demand for additional public facilities or enhanced access requirements. No significant adverse impact to Public Recreation would occur as a result of the project, and no mitigation measures are necessary."

In a consideration of visual quality, the EIR states that "The piers are a visual amenity ... They provide points of visual reference along the shoreline that are in character with the surrounding views of boating activity. The shoreline, with the piers, is scenic enough to have been used in postcards and other photographic souvenirs of the area."

The EIR, in summary, concludes that:

> "Removal of some or all of the piers could affect the scenic-visual quality of the shoreline, and result in the loss of the recreational opportunities provided by the piers. However, these effects are not considered to be individually or cumulatively "significant." Conversion of some or all of the piers to public use could cause increased traffic, parking, and upland-to-shoreline access requirements, and depending upon the kinds and intensities of public uses permitted, impacts upon the surrounding bayfront neighborhood could also result. The only parking and vehicular access available is on local residential streets which are limited in capacity.
>
> Examples of higher intensity public uses which might be considered include the use of the piers for public fishing, in connection with small boat launching, as accommodation docks for regattas, etc. These uses would generate increased demands upon parking, traffic, and access in the area."

The certified EIR determines that the proposed project (the deletion of opening/removal language and the retention of the piers) would not result in any significant, adverse environmental impacts. The EIR also considers one alternative to the proposed project and evaluates its impacts. The alternative considered was the "no project" alternative, i.e. removal or public use conversion of the piers. The EIR, in its evaluation of this

alternative, states:

> "The only alternative evaluated for purposes of this EIR is the "No Project Alternative", which would require either the removal of the piers or their conversion to public use. No other feasible alternatives have been identified that would meet the planning goals for the area.
>
> The removal of some or all of the piers could affect the scenic-visual quality of the shoreline, and result in the loss of recreational opportunities traditionally provided by piers along the shoreline. While the piers are picturesque and established shoreline features, their removal would not diminish the scenic character of the Yacht Basin as seen from established vista points, nor result in a significant loss of recreational opportunity as numerous facilities for boat berthing are available in the Shelter Island area.
>
> Recreational piers have been traditional features of the shoreline, but these piers are not associated with persons or events of local or regional historic importance, nor architecturally significant structures. Therefore, their removal would not constitute a substantial adverse impact upon historic resources or values.
>
> The conversion of some or all of the piers to public use could cause increased traffic, parking, and upland-to-shoreline access requirements. Depending upon the kinds and intensities of public uses permitted, impacts upon the surrounding bayfront neighborhood could also result. Examples of higher intensity public uses which might be considered include the use of of the piers for public fishing, in connection with small boat launching, as accommodation docks for regattas, etc. These uses would generate increased demands upon parking, traffic, and access in the area. The only parking and vehicular access available is on local residential streets which are limited in capacity. Conversion to public use could result in intensification of uses that maybe adverse. Therefore, conversion would require planning studies and, after the specific uses are decided upon, evaluation of the environmental consequences before project approval."

The proposed amendment is inconsistent with Section 30211 in that the existing development does interfere with public access along the shoreline and does interfere with the use of the public beach in this area. The opportunity exists, through the port's non-renewal of the existing leases, to correct the current interference and increase the opportunity for public access consistent with Section 30211.

The potential exists for adverse impacts resulting from increased public use of the beach area. There are not now any significant reservoirs of parking in the area for beach users and there are not other support facilities, such as restrooms, in the area. However, the mere removal of the piers would not necessarily result in a significantly increased demand for public access. The conversion of the piers to public use could result in undesirable demands on parking, etc., depending upon the types of activities for which the piers are used. However, there has not been any study of the appropriate levels of uses and the types of support facilities which would be needed. The Commission finds that the Port's choice to exclude the public from full use of the area because of the absence of a knowledge of the appropriate level of public use and the support facilities which would be needed is unacceptable.

The Commission is not finding that a high level of beach use is necessarily desirable, but that the removal of the piers would be consistent with Section 30211. The retention of the piers and their opening to public use would also be consistent with Section 30211 in that public access in the area would be increased. The current proposal - to continue private use - is inconsistent with Sections 30212.5 and 30214 in that it completely excludes public use and does not balance an appropriate level of public use with a strategy to supply support facilities consistent with the desirable level of use.

The Port has two options available to it under the policy language which is currently a part of the certified port master plan. The port can either remove the existing piers or convert their use to a public, rather than private one. If the conversion option has the potential of creating substantial adverse impacts, as the port argues that it does, then the removal option is available.

In consideration of the potential impacts from the alternative of the piers being removed, the EIR concludes that existing non-beach recreational opportunities or visual qualities will not be significantly decreased. The Commission finds that the availability of a beach area without significant impediments to lateral access could result in the pursuit of support facilities in the area.

In summary, the Commission finds that continued private use of the area is not consistent with the public recreation and public access policies and goals of the Coastal Act. Removal of the existing piers or their conversion to public use would provide greater public access opportunities in the area and the level of public use could be commensurate with the support facilities available. The opportunity to provide graeter public access and recreation opportunities is available to the port through compliance with the policy language of the certified port master plan.

(3334A)

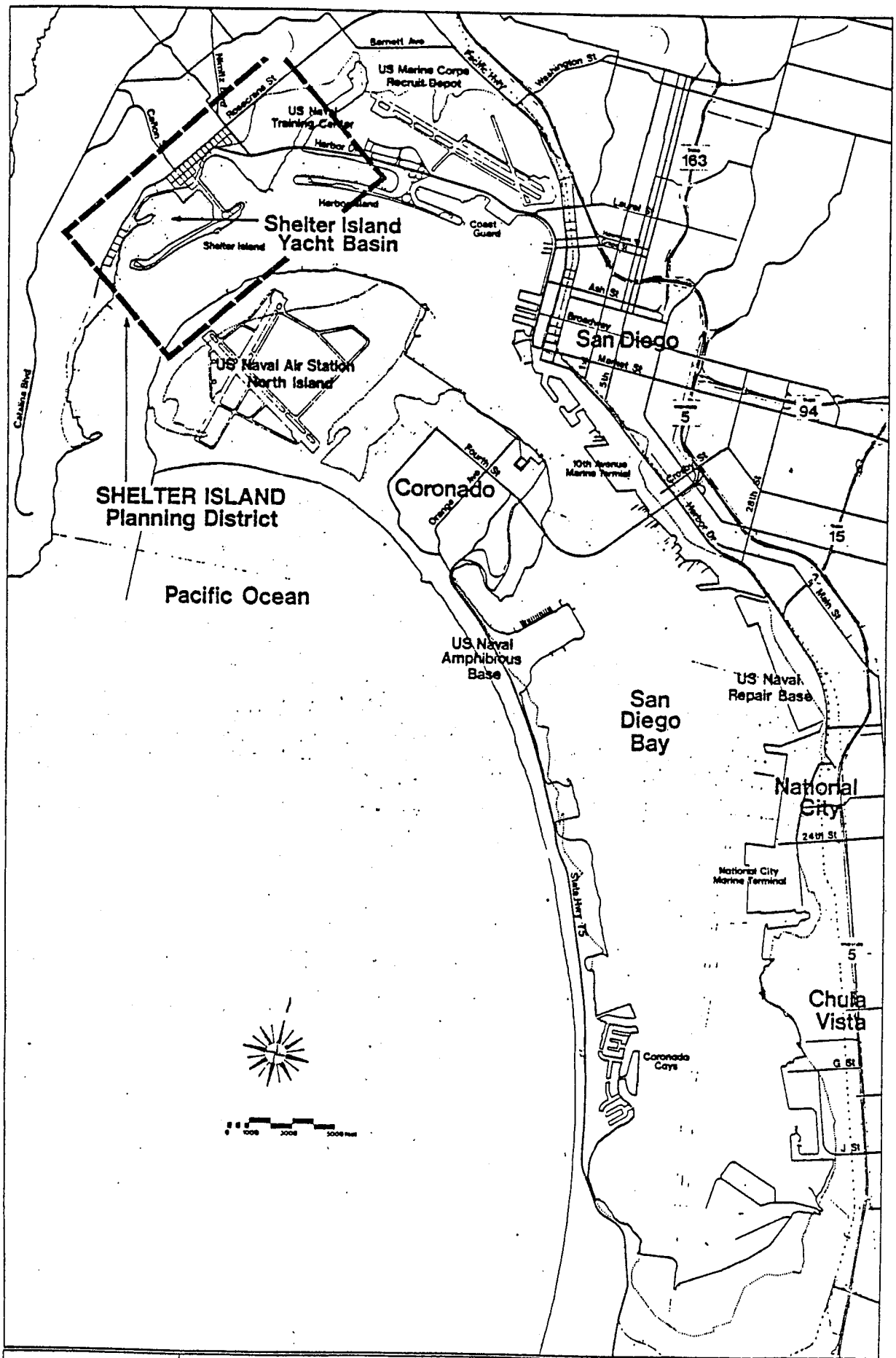
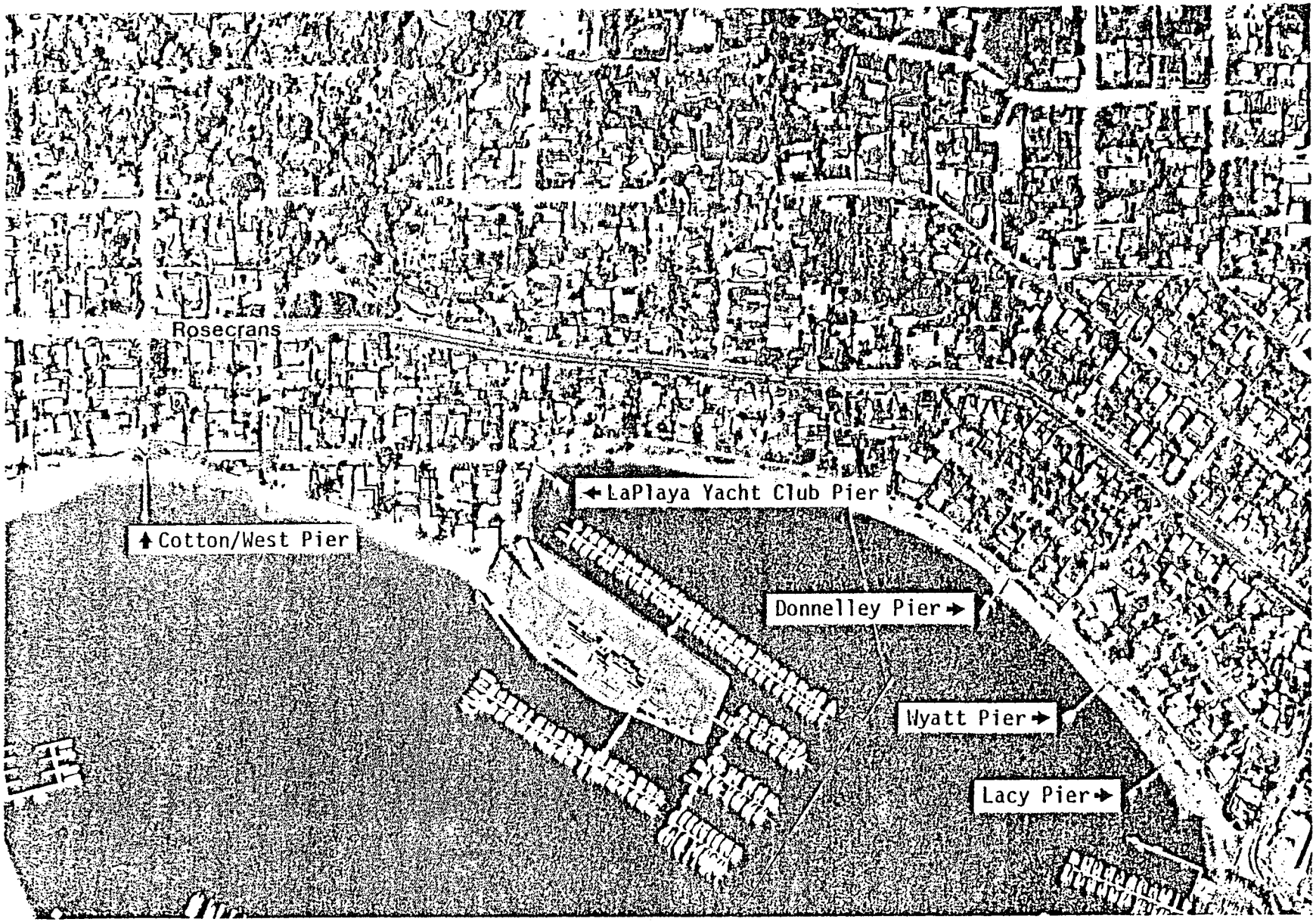


Figure 1	LaPlaya Piers Plan Amendment **Vicinity Map**	Date 6/24/97 Drawn RS Check Base No.
Planning Department		



Scale

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Planning Department

LaPlaya Piers Plan Amendment - Figure 2

Aerial View of Project Area & Piers

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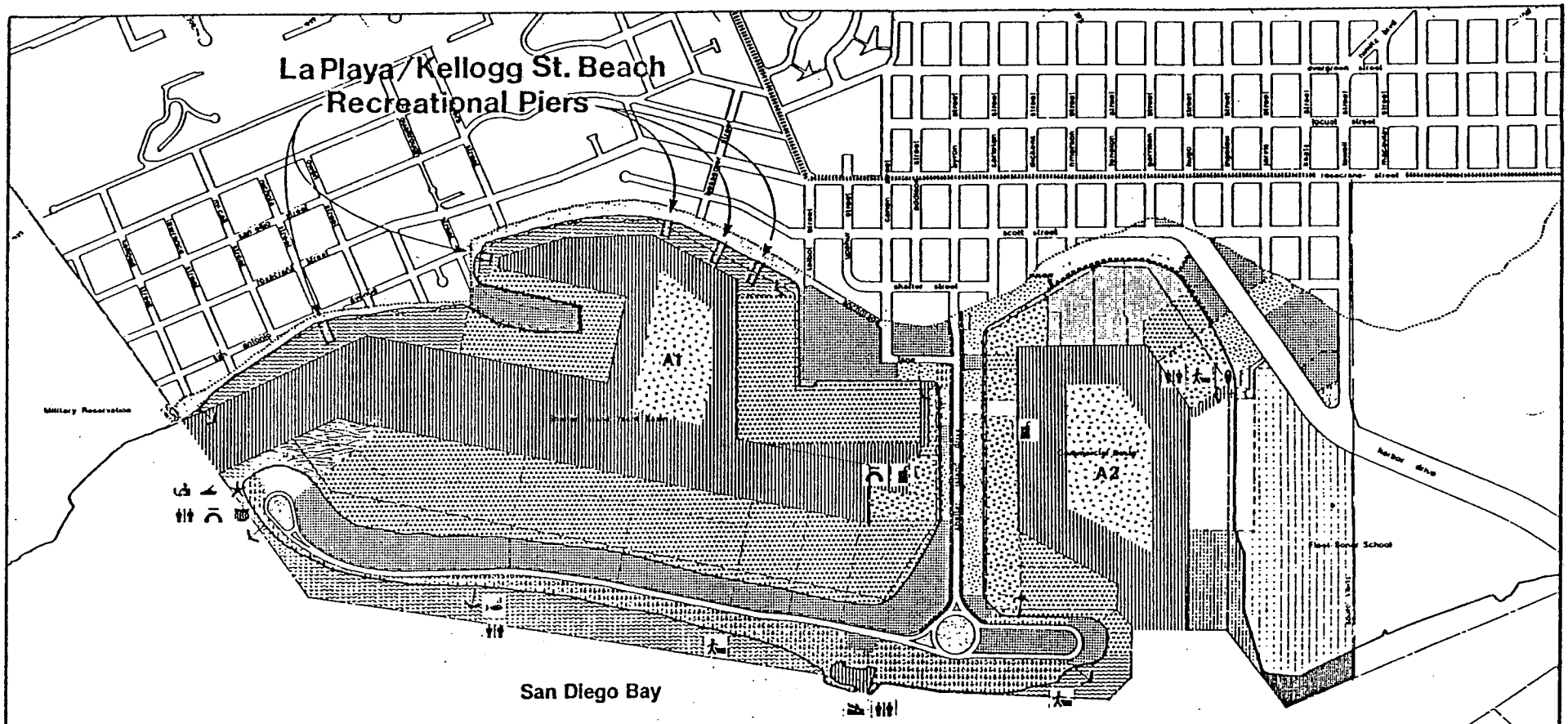


LEGEND

- Mean High Tide Line
- US Pierhead Line
- US Bulkhead Line
- Combined US Pierhead/Bulkhead Line
- Lease Lines
- Planning District Limits
- Coastal Zone Boundary

Land		Water
	COMMERCIAL	
Commercial Fishing		Commercial Fishing Berthing
Commercial Recreation		Recreational Boat Berthing
Sportfishing		Sportfishing Berthing
Marine Sales & Services		Marine Services Berthing
		Fueling Dock
	PUBLIC RECREATION	
Park		Open Bay
Promenade		Boat Launching Ramp
Open Space		Public Fishing Pier
Public Access		
Vista Area		

PUBLIC FACILITIES

- Harbor Services
- Harbor Police Station
- Comfort Station
- US Customs
- Anchorage Landing
- US Coast Guard
- Harbor Master Pier/Transient Berthing
- Boat Anchorage
- Boat Navigation Corridor
- Fireboat Station
- Sanitary Pumpout

MILITARY

- Navy Fleet School
- Navy Small Craft Berthing
- Navy Ship Berthing

Adopted by SDUPD Resolution No. 80-74 *Date* March 18, 1980

scale

planning department

Planning District 1
SHELTER ISLAND/LA PLAYA

La Playa Piers Plan Amendment - Figure 3
Master Plan Land & Water Uses

MASTER PLAN REVISION

STATE OF CALIFORNIA—THE RESOURCES AGENCY GEORGE DEUKMEJIAN, *Governor*

CALIFORNIA COASTAL COMMISSION
SAN DIEGO COAST DISTRICT
1333 CAMINO DEL RIO SOUTH, SUITE 125
SAN DIEGO, CA 92108-3520
(619) 297-9740

IMPORTANT PUBLIC HEARING NOTICE
SAN DIEGO UNIFIED PORT DISTRICT MASTER PLAN AMENDMENT NO. 10
(LA PLAYA PIERS)

HEARING DATE, TIME AND LOCATION

DATE and TIME: Thursday, April 14, 1988; 9:00 a.m.
LOCATION: Burton Chace Park, West end of Mindanao Way, Marina del Rey, CA

AMENDMENT DESCRIPTION

The Port proposes to amend the certified port master plan to allow four private piers in the Kellogg and La Playa Beach areas to remain in private use. The certified plan requires that the piers be either removed or opened to public use by June 30, 1986. The four piers and their locations are: 1) Cotton and West, foot of Nichols Street at San Antonio Avenue; 2) Donnelley, 180 feet west of Bessemer Street; 3) Wyatt, 195 feet east of Bessemer Street; 4) Lacy, 325 feet west of Talbot Street.

HEARING PROCEDURES

At the time of the public hearing, the Coastal Commission staff will make a brief oral presentation to the Commission. Immediately following the staff presentation representatives of the Port will address the Commission regarding the amendment. Upon conclusion of the Port's presentation, interested members of the public and agencies will have an opportunity to address the Commission and comment on the submittal. Following the public hearing, the Commission will discuss the proposed amendment; and, as there are preliminary recommendations and findings prepared for the Commission, the Commission may take final action on the amendment at this time.

STAFF RECOMMENDATION

A staff report has been prepared for the Commission. Staff is recommending that the Port Master Plan Amendment be denied.

AVAILABILITY OF STAFF REPORT

A staff report has been prepared for the Commission on the submitted Master Plan Amendment. Above is a summary of the staff recommendation; if you would like the full text of the staff report, please call or write the above-noted office and request the "San Diego Unified Port District Master Plan Amendment No. 10 Staff Recommendation." Questions regarding the report or hearing should be directed to Milton Phegley, Ports Coordinator, (619) 297-9740.

(3332A)

STATE OF CALIFORNIA—THE RESOURCES AGENCY GEORGE DEUKMEJIAN, Governor

CALIFORNIA COASTAL COMMISSION
SAN DIEGO COAST DISTRICT
1333 CAMINO DEL RIO SOUTH, SUITE 125
SAN DIEGO, CA 92108-3520
(619) 297-9740

PUBLIC HEARING NOTICE (Continued Hearing)
SAN DIEGO UNIFIED PORT DISTRICT MASTER PLAN AMENDMENT NO. 10
(LA PLAYA PIERS)

HEARING DATE, TIME AND LOCATION

DATE and TIME: Thursday, May 12, 1988; 9:00 a.m.
LOCATION: Burton Chace Park, West end of Mindanao Way, Marina del Rey, CA

AMENDMENT DESCRIPTION

The Port proposes to amend the certified port master plan to allow four private piers in the Kellogg and La Playa Beach areas to remain in private use. The certified plan requires that the piers be either removed or opened to public use by June 30, 1986. The four piers and their locations are: 1) Cotton and West, foot of Nichols Street at San Antonio Avenue; 2) Donnelley, 180 feet west of Bessemer Street; 3) Wyatt, 195 feet east of Bessemer Street; 4) Lacy, 325 feet west of Talbot Street.

HEARING PROCEDURES

The public hearing on this matter was continued from the Commission meeting of April 14, 1988. At the conclusion of this continued hearing, the Commission may take final action on the amendment.

STAFF RECOMMENDATION

A staff report has been prepared for the Commission. The staff report of March 31, 1988, will not be modified for this hearing. Staff is recommending that the Port Master Plan Amendment be denied.

AVAILABILITY OF STAFF REPORT

A staff report has been prepared for the Commission on the submitted Master Plan Amendment. Above is a summary of the staff recommendation; if you would like the full text of the staff report, please call or write the above-noted office and request the "San Diego Unified Port District Master Plan Amendment No. 10 Staff Recommendation." Questions regarding the report or hearing should be directed to Milton Phegley, Ports Coordinator, (619) 297-9740.

(3332A/rev.)

Attachment 3

CALIFORNIA COASTAL COMMISSION
45 Fremont St, Suite 2000
San Francisco, CA 94105-2219
Phone: (415) 904-5200
Fax: (415) 904-5400

W7b

Staff: Daniel Nathan – SF
Date: July 20, 2017

ADMINISTRATIVE PERMIT

Application No. **5-17-0526**

Applicant: **Bryan Sheehy**

Agents: **Swift Slip Dock and Pier Builders Inc., Attention: Jacquelyn Chung**

Project Description: Construct 14' x 10' pier and remove 1,080 square foot F-shaped dock float and replace with 1,138 square foot F-shaped dock float (the float's existing headwalk and one dock finger will be re-used), and install a 24' x 5' gangway. The dock system will be secured in place by seven 10-inch round steel pipe piles.

Project Location: 2495 Ocean Boulevard, Corona del Mar, City of Newport Beach (Orange County, APN: 052-013-32)

EXECUTIVE DIRECTOR'S DETERMINATION

The findings for this determination, and for any special conditions, appear on subsequent pages.

NOTE: P.R.C. Section 30624 provides that this permit shall not become effective until it is reported to the Commission at its next meeting. If one-third or more of the appointed membership of the Commission so request, the application will be removed from the administrative calendar and set for public hearing at a subsequent Commission meeting. Our office will notify you if such removal occurs.

This permit will be reported to the Commission at the following time and place:

Wednesday, August 9, 2017 9:00 am
King Gillette Ranch Auditorium
26800 Mulholland Highway
Calabasas, CA 91302

IMPORTANT - Before you may proceed with development, the following must occur:

Pursuant to 14 Cal. Admin. Code Sections 13150(b) and 13158, you must sign the enclosed duplicate copy acknowledging the permit's receipt and accepting its contents, including all conditions, and return it to our office. Following the Commission's meeting, and once we have received the signed acknowledgement and evidence of compliance with all special conditions, we will send you a Notice of Administrative Permit Effectiveness.

BEFORE YOU CAN OBTAIN ANY LOCAL PERMITS AND PROCEED WITH DEVELOPMENT, YOU MUST HAVE RECEIVED BOTH YOUR ADMINISTRATIVE PERMIT AND THE NOTICE OF PERMIT EFFECTIVENESS FROM THIS OFFICE.

JOHN AINSWORTH
Executive Director

By: Daniel Nathan
Title: Coastal Program Analyst

STANDARD CONDITIONS

This permit is granted subject to the following standard conditions:

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. **Interpretation.** Any questions of intent or interpretation of any term or condition will be resolved by the Executive Director or the Commission.
4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. **Terms and Conditions Run with the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

SPECIAL CONDITIONS: SEE PAGES FIVE THROUGH EIGHT.

EXECUTIVE DIRECTOR'S DETERMINATION (continued):

The Executive Director hereby determines that the proposed development is a category of development, which, pursuant to PRC Section 30624, qualifies for approval by the Executive Director through the issuance of an Administrative Permit. Subject to Standard and Special Conditions as attached, said development is in conformity with the provisions of Chapter 3 of the Coastal Act of 1976 and will not have any significant impacts on the environment within the meaning of the California Environmental Quality Act. If located between the nearest public road and the sea, this development is in conformity with the public access and public recreation policies of Chapter 3.

FINDINGS FOR EXECUTIVE DIRECTOR'S DETERMINATION

A. PROJECT DESCRIPTION

The proposed project involves the construction of a 140 square foot pier and the removal and replacement of a dock adjacent to a residential property in Corona del Mar, a neighborhood within the City of Newport Beach, Orange County (**Exhibit No. 1**). The existing 1,080 square foot F-shaped dock float will be partially dismantled, removed and replaced with a new 1,138 square foot F-shaped dock float to allow for the dock to be located in deeper waters near the pierhead line. The existing headwalk and one existing dock finger will be reused. A new dock finger will be installed, along with a new 24-ft. x 5-ft. gangway that will connect the dock float to the new 10-ft. x 14-ft. pier to provide storage space for boating-related items. All seven existing 10-inch round steel pipe piles will be removed from their existing locations and will be relocated and installed to support the new pier and dock float (**Exhibit No. 2**). The partial removal of the existing dock float and the installation of a new dock float will result in an increase of 58 square feet of water coverage, though much of this increase in water coverage will be due to the installation of the new pier and not the floating dock itself, which is 82 square feet smaller in size.

The proposed dock system is associated with the adjacent residence located at 2495 Ocean Boulevard and will be for recreational boating purposes. The proposed dock system will extend approximately 90 feet from the existing property line into Newport Bay near the Harbor Entrance, but will remain within the U.S. pierhead line. The dock is located on public tidelands that are under the jurisdiction of the County of Orange, but may partially extend onto public tidelands that are under the jurisdiction of the City of Newport Beach. Thus a "Newport Tidelands Encroachment Permit" from the County of Orange is required, while an encroachment permit from the City is not required since the City does not issue encroachment permits for private residential docks and the applicant has received its Harbor Permit/Approval in Concept from the City's Harbor Resources Division. This situation is similar to the docks in the adjacent area and is consistent with past Commission issued permits.

The proposed development is located seaward of the mean high tide and is within the Commission's original permit jurisdiction. The standard of review for development within the Commission's original permit jurisdiction is Chapter 3 of the Coastal Act. The City's certified LCP is advisory in nature and may provide guidance for development.

The project is being constructed on public tidelands and/or within an area subject to public trust doctrine. There is no direct public pedestrian access to public tidelands through the subject site as it is a private residential property with a private dock. However, public access to public tidelands is

available approximately 2000 feet to the south of the subject site at the Corona del Mar public beach. Therefore, the proposed project does not result in adverse impacts to public access. In order to preserve and maintain access to public tidelands, **Special Condition No. 4** is imposed stating that the approval of a coastal development permit for the project does not waive any public rights or interest that exist or may exist on the property.

The subject site was surveyed for eelgrass by Dive Works on June 1, 2017, within the requisite active growth phase surveying period (typically March through October) required by the City of Newport Beach Harbor Resources Division. Eelgrass was discovered in the project area, but is not anticipated to be impacted by the new dock system. Eelgrass surveys completed during the active growth phase of eelgrass are valid for 60-days with the exception of surveys completed in August-October, which shall be valid until the resumption of the next active growth phase (i.e., the following March). However, since the project is agendized for the August 2017 Coastal Commission Hearing, the existing eelgrass survey will no longer be valid. Therefore, in order to document existing conditions and ensure that the proposed development does not adversely affect coastal resources and biological productivity, **Special Condition No. 2** requires a new eelgrass survey and identifies the procedures necessary to be completed prior to beginning construction, in case the new survey also expires prior to commencement of construction. If the eelgrass survey identifies any eelgrass within the project area which would be impacted by the proposed project, the development shall require an amendment to this permit from the Coastal Commission or a new coastal development permit. In addition, the special condition identifies post-construction eelgrass procedures. These conditions will ensure that should impacts to eelgrass occur (though none are expected), the impacts will be identified and appropriate mitigation required under strict protocol provided in the "California Eelgrass Mitigation Policy and Implementing Guidelines" dated October 2014, which will ensure full mitigation of any impacts to eelgrass should the post-construction survey show that unforeseen eelgrass impacts occurred during construction.

A pre-construction Caulerpa taxifolia survey was also completed by Dive Works on June 1, 2017, as required by the City of Newport Beach Harbor Resources Division. No Caulerpa taxifolia was discovered in the project area and Caulerpa taxifolia surveys are valid for 90 days. Since the project is agendized for the August 2017 Coastal Commission Hearing, the Caulerpa taxifolia survey is still valid since 90-days have not passed since the survey was completed. However, an up-to-date Caulerpa taxifolia survey may be required if construction does not commence before the 90th day. Therefore, the Commission imposes **Special Condition No. 3**, which identifies the procedures necessary to be completed prior to beginning any construction if construction is to commence after the 90th day of the original pre-construction Caulerpa taxifolia survey, as well as the procedures necessary to be completed prior to beginning any construction if Caulerpa taxifolia is found.

The storage or placement of construction material, debris, or waste in a location where it could be discharged into coastal waters would result in an adverse effect on the marine environment. To ensure that all impacts (pre- and post- construction) to water quality are minimized, however, and to reduce the potential for construction related impacts on water quality, the Commission imposes **Special Condition No. 1**, which requires, but is not limited to, appropriate storage and handling of construction equipment and materials to minimize the potential of pollutants to enter coastal waters; and the continued use and maintenance of post construction BMPs.

B. MARINE RESOURCES

The proposed project and its associated structures are an allowable and encouraged marine related use. The project design includes the minimum sized pilings and the minimum number of pilings necessary for structural stability. There are no feasible less environmentally damaging alternatives available. As conditioned, the project will not significantly adversely impact eelgrass beds and will not contribute to the dispersal of the invasive aquatic algae, *Caulerpa taxifolia*. Further, as proposed and conditioned, the project, which is to be used for recreational boating purposes, conforms to Sections 30224 and 30233 of the Coastal Act.

C. WATER QUALITY

The proposed work will be occurring on, within, or adjacent to coastal waters. The storage or placement of construction material, debris, or waste in a location where it could be discharged into coastal waters would result in an adverse effect on the marine environment. To reduce the potential for construction related impacts on water quality, the Commission imposes special conditions requiring, but not limited to, the appropriate storage and handling of construction equipment and materials to minimize the potential of pollutants to enter coastal waters. To reduce the potential for post-construction impacts to water quality the Commission requires the continued use and maintenance of post construction BMPs. As conditioned, the Commission finds that the development conforms to Sections 30230 and 30231 of the Coastal Act.

D. LOCAL COASTAL PROGRAM (LCP)

The City of Newport Beach LCP was effectively certified on January 13, 2017. The proposed development is located seaward of the mean high tide and is within the Commission's original permit jurisdiction. The standard of review for development within the Commission's original permit jurisdiction is Chapter 3 of the Coastal Act. The City's certified LCP is advisory in nature and may provide guidance for development. As conditioned, the proposed development is consistent with the Chapter 3 policies of the Coastal Act.

E. CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

As conditioned, there are no feasible alternatives or additional feasible mitigation measures available that would substantially lessen any significant adverse effect that the activity may have on the environment. Therefore, the Commission finds that the proposed project, as conditioned to mitigate the identified impacts, is the least environmentally damaging feasible alternative and can be found consistent with the requirements of the Coastal Act to conform to CEQA.

SPECIAL CONDITIONS

This permit is granted subject to the following special conditions:

1. Water Quality

A. Construction Responsibilities and Debris Removal

(1) No demolition or construction materials, equipment, debris, or waste shall be placed or stored where it may enter sensitive habitat, receiving waters or a storm drain, or be subject to wave, wind, rain or tidal erosion and dispersion;

(2) Any and all debris resulting from demolition or construction activities, and any remaining construction material, shall be removed from the project site within 24 hours of completion of the project;
(3) Demolition or construction debris and sediment shall be removed from work areas each day that demolition or construction occurs to prevent the accumulation of sediment and other debris that may be discharged into coastal waters;
(4) Machinery or construction materials not essential for project improvements will not be allowed at any time in the intertidal zone;
(5) If turbid conditions are generated during construction a silt curtain will be utilized to control turbidity;
(6) Floating booms will be used to contain debris discharged into coastal waters and any debris discharged will be removed as soon as possible but no later than the end of each day;
(7) Non buoyant debris discharged into coastal waters will be recovered by divers as soon as possible after loss;
(8) All trash and debris shall be disposed in the proper trash and recycling receptacles at the end of every construction day;
(9) The applicant shall provide adequate disposal facilities for solid waste, including excess concrete, produced during demolition or construction;
(10) Debris shall be disposed of at a legal disposal site or recycled at a recycling facility. If the disposal site is located in the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place unless the Executive Director determines that no amendment or new permit is legally required;
(11) All stock piles and construction materials shall be covered, enclosed on all sides, shall be located as far away as possible from drain inlets and any waterway, and shall not be stored in contact with the soil;
(12) Machinery and equipment shall be maintained and washed in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems;
(13) The discharge of any hazardous materials into any receiving waters shall be prohibited;
(14) Spill prevention and control measures shall be implemented to ensure the proper handling and storage of petroleum products and other construction materials. Measures shall include a designated fueling and vehicle maintenance area with appropriate berms and protection to prevent any spillage of gasoline or related petroleum products or contact with runoff. The area shall be located as far away from the receiving waters and storm drain inlets as possible;
(15) Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) designed to prevent spillage and/or runoff of demolition or construction-related materials, and to contain sediment or contaminants associated with demolition or construction activity, shall be implemented prior to the on-set of such activity; and
(16) All BMPs shall be maintained in a functional condition throughout the duration of construction activity.

B. Best Management Practices Program

By acceptance of this permit the applicant agrees that the long-term water-borne berthing of boat(s) in the approved dock and/or boat slip will be managed in a manner that protects water quality pursuant to the implementation of the following BMPs.

(1) Boat Cleaning and Maintenance Measures:
   a. In-water top-side and bottom-side boat cleaning shall minimize the discharge of soaps, paints, and debris;
   b. In-the-water hull scraping or any process that occurs under water that results in the removal of paint from boat hulls shall be prohibited. Only detergents and cleaning components that are designated by the manufacturer as phosphate-free and biodegradable shall be used, and the amounts used minimized; and
   c. The applicant shall minimize the use of detergents and boat cleaning and maintenance products containing ammonia, sodium hypochlorite, chlorinated solvents, petroleum distillates or lye.

(2) Solid and Liquid Waste Management Measures:
   a. All trash, recyclables, and hazardous wastes or potential water contaminants, including old gasoline or gasoline with water, absorbent materials, oily rags, lead acid batteries, anti-freeze, waste diesel, kerosene and mineral spirits will be disposed of in a proper manner and will not at any time be disposed of in the water or gutter.

(3) Petroleum Control Management Measures:
   a. Boaters will practice preventive engine maintenance and will use oil absorbents in the bilge and under the engine to prevent oil and fuel discharges. Oil absorbent materials shall be examined at least once a year and replaced as necessary. Used oil absorbents are hazardous waste in California. Used oil absorbents must therefore be disposed in accordance with hazardous waste disposal regulations. The boaters will regularly inspect and maintain engines, seals, gaskets, lines and hoses in order to prevent oil and fuel spills. The use of soaps that can be discharged by bilge pumps is prohibited;
   b. If the bilge needs more extensive cleaning (e.g., due to spills of engine fuels, lubricants or other liquid materials), the boaters will use a bilge pump-out facility or steam cleaning services that recover and properly dispose or recycle all contaminated liquids; and
   c. Bilge cleaners which contain detergents or emulsifiers will not be used for bilge cleaning since they may be discharged to surface waters by the bilge pumps.

2. Eelgrass Survey(s)

A. Pre-Construction Eelgrass Survey. Pre-Construction Eelgrass Survey. A valid pre-construction eelgrass (*Zostera marina*) survey shall be completed during the period of active growth of eelgrass (typically March through October). The pre- construction survey shall be completed within 60 days before the start of construction. The survey shall be prepared in full compliance with the "California Eelgrass Mitigation Policy" dated October 2014 (except as modified by this special condition) adopted by the National Marine Fisheries Service and shall be prepared in consultation with the California Department of Fish and Wildlife. The applicant shall submit the eelgrass

survey for the review and approval of the Executive Director within five (5) business days of completion of each eelgrass survey and in any event no later than fifteen (15) business days prior to commencement of any development. If the eelgrass survey identifies any eelgrass within the project area which would be impacted by the proposed project, the development shall require an amendment to this permit from the Coastal Commission or a new coastal development permit.

B. Post-Construction Eelgrass Survey. If any eelgrass is identified in the project area by the survey required in subsection A of this condition above, within 30 days of completion of construction if completion of construction occurs within the active growth period, or within the first 30 days of the next active growth period following completion of construction that occurs outside of the active growth period, the applicant shall survey the project site to determine if any eelgrass was adversely impacted. The survey shall be prepared in full compliance with the "California Eelgrass Mitigation Policy" dated October 2014 (except as modified by this special condition) adopted by the National Marine Fisheries Service and shall be prepared in consultation with the California Department of Fish and Wildlife. The applicant shall submit the post-construction eelgrass survey for the review and approval of the Executive Director within thirty (30) days after completion of the survey. If any eelgrass has been impacted by project construction, the applicant shall replace the impacted eelgrass at a minimum 1.38:1 ratio on-site, or at another appropriate location subject to the approval of the Executive Director, in accordance with the California Eelgrass Mitigation Policy. Any exceptions to the required 1.38:1 mitigation ratio found within CEMP shall not apply. Implementation of mitigation shall require an amendment to this permit or a new coastal development permit unless the Executive Director determines that no amendment or new permit is legally required.

3. Pre-construction *Caulerpa Taxifolia* Survey

A. Not earlier than 90 days nor later than 30 days prior to commencement or re-commencement of any development authorized under this coastal development permit (the "project"), the applicant shall undertake a survey of the project area and a buffer area at least 10 meters beyond the project area to determine the presence of the invasive alga *Caulerpa taxifolia*. The survey shall include a visual examination of the substrate.

B. The survey protocol shall be prepared in consultation with the Regional Water Quality Control Board, the California Department of Fish and Wildlife, and the National Marine Fisheries Service.

C. Within five (5) business days of completion of the survey, the applicant shall submit the survey:
   (1) for the review and approval of the Executive Director; and
   (2) to the Surveillance Subcommittee of the Southern California Caulerpa Action Team (SCCAT). The SCCAT Surveillance Subcommittee may be contacted through California Department of Fish & Wildlife (858/467-4218) National Marine Fisheries Service (562/980-4043).

D. If *Caulerpa taxifolia* is found within the project or buffer areas, the applicant shall not proceed with the project until 1) the applicant provides evidence to the Executive Director, subject to concurrence by the Executive Director, that all *C. taxifolia* discovered within the project and buffer area has been eliminated in a manner that

complies with all applicable governmental approval requirements, including but not limited to those of the California Coastal Act, or 2) the applicant has revised the project to avoid any contact with *C. taxifolia*. No revisions to the project shall occur without a Coastal Commission approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

4. Public Rights

The approval of this permit shall not constitute a waiver of any public rights that exist or may exist on the property. The permittee shall not use this permit as evidence of a waiver of any public rights that may exist on the property.

5. Resource Agencies

The permittee shall comply with all requirements, requests and mitigation measures from the California Department of Fish and Wildlife, the Regional Water Quality Control Board, the U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service with respect to preservation and protection of water quality and marine environment. Any change in the approved project that may be required by the above-stated agencies shall be submitted to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.

ACKNOWLEDGMENT OF PERMIT RECEIPT/ACCEPTANCE OF CONTENTS

I/We acknowledge that I/we have received a copy of this permit and have accepted its contents including all conditions.

_____ _____

Applicant's Signature Date of Signing

CALIFORNIA COASTAL COMMISSION
45 FREMONT STREET, SUITE 2000
SAN FRANCISCO, CA 94105-2219
VOICE (415) 904-5200
FAX (415) 904-5400
TDD (415) 597-5885

W7b

5-17-0526 (SHEEHY)

JULY 20, 2017

EXHIBITS

Table of Contents

Exhibit 1 – Project Location

Exhibit 2 – Site Plan

Exhibit 1

Newport Beach GIS

0 200 400
Feet

Disclaimer: Every reasonable effort has been made to assure the accuracy of the data provided, however, The City of Newport Beach and its employees and agents disclaim any and all responsibility from or relating to any results obtained in its use.

Imagery: 2009-2013 photos provided by Eagle Imaging www.eagleaerial.com

2/8/2017

Proposed

Exhibit 2

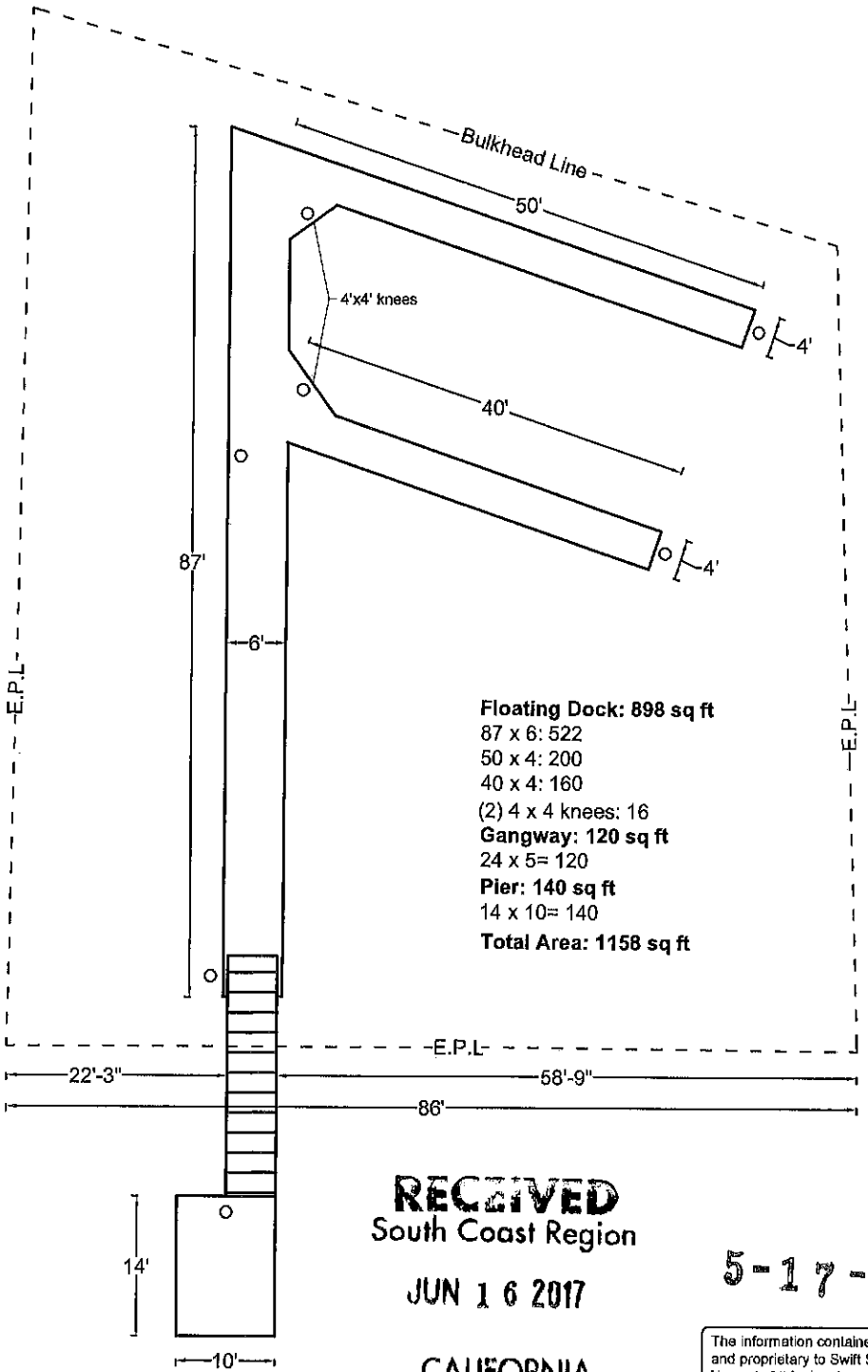
Swift Slip Dock & Pier Builders, Inc
642 Baker St, Costa Mesa, CA, 92626
Phone: (949) 631-3121
Fax: (714) 509-0618

CLIENT: Sheehy	EN DRAWN.	PS CHECKED.	REVISION.	5/26/17 DATE.

SITE: 2495 Ocean Blvd, Corona Del Mar

AMENDMENTS:

REV:	DESCRIPTION:	BY:	DATE:



Floating Dock: 898 sq ft
87 x 6: 522
50 x 4: 200
40 x 4: 160
(2) 4 x 4 knees: 16
Gangway: 120 sq ft
24 x 5= 120
Pier: 140 sq ft
14 x 10= 140
Total Area: 1158 sq ft

RECEIVED
South Coast Region
JUN 16 2017
CALIFORNIA
COASTAL COMMISSION

5-17-0526

The information contained in this drawing is confidential and proprietary to Swift Slip Dock & Pier Builders, Inc. No part of this drawing may be distributed, disclosed or reproduced in any form to any third party without consent from Swift Slip Dock & Pier Builders, Inc.

From: Donald Freeman <donellen2012@gmail.com>
Sent: Thursday, November 12, 2020 1:24 PM
To: Port Master Plan Update
Subject: Port Proposal for Promenade at Southwestern Yacht Club
Attachments: port plan response 11122020.docx

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Port proposal for a public promenade segmenting Southwestern Yacht Club in two is unnecessary reckless Planning!

The goal of the 12 foot wide promenade is to provide a scenic view of the La Playa Bay at its terminus. The Plan sketch fails to indicate that what view is there, is obstructed by more than 90 boats and their attendant superstructures, masts, flybridges, etc. The view remains obstructed unless the proposal actually calls for a remedy of removing more than 90 boats from SWYC. Furthermore, Promenaders walking out to the end will have a view of a parking lot and building to the east and the rear end of boats to the west. They will not have much view of La Playa except during minus tides.

A view area affording spectacular views of the La Playa beach, bay, Shelter Island and downtown San Diego as well as anchored or sailing boats in La Playa ALREADY exists by promenading along the La Playa trail. A simple enhancement of applying decomposed granite and compacting would be inexpensive and greatly improve the experience.

Further consequences of building the proposed promenade are the following:

1. Greatly reduced parking in an already inadequate parking lot.
2. Increased crime in an area already suffering from theft of paddle boards, bicycles and boating equipment from the public entering illegally.
3. Destruction of our rain water collection system and failure to meet regulation.
4. High cost of installing dual locked gated access to docks and ugly fencing to keep Promenaders from leaving their Promenade to illegally walk other docks and enter the club house bar and galley. Otherwise we will be violating our Charter.
5. Disruptive to club operations including maintenance facilities and trash facilities
6. The Promenade with its gates and fencing will be an eyesore
7. The presence of a Promenade will diminish the desirability of the club to prospective members because they will be unable to park and SWYC will lose revenue needed for operations and wither on the vine

Donald N Freeman, O.D., Ph.D.

From: Janice Payne <janice_payne@hotmail.com>
Sent: Tuesday, November 17, 2020 4:40 PM
To: Port Master Plan Update
Subject: comments on Port Master Plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for allowing comments.
As per section PD1.33, a scenic vista area would be created on one edge of the Southwestern Yacht Club property. I am writing to ask you to reconsider this scenic vista area. It would cause significant disruption to the yacht club parking lot, maintenance building, dock security and the surrounding neighborhood. Close to 50 parking spaces would be lost on the perimeter of the club which would lead to loss of revenue as there would be reduced access for members and guests. The neighborhood cannot sustain more vehicles or heavy foot traffic along the walkway.

As per section PD1.13, the La Playa trail would be used for walking only. For decades the La Playa trail has been used for bike access linking Kellogg beach to the village of Point Loma. Once in the village, bicyclists can easily get to Old Town and beyond on the trolley, Coaster, buses or Amtrak. Closing La Playa trail to bicycles will force bicyclists to ride up the steep hill of Owen and onto busy Rosecrans St. Bicyclists on La Playa trail have been polite and accommodating to pedestrians. It is a leisurely bike ride because it's difficult to ride at high speeds on the trail. Please don't cut off our biking access into the village of Point Loma.

Thank you.
Sincerely
Janice Payne

JWA J. Whalen Associates, Inc.

Balancing the needs of the environment with those of business.

November 17, 2020

Chair Ann Moore and Members of the Commission
Port of San Diego
3165 Pacific Highway
San Diego, CA 92101

Re: Revised Draft Port Master Plan Update

1660 Hotel Circle North

Suite 725

San Diego, California

92108-2820

619.683.5544

619.683.5585 FAX

www.jwhalen.net

Dear Chair Moore and Members of the Commission:

Our firm represents Jeff & Marsha Hamann, the lease holders of one of the five public piers and docks on the shore of San Diego Bay in La Playa near Kellogg Beach. The Hamanns are privileged to own the adjacent Peckham House, a prominent historic landmark. We are writing in support of the Port Master Plan Update and in particular the preservation of the La Playa Piers. Once the Port began updating its Master Plan, the public had a lot of comments on many issues, including retaining the La Playa Piers. This strong public support for retaining the piers has not waivered, and we appreciate the position the Port is now taking in the Master Plan Update.

The historic Peckham House was completed in 1928 and was one of the first residences on San Diego Bay in Point Loma. This two-story Mediterranean-style house was built by noted architect, William Templeton Johnson; and considered a pioneer home in a once-private bay. The Peckham House and neighboring Arrington House are connected to the bay by the unique Y-shaped pier, which is integral to the historicity of the two homes and cited as such in the historic designation. (Note the pier is also known as the Arrington-Daly Pier.)

While we fully support the Port Master Plan Update now, we are cognizant of the critical role for the Coastal Commission, and are confident that the Commission will see the wisdom of the Port Commission to keep La Playa Piers, now that the Port has ensured public access will be improved. Section 5.1.2 (B) of the Update, which we support as drafted, provides Special Allowances for the La Playa Piers.

We worked closely in the field with Port Staff to design and site new stairs which the public can use to access the pier. The breakthrough came when Port staff pointed out that the stairs didn't need to be ADA-compliant because the La Playa Trail, the path to get there, couldn't itself be ADA-compliant due to its rough terrain and sand/dirt composition. Since the stairway will be located on City of

San Diego street right of way (please see attached), public access from the trail is assured. Repairing and updating this pier, and adding oversight of public use, will help increase its safety.

We thank the staff for this opportunity to comment. We commend the Port for its adroit balancing of critical historic features of San Diego Bay with the realities of modern life. We look forward to collaborating with the Port as it moves ahead into the Coastal Commission approval process.

Please let us know if you have any questions.

Very truly yours,

J. Whalen Associates, Inc.,
a California corporation

by: James E. Whalen
President

Attachment

cc: Port Staff
Jeff & Marsha Hamann

Nichols St
Rosecrans St
McCall St
Kellogg's Beach

From: Mark Mitchell <markmitchell@martinfurniture.com>
Sent: Tuesday, November 17, 2020 2:02 PM
To: Port Master Plan Update
Subject: Revised Draft PMPU

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Port of San Diego,

In reviewing the revised Draft PMPU, I fail to understand the possible benefit of having the trail/promenade extend down Qualtrough street and onto property that is currently cared for and operated by SWYC. I can't imagine any public benefit in this proposed section. It appears as if it is a dead end and the only access to the public will be walking between two fences and looking at boats on one side and a parking lot on the other. The proposed plan would block access to the docks and require unsightly security fencing on both sides of the trail/promenade . The plan also eliminates parking that is used by the boat owners and members of SWYC. Parking and traffic is already an issue in this small neighborhood and the current plan with this section included, makes the problem worse.

I also don't understand why the plan includes the property where SWYC resides, but does not impact SDYC. This seems very suspicious to me and shows signs of impropriety on behalf of the port.

I understand incorporating public access areas and creating opportunities for people to enjoy the scenery and natural beauty of the area, but this part of the plan causes more negative issues than positive and should be re-looked at.

I hope that the port committee will have the sense to look at this particular part of the plan and realize that it would be better if that section is left as is.

Respectfully

Mark Mitchell

Consider the environment before printing this e-mail. CONFIDENTIALITY NOTICE: The information in this email is legally privileged and confidential information intended only for the individual or entity named above. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of the transmission is strictly prohibited. If you have received this transmission in error, delete the message and immediately notify us at 619.671.5100 or by responding to this email.

From: P Squared <p-squared@hotmail.com>
Sent: Tuesday, November 17, 2020 4:57 PM
To: Port Master Plan Update
Subject: The LaPlaya Trail – Port Master Plan PD1.13a

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The LaPlaya Trail – Port Master Plan PD1.13a

First, no one seems to have caught the fact that you are closing this trail to bicycles…the word bike was not in the sentence and therefore one could not do a successful search for biking issues and find it.

This trail is not for the road bike riders. Their wheels would sink into the soft dirt. This trail is for the other riders that sit upright while enjoying a slow bumpy ride along the bay.

To the non-bicyclist, Rosecrans St. may seem like an alternative route. It is used by the young and brave but I'm retired now and the hill I have to climb to access Rosecrans St. is no longer a challenge but an obstacle. It's an obstacle for kids also whose bikes aren't geared for such steep hills. But then, who would allow the kids to ride on Rosecrans St., which is a safety challenge even for the road bike riders. The bicyclists using the La Playa Trail far exceeds those using Rosecrans St. and thus voting it to be the safer and preferred route into village. This is even more true at night where Rosecrans is a very dark road thru this neighborhood.

San Diego has been spending major dollars to build infrastructure to support bicycling.
I am the type of bicyclist that San Diego is trying to encourage. I am more than a recreational rider. I have over 100,000 miles of biking under my belt and thousands of trips along the La Playa Trail .I spent decades riding that path to work. I have spent the decades since using it to get to the post office, dentist, grocery store, bank, the doctors office, the library etc. I ride to the Amtrak station downtown to catch the MTS 235 bus to the Escondido Transit Center where I ride my bike to the school that I am volunteering at. All of these trips begin and end with the the La Playa Trail and would not exist without it. This multiuse trail has been successfully shared by walkers, strollers, bicyclists, dog walkers and joggers, with grace and charm, for over half a century. Closing this trail to bicyclists is going contrary to the direction San Diego has chosen. Lets let this trail continue to be the successful multiuse/bicycle trail it has always been.

Thank You,

Paul Payne

From: Lesley Nishihira
Sent: Tuesday, November 17, 2020 5:13 PM
To: Port Master Plan Update
Subject: FW: Walkway at Southwestern Yacht Club

From: Randy Ames <rames@sbcglobal.net>
Sent: Tuesday, November 10, 2020 1:42 PM
To: CustomerServiceCenter <customerservicecenter@portofsandiego.org>
Subject: Walkway at Southwestern Yacht Club

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Attention Development Services

I recently learned the Port is planning on installing a walkway on the west side of the Southwestern Yacht Club facility. I am very upset about this idea. Installing a walkway would eliminate significant parking for the yacht club. All of the cars would be forced out into the neighborhood which is already congested.

It would appear that this walkway would be dead ended. I cannot imagine very many people would want to venture onto this path.

Please eliminate this proposal. The neighborhood needs all of the existing parking to

Best Regards,

Randy Ames,

From: Shala Youngerman <s_yman@yahoo.com>
Sent: Tuesday, November 17, 2020 3:28 PM
To: Port Master Plan Update
Subject: Disagree with new Port of San Diego Master plan

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I have reviewed the current plan. I fail to understand the possible benefit of having the trail/promenade extend down Qualtrough street and onto property that is currently cared for and operated by Southwestern Yacht Club. I can't imagine any public benefit in this proposed section. From my perspective it is easy to see the negative implications of this section to the community as well as Southwestern Yacht Club.
The plan eliminates parking that is used by the boat owners, guests and members. Parking and traffic is already an issue in this small neighborhood and the current plan with this section included, makes the problem worse. The proposed plan also would block access to improvements made by SWYC (docks).
I also believe that the new master plan fails to address issues of security as well as items necessary for the general public, other than parking, but facilities and trash removal. I unfortunately foresee large amounts of trash and human waste accumulation with the current plan I understand incorporating public access areas and creating opportunities for people to enjoy the scenery and natural beauty of the area, but this part of the plan causes more negative issues than positive and should be re-assessed. The Port has done many great things for the people of San Diego but I believe this would be a huge detriment to our waterfront.
I hope that the port committee will have the sense to look at this particular part of the plan and realize that it would be better if that section is left as is.
Thank you,
Shala Youngerman

From: Shaver Deyerle <shaver.deyerle@southwesternyc.org>
Sent: Tuesday, November 17, 2020 11:25 AM
To: Port Master Plan Update
Subject: Comments on Port Master Plan Update

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My name is Shaver Deyerle and I am on the Board of Directors at Southwestern Yacht Club. I am writing in response to the Revise Draft Port Master Plan Update, and in particular with respect to the proposed public promenade through Southwestern Yacht Club.

I am against the construction of this promenade through Southwestern Yacht Club for several reasons. First and foremost, there is no existing walking path construction of such a walking path would entail destruction of many of the parking spaces at Southwestern Yacht Club. There is already insufficient parking at SWYC during many times of the year, and removal of these parking spots would cause further congestion and street parking shortages on the streets outside of the Club. This would be an overall detriment both to Club members as well as visitors to Kellogg and Mother's Beach.

This change also creates many security issues for Southwestern Yacht Club, as the proposed promenade cuts directly through the center of the Club. The Club has a security guard posted at the entrance, but a public promenade directly through the middle of the club would create a significant logistical challenge to maintain security at the club. The club has had many issues with trespassing, theft, and even assaults. It is reasonable to assume that any decrease in security at the club would only cause these issues to rise.

I would like to ask the Port to strongly reconsider the construction of this Promenade through Southwestern Yacht Club, and instead have the promenade terminate at the entrance to the club. This solution allows for a significant scenic promenade for the citizens of San Diego without imparting significant financial and logistical challenges to Southwstern Yacht Club.

Thank you for your consideration,
Shaver Deyerle

*

From: mike.seneca@gmail.com
Sent: Sunday, December 6, 2020 10:03 PM
To: PublicRecords
Subject: PMPU Draft Comment for the 12-7-2020 PMPU Workshop

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Commissioners;

Please include this written copy of my recorded statement into the agenda-related materials record for the meeting.

My name is Mike Seneca

I am a Marina Tenant and my son is a third generation Point Loma native. I continue to hold serious concern over this Draft's surface parking reduction that disenfranchises current shareholders and redistributes their access to others.

The Planning District & Mobility Element Policies specifically encourage the replacement of single-occupancy surface parking by way of the two Mobility Hubs. This will disenfranchise the current multi-occupant vehicle users by limiting their access to the island. On any given morning the current surface parking is already more or less 20 percent, occupied with hotel, restaurant and marina workers along with the marine service businesses. Will any of these single-occupancy vehicle shareholders be required to use the Mobility Hubs to compensate for the surface parking that other shareholders will be losing?

Presuming not, then the burden of the reduced parking falls on the families that enjoy the island. They come from all over San Diego with coolers, shade tents, barbeques, chairs, fishing gear, motor homes, etc. How many of these shareholders are being dismissed via a number slid into the Mobility Hub's equation of trading surface parking for shuttling? How many of these same families are also being disenfranchised against the Draft's Environmental Justice agendas?

In summary terms, this current design looks to quadruple the current lawn area while reducing San Diego's family access to it.

As a solution please reconsider diagonal parking on both sides of Shelter Island Drive to accommodate the current parking access that shareholders now enjoy instead of redistributing it to others. Based on Figure PD1-6, implementing diagonal parking on both sides will provide a tripling of the current lawn area, add more and widened pathways, and incorporate the 2 mobility hubs designed to inherently reduce vehicle usage.

Lastly, Shelter Island is a unique part of San Diego that shouldn't be sterilized into another Harbor Island that is wholly deficient in public access parking and simply a hotel/restaurant destination.

Thank you for this opportunity.

Port Master Plan Update
Revised Draft PMPU Comments

Comments received during the four-week public review period:

October 20, 2020 – November 17, 2020

Comments from Individuals and Resident Groups
PD 2 – HARBOR ISLAND

Port Master Plan Update

To submit your comments/feedback on the Port of San Diego's Revised Draft PMPU, please fill out the form below. Note: In compliance with the California Public Records Act, all information submitted via this form will be public record. Email addresses are being collected primarily for tracking and data purposes. Providing your email address does not add you to any mailing/newsletter lists.

Email address *

nrisovanna@gmail.com

What is your first name? *

Natalia

What is your last name? *

Risovanna

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92106

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I do not support current Harbor Island proposed redevelopment. You have an empty hotel sitting there along with half booked hotels. Instead of getting another hotel on the island, improve walking and biking pathways. Add a brewery perhaps , but not another hotel.

Also, please provide day docks along the bay for sailboats and other mid size vessels to dock and enjoy restaurants or a stroll along the embarcadero. The tiny dock near Brigantine is a joke. Pleas think about your boating community.

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Port Master Plan Update
Revised Draft PMPU Comments

Comments received during the four-week public review period:

October 20, 2020 – November 17, 2020

Comments from Individuals and Resident Groups
PD 3 – EMBARCADERO

The GRANDE
SANTA FE PLACE
NORTH

11/17/20

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

RE: PMPU Feedback

Port Commissioner,

On behalf of the members of the Grande North at Santa Fe Place Homeowners Association, our Board of Directors is respectfully requesting that the Port of San Diego grant additional time to review the most recent Revised Draft of the Port Master Plan Update ("PMPU"). After investing seven years in updating the former Port Master Plan ("PMP"), clearly, thirty days is an insufficient time period in which to fully review and comment on this significantly revised draft of the original discussion draft of the PMPU. This is particularly so when one considers the negative impact COVID-19 has had on the ability of the general public to be involved in the public comment process. Further, out of respect for the newly elected Port Board Commissioners, the new Mayor and all other newly elected officials in San Diego, it would be disrespectful to move forward without giving them the opportunity to weigh in on such a significant matter.

Another concern with moving forward without additional time to review the revised draft of the PMPU is that it is our understanding that representatives of the North Embarcadero Joint Powers Agreement ("NEJPA") have not met to ensure the revised plan complies with the North Embarcadero Visionary Plan ("NEVP"). This alone is not in keeping with the Port's legal obligations.

Important aspects of the PMPU are to preserve and enhance the environmental, economic, and recreational resources of San Diego Bay for all people of California. However, to adopt a PMPU that will achieve that goal, San Diegan's and Californians deserve to have the benefit of all relevant perspectives, including those of the public who will be impacted the most by the increased traffic, the ever-increasing closure of open space, view corridors, and public access, and overbearing height and density increases. Additionally, the proposed commercial density between B Street and Ash is, in our opinion, excessive and not in the best interest of downtown visitors or residents. All of these concerns are in direct conflict with the current Port Master Plan, that directs, **"The Visionary Plan proposes to revitalize San Diego's downtown waterfront through a concept for public improvements and by guiding developments to optimize property values, public access opportunities and priority waterfront and water-dependent uses."**

The GRANDE
SANTA FE PLACE
NORTH

The absolute need for transparency, disclosure requirements, and putting the needs and desires of the residents of California above those of the Port of San Diego are of primary importance in assuring the trust and support of the People behind the Port on the final PMPU. Failure to grant additional time to review these very significant changes in the most recent draft of the proposed PMPU will merely serve to increase the existing tensions between the residents and the Port, which after all, was formed to be a Public Benefit Corporation.

We believe strongly that the thirty-day deadline has been arbitrarily set, and this is a much too important document to rush through these final days when we are so close to having a document that truly reflects the will of the residents of San Diego and all of California.

Respectfully submitted,

Kent E. Pryor

Kent E. Pryor, PhD, MBA
President, The Grande North at Santa Fe Place Association
1205 Pacific Highway
San Diego, CA 92101

Embarcadero Coalition

November 17,2020

Lesley Nishihira, Director, Planning
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

Ms Nishihira,

The Embarcadero Coalition consists of downtown residents actively concerned about development in the North, Central and South Embarcaderos. There are 40,000 downtown residents and we use the Embarcadero extensively. We appreciate the Port of San Diego's (Port) efforts to update these districts and "promote the Bay as a central environmental, economic, and recreational resource for all people of California."

Although we applaud many of the proposals in the PMPU Revised Draft (Draft), we will focus on our concerns.

1. Update the Central Embarcadero District section for the PMPU Revised Draft before submitting to CEQA. Please do not use the old Central Embarcadero and a potential version of the Seaport Village proposal for the CEQA evaluation.

2. Please extend the time to Review the Draft. The Port Master Plan was amended when the Coastal Commission certified the Port approved 1998 North Embarcadero Visionary Plan (NEVP) in 2001. Subsequently, the **North Embarcadero Joint Powers Agreement (JPA)** was formed between the City of San Diego and the Port. It is in effect until 2047 and exists to aid in implementing the NEVP.

Page 3 in the Draft: This document represents the first comprehensive update to the originally adopted Port Master Plan. **It incorporates previously approved amendments** and presents a new vision for the future.

Although some aspects of the NEVP are included in the Draft, major portions are not. It took the City, the Port and residents a year to develop the NEVP. The legacy of those efforts and that amendment are being replaced without the JPA Board even meeting or any community discussion comparing the previous plan to what the Port is proposing. The Port should be essentially planning for Phase II of the NEVP implementation. The Port is supposedly incorporating the NEVP amendment but makes the leap to what it wants rather than openly discussing

making changes to the original plans. Failure to disclose what is really happening is disturbing and misleading.

Parallel to the JPA Board, the Citizen's Advisory Committee needs to be restored to review and comment on the Draft and all future project PMPU updates and project proposals on the downtown San Diego Embarcadero.

This process needs to be suspended until the JPA Board and the community can work together on these issues.

3. Please extend the review period to allow for Port staff to engage with the public in each District. Public presentations and question and answer opportunities are missing in this process. Without public engagement, the Public cannot make truly informed comments on a Draft that is considerably different from the previous Discussion Draft. Although the pandemic makes this process harder, that is not a reason to abandon public outreach for such an important document.

4. We are also concerned about a lack of transparency by the Port. For example, the Draft does not mention that there is an option for the Wyndham to remain in its current footprint under a new lease agreement. Instead the Draft reads as if new construction is the only option. RLJ, the owner of the Wyndham, has proposed a significant renovation to this property and a new lease would extend far beyond the intended 30-year scope of this Draft. This issue is relevant to public comment.

5 The Port is planning development for 34 miles of coastline. As downtown residents, we object to the majority of all proposed hotel rooms being located in the North, Central and South Embarcaderos. The latest draft removed 2,310 new hotel rooms from the communities of Shelter Island and Coronado that had been proposed for those areas. Those communities will have no new hotel rooms even though the proposed rooms for Shelter Island were not located in a residential area. Point Loma resident's main concern was the additional traffic the hotels would bring. The Port continues to push for an excessive number of hotel rooms in downtown residential neighborhoods across the street from the Port. 1,550 rooms are far too many rooms to be located between B Street and Ash in the North Embarcadero. Approximately 2400 rooms in the Central Embarcadero, as proposed in the last public Seaport Village update, is also too many rooms. Point Loma residents live a significant distance from the proposed hotel locations. Point Loma residents were concerned about hotels affecting the quality of their neighborhood, increasing traffic and blocking views. All of these issues are on steroids in their affect on downtown residents, who live across the street or within a few short blocks of the Port.

6. Development should maintain or improve public access and open space between the City and the Bay as well as comply with development guidelines adopted by the Port in the NEVP. Page 59 of the current Port Master Plan (PMP) states, **"The Visionary Plan proposes to revitalize San Diego's downtown waterfront through a concept for public improvements and by guiding**

development to optimize property values, public access opportunities and priority waterfront and water-dependent uses."

The Draft does not disclose that the guiding principles in the certified NEVP or the 40-year JPA, which is in effect to 2047, are to be used when developing plans and projects. Also required is that **JPA members are to meet on a regular basis and consult with downtown residents to ensure compliance with the NEVP. These meetings have not happened and the PMPU process should be paused until it does.** These documents are extremely relevant since they establish guidance principles meant to be implemented in the remaining development of the North Embarcadero.

7. **South Embarcadero:** Due to limited review time, we want to remind the Port that Gaslamp and East Village residents are included in the 40,000 downtown residents figure. Excessive hotel development on the South Embarcadero makes their access to the Bay even more complicated than it already is.

8. **Restore CAC**: Please Restore the Citizen's Advisory Committee to review and comment on the October 20, 2020 PMPU Revised Draft and all future project PMPU updates and project proposals on the downtown San Diego Embarcadero.

9. **Line item changes to the Draft**

Page 86 M Policy 1.3.7
The District shall reallocate or combine parking, where feasible, into mobility hubs or other consolidated parking facilities, outside of downtown, to allow for additional public open space, development, transit opportunities, and bicycle facilities. This policy applies both to parking allocated for specific developments and public parking. If parking is displaced as part of development, the following steps shall be taken:

Page 87 M Policy 1.3.8 New structured parking should be designed for vehicle use in the short term and then for repurpose to a non-vehicle use if parking demand decreases.

- Do not build new structured parking downtown.
- Use Transportation Demand Management (TDM) Technologies, like apps, to inform people where available parking spaces exist.
- If there are new parking structures, parking should be underground, out of the area, or in facilities substantially hidden from public view.
  Note: The County, Intercontinental Hotel and Pacific Gateway all built underground parking. The Intercontinental Hotel has 300 public parking spaces that are rarely used, but TDM would notify drivers of their existence. In response to the Discussion Draft both the City and SANDAG recommended that additional public parking spaces should not be built downtown.

Page 117 **SR objective 1.4**
Maintain adequate public safety through law enforcement, fire safety, and emergency medical services
SR Policy 1.3.1 The District shall provide public safety facilities on water and on land for the Harbor Police Department (HPD) to maintain public safety capabilities in alignment with the Port
Act.
ADD: Establish a program to improve public safety to address operations and budgeting for public safety concerns in the open spaces and recreation areas similar to the County's program, which makes Waterfront Park so successful.

Chapter 4 Baywide Development Standards
Page 158 4.1.2(A) Land Use and Siting

2 Parking. Local Gateway Mobility Hubs, outside of downtown, should be within 500 feet of off-street public parking.

Page 162 **4.2.1 Standards for Recreation Open Space**
The following requirements apply to areas designated as Recreation Open Space:

1. Shall be located directly adjacent to the waterfront, i.e. between development and the water's edge

ADD When the lease expires, replace the 1220 Pacific Hwy Navy site with Activated Recreation Open Space.

2. Should be designed with landscaping or ~~native~~ indigenous vegetation;

4.2.3 Standards for Activating Features, including Pavilions
Page 164 4.2.3(B) Pavilions
ADD: Limit the size of the seating areas adjacent to Pavilions to manage sprawl.
ADD: Establish the distance a Pavilion is allowed next to a stationary business, such as the Brigantine restaurant, so there are no conflicts of interests or crowding.

4.4.3 Standards for View Protection
Page 170 ADD lighting requirements:

Commercial buildings may not use lighting in a manner to disturb residential buildings or neighbors.

Interior lighting shall be designed with fixtures that are shielded and concealed so that light sources are not directly visible from public viewing areas, do not disturb the neighborhood, and in accordance with *ECO Goal 1 (Chapter 3.3, Ecology Element)*.

Vehicle lights in parking facilities will be shielded and concealed so that light sources are not directly visible for public viewing and do not disturb the neighborhood.

Page 256 **5.3.2(B) Special Allowances**
The following special allowances, consistent with *WLU Goal 2 (Chapter 4.1, Water and Land Use Element)*, address unique situations in the North Embarcadero Subdistrict.

B Street ~~and Cruise Operations Staging~~
PD3.1 ~~The temporary closure of the completed B Street connection as described in PD3.7, between Pacific Highway and North Harbor Drive, may occur when needed for truck and other staging uses associated with cruise operations.~~ Use B Street for pedestrians, bicycles, and vehicle use.

Note: Staging for truck and other uses associated with cruise operations should happen on piers, which is their purpose.

Navy Pier
PD3.3 *The amount of parking will be determined and included in the draft Port Master Plan at a future date. Development on the Navy Pier will be required to comply with Recreation Open Space regulations and subdistrict development standards.
ADD: ADA parking facilities will remain on the Navy Pier

Page 257 **5.3.2(C) Planned Improvements**
5.3.2(C)-I Landside Access
Mobility Hubs

4. PD3.5 Develop a Local Gateway Mobility Hub between Ash and B Streets, in the area generally depicted in *Figure PD3.3*. The mobility hub shall:
    1. Meet the criteria of a Local Gateway Mobility Hub~~, or larger~~, in accordance with *Chapter 4, Baywide Development Standards*; and
    2. Provide wayfinding and pathway connections to connect to the existing water- based transfer point and short-term public docking at the restaurant at the foot of Ash Street, as well as the potential water-based transfer point at Navy Pier.
    3. No additional public or commercial parking spaces in this area
    4. Utilize Transportation Demand Management techniques and technology, as recommended by SANDAG, to connect vehicle drivers to available parking spaces

Page 258 Roadway Reconnections
PD3.7 The following roadway reconnections shall be made in the area bounded by Ash Street, B Street, Pacific Highway, and North Harbor Drive, including portions of the block south of B Street, as generally depicted in *Figure PD3.4*:

1. Extend A Street to North Harbor Drive to provide a link between North Harbor Drive and Pacific Highway for pedestrian, bicycle, and vehicle use. The minimum width of this connection shall be 60 feet.

2. Reconnect B Street between Pacific Highway and North Harbor Drive for pedestrian, bicycle, and vehicle use~~, in addition to temporary truck and other staging associated with cruise ship operations, as described in PD3.1~~. The minimum width of this connection shall be 60 feet.

Page 258 Roadway Improvements
PD3.8 Reconfigure North Harbor Drive to more efficiently accommodate vehicular traffic while allowing for:

a. Four general travel lanes, north of Grape Street;
b. FOUR general travel lanes, ~~one~~ two lanes in each direction, between Grape Street and F Street;
   NOTE: Harbor Drive traffic should not be transferred to a reduced capacity Pacific Highway.
   The rationale that Pacific Highway had six traffic lanes with excess capacity made this plan feasible. That idea is now obsolete and the plan needs to be amended to reflect reality. Pacific Highway is already transitioning into a four lane road plus bicycle lanes with no excess capacity.
   Note: Pacific Highway is meant to be a grand entrance into the city instead of the back end industrial loading dock for the hotels like is currently happening at the Lane Field hotels. Hotel delivery trucks parking in traffic lanes cause other vehicle traffic to back-up.

   PD3.9 Existing on-street parking shall first be consolidated into mobility hubs, outside of the downtown area, as described in PD3.4 and PD3.5, to then enable the reconfiguration of North Harbor Drive (see PD3.8).

Page 259 Recreation Open Space
ADD When the 1220 Pacific Highway site becomes available, make it Activated Recreational Open Space.

- Note: This site provides a rare opportunity to return a commercial space to open space. The adjacent neighborhoods want better connections to the Bay. Eventually converting this property is consistent with the NEVP principles of adding more open green space. Connecting the A Street and B Street corridors with Activated Recreation Open Space would help significantly in connecting the adjacent residential neighborhoods and City to the Bay by improving pedestrian level views through the area, which would be welcoming to the community and visitors alike.

PD3.12 As new Recreation Open Space areas are designed and constructed, consideration shall be given for service loading for all existing and future Tideland amenities and tenants on east-west streets.

Note: Pacific Highway south of Grape Street, the entranceway to downtown, should not be used for service loading or other industrial uses.

Page 261 5.3.2(C)-III Visitor-Serving Commercial Uses

Retail, Restaurant and Overnight Accommodations

PD3.24 In the Commercial Recreation-designated area between Ash Street and Broadway,

ADD: Option One: renew the lease for a renovated Wyndham hotel site for a first class hotel and hotel brand and expansion up to a maximum of 650 hotel rooms total.

Option two: develop up to ~~950~~ a maximum of 650 hotel rooms in total, with 30,000 square feet of associated retail and restaurant, ~~and/~~or 30,000 square feet of meeting space,

- ADD If a new hotel is built, preference is for the same location and footprint as the current Wyndham~~.~~
- Any new hotel and high-rise towers turned perpendicular to Harbor Drive should maintain the current and significant sense of openness present today. Similarly, the towers should be located closest to Harbor Drive instead of against Pacific Highway. There should only be one high-rise tower per block and any design should maximize sightlines and the view shed from the City side of Pacific Highway.
- The geographic area covered by the NEVP is shown on Figure 4.1, and it includes the land between Pacific Highway and the railroad tracks. This area encompasses the residential towers between Ash Street and Broadway. Maximizing sightlines for these residential towers is necessary to achieve the PMP stated goal of optimizing property values.

  The NEVP FAR between B Street and Ash Street is a maximum of 4.5, but should be 36% less than the actual FAR at the Lane Field hotel at Broadway.

  NOTE: The height step downs, and the reduced building heights and densities from Broadway to Ash Street are documented principles in the NEVP. Future development is not contingent on the previous buildings being built to the maximum height or density.

Page 264 5.3.2(D)-II Building Standards

Structure Height and Scale For New Construction

PD3.34 In the area bounded by Ash Street, North Harbor Drive, B Street, and Pacific Highway, including portions of the block south of B Street, as generally depicted in *Figure 3.8*, the following standards apply:

a. Structures shall not exceed ~~200~~ 135 feet in height, in the following area:

1. ~~North of~~ Between B Street and A Street, and within the ~~east~~ west ~~half~~ side of the block, adjacent to ~~Pacific Highway.~~ Harbor Drive.

b. Structures shall not exceed ~~160~~ 105 feet in height in the following areas:

1. ~~South of the B Street reconnection; and~~
2. North of the ~~B~~ A Street reconnection, along the west ~~half~~ side of the block, adjacent to Harbor Drive.

ADD: South of the B Street Connection, limit the height to the level of current hotel podium.

ADD: There should only be one tower per block and it should be situated to maximize sightlines to optimize property values, as stated in the current PMP.

NOTE: The height step downs and FAR measurements are based on the NEVP.

The following setbacks shall apply:

1. A minimum building setback of 25 feet from the curb shall be maintained along Pacific Highway, to allow for the implementation of a parkway and sidewalk, as well as landscaping adjacent to the building.
2. A minimum building setback of 25 ft along east-west view corridors, of Ash, A Street and B Street.
3. A ~~minimum~~ **maximum** building setback of 65 feet from the curb shall be maintained along North Harbor Drive north of the B Street reconnection, to allow for the implementation of public realm space that establishes continuity and connections to adjacent open space areas.
   Note: A 50 ft setback is better for a pedestrian only entrance.

Page 265 Figure PD3.8 Conceptual Diagram of Structure Height and Setbacks
Change these cross-sections to conform to our description.
One Building between B Street and A Street - 135ft tall
One building between A Street and Ash -105 ft

Sincerely,
Embarcadero Coalition
Represented by Janet Rogers and Susan Simon
Email: EmbarcaderoCoalition@gmail.com

Port Master Plan Update

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Email address *

1architect@cox.net

What is your first name? *

Jason

What is your last name? *

Fong

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92101

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I disagree with the proposed linkage to connect Harbor and Pacific Highway via A and B street. Going from Harbor to Pacific Highway, there is no further linkage to A or B street to the East. You are drawing people on to private property (Bayside, Grand North and South) where there is heavy traffic coming in and out of the garage. Furthermore, there is no pedestrian access to Santa Fe depot either. People will be walking over railroad tracks at non-designated areas. I think the open space along Harbor will be better served if it were one continuous open space like the stretch along the back of the convention center facing the water. Having visual breaks or narrow pedestrian paths may be valid but a full on road is problematic.

Also, a new bike lane recently marked along Pacific Highway from Broadway to The grande palm court intersection makes no sense. It stops at The grande palm court then its back to a regular street again. Furthermore, its reducing the vehicular capacity of Pacific Highway.

Lastly, the traffic lights at the intersections along Pacific Highway, especially Ash street needs to be coordinated with the train crossing. When the trains are crossing, the lights go crazy. Either the light turns green for only 2 seconds then red again. Or it'll go through 3 cycles allowing East and West traffic to move but Pacific Highway lights remain red for 3 cycles. Traffic can't go East and West when the trains are crossing. The traffic light should allow movement North and South on Pacific Highway.

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Email address *

jeff@drstacykimj.com

What is your first name? *

Jeff

What is your last name? *

Caldwell

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92101

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Hello. The revised PMPU, while existing as an improvement from the discussion draft, continues to exist in contradiction to the design guidelines set forth in the North Embarcadero Visionary Alliance Plan. Details are available in the document provided to the Port Authority by the Embarcadero Coalition dated October 15, 2020. I am happy to send you a copy if required. Please revise the plan to comply with design guidelines set forth in NEVA Plan.

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Email address *

dszuberla@rvmsd.com

What is your first name? *

Dennis

What is your last name? *

Szuberla

What is the name of your organization/company/community group? (if applicable)

Citizn of San DIego

What is your ZIP code? *

92127

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I believe the convention center should go through. No hotel.

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Email address *

ron.mazza@rfm-corp.com

What is your first name? *

Ron

What is your last name? *

Mazza

What is the name of your organization/company/community group? (if applicable)

Bayside Condo 1325 Pacific Highway

What is your ZIP code? *

92101

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I'm definitely opposed to putting two buildings across the street that are so high and have so many hotel rooms. My view which is now SW facing will be lost. The future view down A street is a joke. I can now see most of the Bay with only the two Wyndham towers blocking my view. This plan cannot be approved as is - the buildings need to be placed to minimize any lost views. Do you happen to have any placement sketches of where the buildings will be placed?

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Email address *

karentemecula@yahoo.com

What is your first name? *

Karen

What is your last name? *

Bales

What is the name of your organization/company/community group? (if applicable)

Resident of The Grande North on Pacific Highway

What is your ZIP code? *

92101

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I am seeing a disregard for residents close to Harbor Drive and Pacifix Highway area and downtown when you/they want to add more high density hotels between Ash and Broadway. This is a residential neighborhood with commercial as neighbors. Please respect our street and don't over build!!

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Email address *

polisheagle40@yahoo.com

What is your first name? *

Joan

What is your last name? *

Wojcik

What is the name of your organization/company/community group? (if applicable)

N/A

What is your ZIP code? *

92101

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I love our current Sea Port Village. I disapprove of turning Sea Port Village into a resort area with tall hotels and other planned high rise buildings that will obstruct the current view. The bay view should be protected along the Pacific Highway as Chicago did with Lake Shore Drive area.

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Email address *

gary1228@ameritech.net

What is your first name? *

Gary

What is your last name? *

Anderson

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92101

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

You're allowing too many hotel rooms and too high buildings in the area between Ash and B Street, Pacific Hwy and Harbor Drive. Views will be spoiled for many residents to the east. This has already happened with the Lane Field hotels. Why does the Port need the additional money these hotels would provide?

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Email address *

beckyvesterfelt@gmail.com

What is your first name? *

becky

What is your last name? *

vesterfelt

What is the name of your organization/company/community group? (if applicable)

homeowner downtown

What is your ZIP code? *

92101

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

What a missed opportunity! Instead of creating enhancement to the waterfront the Port has clearly never visited any world class waterfront cities ever. There is simply no "Wow" for anyone entering downtown because the Port plan is creating a walled high-rise corridor Ash St. all the way through downtown past the Convention Center. The ONLY view of the waterfront is from a boat on waterside or if someone is physically on Broadway Embarcadero at Harbor drive. Look at Seattle, San Francisco, Chicago, NYC Hudson River Park, Barcelona, Paris, London, Boston, Baltimore, etc. for a clue on how to create a desirable city downtown waterfront.
There is no thought at all of the City's connection to the waterfront as the Port is essentially walling off the waterfront at Pacific Highway/Ash--- drivers entering the City of San Diego will come into a high-rise walled off corridor for blocks and only be able to glimpse a sight of the waterfront at street intersections the entire length of downtown San Diego. With this Port plan downtown waterfront vistas from the land side are vastly impacted negatively. The Port is again, like what was done at convention center hotels, wall-off views of the waterfront from walkers and drivers on Pacific Highway south to Harbor drive and from the residential blocks of the City which are not abutting the waterfront Embarcadero.
There is no mention/thought of downtown Residents-- very much visitor and commercial business serving only. The huge increased density right in front of my home on the 21st floor pretty much wipes out our Harbor Drive sight-line, we may still be able to glimpse the far other-side of Pt. Loma above the wider higher dense buildings. The Port's built-out density corner of Ash/Pacific Highway has a 200 ft. tall building built up to Ash st. and Pacific Highway then a pitiful from curb public 25 ft. wide sidewalk/setback off the 4-5 lane Pacific Highway--- currently now there is a single story building with 100+ ft. open parking lot and landscaped sidewalk. My home's sight-line of the County Bldg. & its Park will be walled off. And the Port's west/east walkways from Pacific Hwy to the Harbor Drive waterfront as cruise-ship delivery truck staging area which will be noisy and air polluted for hotel guests. And unsafe for anyone walking or biking B st.
Impressively poor proposal, no creativity and not even any attempt to copy any portion of enhanced environmental plans underway or completed by other waterfront cities. Look at Seattle, San Francisco, Chicago, NYC Hudson River Park, Barcelona, Paris, London, Boston, Baltimore, etc. for a clue on how to create a desirable city downtown waterfront.

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Email address *

kyledenning@hotmail.com

What is your first name? *

Kyle

What is your last name? *

Denning

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92101

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I am opposed to the proposed 1550 room hotel development between B and Ash and Harbor Drive and Pacific Highway. The density will wall off the view corridor to the bay for all the residents to the east. The proposal is dramatically more intense than the current Wyndam hotels. I request the Port incorporate no more density than currently exists. Thank you.

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Email address *

karentemecula@yahoo.com

What is your first name? *

Karen

What is your last name? *

Bales

What is the name of your organization/company/community group? (if applicable)

I reside at the Grande North

What is your ZIP code? *

92101

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I would like more attention paid to the fact that there is a large residential neighborhood in Columbia, Little Italy and Marina Districts. What I need to see is less traffic directed down Pacific Highway, Views currently available remain so. No larger hotels to be build on Pacific Highway that are taller than the current ones.

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Email address *

mclair1@aol.com

What is your first name? *

Maureen

What is your last name? *

Nunnari

What is the name of your organization/company/community group? (if applicable)

Savina

What is your ZIP code? *

92101

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I am concerned about the increase in population density during the height of tourism season that will affect the North Embarcadero Sub district. No impact is included in the updated plan regarding increased traffic congestion on trollies, trains, ships, boats and planes in addition to autos. No mention of the noise factor associated with this increased density. Savina and other communities represent the residential nature of the north embarcadero today which is already stressed from seasonal noise and traffic pollution. This plan intends to alter this residential community into a tourist designation.

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Email address *

jamesshiner@gmail.com

What is your first name? *

Jim

What is your last name? *

Shiner

What is the name of your organization/company/community group? (if applicable)

Grande South Neighborhood Committee

What is your ZIP code? *

92010

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

With Respect to the 1220 Property South of Lane Field: We object to the proposed tower of 160'. A structure no higher than 50' on that property would be acceptable. The current draft of the plan proposes a tower would create a 100% overlap with the Grande South tower on an east-west axis.

As Lane Field North property was seeking regulatory and neighborhood support, the developer agreed and the Port approved moving the proposed north tower (now the Marriott) 18' to the south to eliminate an overlap on an east-west axis with the Grande South tower. On that axis the new location would provide a 1' gap between towers. All discussions centered on a "podium" or structure no taller than 50' on the 1220 property south of B Street. On that basis neighborhood support was secured for Lane Field. The record of hearing for both the Port and the Coastal Commission show that support was a significant factor in the approval of the Lane Field plan.

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Lesley Nishihira, Director, Planning
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

As a downtown resident, and Embarcadero Coalition member, development in the North, Central and South Embarcaderos affects my quality of life and use of the Bay. There are 40,000 downtown residents and we use the Embarcadero extensively. I appreciate the Port of San Diego's (Port) efforts to update these districts and "promote the Bay as a central environmental, economic, and recreational resource for all people of California."

Before commenting on the Port Master Plan Update (PMPU) Revised Draft, I request the Port slow down this review process. Thirty days is insufficient time to fully review and comment upon this significantly reworked (from the Discussion Draft) document and no public outreach is planned to answer questions. COVID is also negatively impacting the public's ability to have a meaningful dialogue with the Port. The PMPU process should not continue until the Central Embarcadero District is included. The City of San Diego will have new Port Board Commissioners as well as a new Mayor and District 3 Council member who each need to weigh in on this plan. **The North Embarcadero Joint Powers Agreement (JPA) members have not met to ensure the plan complies with the North Embarcadero Visionary Plan (NEVP).** The Port has been working on this update for seven years and is making important progress. Please don't put an arbitrary deadline on the project to submit to the CEQA evaluation in the name of speed. This is too important a document to approach in a piecemeal fashion. It is not complete and therefore not ready to be moved forward.

I am also concerned about an apparent lack of transparency in the PMPU. Full disclosure is lacking in regards to the renewal of the Wyndham lease, the North Embarcadero Visionary Plan (NEVP) and the state regulated Joint Powers Agreement (JPA) meant to implement it, and the total numbers of hotel rooms being proposed in the Embarcadero. I'll explain each in the appropriate section. I am concerned that the general public cannot make informed comments or decisions about the draft if they don't receive complete information.

Review of the Revised Draft North Embarcadero District:
The improvements in the North Embarcadero, especially west of Harbor Drive, will greatly enhance the Embarcadero experience for residents and visitors.

I am concerned about development plans in the PMPU Revised Draft between B Street and Ash, and I object to plans moving significant amounts of traffic from Harbor Drive to Pacific Highway.

Development should maintain or improve public access and open space between the City and the Bay as well as comply with development guidelines adopted by the Port in the North Embarcadero Visionary Plan (NEVP). Page 59 of the current Port Master Plan (PMP) states, **"The Visionary Plan proposes to revitalize San Diego's downtown waterfront through a concept for public**

improvements and by guiding development to optimize property values, public access opportunities and priority waterfront and water-dependent uses."

The commercial density proposed by the Port between B Street and Ash is excessive and not in the best interest of downtown residents or visitors.

A. **Renewing the Wyndham lease:** The PMPU Revised Draft does not disclose that there is an option for the Port to renew the hotel lease on a significantly renovated Wyndham property. Wyndham's owner, RLJ, has renovation plans extensive enough to upgrade the hotel brand and create a first-class destination. The lease expires in 2029.

Most readers would not know about this potential lease renewal. Failing to disclose this significant piece of information misleads readers to think that new construction is the only option at this site. Renovating this hotel and extending the lease is the preferred, sustainable, green solution that complements the downtown community instead of walling off the City from the Bay with excessive commercial development. Please add this information to the draft.

B. **If there is new construction between B Street and Ash**: The PMPU Revised Draft does not disclose that the guiding principles in the certified NEVP or the 40-year JPA, which is in effect to 2047, are to be used when developing plans and projects. **The JPA members need to meet on a regular basis and consult with downtown residents to ensure compliance with the NEVP. These meetings have not happened and the PMPU process should be paused until it does.** These documents are extremely relevant since they establish guidance principles meant to be implemented in the remaining development of the North Embarcadero.

1. **Height and Density**: As development is planned from Broadway to Ash Street, the NEVP establishes height step down amounts on Figure 4.5 and shows significant density reductions on Figure 4.4. The tallest and most intense development, as agreed, occurs along Broadway.
   - The Revised Draft is not complying with the NEVP guidance given the Lane Field hotels established the maximum height limit at 215 ft (Intercontinental) and maximum density that should occur. According to the NEVP, all subsequent building heading toward the San Diego County Administration (County) building should decrease in height and density so as not to eclipse that historic site.
   - The PMPU Revised Draft does not disclose that the proposed **total** number of rooms is 1,550, which I feel is excessive. It only states "develop up to 950 rooms" and fails to disclose it is adding to the existing 600 rooms at the Wyndham.
   - In order to step down and reduce density, 600-650 rooms are sufficient. Change the language to " develop up to a total of 650 rooms"

- The proposed 200 ft and 160 ft buildings do not step down toward the County building as required by the NEVP. At a minimum, the buildings should step down 50 ft between B and A Streets for a height of 135 ft and 30 ft between A Street and Ash for a height of 105 ft, respectively, inclusive of chimneys, ornaments and rooftop equipment. These step down amounts are consistent with development guidelines in the NEVP for those blocks.
- There should be a significant reduction in Floor Area and Floor Area Ratio (FAR) toward the County building according to the NEVP. The FAR (Figure 4.4 NEVP) in the two block area between B Street and Ash, decreases 36% from the block with the Intercontinental hotel.
- Allowing 1,550 rooms on the two blocks from B Street to Ash is the equivalent of adding 4 more Marriott Spring Hill Suites hotels in this limited two-block space. This level of density is equivalent to having 6 Lane Field hotels between Ash and Broadway, destroying any sense of access to the Bay from the City between Ash and Broadway.
- If a new hotel is built, my strong preference is for the same location, and footprint as the current Wyndham
- Any new hotel and high-rise towers turned perpendicular to Harbor Drive should maintain the current and significant sense of openness present today. Similarly, the towers should be located closest to Harbor Drive instead of against Pacific Highway. There should only be one high-rise tower per block and any design should maximize sightlines and the view shed from the City side of Pacific Highway.
- The geographic area covered by the NEVP is shown on Figure 4.1, and it includes the land between Pacific Highway and the railroad tracks. This area encompasses the residential towers between Ash Street and Broadway. Maximizing sightlines for these residential towers is necessary to achieve the PMP stated goal of optimizing property values.

2. **Setbacks:** I like the 25 ft setbacks for new construction for wide sidewalks and landscaping on Pacific Highway and the east-west streets.
   - Change the 65 ft setback from Harbor Drive to a "**maximum** of 65 ft", since this amount is too deep for a pedestrian only entrance. A 50 ft setback would be better still.
3. **South of B Street:** The proposed 160 ft tower south of B Street should be replaced with a podium the same height as the Marriott Spring Hill Suites podium.
4. **Hotel and public parking:** I agree that the parking space ratio for hotels should be reduced to .25 from .75 due to a reduction in parking demand by travelers.
   - Do not put an additional 215 public parking spaces in this location. I agree with the City and SANDAG that additional public parking spaces should not be built.
   - Use Transportation Demand Management (TDM) Technologies, like apps, to inform people where available parking spaces exist. The

Intercontinental Hotel has 300 public parking spaces that are rarely used, but TDM would notify drivers of their existence.

- Parking should be underground, out of the area, or in facilities substantially hidden from public view. This guidance is consistent with the NEVP. The County, intercontinental Hotel and Pacific Gateway all built underground parking.

5. **B Street**: Don't use this area to stage trucks and buses supporting cruise ships. Use the piers to service ships. Make B Street a promenade to increase public access and open space to the Bay.
6. **Public Access and Open Spaces:** When the 1220 Pacific Highway site becomes available, I support the City's recommendation and make it Activated Recreational Open Space. This site provides a rare opportunity to return a commercial space to open space. The adjacent neighborhoods want better connections to the Bay. Eventually converting this property is consistent with the NEVP principles of adding more open green space.
   - Connecting the A Street and B Street corridors with Activated Recreation Open Space would help significantly in connecting the adjacent residential neighborhoods and city to the Bay by improving pedestrian level views through the area, which would be welcoming to the community and visitors alike.
   - The whole plan needs to be adapted for more public space due to COVID.

C. Moving Harbor Drive Traffic to Pacific Highway: I object to moving most of Harbor Drive's traffic onto the quiet residential neighborhoods of Little Italy, Columbia and Marina Districts.

The Port planned to shrink Harbor Drive to two traffic lanes for a slow touristy drive 20 years ago. The rationale that Pacific Highway had six traffic lanes with excess capacity made that plan feasible. That idea is now obsolete and the plan needs to be amended to reflect reality. Pacific Highway is already transitioning into a four lane road plus bicycle lanes with no excess capacity.

Along with the additional traffic from a proposed 1,550 room hotel south of the County building and an updated Seaport Village, this increased level of traffic volume is excessive and an unacceptable environmental burden on downtown city residents.

Additionally, Pacific Highway is meant to be a grand entrance into the city instead of the back end industrial loading dock for the hotels like is currently happening at the Lane Field hotels. Hotel delivery trucks parking in traffic lanes cause other vehicle traffic to back-up as they are reduced to one travel lane.

D. Public safety component: The whole PMPU Revised Draft needs to address operations and budgeting for public safety concerns. Waterfront Park is so successful because the County has 24/7 security.

E. Central Embarcadero: Although I understand the Port removed the Central Embarcadero update from the PMPU Revised Draft, I want to express my

concern over any plan with excessive development, building height or density along the Embarcadero. I want public access and open spaces, not walls of buildings. Also, the PMPU process should not continue until the Central Embarcadero District is included.

F. **South Embarcadero:** Due to limited review time, I want to remind the Port that Gaslamp and East Village residents are included in the 40,000 downtown residents figure. Excessive hotel development on the South Embarcadero makes their access to the Bay even more complicated than it already is.

G. **Restore CAC**: Restore the NEVP Citizen's Advisory Committee to review and comment on the October 20,2020 PMPU Revised Draft and all future project PMPU updates and project proposals on the downtown San Diego Embarcadero.

I am submitting this comment but I may submit additional comments as the rest of the draft is reviewed.

Sincerely,

Angie Wilcox
1205 Pacific Hwy, Unit 1906
San Diego, CA 92101

Angie@angiewilcox.com

415-290-7738

Lesley Nishihira, Director, Planning
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

As a downtown resident, and Embarcadero Coalition member, development in the North, Central and South Embarcaderos affects my quality of life and use of the Bay. There are 40,000 downtown residents and we use the Embarcadero daily. I appreciate the Port of San Diego's (Port) efforts to update these districts and "promote the Bay as a central environmental, economic, and recreational resource for all people of California."

The purpose of this letter is to request that the Port slow down this review process.

1. Thirty days is insufficient time to fully review and comment upon this reworked (from the Discussion Draft) document.
2. No public outreach is planned to answer community questions.
3. COVID is also negatively impacting the public's ability to have a meaningful dialogue with the Port.

The PMPU process should not continue until the Central Embarcadero District is included. The City of San Diego will soon have new Port Board Commissioners and a new Mayor and District 3 Council member. These individuals need to weigh in on this plan.

The Port has been working on this update for seven years and is making important progress. Please don't put an arbitrary deadline on the project to submit to the CEQA evaluation in the name of speed. This document is not complete, and therefore not ready to move forward.

I am also concerned about an apparent lack of transparency in the PMPU. Full disclosure is lacking in regards to the renewal of the Wyndham lease, the North Embarcadero Visionary Plan (NEVP) and the state regulated Joint Powers Agreement (JPA) meant to implement it, and the total numbers of hotel rooms being proposed in the Embarcadero.

I am concerned that the general public cannot make informed comments or decisions about the draft if they don't receive complete information.

Review of the Revised Draft North Embarcadero District:

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Development should maintain or improve public access and open space between the City and the Bay as well as comply with the Port development guidelines in the North Embarcadero Visionary Plan (NEVP). Page 59 of the current Port

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I am respectifully submitting these comments for your consideration and hope that we all may work towards an acceptable future plan.

Sincerely,

Katie Smith

Kaydees333@yahoo.com
1205 Pacific Highway
San Diego, CA 92101

From: Ernie Simon <eajsjrca@gmail.com>
Sent: Friday, November 13, 2020 1:48 PM
To: Port Master Plan Update
Subject: PMPU Concerns

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Lesley Nishihira, Director, Planning
San Diego Unified Port District
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Ernie Simon

619 694 7426

From: Frances Low <ftlow1221@gmail.com>
Sent: Friday, November 13, 2020 12:47 PM
To: Port Master Plan Update
Cc: embarcaderocoalition@gmail.com
Subject: Port Master Plan

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700 Front St., Unit 1407

San Diego, CA 92101

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Sent: Friday, November 13, 2020 1:51 PM
To: Port Master Plan Update
Subject: PMPU Concerns

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Sincerely,

Janet Rogers
1205 Pacific Hwy
San Diego, CA 92101
jsrogers624@gmail.com

From: Leda Goncharoff <leda.goncharoff@gmail.com>
Sent: Friday, November 13, 2020 11:19 AM
To: Port Master Plan Update
Subject: PMPU Concerns

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Lesley Nishihira, Director, Planning

San Diego Unified Port District

3165 Pacific Highway

San Diego, CA 92112

I live in The Electra building and am an Embarcadero Coalition member. The details of the planned development in the North, Central and South Embarcaderos affect my quality of life and use of the Bay—and we need more time to fully understand and participate in the decisions regarding the proposed changes. There are 40,000 downtown residents and we use the Embarcadero extensively. I appreciate the Port of San Diego's (Port) efforts to update these districts and "promote the Bay as a central environmental, economic, and recreational resource for all people of California." However, I have my doubts that increasing the number of hotel rooms in the area by such an extreme amount is in our best interest.

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Leda Goncharoff

700 W E St, #1706
San Diego, CA 92101

From: Mehdi Malekadeli <mmalekadeli@gmail.com>
Sent: Friday, November 13, 2020 2:52 PM
To: Port Master Plan Update
Subject: PMPU Concerns

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--
-MM

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Sent: Friday, November 13, 2020 1:35 PM
To: Port Master Plan Update
Subject: PMPU CONCERNS

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Sincerely,

Robert Dubreuil
1240 India St 903
San Diego CA 92101
6196949876

From: LeAnna Zevely <lzevely@gmail.com>
Sent: Friday, November 13, 2020 5:09 PM
To: Port Master Plan Update
Subject: PMPU Concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

Attention: Lesley Nishihira, Director, Planning

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LeAnna Zevely

lzevely@gmail.com

Attachments area

From: Annie Phillips <annie95@mac.com>
Sent: Friday, November 13, 2020 10:41 PM
To: Port Master Plan Update
Subject: PMPU concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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San Diego Unified Port District
3165 Pacific Highway
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Ron and Denise Mazza
1325 Pacific Highway, #1002
San Diego, CA 92101
Cell 760-525-1811

From: Susan Simon <rbfsandiego@gmail.com>
Sent: Friday, November 13, 2020 7:54 PM
To: Port Master Plan Update
Subject: PMPU Concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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Subject: PMPU comments

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blanex@aol.com

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Sent: Saturday, November 14, 2020 3:00 PM
To: Port Master Plan Update
Subject: PMPU Comments

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pat92101@att.net

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To: Port Master Plan Update
Subject: Port Master Plan Update (PMPU) Revised Draft

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1262 Kettner Blvd #1101
SD, CA 92101-3459
(858) 254-5760
bardwellwa@gmail.com

We have been longtime SD residents and Columbia District residents for the past 11 years. We were drawn to this area because we wanted to experience downtown living as it is done in SD. Had we wanted crowds and hordes of tourist, we would have moved to LA, SF, or NYC. But SD's downtown is unique in its relative tranquility. Thus, as residents and Embarcadero Coalition members, we are extremely interested in plans for development of the entire Embarcadero. We appreciate the Port of SD's hard work to modernize the bayfront areas but while keeping it as an environmental, economic, and recreational jewel for those of us who live here or who come to visit us. To this end, we wholeheartedly endorse the Embarcadero Coalition's recommendations, shown below.

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· In order to step down and reduce density, 600-650 rooms are sufficient. Change the language to " develop up to a total of 650 rooms"

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· If a new hotel is built, my strong preference is for the same location and footprint as the current Wyndham.

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From: William Rogers <wrog523@hotmail.com>
Sent: Saturday, November 14, 2020 3:31 PM
To: Port Master Plan Update
Subject: PMPU Concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Lesley Nishihira, Director, Planning
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

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Sincerely,

William H. Rogers
1205 Pacific Hwy
San Diego, CA 92101
wrog523@hotmail.com

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Sent: Sunday, November 15, 2020 5:21 PM
To: Port Master Plan Update
Subject: Port Master Plan (PMPU) Revised Draft

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From: Christine Hottinger <chottinger@me.com>
Sent: Sunday, November 15, 2020 7:05 PM
To: Port Master Plan Update
Subject: PMPU Concerns

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Lesley Nishihira, Director, Planning
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

Dear Ms. Nishihira

As a downtown resident at Sapphire Tower and Embarcadero Coalition member, development in the North, Central and South Embarcadero affects my quality of life and use of the Bay. There are 40,000 downtown residents and we use the Embarcadero extensively. I appreciate the Port of San Diego's (Port) efforts to update these districts and "promote the Bay as a central environmental, economic, and recreational resource for all people of California."

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Most readers would not know about this potential lease renewal. Failing to disclose this significant piece of information misleads readers to think that new construction is the only option at this site. Renovating this hotel and extending the lease is the preferred, sustainable, green solution that complements the downtown community instead of walling off the City from the Bay with excessive commercial development. Please add this information to the draft.

B. **If there is new construction between B Street and Ash**: The PMPU Revised Draft does not disclose that the guiding principles in the certified NEVP or the 40-year JPA, which is in effect to 2047, are to be used when developing plans and projects. **The JPA members need to meet on a regular basis and consult with downtown residents to ensure compliance with the NEVP. These meetings have not happened and the PMPU process should be paused until it does.** These documents are extremely relevant since they establish guidance principles meant to be implemented in the remaining development of the North Embarcadero.

1. **Height and Density**: As development is planned from Broadway to Ash Street, the NEVP establishes height step down amounts on Figure 4.5 and shows significant density reductions on Figure 4.4. The tallest and most intense development, as agreed, occurs along Broadway.
   - The Revised Draft is not complying with the NEVP guidance given the Lane Field hotels established the maximum height limit at 215 ft (Intercontinental) and maximum density that should occur. According to the NEVP, all subsequent buildings heading toward the San Diego County Administration (County) building should decrease in height and density so as not to eclipse that historic site.
   - The PMPU Revised Draft does not disclose that the proposed **total** number of rooms is 1,550, which I feel is excessive. It only states "develop up to 950 rooms" and fails to disclose it is adding to the existing 600 rooms at the Wyndham.
   - In order to step down and reduce density, 600-650 rooms are sufficient. Change the language to " develop up to a total of 650 rooms"
   - The proposed 200 ft and 160 ft buildings do not step down toward the County building as required by the NEVP. At a minimum, the buildings should step down between B and A Streets for a height of 100 ft, and 30 ft between A Street and Ash for a height of 70 ft, respectively, inclusive of chimneys, ornaments and rooftop equipment. These step down amounts are consistent with development guidelines in the NEVP for those blocks.
   - There should be a significant reduction in Floor Area and Floor Area Ratio (FAR) toward the County building according to the NEVP. The FAR (Figure 4.4 NEVP) in the two block area between B Street and Ash, decreases 36% from the block with the Intercontinental hotel.
   - Allowing 1,550 rooms on the two blocks from B Street to Ash is the equivalent of adding 4 more Marriott Spring Hill Suites hotels in this limited two-block space. This level of density is equivalent to having 6 Lane Field hotels between Ash and Broadway, destroying any sense of access to the Bay from the City between Ash and Broadway.
   - If a new hotel is built, my strong preference is for the same location, height and footprint as the current Wyndham.
   - Any new hotel and high-rise towers turned perpendicular to Harbor Drive should maintain the current and significant sense of openness present today. Similarly, the towers should be located closest

to Harbor Drive instead of against Pacific Highway. There should only be one high-rise tower per block and any design should maximize sightlines and the view shed from the City side of Pacific Highway.

- The geographic area covered by the NEVP is shown on Figure 4.1, and it includes the land between Pacific Highway and the railroad tracks. This area encompasses the residential towers between Ash Street and Broadway. Maximizing sightlines for these residential towers is necessary to achieve the PMP stated goal of optimizing property values.

2. **Setbacks:** I like the 25 ft setbacks for new construction for wide sidewalks and landscaping on Pacific Highway and the east-west streets.
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3. **South of B Street:** The proposed 160 ft tower south of B Street should be replaced with a podium the same height as the Marriott Spring Hill Suites podium.
4. **Hotel and public parking:** I agree that the parking space ratio for hotels should be reduced to .25 from .75 due to a reduction in parking demand by travelers.
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   - Connecting the A Street and B Street corridors with Activated Recreation Open Space would help significantly in connecting the adjacent residential neighborhoods and city to the Bay by improving pedestrian level views through the area, which would be welcoming to the community and visitors alike.
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C. Moving Harbor Drive Traffic to Pacific Highway: I object to moving most of Harbor Drive's traffic onto the quiet residential neighborhoods of Little Italy, Columbia and Marina Districts.

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My wife and I attended three Port sponsored events to hear plans and were able to provide feedback for the presentations. Our concerns from local downtown residents were not heard. I have participated on the Grand South Neighborhood Committee for the past six years and share in the above concerns. If you don't live on Pacific Highway, you haven't experienced the traffic delays during parades and marches.

Sincerely,

James and Kathryn Robertson

jimnlaplaya03@gmail.com

Lesley Nishihira, Director, Planning
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

As a downtown resident, and Embarcadero Coalition member, development in the North, Central and South Embarcaderos affects my quality of life and use of the Bay. There are 40,000 downtown residents and we use the Embarcadero extensively. I appreciate the Port of San Diego's (Port) efforts to update these districts and "promote the Bay as a central environmental, economic, and recreational resource for all people of California."

Before commenting on the Port Master Plan Update (PMPU) Revised Draft, I request the Port slow down this review process. Thirty days is insufficient time to fully review and comment upon this significantly reworked (from the Discussion Draft) document and no public outreach is planned to answer questions. COVID is also negatively impacting the public's ability to have a meaningful dialogue with the Port. The PMPU process should not continue until the Central Embarcadero District is included. The City of San Diego will have new Port Board Commissioners as well as a new Mayor and District 3 Council member who each need to weigh in on this plan. **The North Embarcadero Joint Powers Agreement (JPA) members have not met to ensure the plan complies with the North Embarcadero Visionary Plan (NEVP).** The Port has been working on this update for seven years and is making important progress. Please don't put an arbitrary deadline on the project to submit to the CEQA evaluation in the name of speed. This is too important a document to approach in a piecemeal fashion. It is not complete and therefore not ready to be moved forward.

I am also concerned about an apparent lack of transparency in the PMPU. Full disclosure is lacking in regards to the renewal of the Wyndham lease, the North Embarcadero Visionary Plan (NEVP) and the state regulated Joint Powers Agreement (JPA) meant to implement it, and the total numbers of hotel rooms being proposed in the Embarcadero. I'll explain each in the appropriate section. I am concerned that the general public cannot make informed comments or decisions about the draft if they don't receive complete information.

Review of the Revised Draft North Embarcadero District:
The improvements in the North Embarcadero, especially west of Harbor Drive, will greatly enhance the Embarcadero experience for residents and visitors.

I am concerned about development plans in the PMPU Revised Draft between B Street and Ash, and I object to plans moving significant amounts of traffic from Harbor Drive to Pacific Highway.

Development should maintain or improve public access and open space between the City and the Bay as well as comply with development guidelines adopted by the Port in the North Embarcadero Visionary Plan (NEVP). Page 59 of the current Port Master Plan (PMP) states, **"The Visionary Plan proposes to revitalize San Diego's downtown waterfront through a concept for public**

improvements and by guiding development to optimize property values, public access opportunities and priority waterfront and water-dependent uses."

The commercial density proposed by the Port between B Street and Ash is excessive and not in the best interest of downtown residents or visitors.

A. **Renewing the Wyndham lease:** The PMPU Revised Draft does not disclose that there is an option for the Port to renew the hotel lease on a significantly renovated Wyndham property. Wyndham's owner, RLJ, has renovation plans extensive enough to upgrade the hotel brand and create a first-class destination. The lease expires in 2029.

Most readers would not know about this potential lease renewal. Failing to disclose this significant piece of information misleads readers to think that new construction is the only option at this site. Renovating this hotel and extending the lease is the preferred, sustainable, green solution that complements the downtown community instead of walling off the City from the Bay with excessive commercial development. Please add this information to the draft.

B. **If there is new construction between B Street and Ash**: The PMPU Revised Draft does not disclose that the guiding principles in the certified NEVP or the 40-year JPA, which is in effect to 2047, are to be used when developing plans and projects. **The JPA members need to meet on a regular basis and consult with downtown residents to ensure compliance with the NEVP. These meetings have not happened and the PMPU process should be paused until it does.** These documents are extremely relevant since they establish guidance principles meant to be implemented in the remaining development of the North Embarcadero.

1. **Height and Density**: As development is planned from Broadway to Ash Street, the NEVP establishes height step down amounts on Figure 4.5 and shows significant density reductions on Figure 4.4. The tallest and most intense development, as agreed, occurs along Broadway.
   - The Revised Draft is not complying with the NEVP guidance given the Lane Field hotels established the maximum height limit at 215 ft (Intercontinental) and maximum density that should occur. According to the NEVP, all subsequent building heading toward the San Diego County Administration (County) building should decrease in height and density so as not to eclipse that historic site.
   - The PMPU Revised Draft does not disclose that the proposed **total** number of rooms is 1,550, which I feel is excessive. It only states "develop up to 950 rooms" and fails to disclose it is adding to the existing 600 rooms at the Wyndham.
   - In order to step down and reduce density, 600-650 rooms are sufficient. Change the language to " develop up to a total of 650 rooms"

- The proposed 200 ft and 160 ft buildings do not step down toward the County building as required by the NEVP. At a minimum, the buildings should step down 50 ft between B and A Streets for a height of 135 ft and 30 ft between A Street and Ash for a height of 105 ft, respectively, inclusive of chimneys, ornaments and rooftop equipment. These step down amounts are consistent with development guidelines in the NEVP for those blocks.
- There should be a significant reduction in Floor Area and Floor Area Ratio (FAR) toward the County building according to the NEVP. The FAR (Figure 4.4 NEVP) in the two block area between B Street and Ash, decreases 36% from the block with the Intercontinental hotel.
- Allowing 1,550 rooms on the two blocks from B Street to Ash is the equivalent of adding 4 more Marriott Spring Hill Suites hotels in this limited two-block space. This level of density is equivalent to having 6 Lane Field hotels between Ash and Broadway, destroying any sense of access to the Bay from the City between Ash and Broadway.
- If a new hotel is built, my strong preference is for the same location, and footprint as the current Wyndham.
- Any new hotel and high-rise towers turned perpendicular to Harbor Drive should maintain the current and significant sense of openness present today. Similarly, the towers should be located closest to Harbor Drive instead of against Pacific Highway. There should only be one high-rise tower per block and any design should maximize sightlines and the view shed from the City side of Pacific Highway.
- The geographic area covered by the NEVP is shown on Figure 4.1, and it includes the land between Pacific Highway and the railroad tracks. This area encompasses the residential towers between Ash Street and Broadway. Maximizing sightlines for these residential towers is necessary to achieve the PMP stated goal of optimizing property values.

2. **Setbacks:** I like the 25 ft setbacks for new construction for wide sidewalks and landscaping on Pacific Highway and the east-west streets.
   - Change the 65 ft setback from Harbor Drive to a "**maximum** of 65 ft", since this amount is too deep for a pedestrian only entrance. A 50 ft setback would be better still.
3. **South of B Street:** The proposed 160 ft tower south of B Street should be replaced with a podium the same height as the Marriott Spring Hill Suites podium.
4. **Hotel and public parking:** I agree that the parking space ratio for hotels should be reduced to .25 from .75 due to a reduction in parking demand by travelers.
   - Do not put an additional 215 public parking spaces in this location. I agree with the City and SANDAG that additional public parking spaces should not be built.
   - Use Transportation Demand Management (TDM) Technologies, like apps, to inform people where available parking spaces exist. The

Intercontinental Hotel has 300 public parking spaces that are rarely used, but TDM would notify drivers of their existence.

- Parking should be underground, out of the area, or in facilities substantially hidden from public view. This guidance is consistent with the NEVP. The County, intercontinental Hotel and Pacific Gateway all built underground parking.

5. **B Street**: Don't use this area to stage trucks and buses supporting cruise ships. Use the piers to service ships. Make B Street a promenade to increase public access and open space to the Bay.
6. **Public Access and Open Spaces:** When the 1220 Pacific Highway site becomes available, I support the City's recommendation and make it Activated Recreational Open Space. This site provides a rare opportunity to return a commercial space to open space. The adjacent neighborhoods want better connections to the Bay. Eventually converting this property is consistent with the NEVP principles of adding more open green space.
   - Connecting the A Street and B Street corridors with Activated Recreation Open Space would help significantly in connecting the adjacent residential neighborhoods and city to the Bay by improving pedestrian level views through the area, which would be welcoming to the community and visitors alike.
   - The whole plan needs to be adapted for more public space due to COVID.

C. Moving Harbor Drive Traffic to Pacific Highway: I object to moving most of Harbor Drive's traffic onto the quiet residential neighborhoods of Little Italy, Columbia and Marina Districts.

The Port planned to shrink Harbor Drive to two traffic lanes for a slow touristy drive 20 years ago. The rationale that Pacific Highway had six traffic lanes with excess capacity made that plan feasible. That idea is now obsolete and the plan needs to be amended to reflect reality. Pacific Highway is already transitioning into a four lane road plus bicycle lanes with no excess capacity.

Along with the additional traffic from a proposed 1,550 room hotel south of the County building and an updated Seaport Village, this increased level of traffic volume is excessive and an unacceptable environmental burden on downtown city residents.

Additionally, Pacific Highway is meant to be a grand entrance into the city instead of the back end industrial loading dock for the hotels like is currently happening at the Lane Field hotels. Hotel delivery trucks parking in traffic lanes cause other vehicle traffic to back-up as they are reduced to one travel lane.

D. Public safety component: The whole PMPU Revised Draft needs to address operations and budgeting for public safety concerns. Waterfront Park is so successful because the County has 24/7 security.

E. Central Embarcadero: Although I understand the Port removed the Central Embarcadero update from the PMPU Revised Draft, I want to express my

concern over any plan with excessive development, building height or density along the Embarcadero. I want public access and open spaces, not walls of buildings. Also, the PMPU process should not continue until the Central Embarcadero District is included.

F. **South Embarcadero:** Due to limited review time, I want to remind the Port that Gaslamp and East Village residents are included in the 40,000 downtown residents figure. Excessive hotel development on the South Embarcadero makes their access to the Bay even more complicated than it already is.

G. **Restore CAC**: Restore the NEVP Citizen's Advisory Committee to review and comment on the October 20,2020 PMPU Revised Draft and all future project PMPU updates and project proposals on the downtown San Diego Embarcadero.

I am submitting this comment but I may submit additional comments as the rest of the draft is reviewed.

Sincerely,
John D. Schutz
700 Front Street, #501,San Diego, CA 92101

1325 Pacific Hwy., Unit 1540
San Diego, CA 92101

Via Email to pmpu@portofsandiego.org

Lesley Nishihira, Director, Planning
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

Madam Director:

As a part-time downtown residents and condominium owners, as well as Embarcadero Coalition members, development in the North, Central and South Embarcaderos affects our quality of life and use of the Bay. There are 40,000 full- and part-time downtown residents, all of whom use the Embarcadero extensively. We appreciate the efforts of the Port of San Diego (the "Port") to update these districts and to "promote the Bay as a central environmental, economic, and recreational resource for all people of California."

Before commenting on the Port Master Plan Update (the "PMPU") Revised Draft, we request that the Port slow down its review process. Thirty (30) days is insufficient time to fully review and comment upon this significantly reworked (from the Discussion Draft) document, and as far as we are aware, no public outreach is planned to answer questions. COVID-19 issues are also negatively impacting the public's ability to have a meaningful dialogue with the Port. The PMPU process should not continue until the Central Embarcadero District is included. The City of San Diego will has new Port Bo, each of whom needs to weigh in on this plan. ***Further, the North Embarcadero Joint Powers Agreement (JPA) members have not met to ensure the plan complies with the North Embarcadero Visionary Plan (the "NEVP")***. The Port has been working on this update for seven (7) years and is making important progress. Please don't put an arbitrary deadline on the project to submit to the CEQA evaluation in the name of speed. This is too important a document to approach in a piecemeal fashion. It is not complete and therefore not yet ready to be moved forward.

We are also concerned about an apparent lack of transparency in the PMPU. Full disclosure is lacking with regard to the renewal of the Wyndham lease, the NEVP, and the state regulated JPA meant to implement it, and the total numbers of hotel rooms being proposed in the Embarcadero. We will each in the appropriate section of this letter. We are concerned that the general public cannot make informed comments or decisions about the draft without sufficient information to do so.

Review of the Revised Draft North Embarcadero District:

The improvements in the North Embarcadero, especially west of Harbor Drive, will greatly enhance the Embarcadero experience for residents and visitors.

We are concerned about development plans in the PMPU Revised Draft between B Street and Ash and strenuously object to plans moving significant amounts of traffic from Harbor Drive to Pacific Highway.

Development should maintain or improve public access and open space between the City and the Bay as well as complying with development guidelines adopted by the Port in the NEVP. Page 59 of the current Port Master Plan (the "PMP") states, **"The Visionary Plan proposes to revitalize San Diego's downtown waterfront through a concept for public improvements and by guiding development to optimize property values, public access opportunities and priority waterfront and water-dependent uses."**

The commercial density proposed by the Port between B Street and Ash is excessive and is contrary to the best interests of downtown residents or visitors in the following significant respects.

1. **Renewing the Wyndham lease:**

    a. The PMPU Revised Draft does not disclose that there is an option for the Port to renew the hotel lease, which currently expires in 2029, on a significantly renovated Wyndham property. Wyndham's owner, RLJ, has renovation plans extensive enough to upgrade the hotel brand and create a first-class destination.

    b. Few residents and virtually no visitors would know about this potential lease renewal. Failure to disclose this significant information misleads anyone reading the Revised Draft to think that new construction is the only option at this site. Renovating this hotel and extending the lease is the preferred, sustainable, green solution that complements the downtown community instead of walling off the City from the Bay with excessive commercial development. It is critical that this information be added to the Revised Draft.

2. **If there is new construction between B Street and Ash**: The PMPU Revised Draft does not disclose that the guiding principles in the certified NEVP or the 40-year JPA, which are in effect to 2047 and are to be used when developing plans and projects. ***The JPA members need to meet on a regular basis and consult with downtown residents to ensure compliance with the NEVP. These meetings have not happened, and the PMPU process should be placed on hold until appropriate meetings are held***. These documents are extremely relevant since they establish guidance principles meant to be implemented in the remaining development of the North Embarcadero.

3. **Height and Density**: As development is planned from Broadway to Ash Street, the NEVP establishes height step down amounts on Figure 4.5 and shows significant density reductions on Figure 4.4. The tallest and most intense development, as agreed, occurs along Broadway.

a. The Revised Draft does not comply with the NEVP guidance given the Lane Field hotels established the maximum height limit at 215 ft (Intercontinental) and maximum density that should occur. According to the NEVP, all subsequent building heading toward the San Diego County Administration (County) building should decrease in height and density so as not to eclipse that historic site.

b. The PMPU Revised Draft does not disclose that the proposed **total** number of rooms is 1,550, which we believe to be excessive. It only states "develop up to 950 rooms" and fails to disclose it is adding to the existing 600 rooms at the Wyndham.

c. In order to step down and reduce density, 600-650 rooms are sufficient. The language to "develop up to a total of 650 rooms" should be changed/corrected.

d. The proposed 200 ft and 160 ft buildings do not step down toward the County building as required by the NEVP. At a minimum, the buildings should step down 50 ft between B and A Streets for a height of 135 ft and 30 ft between A Street and Ash for a height of 105 ft, respectively, inclusive of chimneys, ornaments and rooftop equipment. These step down amounts are consistent with development guidelines in the NEVP for those blocks.

e. There should be a significant reduction in Floor Area and Floor Area Ratio (FAR) toward the County building according to the NEVP. The FAR (Figure 4.4 NEVP) in the two block area between B Street and Ash, decreases 36% from the block with the Intercontinental hotel.

f. Allowing 1,550 rooms on the two blocks from B Street to Ash is the equivalent of adding 4 more Marriott Spring Hill Suites hotels in this limited two-block space. This level of density is equivalent to having 6 Lane Field hotels between Ash and Broadway, destroying any sense of access to the Bay from the City between Ash and Broadway.

g. If a new hotel is built, our strong preference is for the same location and footprint as the current Wyndham. Further, any new hotel and high-rise towers turned perpendicular to Harbor Drive should maintain the current and significant sense of openness present today. Similarly, the towers should be located closest to Harbor Drive instead of against Pacific Highway. There should only be one high-rise tower per block, and any design should maximize sightlines and the view shed from the easterly side of Pacific Highway.

h. The geographic area covered by the NEVP, as shown on Figure 4.1, includes the land between Pacific Highway and the railroad tracks. This area encompasses the residential towers between Ash Street and Broadway. Maximizing sightlines for these residential towers is necessary to achieve the PMP stated goal of optimizing property values.

4. **Setbacks:** We like the 25 ft setbacks for new construction for wide sidewalks and landscaping on Pacific Highway and the east-west streets.
5. We recommend that the 65 ft setback from Harbor Drive be change to a "**maximum** of 65 ft", as this amount is too deep for a pedestrian only entrance. A 50 ft setback would be better still.

6. **South of B Street:** The proposed 160 ft tower south of B Street should be replaced with a podium the same height as the Marriott Spring Hill Suites podium.

7. **Hotel and public parking:**

   a. We agree that the parking space ratio for hotels should be reduced to .25 from .75 due to a reduction in parking demand by travelers.

   b. We are opposed to putting an additional 215 public parking spaces in this location and agree with the City and SANDAG that additional public parking spaces should not be built.

   c. The Transportation Demand Management (TDM) Technologies, like apps, should be used to inform people where available parking spaces exist. The Intercontinental Hotel has 300 public parking spaces that are rarely used, but TDM would notify drivers of their existence.

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   e. The B Street area should not be used to stage trucks, buses and other vehicles supporting cruise ships. Rather, the piers should be used to service ships. This B Street area should be a promenade to increase public access and open space to the Bay.

8. **Public Access and Open Spaces:**

   a. When the 1220 Pacific Highway site becomes available, we support the City's recommendation to make it an Activated Recreational Open Space. This site provides a rare opportunity to return a commercial space to open space. The adjacent neighborhoods want and need better connections to the

Bay. Eventually converting this property is consistent with the NEVP principles of adding more open green space.

b. Connecting the A Street and B Street corridors with Activated Recreation Open Space would help significantly in connecting the adjacent residential neighborhoods and city to the Bay by improving pedestrian level views through the area, which would be welcoming to the community and visitors alike.

c. The entire plan must be modified to provide more public space due to COVID-19.

9. Moving Harbor Drive Traffic to Pacific Highway:

a. We object to moving most of Harbor Drive's traffic onto the quiet residential neighborhoods of Little Italy, Columbia and Marina Districts.

b. Twenty (20) years ago, the Port planned to shrink Harbor Drive to two (2) traffic lanes to create a slow touristy drive. The rationale that Pacific Highway had six (6) traffic lanes with excess capacity made that plan feasible. That idea is now obsolete, and the plan needs to be amended to reflect reality. Pacific Highway is already transitioning into a four lane road plus bicycle lanes with no excess capacity.

c. Along with the additional traffic from a proposed 1,550 room hotel south of the County building and an updated Seaport Village, this increased level of traffic volume is excessive and an unacceptable environmental burden on downtown city residents.

d. Additionally, Pacific Highway is meant to be a grand entrance into the city, not the back end industrial loading dock for the hotels as is currently happening at the Lane Field hotels. Hotel delivery trucks parking in traffic lanes cause other vehicle traffic to back-up as they are reduced to one (1) travel lane.

10. Public safety component: The whole PMPU Revised Draft needs to address operations and budgeting for public safety concerns. Waterfront Park is so successful because the County has 24/7 security.

11. Central Embarcadero: Although we understand the Port removed the Central Embarcadero update from the PMPU Revised Draft, we want to express our concern with any plan with excessive development, building height or density along the Embarcadero. We want, and the City needs and should have, public access and open spaces, not walls of buildings. Also, the PMPU process should not continue until the Central Embarcadero District is included.

12. South Embarcadero: Due to limited review time, we want to remind the Port that Gaslamp and East Village residents are included in the 40,000 downtown residents figure. Excessive hotel development on the South Embarcadero makes their access to the Bay even more complicated, difficult and time consuming than it already is.

13. Restore CAC: We strongly advocate restoring the NEVP Citizen's Advisory Committee to review and comment on the October 20,2020 PMPU Revised Draft and all future project PMPU updates and project proposals on the downtown San Diego Embarcadero.

In submitting these comments, we reserve the right to submit additional comments as the rest of the Revised Draft is reviewed.

Respectfully submitted,

Michael D. and Martha B. Umphrey

1325 Pacific Hwy., Unit 1540
San Diego, CA 92101
Email: suertudo@earthlink.net
Cell Phone: 248-330-7708

xc: Embarcadero Coalition (via email)

From: ronn741@yahoo.com
Sent: Sunday, November 15, 2020 2:53 PM
To: Port Master Plan Update
Subject: PMPU Concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Lesley Nishihira, Director, Planning
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

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Along with the additional traffic from a proposed 1,550 room hotel south of the County building and an updated Seaport Village, this increased level of traffic volume is excessive and an unacceptable environmental burden on downtown city residents.
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Ms. Nishihira, we've only been here since June, and are just getting up to speed on these important issues...thus...we've read and agreed with what is contained here. We will be getting more involved, but, essentially, it seems to us that thousands of downtown residents, who support downtown with taxes and, of course, by participating in downtown's vibrant retail and arts community, should be thought of first, before tourists. We're here year-round, no matter what the economic climate, and we support downtown businesses year-round, again, no matter how much Covid or the next-great-problem intervenes. Please...make us a priority, and thank you for taking the time to hear us.

Ron Sataloff
Denise Hauffe
Electra
ronn741@yahoo.com

Lesley Nishihira, Director, Planning
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

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Sincerely,
NAME Yael HABBOBA
CONTACT INFORMATION
YAELO FASTWEBNET . LE
unit 1104
1262 KETTNER BLVD
92101 SAN DIEGO (CA)

From: tanya@prmconsult.com
Sent: Monday, November 16, 2020 12:26 PM
To: Port Master Plan Update
Cc: Lesley Nishihira; Jenifer Barsell; Brianne Page
Subject: Another comment on PMPU

WARNING: The sender of this email could not be validated and may not match the person in the "From" field!

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

NOTE: This letter was published in the Union-Tribune 11/14/20:

To the editor:

Adding public space to the bayfront is a huge win and that's what the Port of San Diego is doing with the Revised Draft Port Master Plan Update. I strongly support the Port's vision for adding more green space along the waterfront and connections to a public pier as part of future redevelopment. This will build on the success of the County Waterfront Park. Together, we can transform the San Diego Bayfront into a world-class destination, which helps all of Downtown.

As President of the East Village Association, I know firsthand the importance of connectivity, mobility and economic access as part of development. The Port's plan includes new ways to move people around the bayfront and hotels at a range of price points – showing the bayfront is and will continue to be for everyone.

James Haug
East Village Association

<james.haug@lpl.com>

From: Bob Piskule <rjp527@yahoo.com>
Sent: Monday, November 16, 2020 8:24 AM
To: Port Master Plan Update
Subject: PMPU concerns

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Sent from Mail for Windows 10

Lesley Nishihira, Director, Planning
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

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Sincerely,
ROBERT PISKULE
1205 PACIFIC HWY#1802
Rjp527@yahoo.com
619-300-5640

From: Brian Holroyd <bholroyd@db-consulting.com>
Sent: Monday, November 16, 2020 8:41 PM
To: Port Master Plan Update
Subject: PMPU concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Lesley Nishihira, Director, Planning
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

Dear Lesley,

As a downtown resident, I would like to provide feedback on one aspect of your plan that is opposed by the Embarcadero Coalition, namely the changing of Harbor Drive to two lanes.

I strongly support your plan. In fact I would go further than that and support eliminating all non-essential motor vehicles from Harbor Drive.

I can envision the Embarcadero as being a world class tourist destination of open spaces, pedestrian, cycling, scooter paths, open air café and bars, and a lane for driverless EV shuttle cabs to and from satellite parking.

The notion that we live in "*quiet residential neighborhoods of Little Italy, Columbia and Marina Districts*" as the Coalition put it, is farcical. Between the boat horns, train horns, aircraft noise, and emergency sirens, this is by far the noisiest place I've lived in my 66 years. Yet this is why I now choose to live here, to get away from the *real* quiet residential suburban streets and be IN the center of activity. A bit of extra traffic on Pacific Highway isn't going to make the slightest bit of difference. Besides, assuming you can get the satellite parking concept implemented, I see traffic being reduced over time. And there is minimal through traffic, so it's going to be as quiet as it is today at night.

Be bold. Be ahead of the curve, not behind it.

As far as the Wyndham is concerned, I'm all for replacing the current hodge-podge of dated buildings with something contemporary and stylish. I don't think it's unreasonable to ask that you don't make anyone's harbor views worse than they are today. The technology is available to demonstrate what resident's views are today compared to what they will be in the future. I hope you can make use of it.

Regards,

Brian Holroyd
925-575-0232

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Sincerely,
Dennis Mesnick

619-987-3590

D Mesnick

dlmez3539@gmail.com

From: Elaine Regan <13eregan@gmail.com>
Sent: Monday, November 16, 2020 12:45 PM
To: Port Master Plan Update
Subject: PMPU requests and concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

ELAINE M. REGAN
1205 Pacific Highway #1303
San Diego CA 92101-8461
760-533-3757

13eregan@gmail.com

November 16, 2020

Lesley Nishihira, Director, Planning pmpu@portofsandiego.org
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

RE: PMPU requests and concerns

I am a downtown resident as well as a member of the Embarcadero Coalition.

As I frequently use various areas of the Embarcadero, development in the North, Central and South Embarcaderos (and changes thereto) affect my use of San Diego Bay and, therefore, the quality of my life.

I appreciate the Port of San Diego's (Port) efforts to update these districts and "promote the Bay as a central environmental, economic, and recreational resource for all people of California."

First of all, I request the Port extend the review period for the Port Master Plan Update (PMPU) Revised Draft for various reasons, including the following:

- The City of San Diego will have new Port Board Commissioners as well as a new Mayor and District 3 Council member who each need to weigh in on this plan
- The PMPU process should not continue until the Central Embarcadero District is included
- Thirty days is insufficient time to fully review and comment upon this significantly reworked (from the Discussion Draft) document
- No public outreach is planned to answer questions during this review period
- COVID is negatively impacting the public's ability to have a meaningful dialogue with the Port
- The North Embarcadero Joint Powers Agreement (JPA) members have not met to ensure the plan complies with the **North Embarcadero Visionary Plan (NEVP)**

Additionally, I am concerned about an apparent lack of transparency in the PMPU. Full disclosure is lacking in regards to the renewal of the Wyndham lease, the North Embarcadero Visionary Plan (NEVP) and the state

regulated Joint Powers Agreement (JPA) meant to implement it, and the total numbers of hotel rooms being proposed in the Embarcadero. I'll explain each in the appropriate section below. I am concerned that the general public cannot make informed comments or decisions about the draft if they don't receive complete information.

The Port has been working on this update for seven years and is making important progress. Please don't put an arbitrary deadline on the project for purposes of submitting to the CEQA evaluation in the name of speed. This is too important a document to approach in a piecemeal fashion. It is not complete and therefore not ready to be moved forward.

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The improvements in the North Embarcadero, especially west of Harbor Drive, will greatly enhance the Embarcadero experience for residents and visitors.

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The commercial density proposed by the Port between B Street and Ash is excessive and not in the best interest of downtown residents or visitors.

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As most readers would likely not be aware of the potential lease renewal, failing to disclose this significant piece of information misleads readers to think that new construction is the only option at this site. Renovating this hotel and extending the lease is the preferred, sustainable, green solution that complements the downtown community instead of walling off the City from the Bay with excessive commercial development. Please add this information to the draft.

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I am submitting these comments at this time, but I may submit additional comments as the rest of the draft is reviewed.

Thank you for your time and consideration. I look forward to working with the Port toward a win-win situation.

Sincerely,

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John E. Edwards
1205 Pacific Highway, #1906
San Diego, CA 92101
Email: ee102357@aol.com

From: tanya@prmconsult.com
Sent: Monday, November 16, 2020 12:24 PM
To: Port Master Plan Update
Cc: Lesley Nishihira; Jenifer Barsell; Brianne Page
Subject: Comment on Port Master Plan Update

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From: gs@usasand.com <gs@usasand.com>
Sent: Wednesday, November 11, 2020 3:56 PM
To: letters@sduniontribune.com
Subject: Port Master Plan Update

As a longtime community advocate for Downtown San Diego, I am a strong believer that redevelopment can and should be balanced with open space and public access. Smart planning can make the difference. That's why I have been closely watching the Port of San Diego as it undertakes its Port Master Plan Update (PMPU) to guide the future of the waterfront of San Diego Bay.
I support the Revised Draft PMPU because the Port is looking ahead to redevelopment of the North Embarcadero – after listening to input from residents who asked for stricter controls such as height limits. More green space will be added between the County Waterfront Park and the waterfront. Navy Pier will be designated Recreation Open Space – setting the stage for a future park. The result is a vision for improving and activating these areas, while protecting view corridors.

Gordon Summer
Cortez Hill

gs@USAsand.com
619.994.3752

Lesley Nishihira, Director, Planning
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

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Watkins Environmental, Inc
8291n Aero P{lace #160 San Diego, Ca. 92123

Lesley Nishihira, Director, Planning
San Diego Unified Port District
3165 Pacific Highway
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Sincerely,
Greg Watkins
1262 Kettner Blvd #2701
San Diego, Ca. 92101

From: Mark Regan <13mregan@gmail.com>
Sent: Monday, November 16, 2020 12:50 PM
To: Port Master Plan Update
Subject: PMPU Concerns and Request

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

MARK S. REGAN
1205 Pacific Highway #1303
San Diego CA 92101-8461
760-703-7326

13mregan@gmail.com

November 16, 2020

Lesley Nishihira, Director, Planning pmpu@portofsandiego.org
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

RE: PMPU requests and concerns

I am a downtown resident as well as a member of the Embarcadero Coalition.

As I frequently use various areas of the Embarcadero, development in the North, Central and South Embarcaderos (and changes thereto) affect my use of San Diego Bay and, therefore, the quality of my life.

I appreciate the Port of San Diego's (Port) efforts to update these districts and "promote the Bay as a central environmental, economic, and recreational resource for all people of California."

First of all, I request the Port extend the review period for the Port Master Plan Update (PMPU) Revised Draft for various reasons, including the following:

- The City of San Diego will have new Port Board Commissioners as well as a new Mayor and District 3 Council member who each need to weigh in on this plan
- The PMPU process should not continue until the Central Embarcadero District is included
- Thirty days is insufficient time to fully review and comment upon this significantly reworked (from the Discussion Draft) document
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Additionally, I am concerned about an apparent lack of transparency in the PMPU. Full disclosure is lacking in regards to the renewal of the Wyndham lease, the North Embarcadero Visionary Plan (NEVP) and the state

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Thank you for your time and consideration. I look forward to working with the Port toward a win-win situation.

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13mregan@gmail.com

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Sent: Monday, November 16, 2020 3:28 PM
To: Port Master Plan Update
Subject: Embarcadero

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Sincerely,

NAME

Nadia Shore

CONTACT INFORMATION

Nshor@cox.net

Sent from my iPad

From: C <privacyenjoyed@gmail.com>
Sent: Tuesday, November 17, 2020 9:42 AM
To: Port Master Plan Update
Subject: Downtown Residential Comment for PMPU to be included in Port Considerations

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Lesley Nishihira, Director, Planning

San Diego Unified Port District

3165 Pacific Highway
San Diego, CA 92112

Dear Lesley and S.D. Unified Port District,

Downtown, itself, is an important San Diego neighborhood, with more people living downtown (almost 40,000 and projected to increase by approximately another 29,000 by 2050 according to the Downtown San Diego Demographic Study) than reside in Coronado (25,000). We, 40,000 residents are an active, vibrant community who call downtown San Diego our home. We love it here. We build our lives here. It is here that we create memories with our children and grandchildren, walk our dogs, dine out nightly, seek medical attention, go to work, exercise, and forge lifelong friendships with our downtown neighbors. We contribute to fighting climate change with our high density living. Our buildings reduce carbon emissions, reduce infrastructure, etc. Additionally, we downtown dwellers fuel the local downtown economy year round. Per capita, we are a reliable source of San Diego property tax revenue. We pay more in property taxes than most San Diego neighborhoods. As downtown homeowners, we have a right to an enjoyable & comfortable way of life and **we love our coastal views (one of the main reasons many of us bought downtown).**

We are also very concerned about the changes that are being proposed at Seaport Village. We request that the Port/Coastal Commission not allow Seaport Village to be built to any height over 2 stories which would add to the "walling off" of the water from Downtown and Downtown residents and visitors!

Downtown San Diego encompasses eight different neighborhoods: Gaslamp, East Village, Columbia, Marina, Cortez, Little Italy, Horton Plaza, and Core. These neighborhoods are the center of our business, arts, and entertainment communities. Twenty years of redevelopment transformed Downtown into a vibrant and exciting place to live, work and play and **we love our coastal views (one of the main reasons many of us bought downtown).**

Like Coronado, and other communities whose views the Port have heard and has taken into serious consideration, we too should have our (Downtown) interests taken into consideration and our concerns addressed. We understand the need for tourism but downtown is a residential neighborhood, **it is not just for visitors…**.

Thank you,
Long-term Downtown (Meridian) Residents

Lesley Nishihira, Director, Planning
San Diego Unified Port District
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As a downtown resident I have concern with some of the recommendations/proposals of the Port Mast Plan Update. I appreciate the Port of San Diego's (Port) efforts to update these districts and "promote the Bay as a central environmental, economic, and recreational resource for all people of California."

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Sincerely,
Sue West
Sue West
619-884-5595
SWEST1038@gmail.com

From: Adrian Fremont <adrian.fremont@icloud.com>
Sent: Tuesday, November 17, 2020 10:18 AM
To: Port Master Plan Update
Subject: PMPU Comment Letter

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The Central Embarcadero is probably the most used section of the waterfront area and should remain open for use by the public. The current Seaport Village plan drastically reduces open space and moves green space to roof top areas which is not conducive to use by both residents and visitors to our beautiful city. This is public land and the current proposal is a densely packed development plan that appears to only benefit the developer and the Port for revenue purposes disregarding the public welfare while also violating the Port's mandate for open access to the waterfront. The plan would forever remove the beautiful open spaces that are highly used now and would wall off this part of the Bay from downtown residents that use this area daily.

Regarding the funding that the Port Authority is trying to achieve it is questionable how this development will generate the amount they desire. After reading the recent article in the San Diego Tribune on the new Chula Vista hotel project it is very unclear how much money the Port will actually receive after it services the bond debt. It appears this is more a subsidy of the large development project rather a financial benefit to the Port Authority. Where is the cost benefit analysis of these projects? This should be public information.

Also, as a downtown resident, and Embarcadero Coalition member, development in the North, Central and South Embarcaderos affects my quality of life and use of the Bay. There are 40,000 downtown residents and we use the Embarcadero extensively. I appreciate the Port of San Diego's (Port) efforts to update these districts and "promote the Bay as a central environmental, economic, and recreational resource for all people of California."

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Sincerely,

Adrian Fremont

700 Front Street

San Diego, CA 92101

Sent from my iPad

From: Beverly <bvictor555@yahoo.com>
Sent: Tuesday, November 17, 2020 1:01 PM
To: Port Master Plan Update
Subject: Request to slow decision

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Lesley Nishihira, Director, Planning
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

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Beverly and Kenneth Victor
1262 Kettner #1294
San Diego, CA 92101

Sent from my iPad

From: CarolAnne Fitzgerald <chfitzgerald@icloud.com>
Sent: Tuesday, November 17, 2020 9:56 AM
To: Port Master Plan Update
Subject: Fwd: PMPU Concerns

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Dennis R Conklin
1262 Kettner Blvd
Unit 2601
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I am submitting this comment but I may submit additional comments as the rest of the draft is reviewed.

Sincerely,

Dennis R Conklin
602-999-2397

Dr. CC Cameron

1262 Kettner Boulevard
San Diego, CA 92101
435-773-7337
drcccameron@gmail.com

November 16, 2020

Lesley Nishihira, Director, Planning
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

Dear Ms. Nishihira,

I appreciate the opportunity to voice a perspective regarding the revised Port District plan. I support the plan, overall, but have concerns over some of the specific details. My first exposure to the plan, many months ago, identified positive elements of traffic circulation and mobility with the Wyndham Hotel site remaining intact and the Navy building converted into a parking lot. Many of my neighbors and I requested that the parking structure be limited to a four-story height, and we were assured by one of your team members that the request had merit.

Imagine our surprise at the new plan, which represents a considerable departure from the previous one with particular focus on an incomprehensible height increase.

As a downtown resident, and Embarcadero Coalition member, development in the North, Central and South Embarcaderos affects my quality of life and use of the Bay. There are 40,000 downtown residents and we use the Embarcadero extensively. I appreciate the Port of San Diego's (Port) efforts to update these districts and "promote the Bay as a central environmental, economic, and recreational resource for all people of California."

Before commenting on the Port Master Plan Update (PMPU) Revised Draft, I request the Port slow down this review process. Thirty days is insufficient time to fully review and comment upon this version (contrasted against the original Discussion Draft), which is exacerbated by no plan for public outreach to answer questions. Further, COVID is negatively impacting the public's ability to have a meaningful dialogue with the Port. The PMPU process should not continue until the Central Embarcadero District is included. The City of San Diego will have new Port Board Commissioners as well as a new Mayor and District 3 Council member who each need to weigh in on this plan. **The North Embarcadero Joint Powers Agreement (JPA) members have not met to ensure the plan complies with the North Embarcadero Visionary Plan (NEVP).** The Port has been working on this update for seven years and is making important progress. Please don't put an arbitrary deadline on the project to submit to the CEQA evaluation in the name of speed. This is too important a document to approach in a piecemeal fashion. It is not complete and, therefore, not ready to be moved forward.

I am also concerned about an apparent lack of transparency in the PMPU. Full disclosure is lacking with respect to the renewal of the Wyndham lease, the North Embarcadero Visionary

Plan (NEVP) and the state regulated Joint Powers Agreement (JPA) meant to implement it, and the total numbers of hotel rooms being proposed in the Embarcadero. I'll explain each in the appropriate section. I am concerned that the general public cannot make informed comments or decisions about the draft if they don't receive complete information.

Review of the Revised Draft North Embarcadero District:

The improvements in the North Embarcadero, especially west of Harbor Drive, will greatly enhance the Embarcadero experience for residents and visitors. I am concerned about development plans in the PMPU Revised Draft between B Street and Ash, and I object to plans moving significant amounts of traffic from Harbor Drive to Pacific Highway. Development should maintain or improve public access and open space between the City and the Bay as well as comply with development guidelines adopted by the Port in the North Embarcadero Visionary Plan (NEVP). Page 59 of the current Port Master Plan (PMP) states, **"The Visionary Plan proposes to revitalize San Diego's downtown waterfront through a concept for public improvements and by guiding development to optimize property values, public access opportunities and priority waterfront and water-dependent uses."** The commercial density proposed by the Port between B Street and Ash is excessive and not in the best interest of downtown residents or visitors.

A. **Renewing the Wyndham lease:** The PMPU Revised Draft does not disclose that there is an option for the Port to renew the hotel lease on a significantly renovated Wyndham property. Wyndham's owner, RLJ, has renovation plans extensive enough to upgrade the hotel brand and create a first-class destination. The lease expires in 2029.

Most readers would not know about this potential lease renewal. Failing to disclose this significant piece of information misleads readers to think that new construction is the only option at this site. Renovating this hotel and extending the lease is the preferred, sustainable, green solution that complements the downtown community instead of walling off the City from the Bay with excessive commercial development. Please add this information to the draft. This appears to be a complete reversal of the prior plan and is unacceptable. **The A street view corridor was promoted by the City as a permanent feature of this neighborhood and I am planning to reach out to City officials to enforce that position with the Port to protect all of us who relied on those promises and purchased homes dependent on that promised view.**

B. **If there is new construction between B Street and Ash**: The PMPU Revised Draft does not disclose that the guiding principles in the certified NEVP or the 40-year JPA, which is in effect to 2047, are to be used when developing plans and projects. **The JPA members need to meet on a regular basis and consult with downtown residents to ensure compliance with the NEVP. These meetings have not happened and the PMPU process should be paused until it does.** These documents are extremely relevant since they establish guidance principles meant to be implemented in the remaining development of the North Embarcadero.

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maximum density that should occur. According to the NEVP, all subsequent building heading toward the San Diego County Administration (County) building should decrease in height and density so as not to eclipse that historic site.

- The PMPU Revised Draft does not disclose that the proposed **total** number of rooms is 1,550, which I feel is excessive. It only states "develop up to 950 rooms" and fails to disclose it is adding to the existing 600 rooms at the Wyndham.
- In order to step down and reduce density, 600-650 rooms are sufficient. Change the language to " develop up to a total of 650 rooms".
- The proposed 200 ft and 160 ft buildings do not step down toward the County building as required by the NEVP. At a minimum, the buildings should step down 50 ft between B and A Streets for a height of 135 ft and 30 ft between A Street and Ash for a height of 105 ft, respectively, inclusive of chimneys, ornaments and rooftop equipment. These step down amounts are consistent with development guidelines in the NEVP for those blocks.
- There should be a significant reduction in Floor Area and Floor Area Ratio (FAR) toward the County building according to the NEVP. The FAR (Figure 4.4 NEVP) in the two block area between B Street and Ash, decreases 36% from the block with the Intercontinental hotel.
- Allowing 1,550 rooms on the two blocks from B Street to Ash is the equivalent of adding 4 more Marriott Spring Hill Suites hotels in this limited two-block space. This level of density is equivalent to having 6 Lane Field hotels between Ash and Broadway, destroying any sense of access to the Bay from the City between Ash and Broadway.
- If a new hotel is built, my strong preference is for the same location, and footprint as the current Wyndham.
- Any new hotel and high-rise towers turned perpendicular to Harbor Drive should maintain the current and significant sense of openness present today. Similarly, the towers should be located closest to Harbor Drive instead of against Pacific Highway. There should only be one high-rise tower per block and any design should maximize sightlines and the view shed from the City side of Pacific Highway.
- The geographic area covered by the NEVP is shown on Figure 4.1, and it includes the land between Pacific Highway and the railroad tracks. This area encompasses the residential towers between Ash Street and Broadway. Maximizing sightlines for these residential towers is necessary to achieve the PMP stated goal of optimizing property values.

2) **Setbacks:** I like the 25 ft setbacks for new construction for wide sidewalks and landscaping on Pacific Highway and the east-west streets.
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The Port planned to shrink Harbor Drive to two traffic lanes for a slow touristy drive 20 years ago. The rationale that Pacific Highway had six traffic lanes with excess capacity made that plan feasible. That idea is now obsolete and the plan needs to be amended to reflect reality. Pacific Highway is already transitioning into a four lane road plus bicycle lanes with no excess capacity.

Along with the additional traffic from a proposed 1,550-room hotel south of the County building and an updated Seaport Village, this increased level of traffic volume is excessive and an unacceptable environmental burden on downtown city residents.

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Thank you in advance for your thoughtful consideration of my perspective.

Kind regards,

CC Cameron, MBA, PhD
drcccameron@gmail.com
435-773-7337
1262 Kettner Boulevard
San Diego, CA 92101

From: Eric FREMONT <e.fremont@me.com>
Sent: Tuesday, November 17, 2020 10:19 AM
To: Port Master Plan Update
Cc: Eric Fremont
Subject: Port Master Plan Update

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Lesley Nishihira, Director, Planning

San Diego Unified Port District

3165 Pacific Highway

San Diego, CA 92112

The Central Embarcadero is probably the most used section of the waterfront area and should remain open for use by the public. The current Seaport Village plan drastically reduces open space and moves green space to roof top areas which is not conducive to use by both residents and visitors to our beautiful city. This is public land and the current proposal is a densely packed development plan that appears to only benefit the developer and the Port for revenue purposes disregarding the public welfare while also violating the Port's mandate for open access to the waterfront. The plan would forever remove the beautiful open spaces that are highly used now and would wall off this part of the Bay from downtown residents that use this area daily.

Regarding the funding that the Port Authority is trying to achieve it is questionable how this development will generate the amount they desire. After reading the recent article in the San Diego Tribune on the new Chula Vista hotel project it is very unclear how much money the Port will actually receive after it services the bond debt. It appears this is more a subsidy of the large development project rather a financial benefit to the Port Authority. Where is the cost benefit analysis of these projects? This should be public information.

Also, as a downtown resident, and Embarcadero Coalition member, development in the North, Central and South Embarcaderos affects my quality of life and use of the Bay. There are 40,000 downtown residents and we use the Embarcadero extensively. I appreciate the Port of San Diego's (Port) efforts to update these districts and "promote the Bay as a central environmental, economic, and recreational resource for all people of California."

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Regards,

Eric Fremont
700 Front Street Unit 1802
San Diego, Ca 92101
Phone: 410-980-2520

From: Fred Hottinger <directorfrhsapphire@gmail.com>
Sent: Tuesday, November 17, 2020 8:49 AM
To: Port Master Plan Update
Subject: PMPU Concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Lesley Nishihira, Director, Planning
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

Dear Ms. Nishihira

The Sapphire Tower Home Owner Association representing the owners and residents of the 97 (ninety-seven) residential units in Sapphire Tower located at 1262 Kettner Blvd, San Diego, CA 92101, herewith submits its concerns regarding the PMPU and its latest revision draft.

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Sincerely,

Sapphire Tower HOA
Fred R. Hottinger, Vice President
1262 Kettner Blvd
San Diego, CA 92101
directorfrhsapphire@gmail.com

Lesley Nishihira, Director, Planning
San Diego Unified Port District
3165 Pacific Highway
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Intercontinental Hotel has 300 public parking spaces that are rarely used, but TDM would notify drivers of their existence.

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I am submitting this comment but I may submit additional comments as the rest of the draft is reviewed.

Sincerely,

Gayla Williams
1262 Kettner Blvd.
San Diego, CA 92101

From: Judy Radke <0717judy@gmail.com>
Sent: Tuesday, November 17, 2020 1:01 PM
To: Port Master Plan Update
Subject: Opposed to PMPU revised draft

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Neshihira,

I am writing in opposition to the proposed increase in hotel rooms on the North Embarcadero between Ash and Broadway. Adding 950 rooms is excessive and will be detrimental to residents who live in that area. We support the Wyndham updates which will enhance the neighborhood and avoid all the negative impacts of new hotels.

Overdeveloping the Embarcadero hurts Columbia residents who will face excessive traffic on Pacific Highway, which is our front door. To the hotels, it is their back door. Increasing hotel rooms to that magnitude will bring not only a major increase in cars, but all the delivery trucks servicing them would be a disaster. Please, keep it a livable neighborhood for people who actually live there now.

We all remember Fred Kent's visits to San Diego. He preached that cities should be building spaces that make the downtown *more livable* and a healthier community. Cities should be fostering the idea of *whole neighborhoods*, of ownership, equity, and belonging for people of all ages. The PMPU supposedly intends to balance the environmental, economic, and community interests. This plan does not appear to take into account the current residential community's interests. Focusing on tourism at the expense of residents can tear apart cities, alienating residents.

Strongtowns.org stresses the importance of listening to existing downtown residents and what they want, building a plan around the people that live there. Downtown residents have already invested in downtown. The PMP is also supposed to be guided, in part, by a consideration of preserving property values. Now is time for the city to prioritize residents over tourists because we have a long-term stake in downtown. This big project development will hurt our investment in downtown (property values) and make Columbia neighborhood living more onerous.

Sincerely,

Jan and Judith Radke
1325 Pacific Hwy.

John M. Burns
1262 Kettner Boulevard, No. 801
San Diego, CA 92101
858-395-0620
jmburns46@yahoo.com

November 16, 2020

Lesley Nishihira, Director, Planning
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

Dear Ms. Nishihira,

I thank you in advance for considering my concerns about the revised "plan."

I spoke at some length with a pleasant woman on your staff about the PMPU about a week ago, with specific reference to what appeared to have changed between the last "plan" that I reviewed, and gave input to in writing at two prior meetings on the rebuild of the Embarcadero area. I am generally supportive of the overall plan, but have serious reservations about specifics. When I first reviewed the plan it had good changes on circulation and mobility and many other good points and as I recall had the Wyndham Hotel site remaining pretty much unchanged, with the Navy building at A and Pacific Highway being converted into a parking lot. I gave input to that asking that the parking structure be limited to a MAXIMUM of 4 stories, preferably 3 which should have provide more than enough parking for the plan. The person I spoke to then said that seemed reasonable.

Then I got exposed to the NEW Plan and it frankly sucks in several respects as well as is a MAJOR departure from the last it seems. The massive increase in height allowed between Ash and B streets is a complete surprise and a major setback. So, I have taken action and joined the Embarcadero Coalition and will be active through them from here on out.

As a downtown resident, and Embarcadero Coalition member, development in the North, Central and South Embarcaderos affects my quality of life and use of the Bay. There are 40,000 downtown residents and we use the Embarcadero extensively. I appreciate the Port of San Diego's (Port) efforts to update these districts and "promote the Bay as a central environmental, economic, and recreational resource for all people of California."

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Most readers would not know about this potential lease renewal. Failing to disclose this significant piece of information misleads readers to think that new construction is the only option at this site. Renovating this hotel and extending the lease is the preferred, sustainable, green solution that complements the downtown community instead of walling off the City from the Bay with excessive commercial development. Please add this information to the draft. This is a complete reversal of the prior plan I think for this site and is unacceptable. The A street view corridor was promoted by the City as a permanent feature of this neighborhood and I am planning to reach out to City officials to enforce that position with the Port to protect all of us who relied on those promises and purchased homes dependent on THAT VIEW!.

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Jmburns46@yahoo.com
858-395-0620
1262 Kettner Boulevard, Unit 801
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Lesley Nishihira, Director, Planning
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619-820-8920

From: Marcia Liss <toplissml@gmail.com>
Sent: Tuesday, November 17, 2020 12:45 PM
To: Port Master Plan Update
Subject: PORT MASTER PLAN

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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   - The proposed 200 ft and 160 ft buildings do not step down toward the County building as required by the NEVP. At a minimum, the buildings should step down 50 ft between B and A Streets for a height of 135 ft and 30 ft between A Street and Ash for a height of 105 ft, respectively, inclusive of chimneys, ornaments and rooftop equipment. These step down amounts are consistent with development guidelines in the NEVP for those blocks.

- There should be a significant reduction in Floor Area and Floor Area Ratio (FAR) toward the County building according to the NEVP. The FAR (Figure 4.4 NEVP) in the two block area between B Street and Ash, decreases 36% from the block with the Intercontinental hotel.
- Allowing 1,550 rooms on the two blocks from B Street to Ash is the equivalent of adding 4 more Marriott Spring Hill Suites hotels in this limited two-block space. This level of density is equivalent to having 6 Lane Field hotels between Ash and Broadway, destroying any sense of access to the Bay from the City between Ash and Broadway.
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- The geographic area covered by the NEVP is shown on Figure 4.1, and it includes the land between Pacific Highway and the railroad tracks. This area encompasses the residential towers between Ash Street and Broadway. Maximizing sightlines for these residential towers is necessary to achieve the PMP stated goal of optimizing property values.

2. **Setbacks:** I like the 25 ft setbacks for new construction for wide sidewalks and landscaping on Pacific Highway and the east-west streets.
   - Change the 65 ft setback from Harbor Drive to a "**maximum** of 65 ft", since this amount is too deep for a pedestrian only entrance. A 50 ft setback would be better still.
3. **South of B Street:** The proposed 160 ft tower south of B Street should be replaced with a podium the same height as the Marriott Spring Hill Suites podium.
4. **Hotel and public parking:** I agree that the parking space ratio for hotels should be reduced to .25 from .75 due to a reduction in parking demand by travelers.
   - Do not put an additional 215 public parking spaces in this location. I agree with the City and SANDAG that additional public parking spaces should not be built.
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6. **Public Access and Open Spaces:** When the 1220 Pacific Highway site becomes available, I support the City's recommendation and make it Activated Recreational Open Space. This site provides a rare opportunity to return a commercial space to open space. The adjacent neighborhoods want better connections to the Bay. Eventually converting this property is consistent with the NEVP principles of adding more open green space.
   - Connecting the A Street and B Street corridors with Activated Recreation Open Space would help significantly in connecting the adjacent residential neighborhoods and city to the Bay by improving pedestrian level views through the area, which would be welcoming to the community and visitors alike.
   - The whole plan needs to be adapted for more public space due to COVID.

C. Moving Harbor Drive Traffic to Pacific Highway: I object to moving most of Harbor Drive's traffic onto the quiet residential neighborhoods of Little Italy, Columbia and Marina Districts.

The Port planned to shrink Harbor Drive to two traffic lanes for a slow touristy drive 20 years ago. The rationale that Pacific Highway had six traffic lanes with excess capacity made that plan feasible. That idea is now obsolete and the plan needs to be amended to reflect reality. Pacific Highway is already transitioning into a four lane road plus bicycle lanes with no excess capacity.

Along with the additional traffic from a proposed 1,550 room hotel south of the County building and an updated Seaport Village, this increased level of traffic volume is excessive and an unacceptable environmental burden on downtown city residents.

Additionally, Pacific Highway is meant to be a grand entrance into the city instead of the back end industrial loading dock for the hotels like is currently happening at the Lane Field hotels. Hotel delivery trucks parking in traffic lanes cause other vehicle traffic to back-up as they are reduced to one travel lane.

D. Public safety component: The whole PMPU Revised Draft needs to address operations and budgeting for public safety concerns. Waterfront Park is so successful because the County has 24/7 security.

E. Central Embarcadero: Although I understand the Port removed the Central Embarcadero update from the PMPU Revised Draft, I want to express my concern over any plan with excessive development, building height or density along the Embarcadero. I want public access and open spaces, not walls of buildings. Also, the PMPU process should not continue until the Central Embarcadero District is included.

F. South Embarcadero: Due to limited review time, I want to remind the Port that Gaslamp and East Village residents are included in the 40,000 downtown residents figure. Excessive hotel development on the South Embarcadero makes their access to the Bay even more complicated than it already is.

G. Restore CAC: Restore the NEVP Citizen's Advisory Committee to review and comment on the October 20,2020 PMPU Revised Draft and all future project PMPU updates and project proposals on the downtown San Diego Embarcadero.

I am submitting this comment but I may submit additional comments as the rest of the draft is reviewed.

Sincerely,

MARCIA LISS
1262 KETTNER BLVD. #1201
SAN DIEGO , CA 92101

From: Michael Mallace <mmradiocox@gmail.com>
Sent: Tuesday, November 17, 2020 9:28 AM
To: Port Master Plan Update
Subject: Port Master Plan Update (PMPU) Revised Draft
Attachments: Embarcadero Coalition Residents letter to the Port Nov 13 2020 .docx; Embarcadero Coalition Residents letter to the Port Nov 13 2020 .docx; Embarcadero Coalition Residents letter to the Port Nov 13 2020 .docx

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Lesley Nishihira, Director, Planning

San Diego Unified Port District

3165 Pacific Highway

San Diego, CA 92112

As a downtown resident, and Embarcadero Coalition member, development in the North, Central and South Embarcaderos affects my quality of life and use of the Bay. There are 40,000 downtown residents and we use the Embarcadero extensively. I appreciate the Port of San Diego's (Port) efforts to update these districts and "promote the Bay as a central environmental, economic, and recreational resource for all people of California."

Before commenting on the Port Master Plan Update (PMPU) Revised Draft, I request the Port slow down this review process. Thirty days is insufficient time to fully review and comment upon this significantly reworked (from the Discussion Draft) document and no public outreach is planned to answer questions. COVID is also negatively impacting the public's ability to have a meaningful dialogue with the Port. The PMPU process should not continue until the Central Embarcadero District is included. The City of San Diego will have new Port Board Commissioners as well as a new Mayor and District 3 Council member who each need to weigh in on this plan. **The North Embarcadero Joint Powers Agreement (JPA) members have not met to ensure the plan complies with the North Embarcadero Visionary Plan (NEVP).** The Port has been working on this update for seven years and is making important progress. Please don't put an arbitrary deadline on the project to submit to the CEQA evaluation in the name of speed. This is too important a document to approach in a piecemeal fashion. It is not complete and therefore not ready to be moved forward.

I am also concerned about an apparent lack of transparency in the PMPU. Full disclosure is lacking in regards to the renewal of the Wyndham lease, the North Embarcadero Visionary Plan (NEVP) and the state regulated Joint Powers Agreement (JPA) meant to implement it, and the total numbers of hotel rooms being proposed in the Embarcadero. I'll explain each in the appropriate section. I am concerned that the general public cannot make informed comments or decisions about the draft if they don't receive complete information.

Review of the Revised Draft North Embarcadero District:

The improvements in the North Embarcadero, especially west of Harbor Drive, will greatly enhance the Embarcadero experience for residents and visitors.

I am concerned about development plans in the PMPU Revised Draft between B Street and Ash, and I object to plans moving significant amounts of traffic from Harbor Drive to Pacific Highway.

Development should maintain or improve public access and open space between the City and the Bay as well as comply with development guidelines adopted by the Port in the North Embarcadero Visionary Plan (NEVP). Page 59 of the current Port Master Plan (PMP) states, **"The Visionary Plan proposes to revitalize San Diego's downtown waterfront through a concept for public improvements and by guiding development to optimize property values, public access opportunities and priority waterfront and water-dependent uses."**

The commercial density proposed by the Port between B Street and Ash is excessive and not in the best interest of downtown residents or visitors.

A. **Renewing the Wyndham lease:** The PMPU Revised Draft does not disclose that there is an option for the Port to renew the hotel lease on a significantly renovated Wyndham property. Wyndham's owner, RLJ, has renovation plans extensive enough to upgrade the hotel brand and create a first-class destination. The lease expires in 2029.

Most readers would not know about this potential lease renewal. Failing to disclose this significant piece of information misleads readers to think that new construction is the only option at this site. Renovating this hotel and extending the lease is the preferred, sustainable, green solution that complements the downtown community instead of walling off the City from the Bay with excessive commercial development. Please add this information to the draft.

B. **If there is new construction between B Street and Ash**: The PMPU Revised Draft does not disclose that the guiding principles in the certified NEVP or the 40-year JPA, which is in effect to 2047, are to be used when developing plans and projects. **The JPA members need to meet on a regular basis and consult with downtown residents to ensure compliance with the NEVP. These meetings have not happened and the PMPU process should be paused until it does.** These documents are extremely relevant since they establish guidance principles meant to be implemented in the remaining development of the North Embarcadero.

1. **Height and Density**: As development is planned from Broadway to Ash Street, the NEVP establishes height step down amounts on Figure 4.5 and shows significant density reductions on Figure 4.4. The tallest and most intense development, as agreed, occurs along Broadway.
   - The Revised Draft is not complying with the NEVP guidance given the Lane Field hotels established the maximum height limit at 215 ft (Intercontinental) and maximum density that should occur. According to the NEVP, all subsequent building heading toward the San Diego County Administration (County) building should decrease in height and density so as not to eclipse that historic site.
   - The PMPU Revised Draft does not disclose that the proposed **total** number of rooms is 1,550, which I feel is excessive. It only states "develop up to 950 rooms" and fails to disclose it is adding to the existing 600 rooms at the Wyndham.
   - In order to step down and reduce density, 600-650 rooms are sufficient. Change the language to " develop up to a total of 650 rooms"
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Sincerely,

Michael and Fran Mallace

1262 Kettner Blvd #701

San Diego, CA 92101

mmradio@cox.net

Michael H. Mallace

mmradio@cox.net
480.221.6101

November 17, 2020

Port of San Diego
3165 Pacific Highway
San Diego, CA 92101

Submitted via email to: pmpu@portofsandiego.org

RE: PORT MASTER PLAN UPDATE REVISED DRAFT - COMMENTS BY MARK G. STEPHENS, AICP

To Whom It May Concern:

Congratulations to the San Diego Unified Port District for reaching the major milestone of releasing this revised draft of the Port Master Plan Update! As a professional planner and long-time Downtown resident, I have appreciated the extensive public outreach efforts of the Port District Board, staff, and consulting team, and strongly encourage continuation of this open process through the crucial remaining steps in refining and adopting the new plan, and embarking on its implementation.

Following are a few observations and recommendations, some reiterated from prior "Discussion Draft" comments.

- While appreciative of the comprehensive approach, logical process and plan organization, and imaginative thinking employed, something that has continued to make me uneasy since the visioning process is reliance on the schematic perspective rendering of the imagined future San Diego Bay from an oblique aerial perspective done by Randy Morton's firm (and that is prominently displayed on the home page for Integrated Planning – Port Master Plan Update on the Port website) At first blush, it is a cool drawing, but upon careful review, with all due respect, it truly represents the antithesis of what we should be striving for, with virtually the entire Downtown waterfront lined with massive high-rise buildings (many of which would appear to exceed the 500-foot height limit imposed by airport proximity). Downtown has and should have high-rise buildings and intensive development, and some of these are near the waterfront. But, overall, structures should step down to the coast and maximize public views and access, and minimize casting shadows on the waterfront and blocking public views and access. The important roles of Chula Vista, National City, Imperial Beach, and Coronado coastal areas are also minimized.

- Another thing I strongly urge be excised from the plan is the notion of an "iconic tower" in the Central Embarcadero. I recall Port Commissioner Bonelli, who was Chair of the Board at the time, commenting when this idea was introduced something along the lines of, "We already have the Coronado-San Diego Bay Bridge, so why do we need something else?" In addition, we have the USS Midway, which is the size of a floating city. The initial Seaport San Diego plans showed a gratuitous tower about 475 feet in height that to my way of thinking served little purpose. Predictably, further analysis rendered it infeasible and a massive hotel structure blocking general public views and connection to the waterfront is now proposed to rescue it, and it has grown to the maximum allowable 500 feet. A tall structure simply isn't needed to provide great views within 100 feet of the waterfront.

- Working with other jurisdictions to enable closing the Market Street traffic connection to Harbor Drive is recommended in the Discussion Draft (page 273). This intersection is certainly a challenge, but several large residential structures (including where I live) could at times be rendered extremely difficult to access when one considers that, for instance, G Street is one way heading east. Circulation impacts would need to be very carefully analyzed.

- A fairly radical redo of the Harbor Drive right-of-way through the Embarcadero and allocation of its width is proposed. This, too, needs to be very carefully analyzed and tested.

- Please take a strong position to control the widespread irresponsible and dangerous operation of dockless mobility devices (scooters and the like) in pedestrian areas. Basic safety rules are largely ignored by riders and not enforced, making it no longer safe to walk on several sidewalk and promenade areas. The purported environmental benefits of these devices have never been empirically documented, but the increased rate of visits to emergency and urgent care centers has been.

- Public view and access corridors to the Bay should be sacrosanct in this area. Some such corridors seem to be interrupted in options under consideration in Embarcadero Planning Areas.

- The notion of a major high-rise hotel (and other development proposed for the Fifth Avenue Landing Project) is sorely out of place for this location (essentially over the top of the linear public waterfront promenade). Besides precluding the Convention Center Phase III Expansion and limiting existing Convention Center operations (during more normal conditions), it would establish a horrific precedent. Fifth Avenue Landing Partners certainly have the right to propose a project for this site, but the Port is under no obligation to approve a project with so many unmitigable adverse impacts (at least 27 unavoidable significant adverse environmental impacts that cannot be mitigated to an insignificant level, and with no defensible justification for a statement of overriding considerations), and that simply doesn't fit at this location. I challenge any objective person (i.e., without a financial interest in the project) to stand on the proposed project site and weigh the purported merits of the current proposal against how radically it would adversely affect the character of the South Embarcadero and beyond. Option A on Page 273 should be deleted and replaced with a provision that "if the Phase III Convention Center Expansion is not pursued, future use of the expansion area should be defined through a public process that emphasizes complementing the existing Convention Center, the Bayside Performance Park (The Shell), and other public uses."

Thanks again for the opportunity to participate in the Port Master Plan Update process, and I look forward to the next steps! As opined in other prior reviews, a plan that enhances the living environment for Downtown San Diego and other residents (with "environment" broadly defined to include protection and enhancement of natural resources) is a great barometer for attracting visitors and generating revenues the Port is seeking. I would be happy to respond to any questions. Thank you for your consideration.

Sincerely,

Mark G. Stephens

Mark G. Stephens, AICP

500 W. Harbor Dr., Unit 514
San Diego, CA 92101

msdesmtnsea@hotmail.com

*

From: Steve Gershwind <agershwind@gmail.com>
Sent: Monday, November 23, 2020 11:08 AM
To: Port Master Plan Update
Subject: Fwd: PMPU Revised Draft Feedback

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11/23/20

Port of San Diego

Attn: Planning Department

3165 Pacific Highway

San Diego, CA, 92101

RE: PMPU Revised Draft Feedback

Port Commissioners:

As a downtown resident, I respectfully request that the Port of San Diego grant additional time to review the most recent Revised Draft of the Port Master Plan Update ("PMPU"). After investing seven years in updating the former Port Master Plan ("PMP"), thirty days is an insufficient time period in which to fully review and comment on this significantly revised draft of the original discussion draft of the PMPU. This is especially true when one considers the negative impact COVID-19 has had on the ability of the general public to be involved in the public comment process. Further, out of respect for the recently elected new Mayor and all other newly elected officials in San Diego, it would be disrespectful to move forward without giving them the opportunity to weigh in on such a significant matter.

Another concern with moving forward without additional time to review the revised draft of the PMPU is that it is my understanding that representatives of the North Embarcadero Joint Powers Agreement ("NEJPA") have not met to ensure that the revised plan complies with the North Embarcadero Visionary Plan ("NEVP"). This is not in keeping with the Port's legal obligations.

Important aspects of the PMPU are to preserve and enhance the environmental, economic, and recreational resources of San Diego Bay for all. However, to adopt a PMPU that will achieve that goal, San Diegans and Californians deserve to have the benefit of all relevant perspectives, including those from the people living adjacent to the North Embarcadero who will be impacted the most by the increased traffic, ever-increasing closure of open space and public access, and overbearing height and density increases. Additionally, the proposed commercial density between B Street and Ash is, in my opinion, excessive and not in the best interest of downtown visitors or residents. All of these concerns are in direct conflict with the current Port Master Plan, that directs, "The Visionary Plan proposes to revitalize San Diego's downtown waterfront through a concept for public improvements and by guiding developments to optimize property values, public access opportunities and priority waterfront and water-dependent uses."

The absolute need for transparency, disclosure requirements, and putting the needs and desires of the residents of California above those of the Port of San Diego are of primary importance in assuring the trust and support of the people behind the Port on the final PMPU. Failure to grant additional time to review these very significant changes in the most recent draft of the proposed PMPU will merely serve to increase the existing tensions between the residents and the Port, which, after all, was formed to be a Public Benefit Corporation.

I believe strongly that the thirty-day deadline has been arbitrarily set, and this is too important a document to rush through these final days when we are so close to having a document that truly reflects the will of the residents of San Diego and all of California.

Respectfully submitted,

Arline Gershwind

1205 Pacific Highway - Unit 2002

San Diego, CA 92101

*

From: Becky McClain <beckymcclain1@gmail.com>
Sent: Monday, November 23, 2020 11:12 AM
To: Port Master Plan Update
Subject: PMPU Revised Draft Feedback

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11/23/2020

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

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I believe strongly that the thirty-day deadline has been arbitrarily set, and this is a much too important document to rush through these final days when we are so close to having a document that truly reflects the will of the residents of San Diego and all of California.

This highly impacts our home, the property value and our quality of life. Please take the time to do it right!

Respectfully submitted,

Becky D. McClain

1205 Pacific Highway, Ste 802
San Diego, CA 92101
619.888.1645

*

From: Cj R <cjr950@gmail.com>
Sent: Monday, November 23, 2020 12:07 PM
To: Port Master Plan Update
Subject: PMPU Revised Draft Feedback

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Respectfully submitted,

Charles Ryan
1205 Pacific Highway
San Diego, CA 92101

Thanks for doing business with us.

Sincerely,

Charles Ryan

*

From: Cynthia Schimpf <cjschimpf2@gmail.com>
Sent: Monday, November 23, 2020 11:12 AM
To: Port Master Plan Update
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RE: PMPU Revised Draft Feedback

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I am requesting, as a downtown resident, that the Port of San Diego grant additional time to review the most recent revised draft of the Port Master Plan Update, for the following reasons:

- Thirty days is an insufficient time period in which to fully review and comment on this significantly revised draft of the original.
-
- The negative impact COVID-19 on the ability of the general public to be involved in the public comment process.
-
- Recently-elected officials in San Diego (including the new Mayor) must have the opportunity to weigh in on such a significant matter.
-
- Representatives of the North Embarcadero Joint Powers Agreement must meet to ensure the revised plan complies with the North Embarcadero Visionary Plan, in keeping with the Port's legal obligations.

I understand that important aspects of the PMPU are to preserve and enhance the environmental, economic, and recreational resources of San Diego Bay. There are many stake holders, and as a member of the public living adjacent to the North Embarcadero, I perceive that the impact on us might include increased traffic, closure of public access spaces, height/density increases, and increases in commercial density. These impacts may be in conflict with the current Port Master Plan's vision to "*...optimize property values, public access opportunities and priority waterfront and water-dependent uses*."

It appears that the deadline was arbitrarily set; this is too important to rush through when we are close to having a document that reflects the will of the residents of San Diego and all of California. Failure to grant additional time to review these significant changes in the most recent

draft of the proposed PMPU will merely serve to increase the existing tensions between the residents and the Port, which after all, was formed to be a Public Benefit Corporation.

Respectfully submitted,

Cynthia Schimpf
1325 Pacific Highway, Unit 1707
San Diego, CA 92101

Cynthia Schimpf
1325 Pacific Highway, Unit 1707
San Diego, CA 92101
cjschimpf2@gmail.com
978-340-2254

*

From: Douglas Tibbitts <dptibs@gmail.com>
Sent: Monday, November 23, 2020 12:28 PM
To: Port Master Plan Update
Subject: PMPU Revised Draft Feedback

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11/20/20

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

RE: PMPU Revised Draft Feedback

Port Commissioners,

As a downtown resident, I respectfully request that the Port of San Diego grant additional time to review the most recent Revised Draft of the Port Master Plan Update ("PMPU"). After investing seven years in updating the former Port Master Plan ("PMP"), clearly, thirty days is an insufficient time period in which to fully review and comment on this significantly revised draft of the original discussion draft of the PMPU. This is particularly so when one considers the negative impact COVID-19 has had on the ability of the general public to be involved in the public comment process. Further, out of respect for the recently elected new Mayor, and all other newly elected officials in San Diego, it would be disrespectful to move forward without giving them the opportunity to weigh in on such a significant matter.

Another concern with moving forward without additional time to review the revised draft of the PMPU is that it is my understanding that representatives of the North Embarcadero Joint Powers Agreement ("NEJPA") have not met to ensure the revised plan complies with the North Embarcadero Visionary Plan ("NEVP"). This alone is not in keeping with the Port's legal obligations.

Important aspects of the PMPU are to preserve and enhance the environmental, economic, and recreational resources of San Diego Bay for all people of California. However, to adopt a PMPU that will achieve that goal, San Diegans and Californians deserve to have the benefit of all relevant perspectives, including the public living adjacent to the North Embarcadero who will be impacted the most by the increased traffic, the ever-increasing closure of open space and public access, and overbearing height and density increases. Additionally, the proposed commercial density between B Street and Ash is, in my opinion, excessive and not in the best interest of downtown visitors or residents. All of these concerns are in direct conflict with the current Port Master Plan, that directs, **"The Visionary Plan proposes to revitalize San Diego's downtown waterfront through a concept for public improvements and by guiding developments to optimize property values, public access opportunities and priority waterfront and water-dependent uses."**

The absolute need for transparency, disclosure requirements, and putting the needs and desires of the residents of California above those of the Port of San Diego are of primary importance in assuring the trust and support of the People behind the Port on the final PMPU. Failure to grant additional time to review these very significant changes in the most recent draft of the proposed PMPU will merely serve to increase the existing tensions between the residents and the Port, which after all, was formed to be a Public Benefit Corporation.

I believe strongly that the thirty-day deadline has been arbitrarily set, and this is a much too important document to rush through these final days when we are so close to having a document that truly reflects the will of the residents of San Diego and all of California.

Respectfully submitted,

Douglas Tibbitts
1205 Pacific Highway, Unit 1602
San Diego, CA 92101

*

From: Norman Young <nyoung1949@gmail.com>
Sent: Monday, November 23, 2020 11:56 AM
To: Port Master Plan Update
Subject: Fwd: Revised Draft Feedback

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3165 Pacific Highway
San Diego, CA, 92101

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Respectfully submitted,
Kelly Hartmayer

1205 Pacific Highway
San Diego, CA 92101

*

From: liz marallo <lmarallo@gmail.com>
Sent: Monday, November 23, 2020 10:46 AM
To: Port Master Plan Update
Subject: PMPU Revised Draft Feedback

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11/23/20

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

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Respectfully submitted,

Liz Marallo
1205 Pacific Highway #1902
San Diego, CA 92101

*

From: Norman Young <nyoung1949@gmail.com>
Sent: Monday, November 23, 2020 11:54 AM
To: Port Master Plan Update
Subject: Revisd Draft Feedback

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11/20/20

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

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Respectfully submitted,
Norman Young

1205 Pacific Highway
San Diego, CA 92101

*

From: Morgan Cooper <mcooper@actionlife.com>
Sent: Monday, November 23, 2020 12:22 PM
To: Port Master Plan Update
Subject: FW: Resident Comment to the Port of San Diego on the PMPU Revised Draft

WARNING: The sender of this email could not be validated and may not match the person in the "From" field!

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MORGAN COOPER | ASSISTANT MANAGER
THE GRANDE NORTH

1205 PACIFIC HIGHWAY, SAN DIEGO, CA 92101
OFFICE | (619) 238-8117
website | resident portal | vCard | mcooper@actionlife.com

From: Paula Jones [mailto:phj18@me.com]
Sent: Monday, November 23, 2020 11:49 AM
To: Morgan Cooper
Subject: Re: Resident Comment to the Port of San Diego on the PMPU Revised Draft

CAUTION: **OUTSIDE EMAIL**

The email address for the Port doesn't work

Sent from my iPhone

On Nov 23, 2020, at 10:30 AM, The Grande North Neighborhood Committee <mcooper@actionlife.com> wrote:

Port Master Plan Update -

Public Comment Letter Draft Available for Copy

Grande North Residents,
Our HOA Board sent a letter to the Port of San Diego regarding the Port Master Plan Update, Revised Draft. Below is a similar version adapted for residents to send, if they haven't already commented. It is important that the Port receive a large volume of comments expressing the concerns of downtown residents.
We recommend you send public comments to the Port. We consider the development proposed across the street as excessive. Although the initial comment period is over, the Port does continue to accept public comments.

To send this comment to the Port
1.Only send an email reply. Change the email address to pmpu@portofsandiego.org
2. Subject line: PMPU Revised Draft Feedback
3. Personalize the letter with any additional comments you want to add at the bottom
3. Type in your name at the bottom of the comments and change to black type.
4 Delete everything above the date of the letter
5 Click send

Thank you,
The Neighborhood Committee

****

11/20/20

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

RE: PMPU Revised Draft Feedback

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Respectfully submitted,

NAME
1205 Pacific Highway
San Diego, CA 92101

Thanks for doing business with us.

Sincerely,

Your Name
Company Name
Website
Phone

Company Name | Website

HOA | 1205 Pacific Highway, San Diego, CA 92101

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*

From: R.W. Storer <storerroger@yahoo.com>
Sent: Monday, November 23, 2020 10:42 AM
To: Port Master Plan Update
Subject: PMPU Revised Draft Feedback

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11/20/20

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

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Respectfully submitted,

Roger Storer

1205 Pacific Highway

San Diego, CA 92101

Roger W. Storer

*

From: Steve Gershwind <sgershwind@gmail.com>
Sent: Monday, November 23, 2020 11:02 AM
To: Port Master Plan Update
Subject: PMPU Revised Draft Feedback

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Respectfully submitted,

Stephen E. Gershwind, MD
1205 Pacific Highway - Unit 2002
San Diego, CA 92101

*

From: Susan Smith <sg.smith@cox.net>
Sent: Monday, November 23, 2020 1:28 PM
To: Port Master Plan Update
Subject: PMPU Revised Draft Feedback

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Attn: Planning Department
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Respectfully submitted,
Susan Smith
1205 Pacific Highway, Unit 2303
San Diego, CA 92101
619-269-3131

*

From: Suzanne Corbo <sue.corbo@gmail.com>
Sent: Monday, November 23, 2020 11:33 AM
To: Port Master Plan Update
Subject: RE: PMPU Revised Draft Feedback

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Port of San Diego
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San Diego, CA, 92101

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We recently relocated to downtown San Diego after spending ~30 years in Austin, TX because we were impressed with the care in which the downtown was built - taking care to leave room for residents to enjoy the views and surrounding area. This plan goes against that and is going to "box in" the residents - changing the feel of the streets and taking a step closer to making it look like every other city - which no one wants.

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Respectfully submitted,

Suzanne Corbo
1205 Pacific Highway
Unit 605
San Diego, CA 92101

*

From: Karen <karentemecula@yahoo.com>
Sent: Monday, November 23, 2020 4:12 PM
To: Port Master Plan Update
Subject: The PMPU Revised Draft Feedback

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

The revised plan feedback:

Attention:Port Commissioners,

As a longtime downtown resident, I respectfully request that the Port of San Diego grant additional time to review the most recent Revised Draft of the Port Master Plan Update ("PMPU"). After investing seven years in updating the former Port Master Plan ("PMP"), clearly, thirty days is an insufficient time period in which to fully review and comment on this significantly revised draft of the original discussion draft of the PMPU. This is a serious matter.. This is particularly so when one considers the negative impact COVID-19 has had on the ability of the general public to be involved in the public comment process. Further, out of respect for the recently elected new Mayor, and all other newly elected officials in San Diego, it would be disrespectful to move forward without giving them the opportunity to weigh in on such a significant matter.

Another concern with moving forward without additional time to review the revised draft of the PMPU is that it is my understanding that representatives of the North Embarcadero Joint Powers Agreement ("NEJPA") have not met to ensure the revised plan complies with the North Embarcadero Visionary Plan ("NEVP"). This alone is not in keeping with the Port's legal obligations.

Important aspects of the PMPU are to preserve and enhance the environmental, economic, and recreational resources of San Diego Bay for all people of California. However, to adopt a PMPU that will achieve that goal, San Diegans and Californians deserve to have the benefit of all relevant perspectives, including the public living adjacent to the North Embarcadero who will be impacted the most by the increased traffic, the ever-increasing closure of open space and public access, and overbearing height and density increases. Additionally, the proposed commercial density between B Street and Ash is, in my opinion, excessive and not in the best interest of downtown visitors or residents. All of these concerns are in direct conflict with the current Port Master Plan, that directs, " The Visionary Plan proposes to revitalize the SD downtown waterfront through a concept for public improvements and by guiding developments to optimize property values here, public access opportunities and priority waterfront and water dependent uses.**"** The absolute need for transparency, disclosure requirements, and putting the needs and desires of the residents of California above those of the Port of San Diego are of primary importance in assuring the trust and support of the People behind the Port on the final PMPU. Failure to grant additional time to review these very significant changes in the most recent draft of the proposed PMPU will merely serve to increase the existing tensions between the residents and the Port, which after all, was formed to be a Public Benefit Corporation.

I believe strongly that the thirty-day deadline has been arbitrarily set, and this is a much too important document to rush through these final days when we are so close to having a document that truly reflects the will of the residents of San Diego and all of California.

Thank you for your consideration in the matters at hand.

Karen Bales
1205 Pacific Highway Unit 2304
San Diego, CA 92101

*

From: Pat Pressel <pat92101@att.net>
Sent: Monday, November 23, 2020 7:18 PM
To: Port Master Plan Update
Subject: PMPU Revised Draft Feedback

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

RE: PMPU Revised Draft Feedback

Port Commissioners,

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Respectfully submitted,

P Pressel
1205 Pacific Highway
San Diego, CA 92101

Some People Are Like Clouds, Once they Are Gone, It's A Beautiful Day"

*

From: W Bomyea <wbomyea@yahoo.com>
Sent: Monday, November 23, 2020 9:15 PM
To: Port Master Plan Update
Subject: PMPU Revised Draft Feedback

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Port of San Diego

Attn: Planning Department

3165 Pacific Highway

San Diego, CA, 92101

PMPU Revised Draft Feedback

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Respectfully submitted,

Wesley E. Bomyea

1205 Pacific Highway, Unit 2303

San Diego, CA 92101

619-269-3131

*

From: Mike Futch <mfutch11@aol.com>
Sent: Wednesday, November 25, 2020 11:16 AM
To: Port Master Plan Update
Subject: PMPU Revised Draft Feedback

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

RE: PMPU Revised Draft Feedback

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Respectfully submitted,

Michael Futch
1205 Pacific Highway
San Diego, CA 92101

Company Name | Website

*

From: Will Demps <demps.william@gmail.com>
Sent: Tuesday, November 24, 2020 6:40 PM
To: Port Master Plan Update
Subject: PMPU Revised Draft Feedback

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11/20/20

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

RE: PMPU Revised Draft Feedback

Port Commissioners,

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Respectfully submitted,

Will Demps
1205 Pacific Highway unit 2601
San Diego, CA 92101

Thanks for doing business with us.

Sincerely,

Will Demps
(832) 405 8580

*

From: Lesley Nishihira
Sent: Monday, November 30, 2020 2:09 PM
To: Port Master Plan Update
Subject: FW: Revised Draft of the Port Master Plan Update (PMPU) and the Fifth Avenue Landing Project

From: Cathy <cathycaper@sbcglobal.net>
Sent: Sunday, November 29, 2020 7:01 PM
To: PublicRecords <publicrecords@portofsandiego.org>
Subject: RE: Revised Draft of the Port Master Plan Update (PMPU) and the Fifth Avenue Landing Project

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17696 Cumana Terrace
San Diego, CA 92128
November 30, 2020

Port Chair, Ann Moore and Board of Port Commissioners
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

Dear Port Chair Moore and Board of Port Commissioners,

RE: Revised Draft of the Port Master Plan Update (PMPU) and the Fifth Avenue Landing Project

We are responding to the Port District's November 4th email, "We want to hear from you".
Thank you for the invitation.
We appreciate the opportunity to send our comments to you for the board workshop December 7, 2020.

We are opposed to the PMPU because it violates the Public Trust Doctrine, the sovereign entity that owns all its navigable waterways and the lands lying beneath for the benefit of the people. The Public Trust Doctrine is meant to guide future protections and development on our tidelands. In the "Integrated Planning Process" and its Vision Statement, "Promote the Bay as a central environmental, economic and recreational resource for all the people", Goals 3 and 4 propose to enhance access to the water and, where feasible, integrate areas of amenities into development, such as parks, courtyards, water features, gardens, passageways, paseos and plazas.
These public realm amenities have not occurred on our waterfront.
In regard to parks, the port has not followed through with the promised 5.1 acre Veteran's park on Navy Pier, the destination oval park/plaza at the foot of Broadway, our iconic front porch to downtown San Diego connecting the city to the bay or the incomplete Linear Park on the east side of Harbor Drive.
We are also concerned about the Port District keeping its contract to preserve Ruocco Park on the Central Embarcadero.

In regard to open space and access to the water, the Port District fails miserably, by erecting the Broadway Pier at the end of Broadway which blocks entirely views and assess to the Bay.
Two of the most prime acres of waterfront property, historic Lane Field, home to the Padres from 1936 to 1957 and the Navy Broadway Complex would have been the perfect areas to integrate parks, courtyards, water features, gardens, paseos and plazas into development for the benefit of the people.
On Harbor Island, one of the most disastrous projects is the Coasterra Restaurant with its atrocious frontage billboard design at the east end of Harbor Drive which blocks the magnificent bay views of the City of San Diego that citizens and visitor's enjoyed.

We are deeply concerned about the future redevelopment planned for the Central Embarcadero Subdistrict.
We support the charming Sea Port Village as do so many San Diegans and recommend continuing renovation of our Sea Port Village instead of the misguided planned IHWYI's inappropriate proposal which is incompatible with San Diego's scenic bayfront. We do not want a Las Vegas Stratosphere Tower on the most prime area of land on San Diego Bay.
The Port District has ruined our enjoyment of the bay. They continue to serve commercial and private development while fostering its own revenue.
We call this the Taking of our Tidelands.

The Fifth Avenue Landing Project Draft Port Master Plan Amendment

We are opposed to this massive expansion located at Convention Way for the same reasons listed above, loss of open space, blocking access and public views of the bay.

Thank you for your attention to our comments.

Sincerely,

Cathy O'Leary Carey and John Carey

Cc: California Coastal Commission
City Council of San Diego

*

From: commissioners mailbox
Sent: Monday, November 30, 2020 9:48 AM
To: Robert Valderrama; Rafael Castellanos
Cc: Commissioner Services Staff; ELG - cc Assistants; Port Master Plan Update
Subject: Board rec'd - PMPU Legal Obligations related to North Embarcadero
Attachments: nevp-with-appendix.pdf; jpa-meeting-minutes-from-may-28,-2014.pdf; Embarcadero Coalition Revised Draft Comments Nov17 2020.pdf

---

From: Embarcadero Coalition
Sent: Monday, November 30, 2020 9:37:50 AM (UTC-08:00) Pacific Time (US & Canada)
To: Embarcadero Coalition; Margret Hernandez; Ann Moore; Michael Zucchet; Dan Malcolm; Garry Bonelli; Rafael Castellanos; Marshall Merrifield; Robert Valderrama; Randa Coniglio
Cc: Assemblymember.Gloria@assembly.ca.gov; stephen.hill@asm.ca.gov; randy.wilde@asm.ca.gov; Stephen.Padilla@coastal.ca.gov; ExecutiveStaff@coastal.ca.gov; Lasiter, Melody@Coastal; Deborah.Lee@coastal.ca.gov; Leslie, Kanani@Coastal; Erin.Prahler@coastal.ca.gov; Karl.Schwing@coastal.ca.gov; Diana.Lilly@coastal.ca.gov; Janet Rogers; Susan Simon; Nick Serrano
Subject: Fwd: PMPU Legal Obligations related to North Embarcadero

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Chair Moore and Commissioners,

The Embarcadero Coalition is concerned that the Port may have legal obligations it is not fulfilling regarding the plans for the North Embarcadero in the PMPU.

- The 1998 North Embarcadero Alliance Visionary Plan (NEVP) and MOU,
- The state regulated NE Joint Powers Agreement (NEJPA) signed in 2007 that goes for 40 years to implement the 1998 NEVP, and
- The Coastal Commission NEVP amendment to the PMP signed March 14, 2001.

Several of us spoke with a lawyer, Rebecca Harrington, from the Port's General Counsel Office. She said she had not reviewed the NEJPA. However, we believe the JPA is an active legal entity which requires meetings to work on implementing the 1998 NEVP.

The Port is currently working to update the Master Plan. This work is not about specific projects or funding them. The JPA needs to meet to ensure the Port is properly planning the implementation of the Visionary Plan. That has not happened and we believe there is a legal obligation that is not being met. I have attached the minutes of the last meeting in 2014, per the Port's clerk. There was obvious concern about planning Phase II. Even now the Port is not planning Phase II projects but only determining the parameters for those eventual projects, and the JPA must meet to ensure the PMPU is implementing the NEVP guidelines.

According to the Port's lawyer, the North Embarcadero Alliance Visionary Plan Amendment listed in the current PMP was not the same as the 1998 NEVP. We understand this happened in 2001, but we find the Port calling both documents the *North Embarcadero Alliance Visionary Plan* purposely misleading. We just received this other document from Coastal Staff. I have attached this document and it appears to support our claims.

Coastal Commission RESOLUTION FOR PARTIAL CERTIFICATION OF PORT MASTER PLAN AMENDMENT:

Port Master Plan Amendment #27 North Embarcadero Redevelopment Page 6 & 7

"The proposed Port Master Plan Amendment (PMPA) references the Visionary Plan's design concepts and goals in several instances; however, the Visionary Plan itself has not been incorporated into the Port Master Plan and is not the subject of this amendment or the standard of review for coastal development permits issued by the Port District. Only the projects contained in the proposed Table 11: Project List are part of this amendment; additional projects contained within the Visionary Plan will require additional review and approval

by the Commission. The Port will use the Visionary Plan for planning guidance only."

We concur with the Coastal Commission. The NEVP is mainly a planning document. It's design concepts and goals are referenced in the PMPA and PMP. That is because they were used to develop the projects, as intended. The Port is instructed to use the 1998 Visionary Plan for planning guidance.
We understand that future specific projects need to go through the Coastal Commission, when developed, but that is not what is being discussed and proposed. We believe the PMPU needs to comply with the 1998 NEVP before being submitted to the Coastal Commission.

The NEVP guidance is clear between Brodway and Ash; the tallest building and the largest intensity are at the Broadway end so that the buildings slope down toward the County Administration building and the mass significantly decreases. The step down and intensity of the future development are not contingent on the first phase being built to the maximum. Although maximum heights and FAR are shown in figures 4.4 and 4.5 of the 1998 NEVP, the intended step downs and decrease in density are easily calculated to keep the slope and reduced size and density in compliance with the the NEVP guidance.

The Revised Draft does not follow this guidance. The NEJPA has not met.

The last attachment is the Embarcadero Coalition's public comment with requested line item changes to the Revised Draft.

Sincerely,
Embarcadero Coalition
Represented by Janet Rogers and Susan Simon
EmbarcaderoCoalition@gmail.com
816-550-3579 (Janet)

Amendment No. 1 to the Joint Exercise of Powers...

Joint Exercise of Powers Agreement (JPA) among ...

W19b-3-2001.pdf

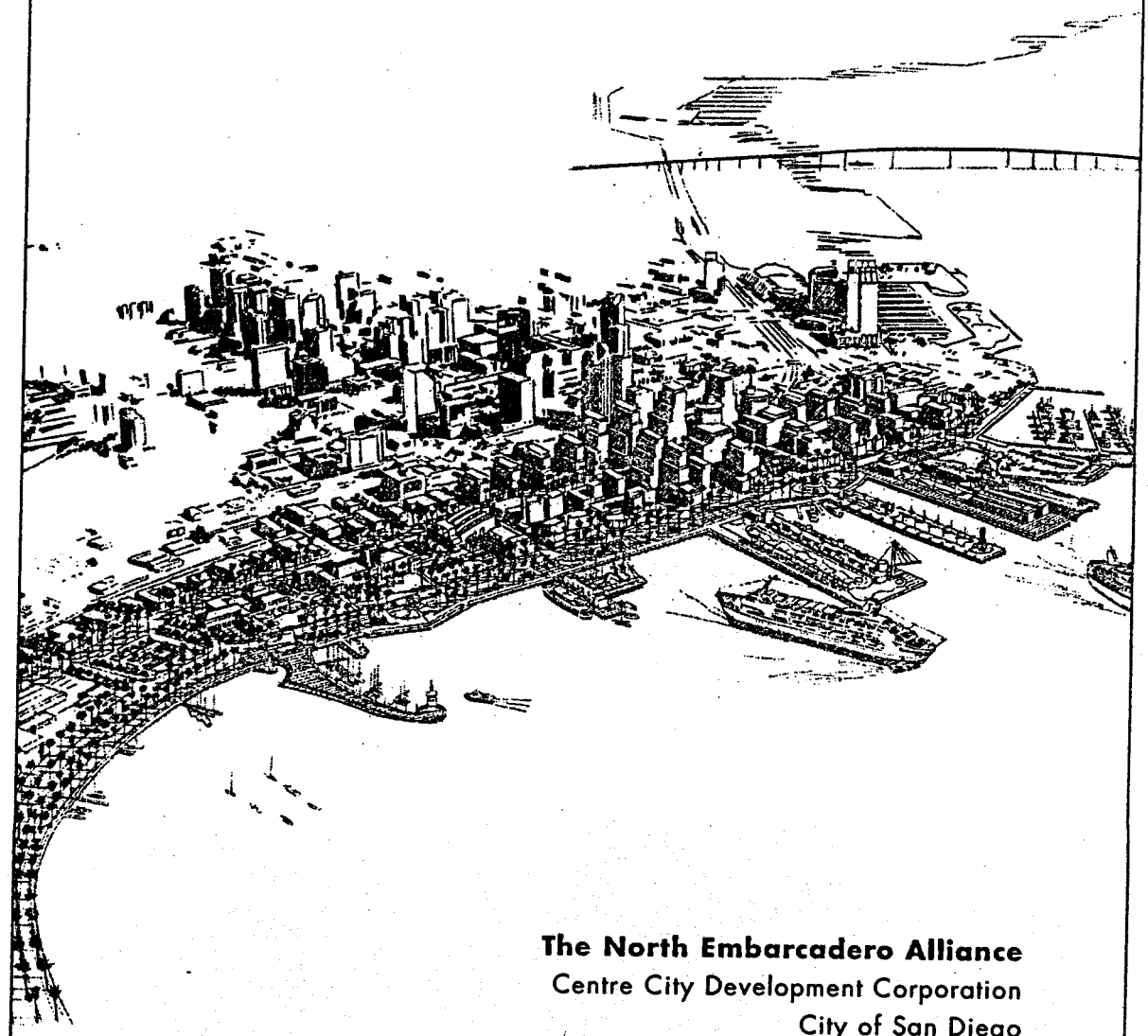
Embarcadero Coalition

(189)

Document No. 38475
Filed JAN 25 1999
SD UNIFIED PORT DISTRICT Clerk's Office

NORTH EMBARCADERO ALLIANCE

VISIONARY PLAN



The North Embarcadero Alliance
Centre City Development Corporation
City of San Diego
County of San Diego
San Diego Unified Port District
United States Navy

Sasaki Asssociates, Inc.

38475

NORTH EMBARCADERO ALLIANCE VISIONARY PLAN

Prepared for:

The North Embarcadero Alliance
Centre City Development Corporation
City of San Diego
County of San Diego
San Diego Unified Port District
United States Navy

Prepared by:

Sasaki Associates, Inc.

In association with:

Rick Planning Group
Keyser Marston Associates, Inc.
M.W. Steele Group, Inc.
Katz & Associates
BRG Consulting, Inc.
Katz, Okitsu & Associates
Allied Geotechnical Engineers, Inc.

December 1998

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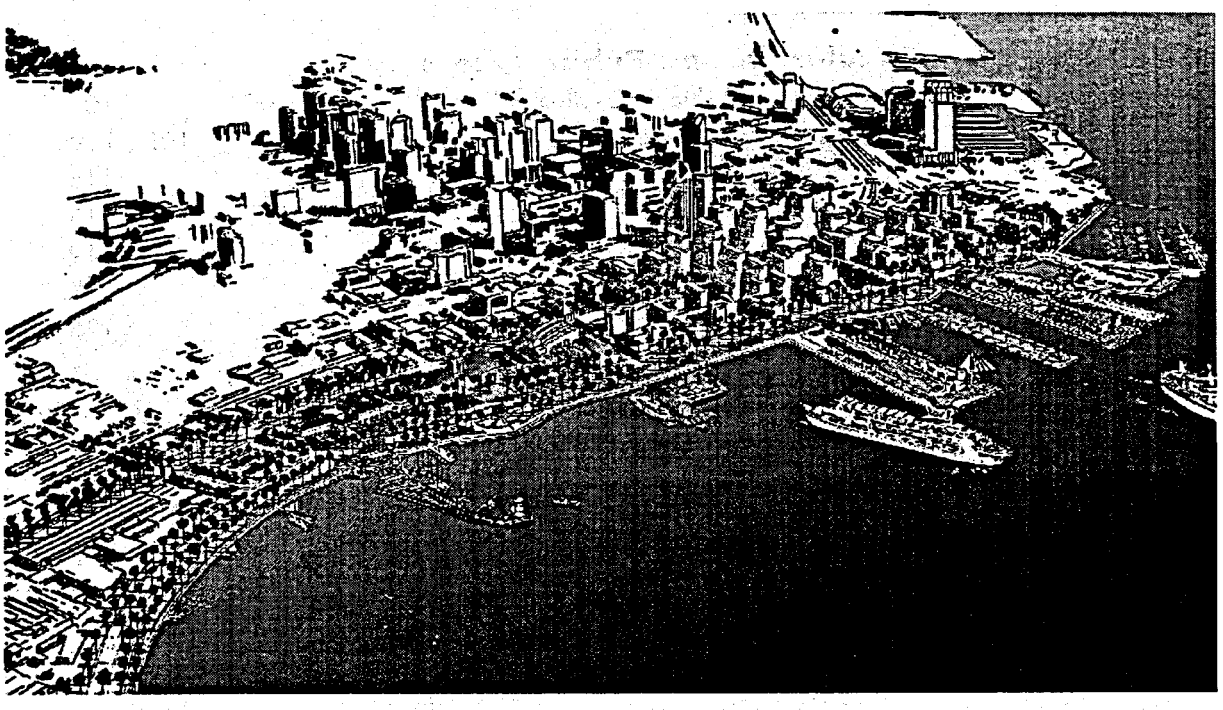

Figure 1.1

Illustrative Perspective of Project Area

1

PLAN OVERVIEW

SUMMARY OF THE PLAN

The North Embarcadero is San Diego's "front door." Its bayside setting on the western edge of downtown offers an unparalleled opportunity for a grand civic precinct combining public amenity and private development.

Illustrated in Figures 1.1 and 1.2, the North Embarcadero Alliance Visionary Plan provides a vision for the revitalization of San Diego's downtown waterfront from San Diego International Airport at Lindbergh Field on the north to Seaport Village on the south. The purpose of the Plan is to establish a concept for public improvements, and strategies to finance them, befitting the setting and regional significance of the area, and to guide private development in a way that optimizes property values and reinforces the public realm.

In this chapter:

- Summary of the Plan
- The North Embarcadero Alliance
- Organization of the Plan
- Scope of the Plan
- Planning Approach and Process
- Plan Goals
- Plan Policies

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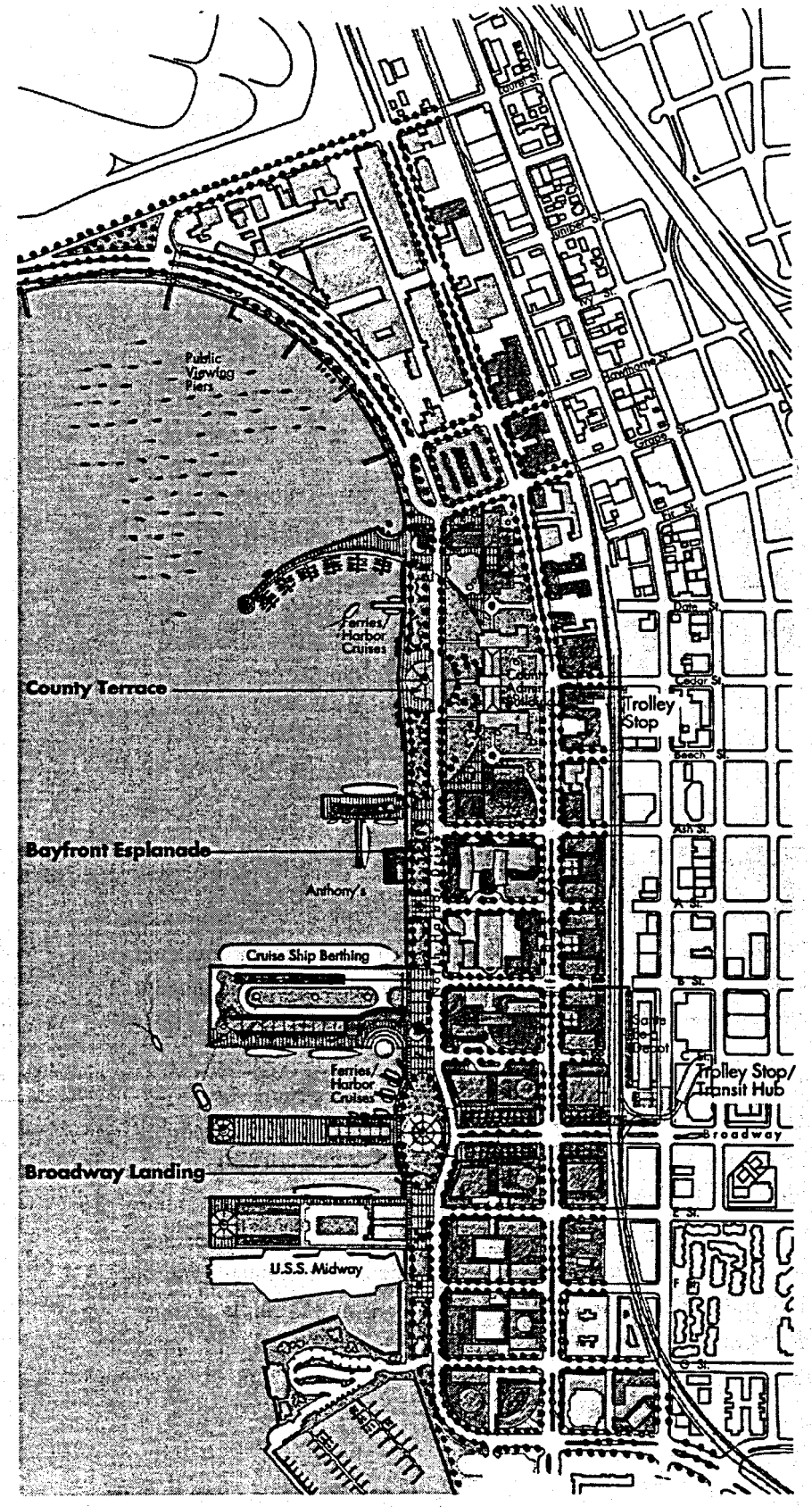

Figure 1.2
Illustrative Plan of Project Area

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To create a vibrant, publicly-accessible bayfront, the Visionary Plan features:

- An expansive bayfront esplanade extending the length of the water's edge, animated by public art, urban scale street furnishings, public gathering places, scenic viewing areas, and a garland of pedestrian streetlights.

- Two civic "precincts" at the County Building and at the foot of Broadway, defined by publicly-accessible piers and activated by cultural facilities, public parks, overlooks, cruise and harbor boat activity, and commercial development.

- A grand tree-lined boulevard at Pacific Highway, creating an impressive image for the terminus of this historic road while accommodating through traffic.

- Commercial and residential development opportunities that enliven the area and provide critical public view and pedestrian access through the North Embarcadero and to the bay.

- A parking strategy that ensures ample public parking and public access.

- Strategies for financing and implementing the public improvements.

The North Embarcadero and Downtown San Diego

Central to the Visionary Plan is the notion that the Downtown urban experience extends to and embraces the San Diego Bay. As illustrated in Figure 1.3, the current pattern of streets in the North Embarcadero establishes very long blocks that surround the downtown core and wall off the city from the bay. The Visionary Plan establishes, as a fundamental principle, the continuation of the downtown pattern of public streets to the bayfront and, in turn, the reconnecting of the city with its bay.

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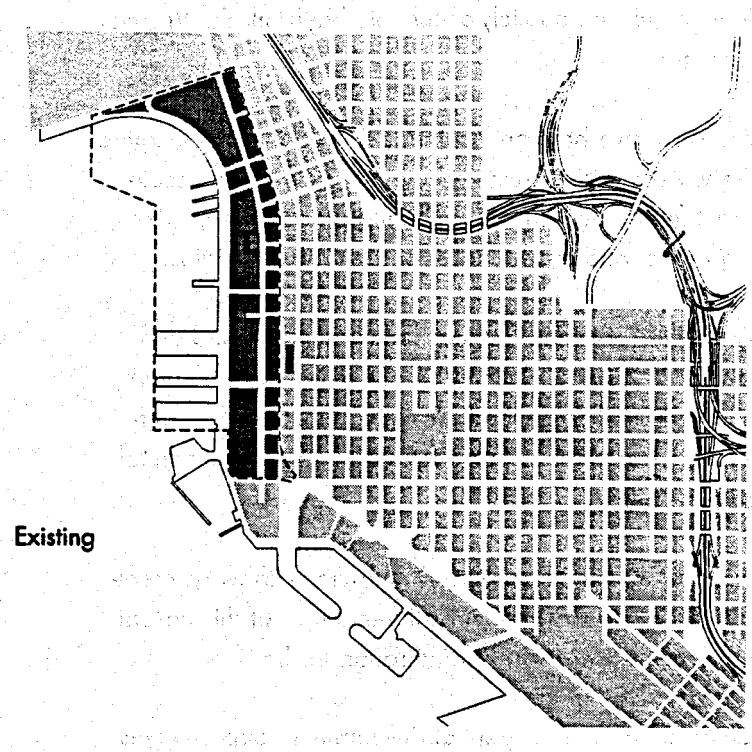

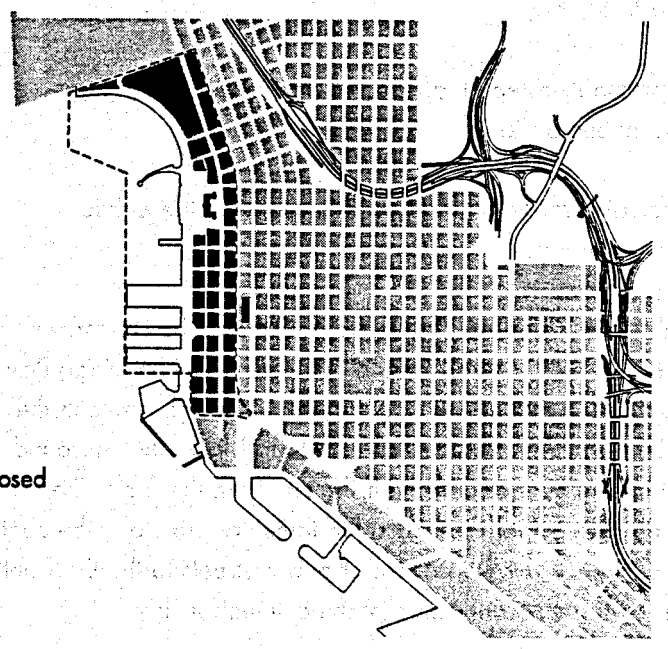

Figure 1.3
Existing and Proposed Development Patterns

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THE NORTH EMBARCADERO ALLIANCE

The North Embarcadero Alliance Visionary Plan is the outcome of a unique alliance among five government agencies with significant jurisdictional and/or ownership interests in the North Embarcadero (see Figure 1.4). Created through a Memorandum of Understanding (MOU) signed in the summer of 1997 (see Appendix), the North Embarcadero Alliance consists of the Centre City Development Corporation (designated agent of the Redevelopment Agency of the City of San Diego), the City of San Diego, the County of San Diego, the San Diego Unified Port District, and the United States Navy. This cooperative venture reflects an understanding of the potential of the North Embarcadero as a great bayfront district in the city and an appreciation for a coordinated, comprehensive vision for the area. As stated in the MOU, the overriding goal of the planning effort is to assure that the North Embarcadero becomes the "showcase of the San Diego waterfront and a place of urban grandeur."

ORGANIZATION OF THE PLAN

The North Embarcadero Alliance Visionary Plan is organized into eight chapters:

1. *Plan Overview*
   This chapter includes the goals and policies of the Visionary Plan.

2. *Setting*
   This chapter briefly describes the character of the North Embarcadero and the area's opportunities and constraints.

3. *The Vision*
   This chapter describes the overall vision, including public amenities, for the North Embarcadero.

4. *Land Use and Urban Form*
   This chapter provides guidelines for land use and for the physical configuration (height, bulk, massing, etc.) of development in the North Embarcadero.

One of Five Community Workshops

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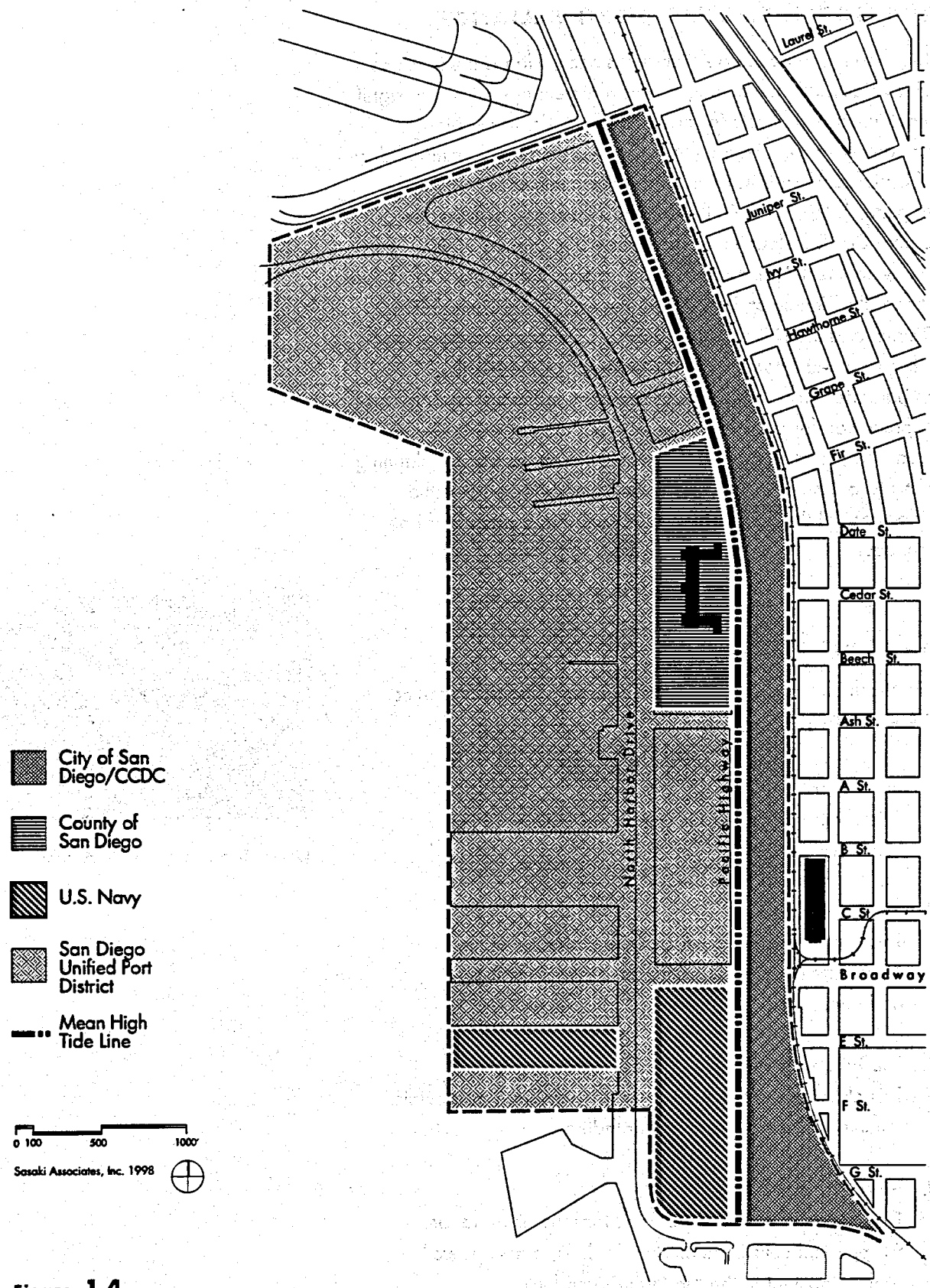

Figure 1.4

Jurisdictions

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5. *Open Space and Public Amenities*
   This chapter describes all the elements that comprise the proposed public amenities, particularly along the bayfront.

6. *Circulation and Public Access*
   This chapter describes the pedestrian, vehicular, and transit circulation systems, including the street system, and the strategy for providing public parking.

7. *Financing*
   This chapter outlines a strategy for the financing of public improvements by the five Alliance members.

8. *Implementation*
   This chapter describes a method for implementing the Visionary Plan by the five Alliance members.

The eight chapters are followed by the Acknowledgements and an Appendix with applicable City ordinances to the North Embarcadero, as referenced in the Plan.

SCOPE OF THE PLAN

The North Embarcadero Alliance Visionary Plan establishes the location and character of public plazas, parks, piers, and other public amenities; the circulation pattern and parking strategy to support development and public access; and the location, intensity, and character of commercial and residential development. It offers strategies for financing and implementing public improvements in the area and for ongoing cooperative arrangements among Alliance members.

The Visionary Plan builds upon existing plans, policies, guidelines, Memoranda of Understanding, and agreements, established through the efforts of various public agencies, that currently govern development in different portions of the North Embarcadero. The Plan addresses these previous efforts within the context of the comprehensive North Embarcadero planning effort mandated by the five Alliance members. Ultimately, the Plan serves as a framework for amending each Alliance member's existing plans, policies, guidelines, and standards, as appropriate.

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The Visionary Plan does not rely on specific uses for the success of the Plan, although uses that draw people to the waterfront and enliven the district are preferred. The focus is on creating public amenities, and an urban design framework that support those amenities, rather than on a development program that is market driven and subject to change. The public improvements established in the Visionary Plan enhance and serve private development opportunities that, in turn, reinforce and activate the public realm. The Plan includes guidelines and standards for private development that reinforce the area as a grand civic district while allowing for a high intensity of development.

PLANNING APPROACH AND PROCESS

The North Embarcadero Alliance Visionary Plan is the result of a year-long planning process among representatives of the five Alliance members and the general public. Through an extensive public process, Alliance members and the community at-large were asked to participate in the establishment of goals and the development of the Plan. An Alliance Steering Committee, composed of elected or appointed officials from the five Alliance agencies, provided overall direction and guidance throughout the planning process.

The North Embarcadero planning process carefully balanced the visionary aspects of the Plan with the realities of financing and implementing public improvements. Public participation by Alliance members and the community drove the formulation and development of goals for the North Embarcadero. Alternative plans were developed and revised to capture the visions of the participants. Planning principles established a solid foundation on which to build a comprehensive Plan with community consensus. During this process, special uses, such as a ballpark and performing arts center, were evaluated for inclusion in the Plan.

Concurrently, an intensive process to establish an asset base for each Alliance member, and to formulate strategies for the Alliance members to share costs and revenues, was pursued. A market analysis was carried out, not as a basis for determining land uses or intensity of development, but in order to value assets, help test site accommodation, and to test the potential for developing specific uses in the North Embarcadero. Extensive efforts were made to ground the Visionary Plan in the financial

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and regulatory realities of implementing the Plan. The process resulted in the identification of a framework for financing and implementing the Visionary Plan.

The planning process involved regular consultation with Alliance staff and the Alliance Revenue Committee and regularly scheduled public hearings with the Alliance Steering Committee. Five community workshops were held over a ten month period to elicit community comments and suggestions. The planning process consisted of six distinct tasks, including alternatives development, evaluation, and refinement, culminating in this Visionary Plan.

PLAN GOALS

Formulated and revised throughout the planning process, the goals for the North Embarcadero build upon those articulated in earlier planning efforts, the Alliance's Memorandum of Understanding, and by Alliance members and the general public. The goals of the Visionary Plan express the ultimate aims or desires for the North Embarcadero. The goals are:

1. Establish the North Embarcadero as a "public precinct" and "front porch" for the whole of the community, creating attractions that draw people to the Bayfront.

2. Establish the North Embarcadero as an active, vibrant area, particularly along the Bayfront.

3. Encourage development that is economically viable and increases the economic and social vitality of the Bayfront.

4. Provide for uses and amenities that celebrate the San Diego community. Preserve, enhance, and celebrate the area's maritime uses, history, architecture, art, and, culture.

5. Make the Bayfront accessible to all, including those with disabilities and those on foot, bike, boat, transit, and automobiles.

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6. Provide for uses and amenities that rely on and/or celebrate the Bay (a "water-first" perspective).

7. Create a "signature" expression (i.e. building, development, open space) that draws attention to the North Embarcadero and the City.

8. Provide for uses and amenities that serve the local and regional community and tourists.

9. Preserve and maximize views of and to the Bay.

10. Provide public access and open space amenity, particularly along the Bayfront.

11. Enhance connections between the North Embarcadero and adjacent neighborhoods and districts.

12. Preserve the environmental integrity of the Bay.

PLAN POLICIES

The Visionary Plan establishes broad policies, or statements of guiding principles or directions, for the North Embarcadero. The policies address the goals and issues of the area. They correspond to design regulations and guidelines, open space and public amenities, circulation improvements, and financing and implementation strategies incorporated in the Visionary Plan.

Land Use and Urban Form

Policy LU-1.

Encourage a mix of land uses, including residential projects and cultural facilities, that enliven the area. Encourage uses at the water's edge that have a water-orientation or enliven the area.

Policy LU-2.

Accommodate a density of development, particularly near Broadway, consistent with the North Embarcadero's downtown setting and the intensity of development previously approved for the Navy Broadway Complex and the Catellus property.

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Policy LU-3.

Adopt guidelines for development that step buildings down to the bay, establish a defined street edge, provide street level activity, and otherwise enhance the overall quality of development in the North Embarcadero.

Policy LU-4.

Establish rights-of-way (i.e. streets) through development parcels, aligned with existing downtown streets, to enhance the physical and visual access to the bay.

Policy LU-5.

Locate large parking lots and structures away from the bayfront. Locate large parking facilities underground, if feasible, or in facilities substantially hidden from public view.

Policy LU-6.

Adopt additional guidelines for development along the bayfront and at the County Administration Building that enhance the public realm, including visual and physical access to the bay, and respect the area's landmark features.

Open Space and Public Amenities

Policy PA-1.

Create an expansive, pedestrian-oriented Esplanade along the bayfront, at least 100 feet wide, featuring a bayside promenade, bike path, parks, and plazas. To create a wide esplanade, shift North Harbor Drive (south of Grape Street) eastward, staying within the existing 200-foot-wide "right-of-way" (except at Broadway).

Policy PA-2.

Create a pedestrian-oriented public precinct at the County Administration Building framed by a recreation pier at the foot of Grape Street, the landmark County Building and adjacent development, and the Maritime Museum.

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Policy PA-3.

At the County Administration Building, construct a new recreation pier (Grape Street Pier) with public boat dock (replacing the existing three piers), a ferry/excursion boat dock, a water access pier, and a large park/plaza.

Policy PA-4.

Create a pedestrian-oriented public precinct at the foot of Broadway framed by the 'B' Street Pier, an oval park at the foot of Broadway, and the Navy Pier. Feature a continuous pedestrian boardwalk, activating uses, pedestrian amenities, and a ferry/excursion boat dock.

Policy PA-5.

Establish 'B' Street pier as a commercial pier accommodating a cruise ship terminal facility and, if appropriate, other commercial uses and public amenities.

Policy PA-6.

Establish Broadway Pier as a civic pier with a park and fountain.

Policy PA-7.

Establish Navy Pier as a cultural pier with a park, multi-purpose outdoor space, and Navy orientation center.

Policy PA-8.

Create an "oval park" at the foot of Broadway, approximately two city blocks in size, with landscaped public open space and a centerpiece fountain or other landmark (monument, statue, sculpture) for daily recreational uses or large public gatherings.

Circulation and Public Access

Policy CI-1.

Establish Pacific Highway as an elegant tree-lined boulevard, accommodating through traffic and pedestrian circulation.

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Policy CI-2.

Concentrate through traffic on Pacific Highway and away from North Harbor Drive south of Grape Street. Provide geometric improvements to the existing intersection of North Harbor Drive and Grape Street to direct through traffic on south-bound North Harbor Drive away from the bayfront. Consider corresponding geometric improvements to the intersection of Harbor Drive and Pacific Highway.

Policy CI-3.

Establish North Harbor Drive south of Grape Street as a pedestrian-oriented street with ample on-street parking, providing waterfront access and slowing traffic. Shift the street eastward, staying within the existing 200-foot-wide "right-of-way" (except at Broadway).

Policy CI-4.

Reinforce Broadway as a grand ceremonial street with a wide pedestrian paseo, connecting the heart of downtown with the bay.

Policy CI-5.

Establish a series of east-west streets, aligned with existing downtown streets, between Pacific Highway and North Harbor Drive, providing convenient and frequent access to the bayfront for motorists and pedestrians.

Policy CI-6.

Establish a clear pedestrian-orientation throughout the North Embarcadero with a wide promenade along the bay and wide sidewalks along all streets. Provide a bike path along the bay.

Policy CI-7.

Establish prominent pedestrian connections to trolley and heavy rail lines and to water-based transit. Emphasize such connections through pedestrian and roadway signage.

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Policy CI-8.

Ensure ample parking for the general public by providing on-street parking throughout the North Embarcadero and by encouraging parking facilities over 100 spaces (residential uses excepted) to be fully available for public parking.

Policy CI-9.

Emphasize driveway access on east-west streets (Broadway excepted), minimize them on Pacific Highway and Broadway, and prohibit them on North Harbor Drive.

Financing

Policy FI-1.

Adopt a "cost-sharing approach" for allocating public improvement costs. With this approach, members of the Alliance will fund obligations in proportion to their individual share of the total asset base of the North Embarcadero.

Policy FI-2.

Implement the public improvements in the near-term. These include improvements to North Harbor Drive, the Bayfront Esplanade, Broadway Pier, and Pacific Highway.

Policy FI-3.

Finance public improvements through a Joint Powers Authority (JPA) bond or by having one Alliance member manage the financing for the entire Alliance.

Policy FI-4.

Create an Assessment District or Reimbursement District if it is determined that certain public improvements (i.e. Pacific Highway improvements) are eligible.

Implementation

Policy IM-1.

Implement the Visionary Plan through a series of steps, including endorsing the Plan (by Alliance Steering Committee), preparing and agreeing on a Memorandum of Understanding (MOU), endorsing the Visionary Plan and MOU (by Alliance member agencies), revising Member agencies plans and policies and preparing environmental analyses, and processing plans and policies, environmental analyses, and local coastal plan amendments.

Policy IM-2.

Establish a mechanism for assuring that each Alliance member complies with the Visionary Plan.

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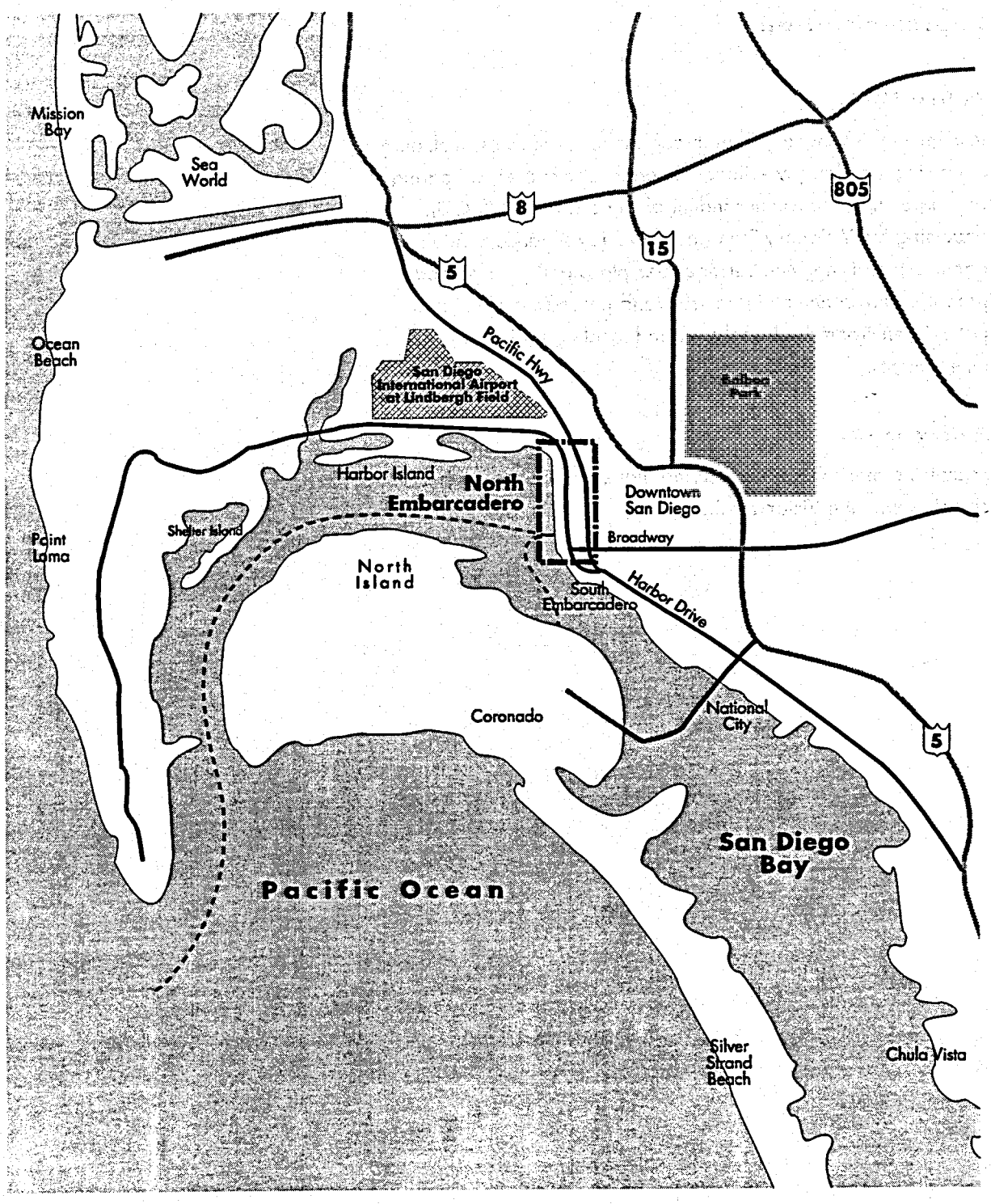

Figure 2.1

Regional Map

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2

SETTING

The North Embarcadero offers great opportunities for public-oriented improvements and private development. This chapter summarizes work conducted early in the North Embarcadero planning effort. It briefly describes the character, significant attributes, and opportunities and constraints of the project area.

In this chapter:

- Context
- Site Character
- Land Use Characteristics
- Major Property Ownership and Entitlements
- Circulation Characteristics
- Market Conditions
- Opportunities and Constraints

CONTEXT

Illustrated in Figures 2.1 and 2.2, the North Embarcadero is located on the western edge of downtown San Diego on the San Diego Bay. It is adjacent to the downtown business core; Little Italy, a vibrant small-scale neighborhood; and the Marina District, a downtown residential neighborhood. It is bounded on the north by San Diego International Airport at Lindbergh Field and on the south by the South Embarcadero, location of shopping, hotels, and the city's convention center.

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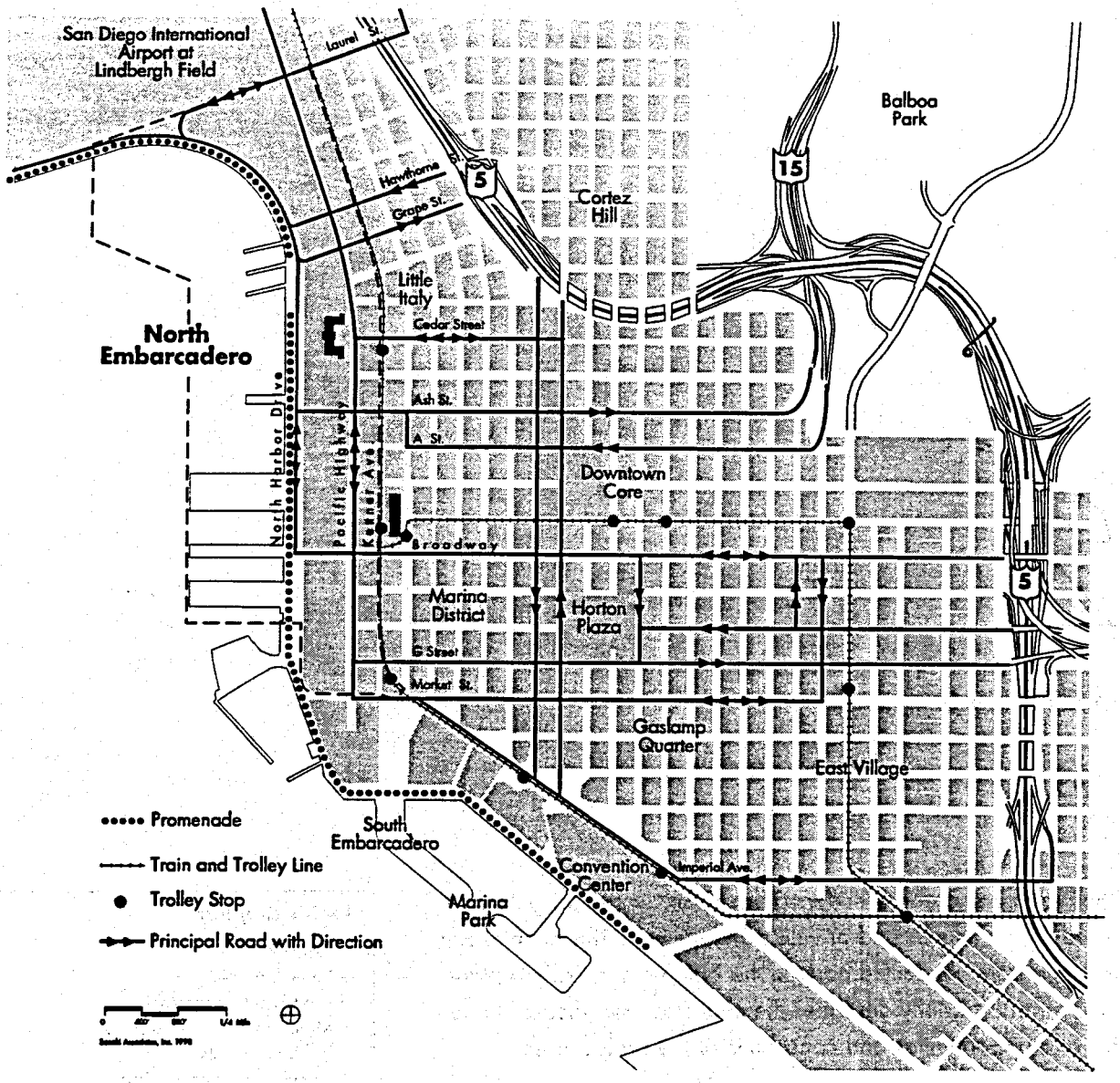

Figure 2.2

City Map

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The streets of the North Embarcadero serve as major traffic corridors between San Diego International Airport at Lindbergh Field, downtown San Diego, the South Embarcadero, and the region-serving freeway network. Important arterial roadways in the North Embarcadero include Laurel Street, the one-way couplet of Hawthorne and Grape Streets, and Pacific Highway. Broadway is the ceremonial "Main Street" of the downtown business core, terminating at the bay in the heart of the North Embarcadero. Other streets connecting the North Embarcadero to downtown include Cedar, Ash, and 'G' Streets. The Santa Fe Depot and the America Plaza Transfer Station at Broadway and Kettner Streets form a transit hub for Amtrak, the Coaster commuter rail, and the San Diego Trolley.

The North Embarcadero is an important part of a regional open space network. A promenade along the bay connects points north of the project area to the South Embarcadero. A proposed "Bay to Park" system connects Balboa Park, east of downtown, to the San Diego Bay along Laurel and Cedar Streets within the North Embarcadero.

SITE CHARACTER

The North Embarcadero can be generally characterized as an underdeveloped area largely cut-off from downtown with large expanses of asphalt and few public amenities. It also offers spectacular opportunities for public access to the bayside, and it is home to several landmark buildings and institutions. Figures 2.3 and 2.4 illustrate the North Embarcadero and its general character.

Sea of asphalt along North Harbor Drive

More specifically, the North Embarcadero is characterized by:

- A series of super-blocks, in conjunction with the Burlington Northern Santa Fe railroad tracks, that form an edge, limiting east-west circulation and isolating the city from the bayfront.

- A large expanse of asphalt roadways and large parking lots with few public amenities.

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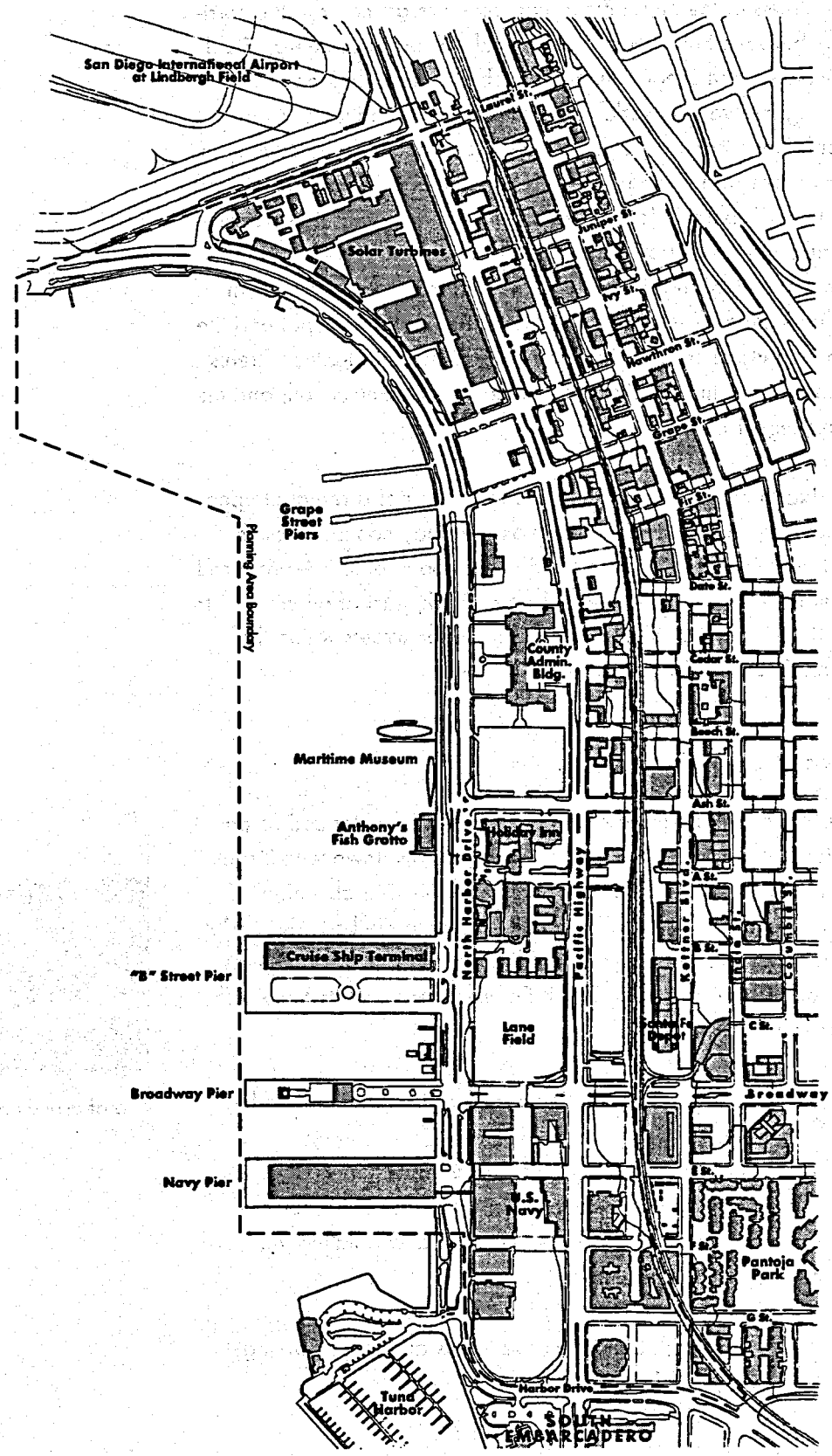

Figure 2.3

Site Map

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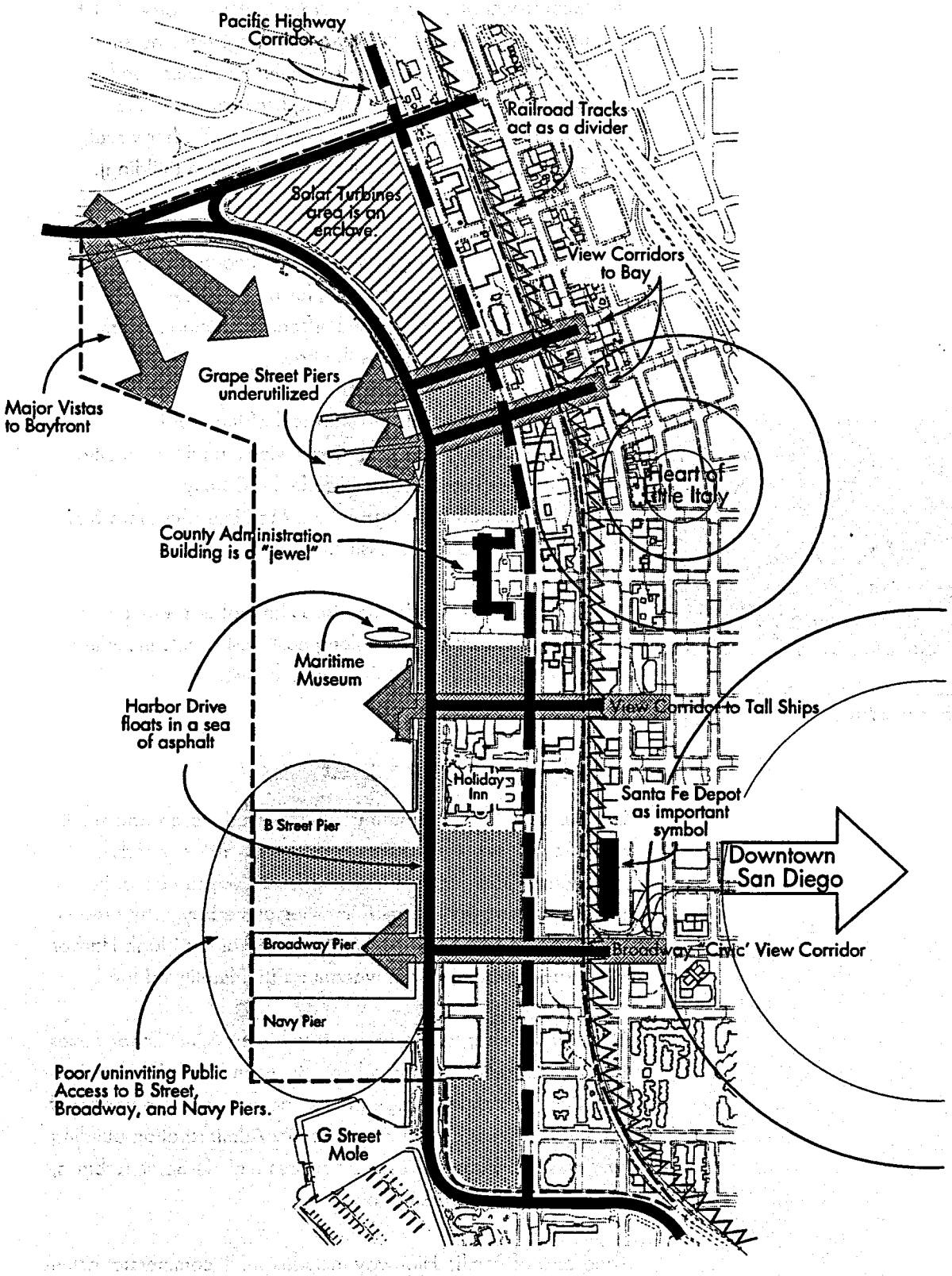

Figure 2.4

Site Character

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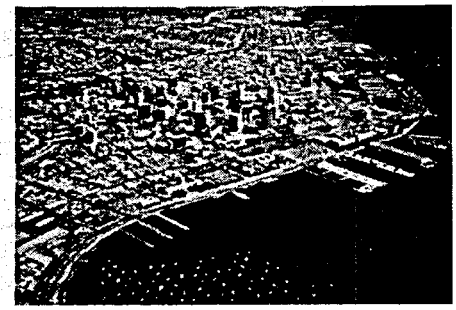
- Inconsistent or poor quality street lighting. Some stretches (e.g. County Administration Building) have no street lighting. Elsewhere, there is a jumble of fixture and lamp types. In general, lighting levels are low and nowhere is lighting used for decorative or other visual effects (except at the County Administration Building).

- An existing 200 foot "right-of-way" along the bay (i.e. North Harbor Drive) and numerous underutilized piers, providing great opportunities for public access and amenities. The existing waterfront promenade offers spectacular views across the bay.

- A crescent shape at the north end of the North Embarcadero, offering dramatic views back to the city. Other landmark features include the County Administration Building and the Maritime Museum's Star of India at the foot of Ash street.

- Dramatic views to the bay from the higher elevation of downtown, particularly along east-west streets including Hawthorne, Grape, Ash, and Broadway.



Dramatic crescent shape of the North Embarcadero

LAND USE CHARACTERISTICS

Land uses in the North Embarcadero include large and small institutional uses west of Pacific Highway, a mix of industrial and commercial uses north of Hawthorne Street and east of Pacific Highway, and water-related activities at the bay. The area is interspersed with large parking lots, both along North Harbor Drive and on parcels, and vacant and underutilized land.

The North Embarcadero is separated into distinct linear zones that run parallel to the shoreline. Between North Harbor Drive and Pacific Highway, large parcels accommodate a variety of institutional uses, including the County Administration Building and two Navy complexes. Other uses include Solar Turbines, Holiday Inn, and parking lots.

Land east of Pacific Highway includes small commercial activities, such as restaurants, motels, gas stations, auto services, and recreational activities. The development pattern in this area is

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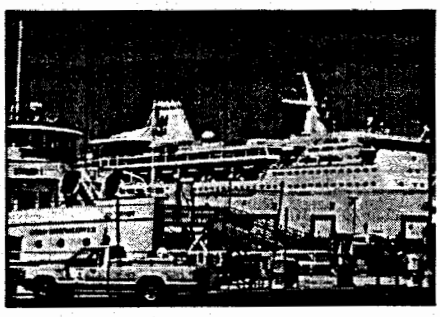
more suburban in quality, with isolated, individual buildings with varied setbacks and large, visible parking lots. The area also has a large amount of vacant land.

The San Diego International Airport at Lindbergh Field significantly impacts the land use possibilities in the northern part of the planning area. High levels of noise and safety issues limit the type and configuration (height) of development that may occur in the area. Under these circumstances, Solar Turbines is considered the highest and best use for this part of the North Embarcadero.

Bayside and water uses in the North Embarcadero include a cruise ship terminal at 'B' Street Pier, a combination of recreation and marine terminal facilities at Broadway Pier, and a mostly vacant lot on Navy Pier. The Grape Street piers are largely unused. A bayside promenade runs nearly the entire length of the bay, providing for recreational opportunities in the area. The bay itself provides anchorage for a range of vessels, including cruise ships, other large vessels, ferries, tour boats, fishing boats, yachts, and sail boats.

In general, the type and variety of uses allowed beside and over the San Diego Bay are limited because of existing Port/tideland-related use restrictions and environmental/regulatory constraints. The uses are generally restricted to commercial uses, marine-related uses, and public recreation and access.



Cruise ship and excursion boat activity

MAJOR PROPERTY OWNERSHIP AND ENTITLEMENTS

Large parcels of land in the North Embarcadero are owned by a few property owners, as illustrated in Figure 2.5. These land owners include the San Diego Unified Port District, the U.S. Navy, the County of San Diego, and Catellus Development Corporation. Numerous other smaller parcels west of Pacific Highway are privately held.

The U.S. Navy and Catellus currently hold future entitlements for their properties. The Navy has approved plans to build 3.25 million square feet of development (Site #1, Figure 2.5). This

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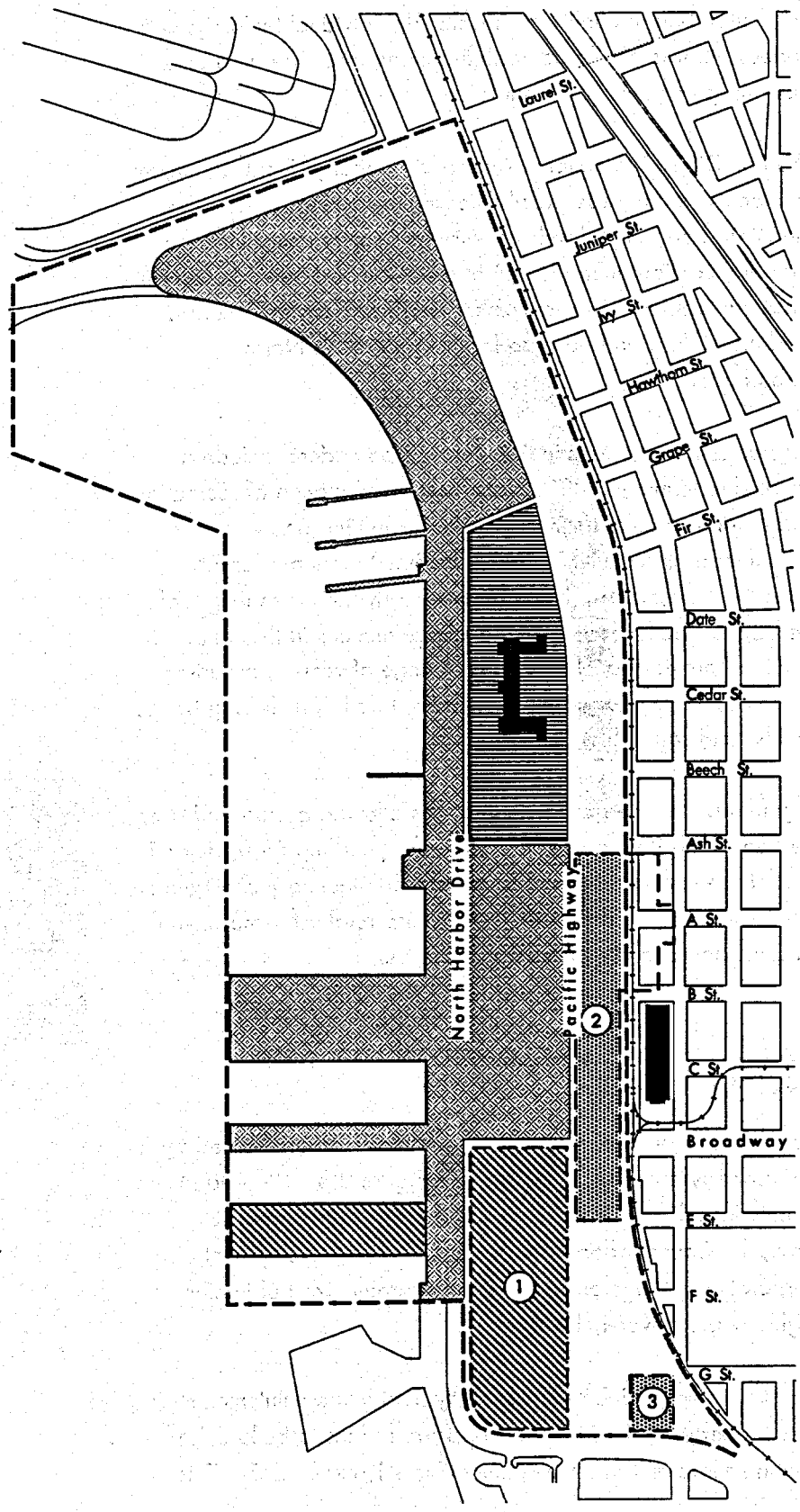

Port of San Diego

County of San Diego

Catellus Development Corporation

U.S. Navy

Parcels with Entitlements for Development. See Text.

0 100 500 1000'

Sasaki Associates, Inc. 1998

Figure 2.5

Major Property Owners and Entitlements

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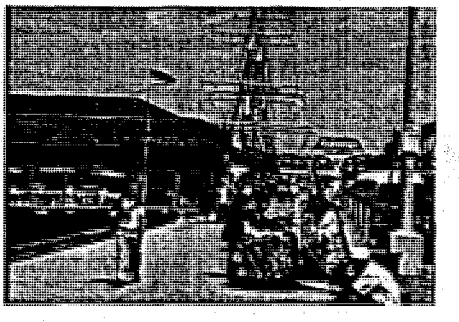
includes 1.65 million square feet of office, 1.22 million square feet of hotel/support retail/restaurant and entertainment space, 25 thousand square feet of retail, and 55 thousand square feet for public attractions, such as museums.

Catellus has two separate entitlements. For the property generally bounded by Pacific Highway, Ash Street, Kettner Boulevard, and 'E' Streets (Site #2, Figure 2.5), Catellus is entitled to develop up to 3.35 million square feet of office, commercial, residential, retail, and hotel development. Catellus also has entitlements for 193 residential units for the property at 101 California Street (Site #3, Figure 2.5).

CIRCULATION CHARACTERISTICS

Circulation in the North Embarcadero is characterized by good-to-poor pedestrian amenities, a street system that operates with excess capacity, ample public transit access, and an excess parking supply. Figures 2.6 and 2.7 illustrate the existing circulation system and traffic congestion in the area, respectively.

The bayfront promenade is the most scenic and well-maintained pedestrian walkway in the North Embarcadero, and it is used by pedestrians, bicycles, and other non-motorized vehicles. The promenade has been developed in a piecemeal manner, with a portion of the promenade missing south of Grape Street. It is also designated as a Class I bike path, requiring pedestrian to share space with bicycles and non-motorized vehicles. Ash Street and Pacific Highway are signed Class III bike routes that share the road with motorists.



Bayfront Promenade

Other pedestrian amenities are limited to sidewalks flanking city streets. Some of the sidewalks are in need of repair, discontinuous, or not up to current standards. Crosswalks are excessively long (due to crossing distance) and sometimes daunting for elderly people. A limited number of pedestrian crossings exist along the railroad tracks, making pedestrian access to the North Embarcadero difficult from downtown and Little Italy.

Illustrated in Figure 2.6, the existing street system in the northernmost area of the North Embarcadero accommodates heavy traffic to and from San Diego International Airport at Lindbergh

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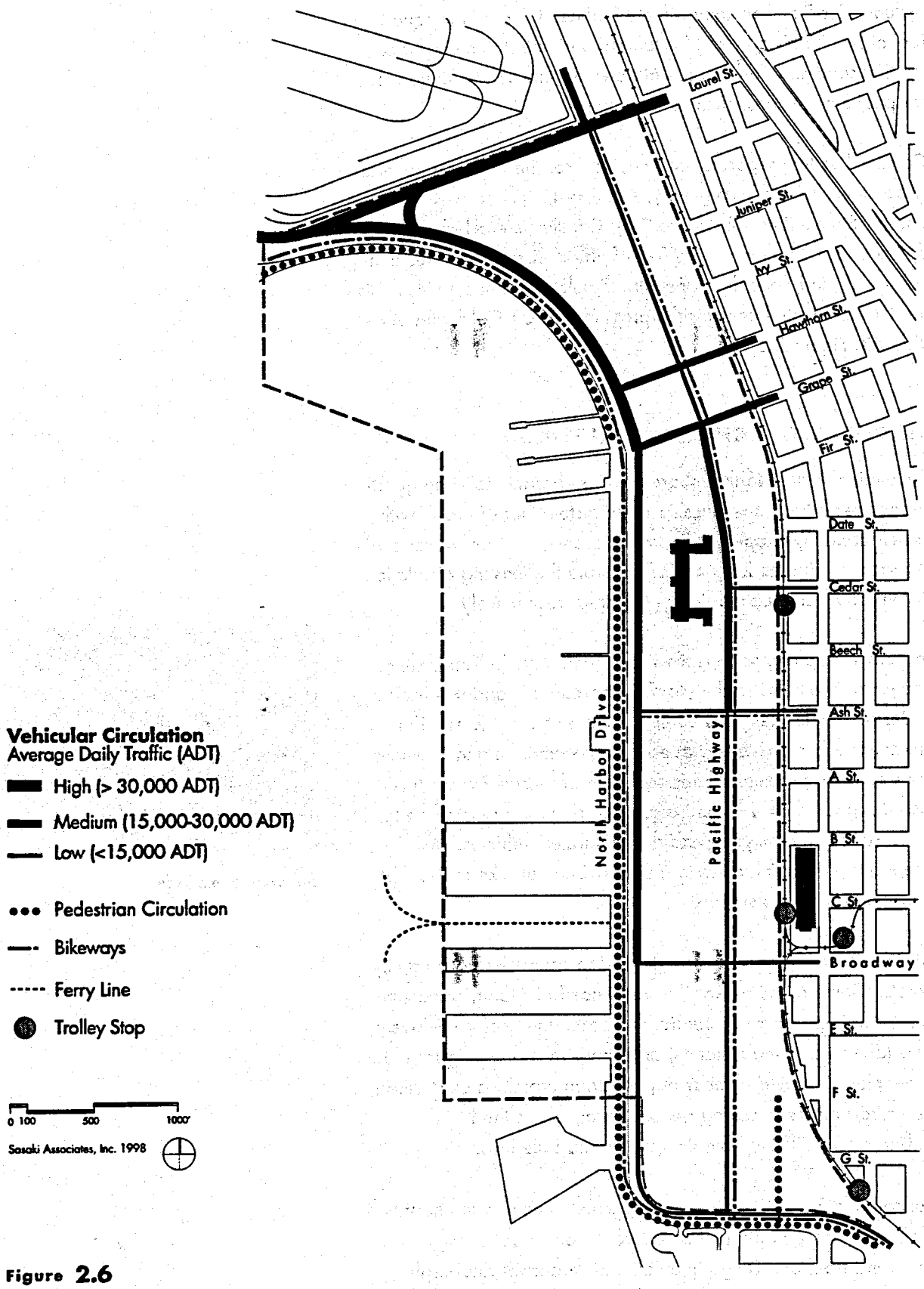

Figure 2.6

Existing Circulation and Traffic Volumes

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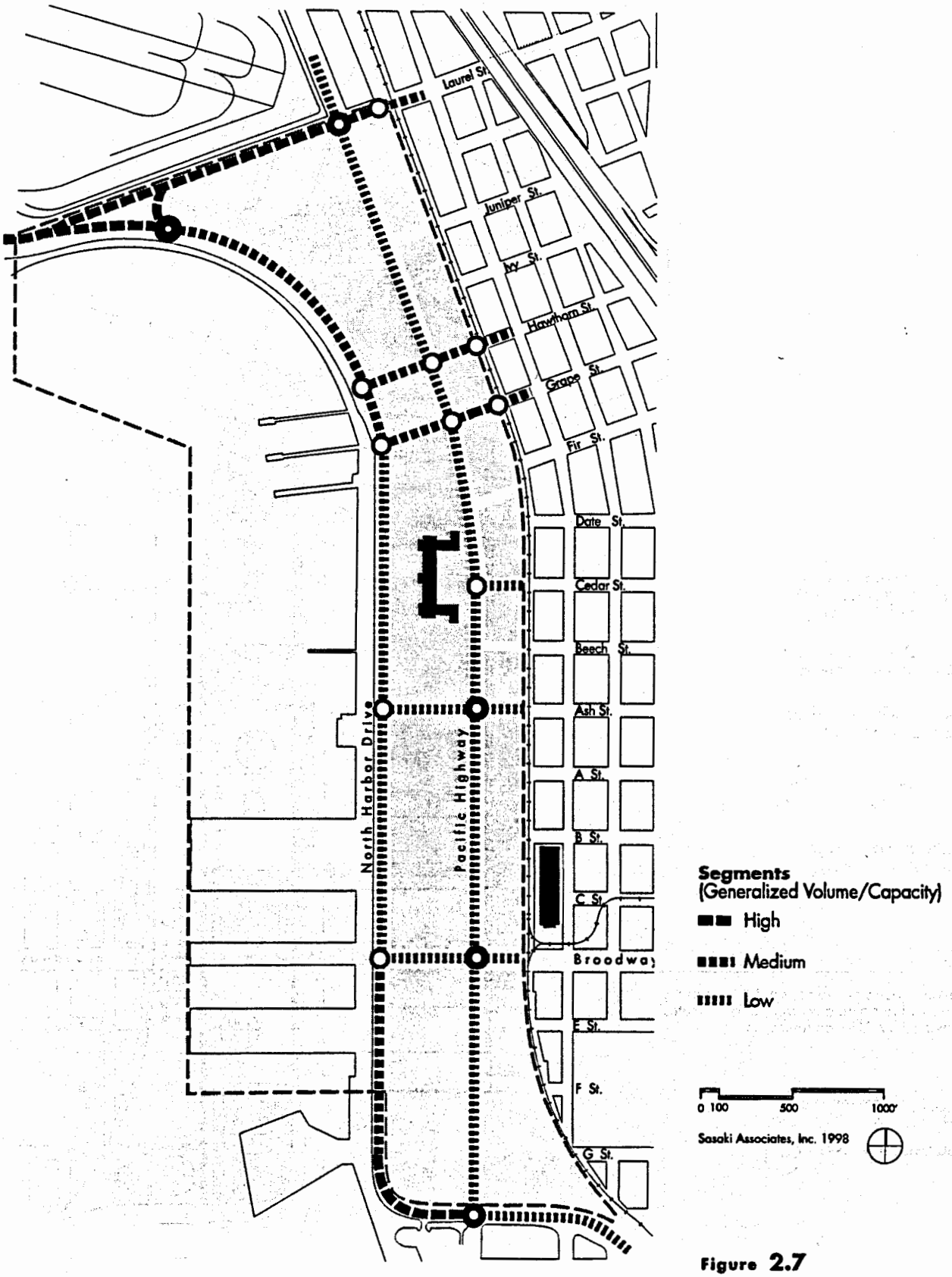

Figure 2.7
Congestion Diagram

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On-Street Parking: North Harbor Drive and Broadway Pier

On-Street Parking: Pacific Highway

On-Street Parking: East-West Streets

Tenant, Employee and/or Customer Parking

Spaces per Area
Weekday Occupancy

Note:

Parking counts based on windshield survey, review of aerial photograph, and estimates provided by Alliance members.

0 100 500 1000'

Sasaki Associates, Inc. 1998

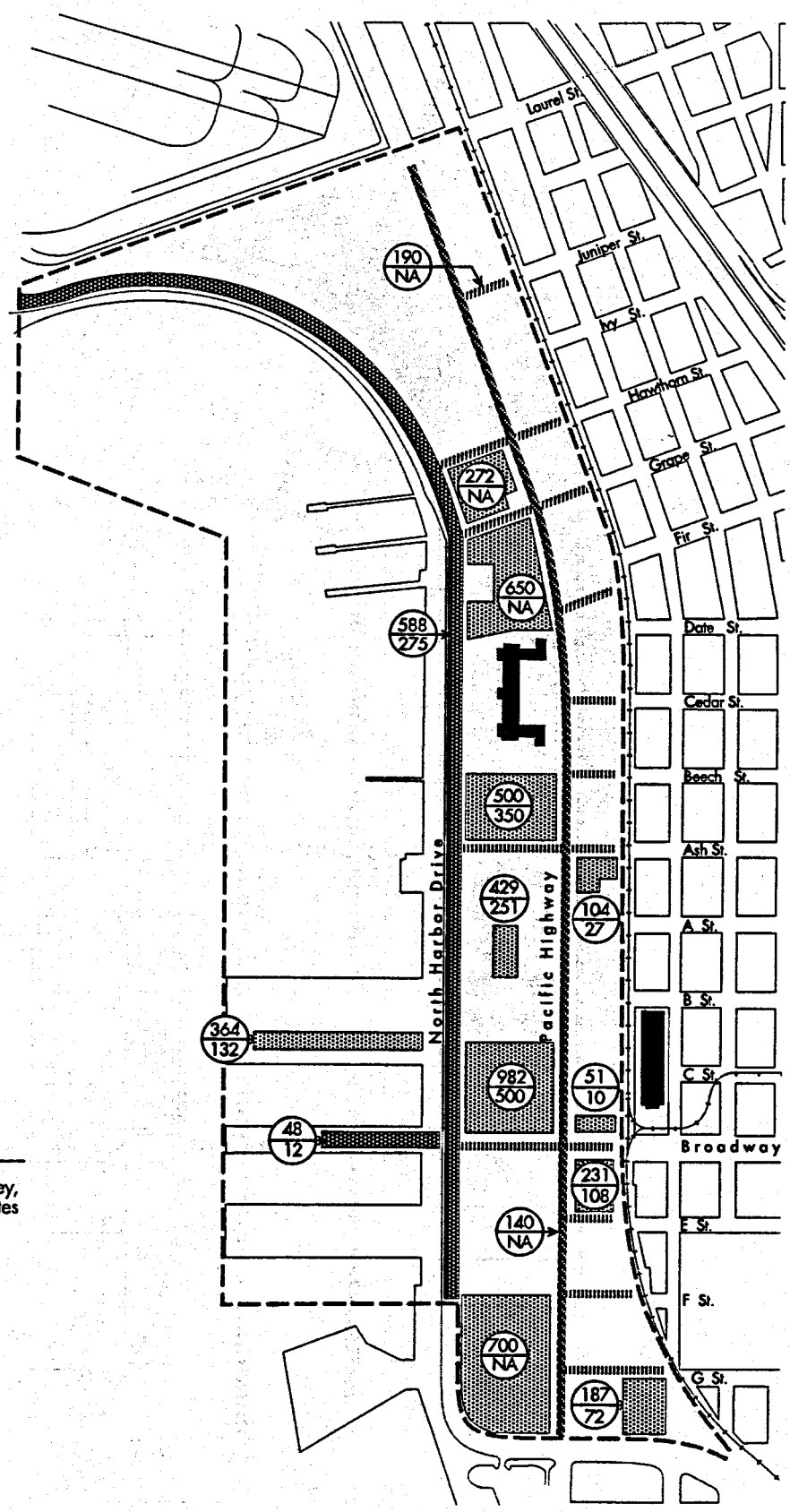

Figure 2.8
Existing Parking

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Field. The street system south of Grape Street has less traffic. Although several intersections are heavily congested, both Pacific Highway and North Harbor Drive (between Grape and Broadway) have excess capacity. This allows for possible diversion of traffic from North Harbor Drive to Pacific Highway, thereby creating an opportunity for additional public access and amenities along the bay.

Illustrated in Figure 2.6, the North Embarcadero is well served by transit. The San Diego Trolley makes four stops near the North Embarcadero in the Marina District, at the America Plaza Transfer Station, at Santa Fe Depot, and at the County Center/Little Italy Station near Cedar Street. Amtrak and the Coaster, a commuter rail service to seven stations along the San Diego coastline, makes stops at the Santa Fe Depot. Ferry service to Coronado is provided from Broadway Pier.

Illustrated in Figure 2.8, existing parking in the North Embarcadero consists of on-street public parking and off-street parking lots for private use by tenants, employees, and customers. Generally, parking counts in the area reveal an excess of on-street and off-street parking. Occupancy rates for the area range from 39% full during peak afternoon hours to 24% full during the weekends. (Sampling taken 28 June through 30 June 1998 during mid-afternoon and early evening; spaces compiled from Port District records supplemented by direct observation).

MARKET CONDITIONS

The overall economic outlook for the San Diego region is positive, primarily because of the region's successful transition to a knowledge-based economy. The greatest economic activity of the region occurs in downtown San Diego, adjacent to the North Embarcadero. There have been significant successes in the redevelopment of downtown San Diego in all economic sectors. If the real estate market continues to recover, land holdings in the North Embarcadero are the logical location for the next wave of significant, high-density development. However, significant problems remain to future development, including a weak corporate sector that has resulted in a fragile office market, a limited retail presence, and the absence of a strong arts and cultural representation.

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Office

The largest percentage of land in the North Embarcadero could be developed as office space. Projected growth in the regional economy should favorably affect the office market. Despite the generally favorable outlook, analysis indicates that rental rates in downtown San Diego remain far below those necessary to support significant and economically successful development of high-rise office space. Two development modules have been identified for development in the North Embarcadero. The first module is the typical high-rise module. The second module is a mid-rise campus office development.

Hotel

The North Embarcadero is an excellent location for hotel development due to potential waterfront views and proximity to downtown destinations. A key factor for the near- to intermediate-term is the status of the Convention Center expansion and the development of three major hotel facilities in the South Embarcadero. Room rates and occupancy have dramatically strengthened downtown, resulting in more than 3,000 hotel rooms proposed in various facilities in and adjacent to downtown. There appears to be immediate market support for about 500 rooms, even without the Convention Center expansion. Expansion of the Convention Center would generate demand for approximately 800 additional rooms. In addition to current needs and those generated by the Convention Center expansion, growth in the the visitor market appears capable of justifying 150 additional rooms per year.

Retail

Currently proposed projects, including the Seaport Village expansion and the continued development in the Gaslamp Quarter, should absorb all of the available market potential through the year 2010. Thereafter, growth in market demand appears capable of supporting about 50,000 SF of new space annually. From a market standpoint, significant retail/entertainment venues in the North Embarcadero should be related to the waterfront setting and should not seek to duplicate facilities and experiences found at Seaport Village, the Gaslamp, or Horton Plaza. Development of other uses in the North Embarcadero should include notable complements of retail and dining space to enliven the experience of visitors (such as part of an expanded cruise ship terminal) but should not be a major focus of activity.

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Residential

The downtown residential market is strong, with upward trends in occupancy and rent rates. If the project is currently entitled, a probable module for residential development would be mid-rise condominium development. Rent levels could support garden apartment density of development, but not mid- or high-rise development.

OPPORTUNITIES AND CONSTRAINTS

The North Embarcadero offers ample opportunities for both public amenity and private development. It also has constraints, including those related to its proximity to the San Diego International Airport and the bay. Figure 2.9 illustrates the general opportunities and constraints in the North Embarcadero.

North Harbor Drive's expansive street section along the bay, and the area's underutilized piers, provide opportunities for expanded public access and enhanced bayside amenities. The large areas of undeveloped and vacant land offers outstanding opportunities for new commercial, hotel, and, in some areas, residential development. Landmark elements, such as the crescent shape of the bay, the County Administration Building, and the Star of India, can create memorable experiences in the area. Pacific Highway, and its excess capacity, allows for the diversion of traffic from North Harbor Drive (south of Grape Street) to Pacific Highway and away from the bayfront. The North Embarcadero commands a central location relative to downtown with great access to land and water-based transit.

The area's constraints are generally related to a few key features, its proximity to San Diego International Airport, and the San Diego bay. The Santa Fe railroad tracks, and the long blocks between North Harbor Drive and Pacific Highway, form a "barrier" between adjacent neighborhoods and the bayfront. The railroad tracks, in particular, reduce the possibility of such a linkage.

The type and variety of land uses and configuration of development allowed in the area nearest the airport are limited because of airport-related height limitations and noise. Land uses inap-

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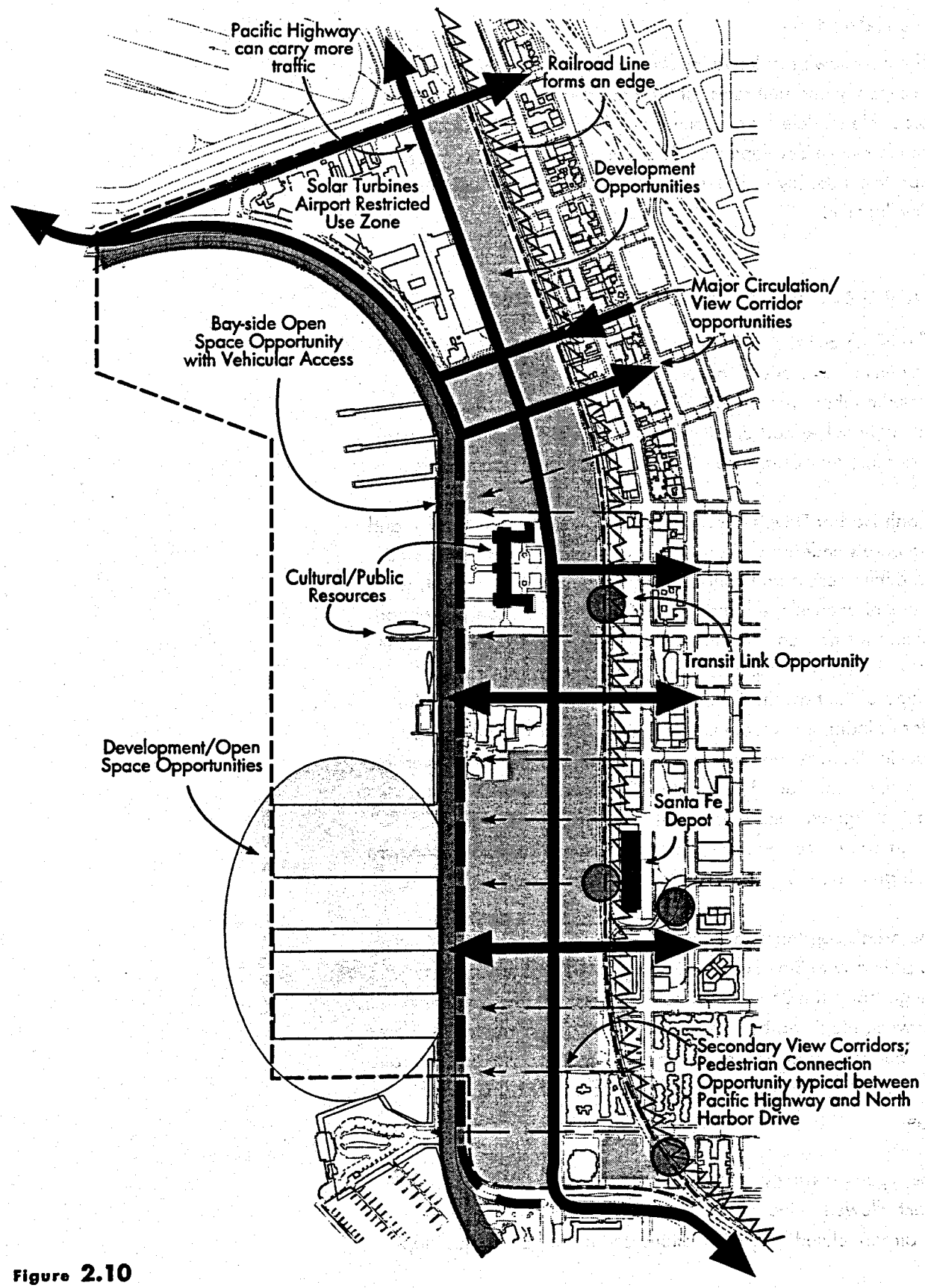

Figure 2.10

Opportunities and Constraints

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propriate for the area closest to the airport include residential development, office buildings, parks, and auditoriums. The type and variety of land uses allowed beside, on, or over the bay are limited because of existing Port/tideland-related use restrictions and environmental/regulatory constraints. Land uses beside the bay are generally restricted to commercial uses, marine industrial uses, and public recreation and access. Land uses on or over the bay are generally restricted to marine-related activities and development that does not require filling of the bay.

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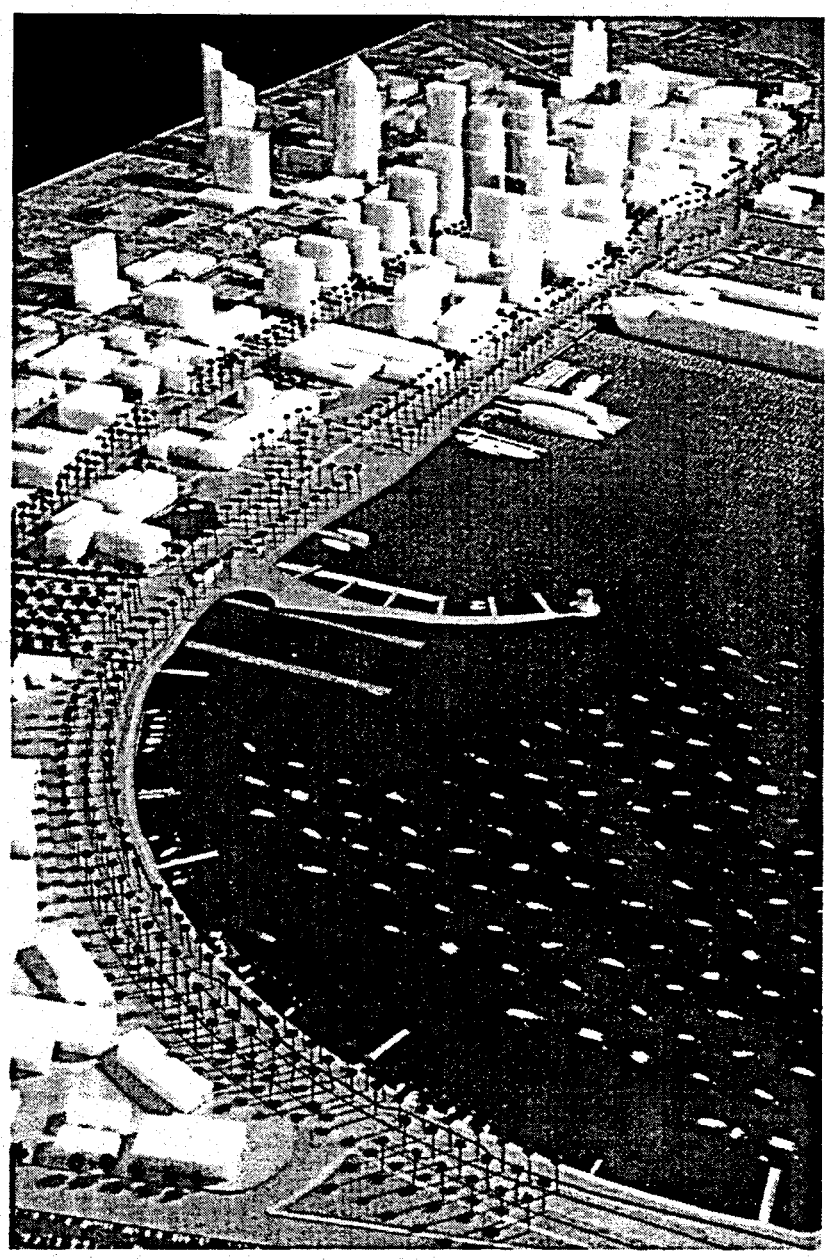

Bird's Eye View of North Embarcadero

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3

THE VISION

The vision for the North Embarcadero is a grand, active public precinct welcoming to residents and visitors alike. Serving as San Diego's "front porch," it is a district with a clear pedestrian orientation, allowing for visitors to view, experience, and celebrate the bay. It offers venues for public gathering and promenading, and it provides opportunities for private development that activate and define the public realm. The vision for the North Embarcadero is urban in character, relying on the extension of the downtown street grid as a framework for public access and visual connection to the Bay.

In this Chapter:

- Fundamental Principles
- Elements of the Plan

Described below, the vision for the North Embarcadero embodies five fundamental principles regarding the form and function of public improvements and private development. It embraces these principles in proposed enhancements to the public realm, that is the bayfront and street system in the North Embarcadero.

Note: Subsequent chapters, particularly Chapter Five, describe the individual elements of the Plan in more detail than below.

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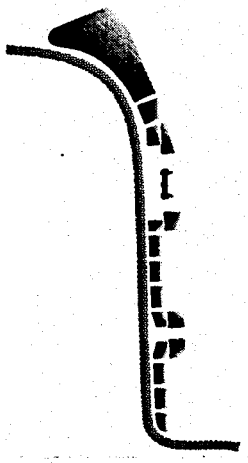
FUNDAMENTAL PRINCIPLES

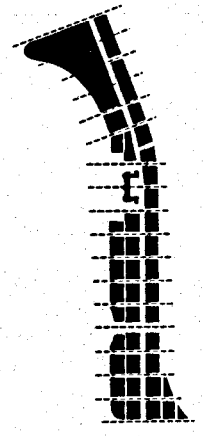
Five fundamental principles form the foundation for the North Embarcadero Alliance Visionary Plan:

- The Riviera
- City Meets the Bay
- Celebrate the Bay
- Gesture to the Bay
- Street System at the Bay



The Riviera

The crescent shape of the bayfront is a distinguishing feature of the North Embarcadero, affording a dramatic entrance into and unparalleled views of downtown San Diego and the Bay. The concept of "The Riviera" acknowledges the coastal setting of the North Embarcadero and the existing 200-foot-wide, publicly-accessible "coastal strip" (i.e. North Harbor Drive) along the bay. The Riviera concept denotes a resort area, or a place for recreation and rest, and is clearly defined by a consistent building street wall with active street front uses, a tree-lined street, and an expansive esplanade along the bay.



City Meets the Bay

The Visionary Plan is fundamentally about connectivity and linkage between downtown San Diego and the bay. "City Meets the Bay" establishes this connection by extending the downtown street pattern into the North Embarcadero. Extending the block pattern to the bayfront creates a development pattern consistent with downtown (a "mental" connection), and, in some cases, it provides direct connections between downtown and the bayfront (a "physical" connection). The block pattern is both familiar and easily understood by visitors to the area, and it affords frequent and regular linkages, and views, to the bay. The scale and character of the block pattern also affords an active street life in the North Embarcadero.

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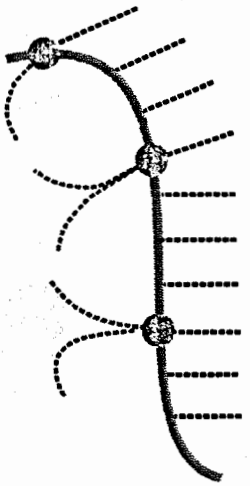
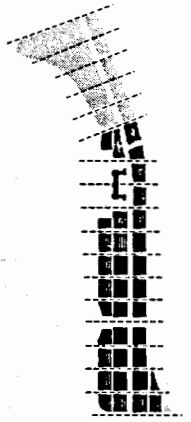
Celebrate the Bay

San Diego Bay is a great natural, historical, and recreational resource in the region. The Visionary Plan provides for opportunities to engage the bay and to enjoy its splendor, offering venues for public gathering, promenading, and boating. The Plan features "activity nodes" centered around public piers, water-related cultural facilities (such as the Maritime Museum and Aircraft Carrier Museum), and restaurant and retail development.



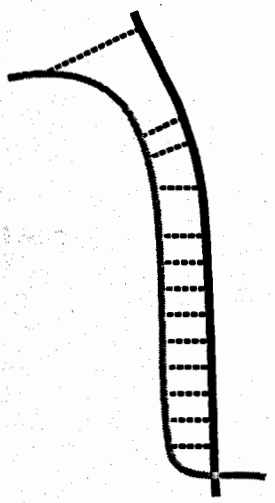
Gesture to the Bay

As a gracious gesture to the bay, development in the North Embarcadero steps down to the water's edge, respecting the lower scale of boats, pier buildings, and other bayside structures. The Visionary Plan highlights the crescent bay by celebrating its form, revitalizing the bayfront, and making it accessible to everybody. At the same time, the Visionary Plan sculpts new development to both concentrate development intensity along Broadway, San Diego's "Main Street," and to soften the interface between the city and the water, between the massive form of downtown development and the open character of the San Diego Bay.



Street System at the Bay

The Visionary Plan choreographs new patterns of circulation to ensure the character of the public environment in the North Embarcadero. It couples the existing north-south spines with east-west streets, creating a street grid pattern that maximizes access to the Bay. North Harbor Drive and Pacific Highway complement each other's use: Pacific Highway, designed as a grand boulevard, relieves North Harbor Drive of through traffic and allows it to take on a pedestrian orientation in keeping with a bayfront esplanade. Frequent east-west streets are reclaimed to distribute traffic between the two north-south spines and out of the North Embarcadero.



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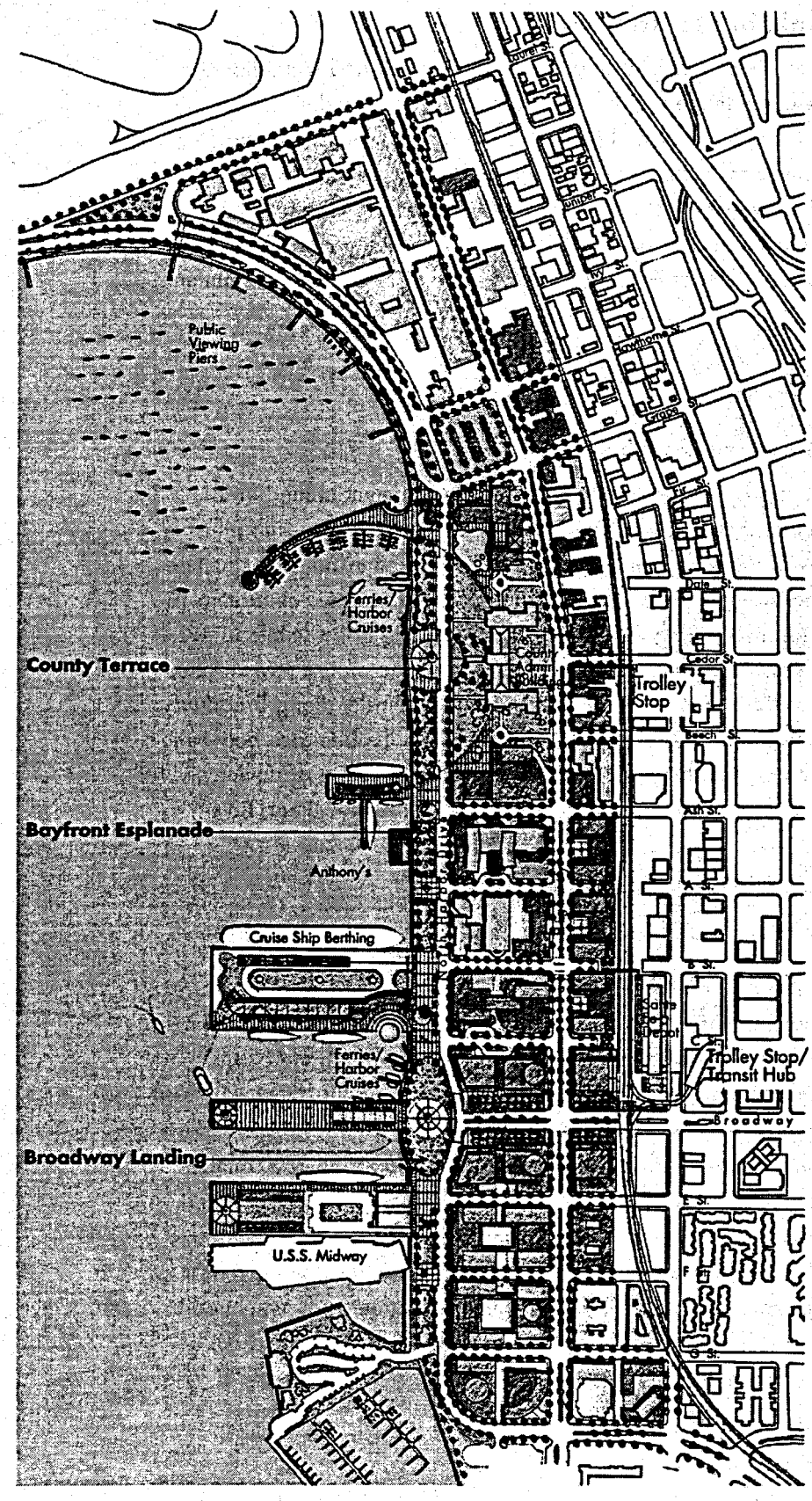

Figure 3.1

Illustrative Plan of Project Area

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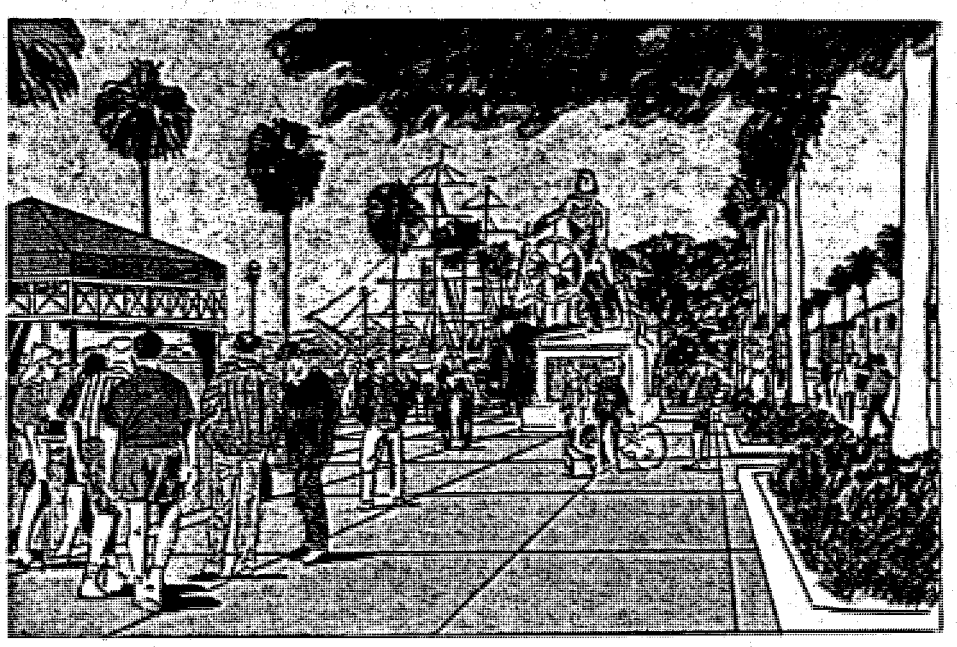
ELEMENTS OF THE PLAN

The North Embarcadero Alliance Visionary Plan builds on the five fundamental principles described above, giving San Diego's downtown waterfront a pedestrian-oriented civic character. The different elements of the North Embarcadero—principally the bayfront and the grid of streets—together establish a framework for public life.

Illustrated in Figure 3.1, the Visionary Plan establishes an expansive bayfront esplanade punctuated by two "activity centers", referred to as County Terrace and Broadway Landing. It supports and reinforces this public realm through a pedestrian-friendly street system that accommodates both local and through traffic. The Plan builds on the existing bayfront characteristics and opportunities, such as the landmark County Administration Building and the various piers. The elements of the Plan are infused with a public vitality through urban design, civic programs, and architectural form.

The Bayfront Esplanade

Illustrated in Figure 3.2, the Bayfront Esplanade is a continuous public open space spine along the San Diego Bay. It is defined by the crescent-shaped bayfront along its western edge and by



Bayfront Esplanade

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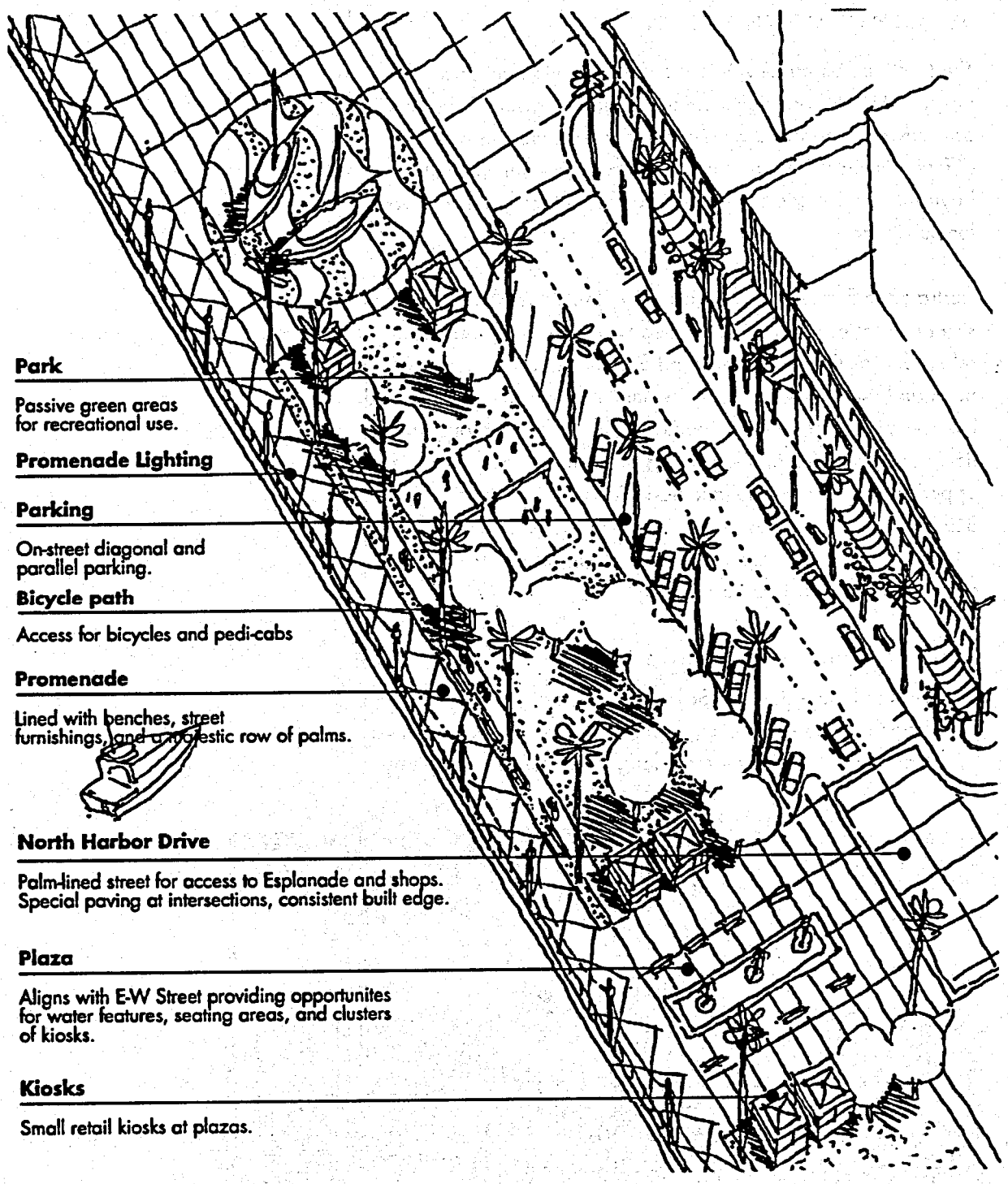

Figure 3.2

Bayfront Esplanade

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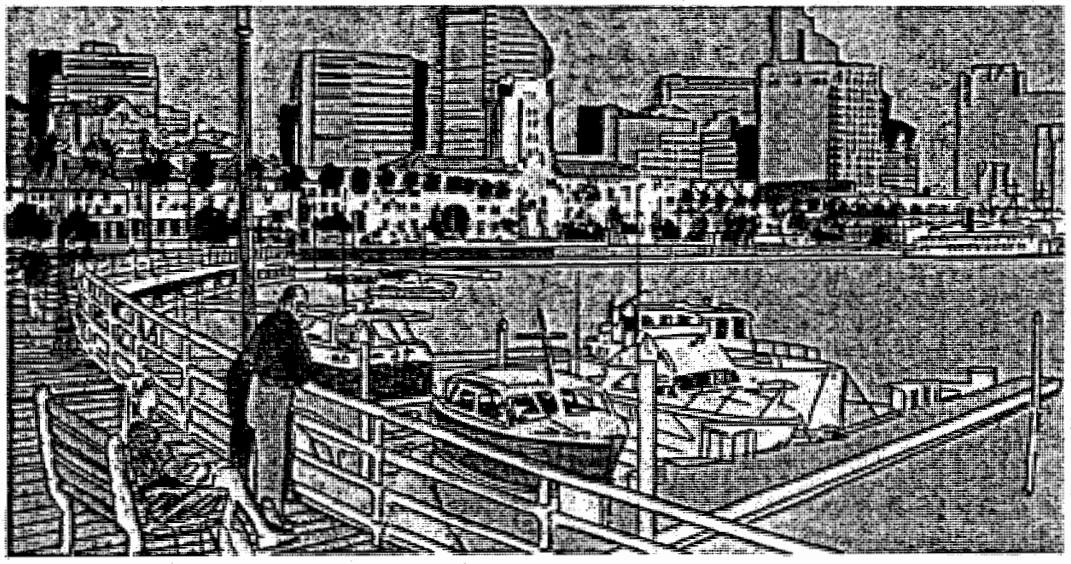
North Harbor Drive and a consistent backdrop of buildings to the east. The Esplanade, and the 25-foot-wide promenade along its western edge, is part of a larger bayside open space network connecting Harbor Island to the South Embarcadero. The promenade strings together a necklace of parks and plazas. Collectively, the series of plazas and parks form a "front porch" for the city, creating an active public precinct at the water's edge.

Each space along the Esplanade is designed to accommodate a specific activity and strengthen the particular character of that space. Plazas are typically located where east-west streets terminate at the bay, taking advantage of views and street connections back to the city. The plazas provide ample seating and gathering opportunities, and they allow for permanent attractions, like fountains, public art, or band shells, and temporary installations. Passive green spaces exist between the plazas, providing recreational opportunities. North Harbor Drive serves as a scenic drive and provides opportunities for parking and public access along its entire length.

The Esplanade is anchored in the north and to the south by two important open spaces. The two urban spaces, County Terrace and Broadway Landing, each embrace the San Diego Bay, the most unique and valuable asset of the North Embarcadero.



New Grape Street Pier at County Terrace

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The County Terrace

The County Administration Building commands an important site and is a significant historic and cultural landmark in the North Embarcadero. The Plan envisions a grand space, the County Terrace, in front of the building to complement and enhance the civic character of the building.

The County Terrace is bounded by the proposed Grape Street pier to the north and an expanded Maritime Museum pier to the south. Illustrated in Figure 3.3, this district includes: a significant recreation pier (Grape Street Pier) with public boat docking; a passive green space framed by majestic palms and an intimate canopy of trees; a bayside overlook flanked by a floating public access pier; and two new plazas, offering venues for public gathering, north and south of the County Building.

The County Terrace is defined by development on the existing north and south parking lots of the County Administration Building. These developments frame the north and south extents of the County Terrace and help define it as a significant civic space.

The Plan envisions two possible development scenarios for the existing parking lots at the County building. Both scenarios adhere to the same urban design guidelines and enhance the public character of the north and south borders of the County Terrace. The two scenarios considered for the north and south County lots respectively are a mixed-use office complex/performing arts center and an office/hotel development. Both would replace (retain) some or all of the existing parking spaces now on-site.

Scenario 1: Mixed-Use/Performing Arts Center Development

In this scenario, the County property is envisioned as a cultural precinct, where a grand civic space is enlivened and framed by cultural and active uses. Illustrated in Figure 3.3, development on the north lot consists of a campus-like layout of office and other commercial uses including restaurants and shops. The south lot could be developed as a performing arts center with venues for indoor and outdoor theater and other cultural events.

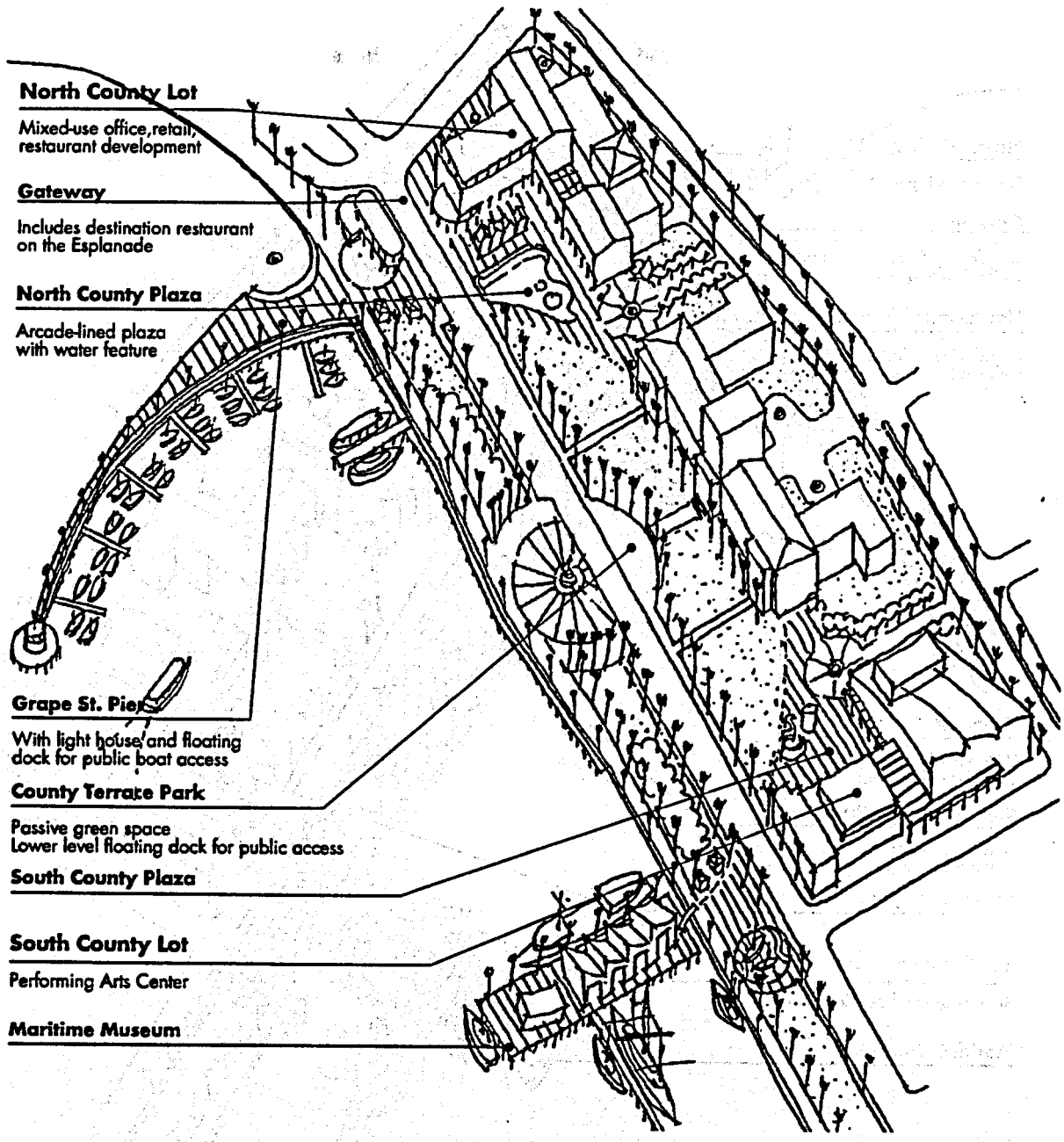

Figure 3.3

County Terrace with Mixed-use Development and Performing Arts Center

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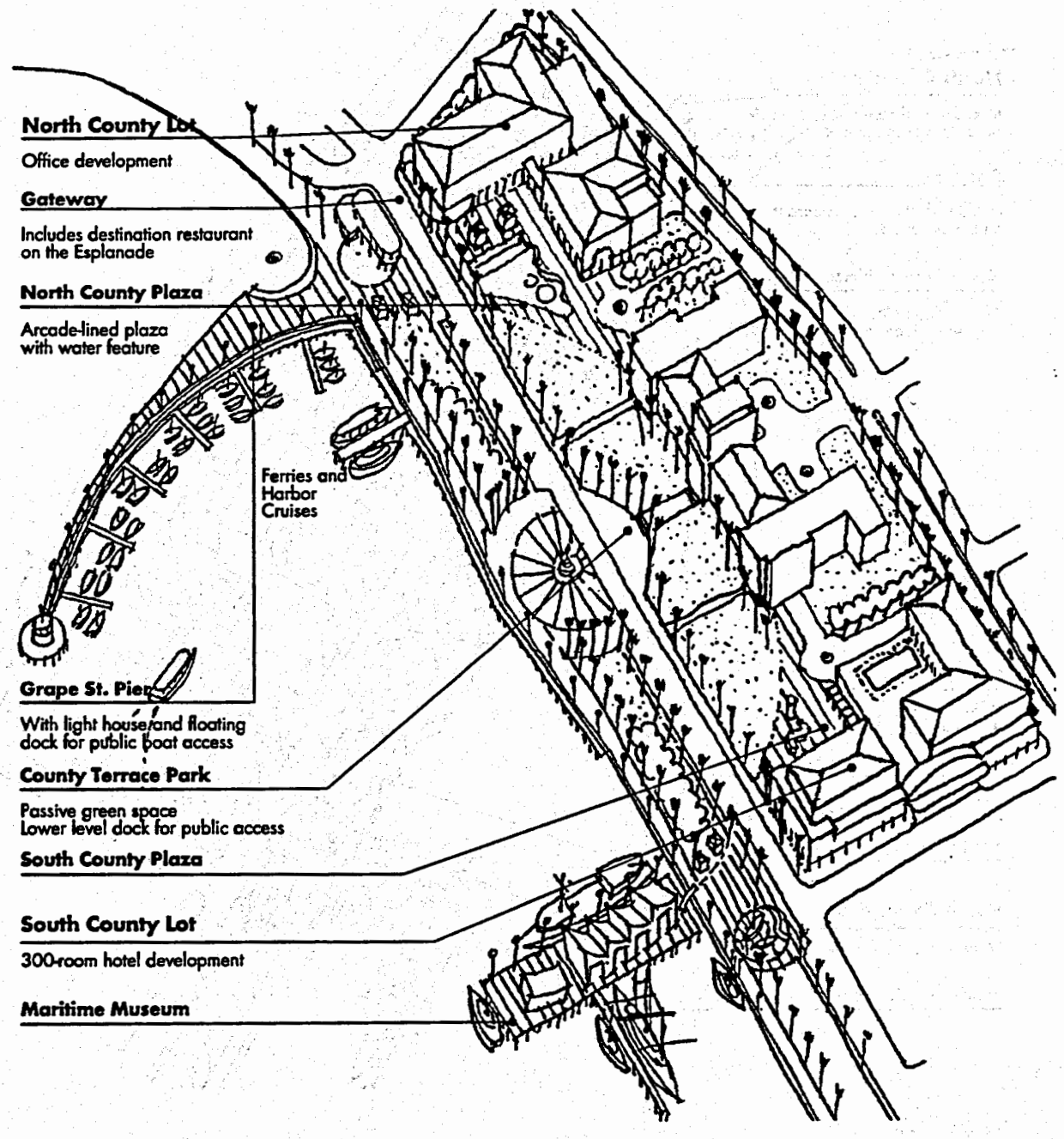

Figure 3.4

County Terrace with Office Development and Hotel

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Scenario 2: Office/Hotel Development

This scenario accommodates a higher density of development north and south of the County building. Illustrated in Figure 3.4, a low-rise campus complex including 150,000 SF of office, ancillary retail, and parking is proposed on the north County lot. A hotel with up to 300 rooms could be accommodated on the south County lot. This development scheme includes parking and a forecourt off of Ash Street.

Broadway Landing

Broadway Landing is intended as one of San Diego's most important civic spaces, commanding a prominent position at the foot of Broadway. Framed by the active edges of 'B' Street, Broadway, and Navy piers, Broadway Landing is an expansive public space that reaches from the grand oval-shaped landscaped park on the Bayfront Esplanade out over the water. Here, large public gatherings can happen next to the water; families can greet sailors coming home from naval duty; or residents might congregate to see visiting historic ships. Broadway Landing could also become home to important publicly-oriented uses like a San Diego visitors center or museum.

Illustrated in Figure 3.5, Broadway Landing is bounded by the 'B' Street pier to the north and the Navy pier to the south. It

Broadway Landing

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includes the Broadway Pier and a large expanse of the harbor for the berthing of vessels of all sizes. In the Visionary Plan, the water's edge is surrounded by a public boardwalk, lined with outdoor cafes, kiosks, and cultural attractions, where visitors can venture out close to the water and enjoy the ships and the people passing by.

'B' Street Pier continues to serve the role of a commercial pier in the North Embarcadero. The size and configuration of a cruise ship facility, and the nature of other commercial development on the pier, will be based on the future needs of the cruise ship industry in San Diego now under study by the Port District.

To support the maritime character and active usage of the new Broadway Landing, the Visionary Plan presents two alternative development scenarios for the 'B' Street pier. Illustrated in Figures 3.5 and 3.6, both alternatives are conceptual in nature and do not suggest a fixed building configuration or program. The two alternatives are a Port-of-Call Cruise Ship Terminal with mixed-use retail and cultural attractions and a Home port Cruise Ship Terminal with full service capabilities. Both alternatives conform to the urban design guidelines and land use designations outlined in the Visionary Plan. Both build on and enhance the public character of this new civic space at the Bayfront.

Scenario 1: Port-of-Call Cruise Ship Terminal/ Mixed-use Center

Illustrated in Figure 3.5, 'B' Street Pier could support both a cruise ship terminal and a mixed-use development, including cafes, shops, restaurants, and cultural attractions. This alternative envisions a boardwalk on the south side of the 'B' Street pier, lined with cafes, stores and other active uses. Major restaurants could occupy prominent corner locations.

Cruise ship activities in this scenario would be limited to Port-of-Call cruise ship berthing on the north and west sides of the pier. Port-of-Call ships require a minimum of servicing and customs and immigration facilities. An expansive 'signature' structure could be constructed to shelter disembarking/embarking passengers. Most bus and taxi queuing occurs on the central portion of the pier. 'Port-of-Call' berthing could also be accommodated on the south side of Broadway Pier.

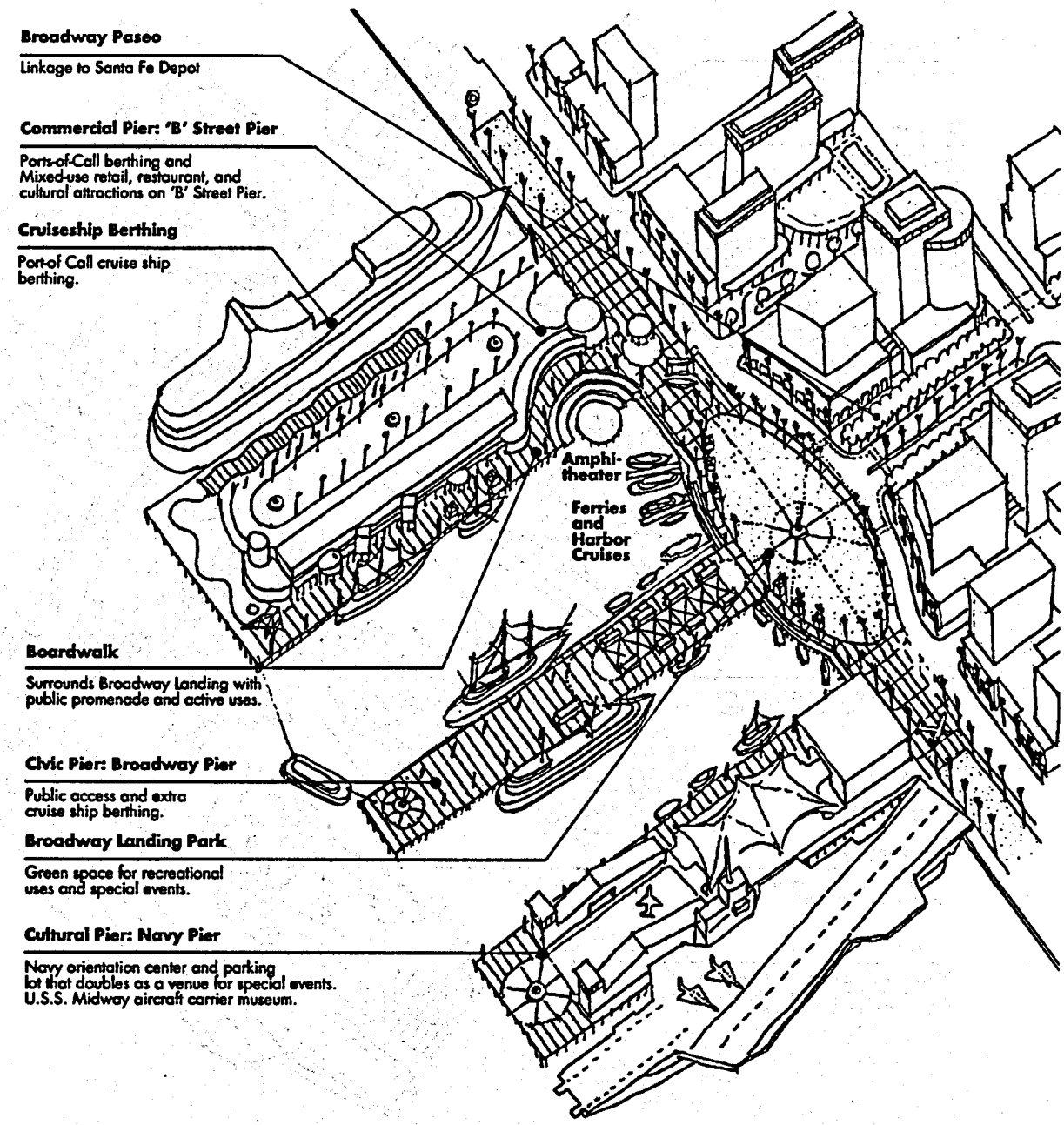

Figure 3.5

Broadway Landing with Port-of-Call Cruise Ship Terminal

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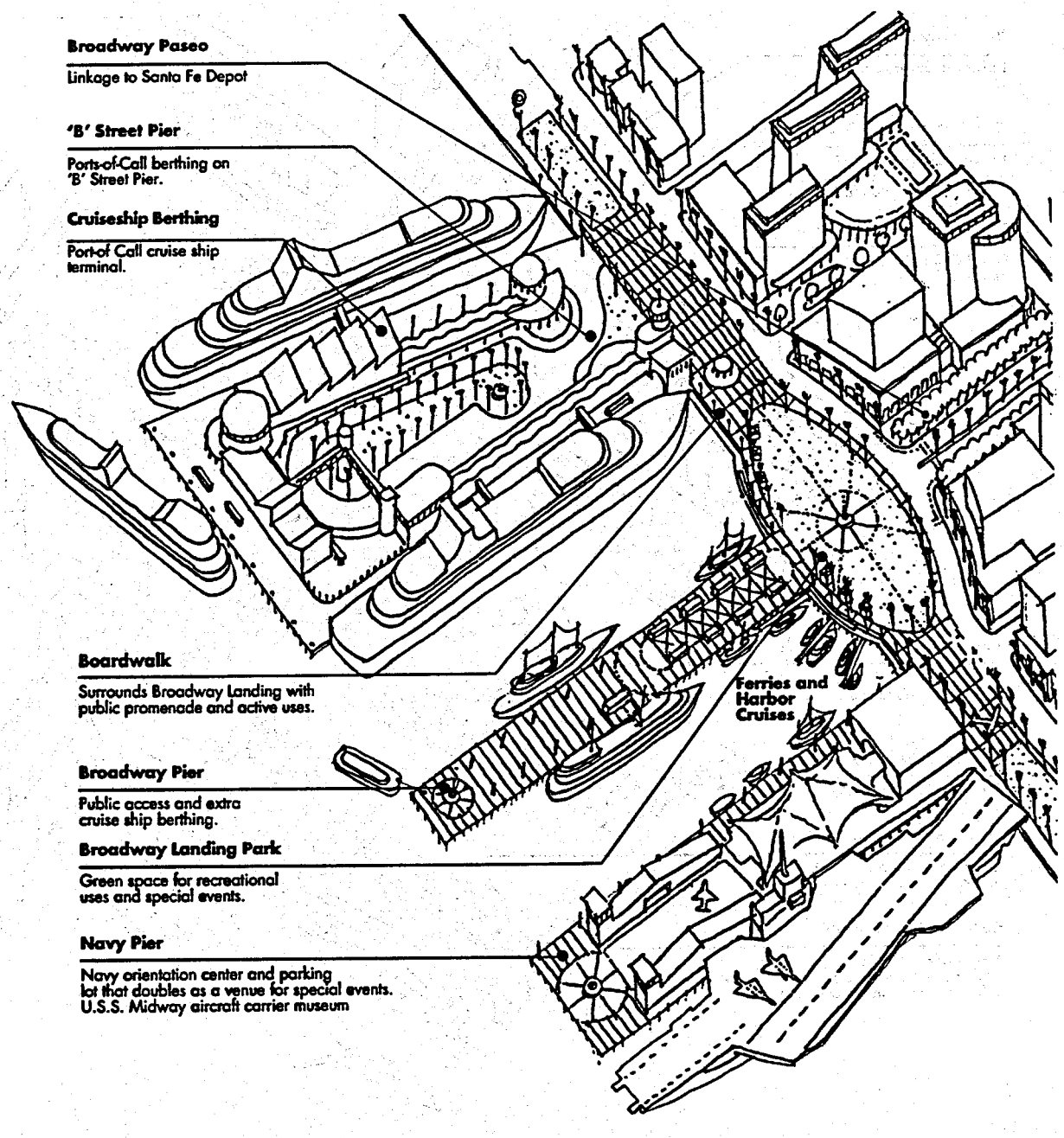

Figure 3.6

Broadway Landing with Home port Cruise Ship Terminal

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Scenario 2: Home port Cruise Ship Terminal

Illustrated in Figure 3.6, an expanded 'B' Street pier could be developed as a 'signature' Home port cruise ship terminal complete with customs and immigration facilities and full service capabilities.

In the Home port cruise ship terminal alternative, the south side of 'B' Street pier would be a restricted zone designated for cruise ship berthing only. The head house of the new terminal building could house a destination restaurant with a key position overlooking the new Broadway Landing. A wide 60-100' wide apron for loading and truck queuing skirts the entire 'B' Street pier, allowing for segregated and secure service access to cruise ships. Buses, shuttles, taxis, and private vehicles drop-off and pick-up passengers via a separate central public access zone in the middle of the pier. 'Port-of-Call' berthing could also be accommodated on the south side of Broadway Pier.

The Home port cruise ship terminal, unlike the Port-of-Call cruise ship terminal, will require careful coordination of traffic/ parking initiatives in order to minimize traffic-related impacts in the North Embarcadero area. By design, it is assumed that most of the truck, bus, and passenger vehicle loading and queuing will occur on the expanded 'B' Street pier itself. However, routing and stacking of trucks, buses, and taxis must be carefully considered within the context of the Visionary Plan. These circulation considerations are described in greater detail in Chapter Six of the Plan.

Streets

The elements that comprise the framework of public spaces in the North Embarcadero (the Bayfront Esplanade, County Terrace, and Broadway Landing) are supported functionally by a system of streets that provide public access for vehicles and pedestrians. The streets, working as a system, each play a distinct role in the North Embarcadero, distributing traffic and servicing new developments. With wide sidewalks, street trees, and active street frontages, the streets also provide for a convenient, comfortable, and inviting pedestrian network throughout the North Embarcadero.

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Pacific Highway

Pacific Highway is envisioned as a tree-lined boulevard accommodating through traffic and pedestrian circulation. The Visionary Plan routes major through traffic onto the six-lane Pacific Highway, allowing North Harbor Drive to carry less traffic and take on a more pedestrian orientation.

North Harbor Drive

North Harbor Drive is a prominent palm-lined street, providing easy access and on-street parking for visitors to both the Esplanade and shops along the east side of the street. North Harbor Drive has a clear pedestrian orientation. At intersections, special paving treatment and wider sidewalks help to calm traffic and ease pedestrian crossings.

Broadway

As one travels from the center of the Downtown, Broadway slowly widens to gently meet the bay at the Broadway Landing. Amtrak and the San Diego trolley system make up a transit hub located on Broadway just east of the North Embarcadero. A wide tree-lined paseo connects the land-side public transit to the water-side transportation facilities, including the harbor excursion ferries and the cruise ship terminal. This network also effectively links the city museum and future downtown library facilities to the waterfront.

East-West Streets

A series of east-west streets, aligned with the downtown street system, provide frequent and convenient public access from Pacific Highway to North Harbor Drive. They distribute traffic more evenly across the entire North Embarcadero. These streets also act as the primary service and parking access to the development parcels between North Harbor Drive and Pacific Highway.

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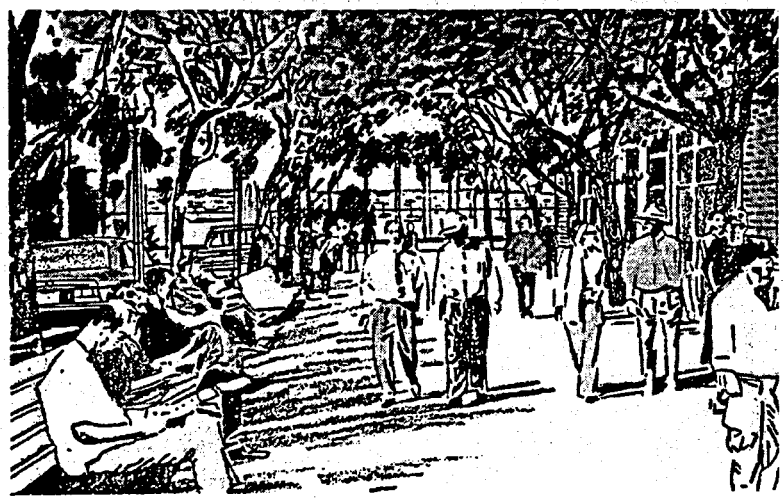
Pacific Highway

North Harbor Drive



Broadway Paseo

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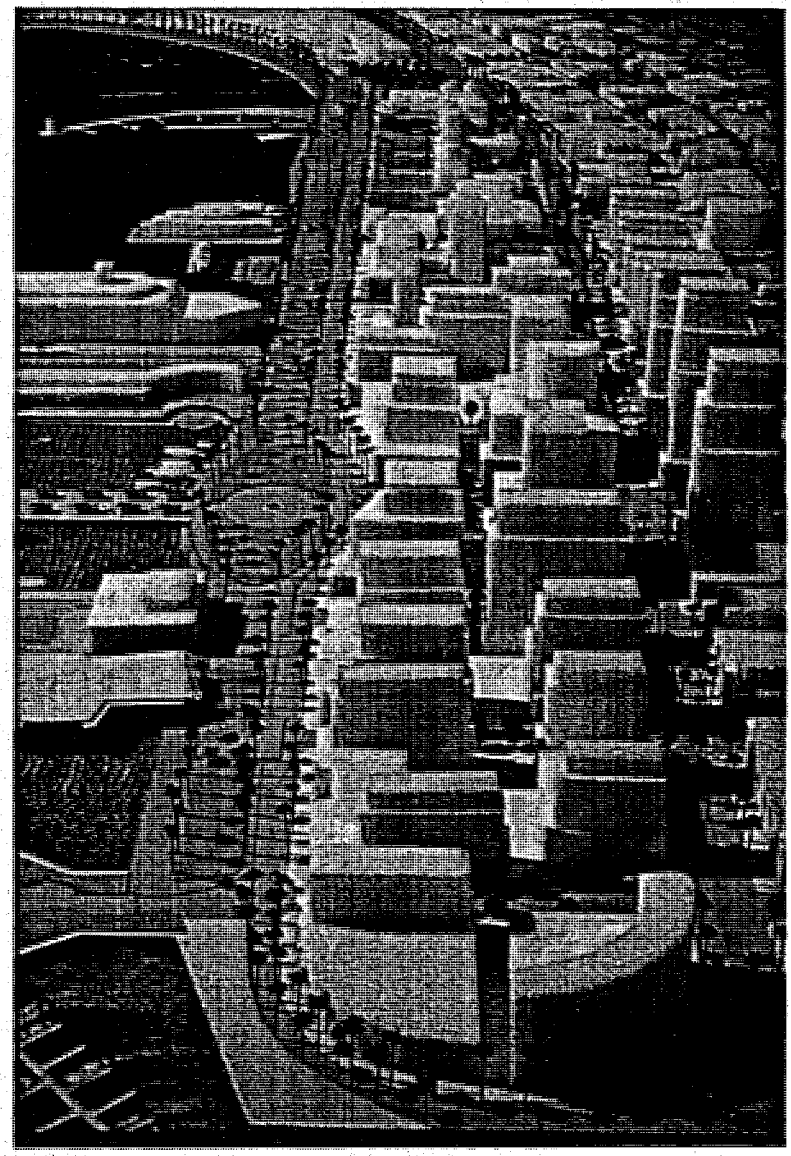

Birds Eye View of North Embarcadero looking North

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4

LAND USE AND URBAN FORM

The North Embarcadero Alliance Visionary Plan establishes the distribution, location, and extent of land uses in the North Embarcadero and the desired form, scale, and character of future development.

The success of the Visionary Plan, for the most part, relies on the proposed public improvements and the character of development that defines and activates the public realm rather than on specific uses or intensities of development. The Plan encourages mixed-use developments, including residential projects, that enliven the area. It recommends building height limits, building setback requirements, and other development regulations that give prominence to the bayfront, activate the area, and provide bayfront access. The Visionary Plan establishes design guidelines that ensure a character of development that is both high-quality and appropriate for the bayfront.

In this chapter:

- Land and Water Use
- Development Intensity
- Building Heights and Massing
- Street-Level Treatment
- Architectural Treatment
- Public Access
- Site Access, Parking, and Service
- Special Precincts Treatment

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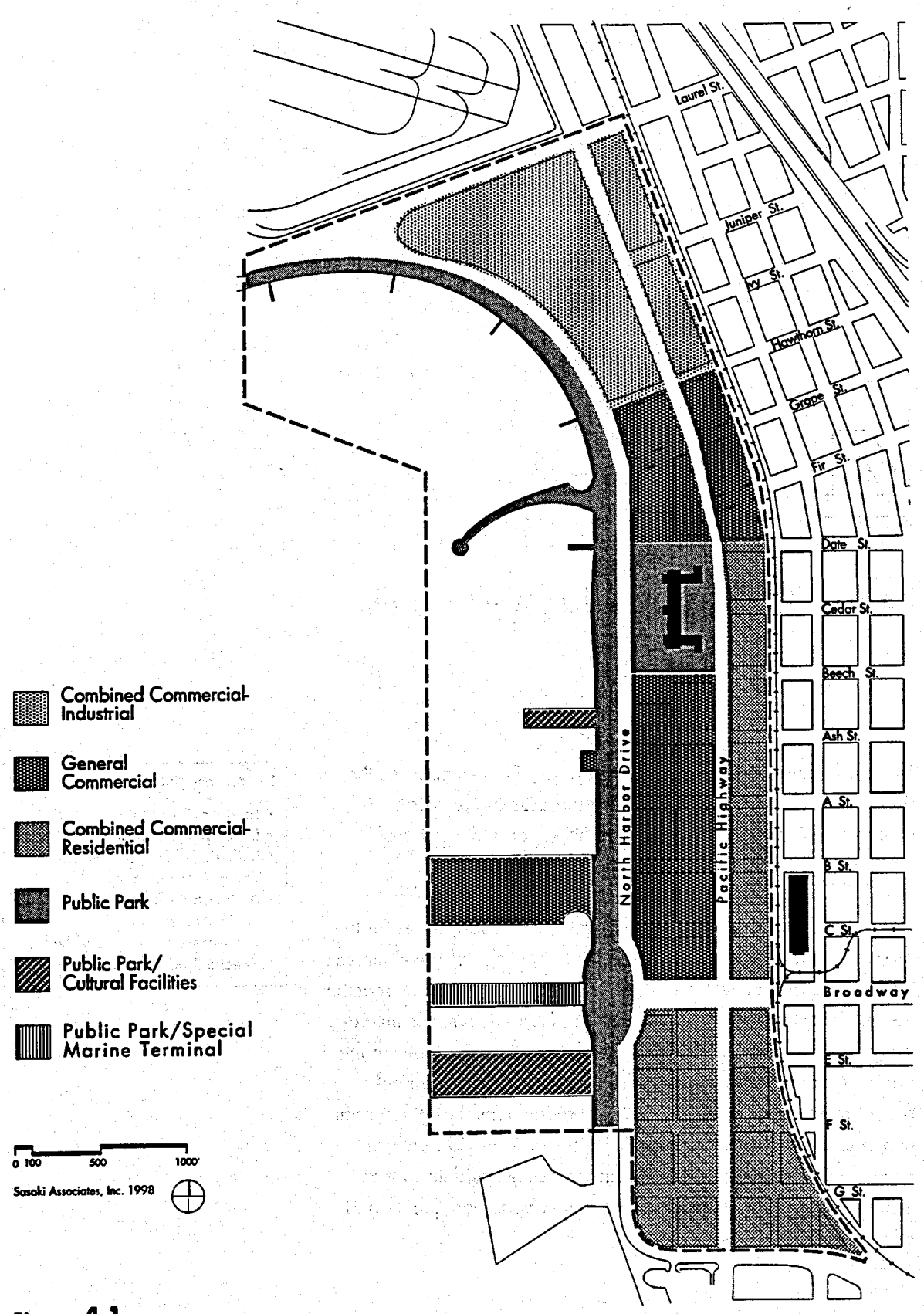

Figure 4.1
Land Use

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Note: The Visionary Plan assumes as a baseline condition that San Diego International Airport at Lindbergh Field will remain at its current location, with a similar runway configuration, for the foreseeable future. If and when the airport is relocated, the proposed land use designation and development intensity for the northern stretch of the North Embarcadero, particularly the Solar Turbine site, should be reconsidered.

LAND AND WATER USE

The Visionary Plan establishes use designations for land and water, ensuring mutually reinforcing uses for the whole of the North Embarcadero. These designations should be considered within the context of the development scenarios, guidelines for improvements, and public amenity features described in other sections of the Visionary Plan.

Land Use

Illustrated in Figure 4.1, the Visionary Plan accommodates a mix of land uses consistent with current market conditions, the desired character for the area, and restrictions imposed on tidelands properties by State law and on areas in close proximity to an active airport (see Chapter 2). The Plan restricts light industrial and automotive uses to the area nearest the airport north of Hawthorn Street. It allows for a mix of hotel, office, retail, and entertainment uses throughout the North Embarcadero, and it encourages residential projects where possible to enliven the area. The Plan encourages uses at the water's edge (and along North Harbor Drive) that have a water-orientation or activate the bayfront and are supported by market demand, the public sector (i.e. the Cruise Ship Terminal), or private/non-profit interests (i.e. Maritime Museum, Aircraft Carrier Museum).

The Visionary Plan identifies six broad land use categories: Combined Commercial-Industrial, General Commercial, Combined Commercial-Residential, Public Park, Public Park/Cultural Facilities, and Public Park/Special Marine Terminal.

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Combined Commercial-Industrial

This land use category allows for uses consistent with the existing land use pattern and suitable for an area in close proximity to the airport. This designation allows for the following uses: office, hotel, retail, restaurant, entertainment, public parks, light manufacturing, assembly and fabrication, incubator industrial, wholesale, research and development, warehousing and distribution, food processing, automotive (rental, repair, and service), and parking facilities.

General Commercial

The non-specialized General Commercial land use category permits a variety of commercial uses where residential development is inappropriate or not permitted. This designation allows for the following uses: office, hotel, retail, restaurant, entertainment, other compatible commercial uses, public parks, cultural facilities, marine terminal ("B" Street Pier only), and parking facilities. Stand-alone parking facilities, if developed, should be located along Pacific Highway, not North Harbor Drive.

Several sites within the General Commercial area have a sensitive location or special role within the North Embarcadero, requiring additional land use recommendations. These special sites are discussed in greater detail below.

Combined Commercial-Residential

This land use category encourages residential development in addition to traditional general commercial uses. This designation allows for the following uses: office, hotel, retail, restaurant, entertainment, other compatible commercial uses, public parks, cultural facilities, multi-family residential (including live/work), and parking facilities. Stand-alone parking facilities, if developed, should be located along Pacific Highway, not North Harbor Drive.

Public Park

The Public Park land use category applies to most of the +110-foot-wide esplanade along the bayfront (described in Chapter Three and Five). This designation allows for parks, plazas, and support retail/cafes accommodated in small kiosks (not to exceed 250 square feet in size each). In total, small structures should occupy no more than 10,000 square feet of site area in the Esplanade.

Public Park/Cultural Facilities

The Public Park/Cultural Facilities land use category applies to the Navy Pier and Maritime Museum. This designation allows for parks, plazas, cultural facilities (such as the Maritime Museum and the Aircraft Carrier Museum), support retail/cafes, and parking facilities (Navy Pier only).

Public Park/Special Marine Terminal

The Public Park/Special Marine Terminal land use category applies to Broadway Pier. This designation allows for parks, plazas, and support retail/cafes accommodated in small kiosks (not to exceed 250 square feet in size each). This land use category also allows for the berthing and embarking/disembarking of Ports-of-Call cruise ships and Day cruisers and other visiting ships that require minimal immigration, storage, or other building facilities. A small structure, up to 1,500 square feet in site area, may be constructed to service visiting ships. In addition, the designation allows for limited parking associated with visiting ships or special events. Broadway Pier is described in more detail in Chapter Five.

Special Sites and their Land Use

Due to their sensitive location and/or role in the overall vision of the Plan, certain sites within the General Commercial area require further elaboration. Identified in Figure 4.2, these sites are:

1. *Solar Parking Lot.* The Solar Parking Lot is difficult to develop because it is surrounded by four major arterial roadways (North Harbor Drive, Hawthorn Street, Pacific Highway, and Grape Street). For this reason, the Visionary Plan supports its continued use as a parking lot (with additional landscaping to screen cars), providing views to the bay from upland areas, until such time that another General Commercial use becomes viable. A reconfigured North Harbor Drive passing through the site, a use ruled out by the Visionary Plan, is discussed in Chapter Six.

2. *North Lot, County Administration Building.* To the extent supported by market demand, the use at the north lot should include office, retail, restaurant, a marketplace, or

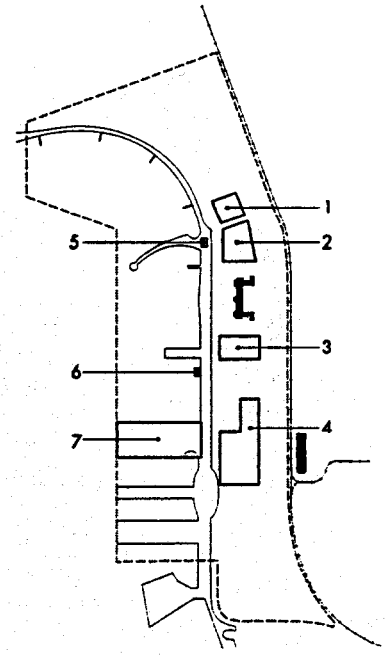

Figure 4.2
Special Sites

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other General Commercial uses that would draw visitors to this end of the bayfront from Little Italy and the southern reaches of the North Embarcadero.

3. *South Lot, County Administration Building.* The Visionary Plan proposes two alternative development scenarios for the south lot: a performing arts center or a hotel or other General Commercial use.

4. *Lane Field and 1220 Pacific Highway.* The Visionary Plan encourages a mixed-use hotel, office, and retail development for Lane Field and, when available, 1220 Pacific Highway. The Plan acknowledges that the site(s) could be developed, in part, as support-facilities for a Cruise Ship Terminal on 'B' Street Pier. Such a facility might include a parking structure, storage, and staging area for trucks, buses, and taxis.

5. *The Esplanade at Grape Street Pier.* The Visionary Plan supports the development of a major restaurant on the esplanade at the foot of Grape Pier, providing a destination and activity in the northern reaches of the North Embarcadero. This restaurant should have a footprint of no more than 5,000 square feet, and it could include a second story (for a maximum size of 10,000 square feet). The restaurant could also include a ground floor patio and a second level dining terrace.

6. *Anthony's Seafood Grotto.* The Plan recognizes that Anthony's Seafood Grotto restaurant is a significant community landmark on the waterfront and that it should remain in its current location. Any improvements to the building should minimize view blockage to the bay and maximize waterside public access (see Bayfront Precincts guidelines later in this chapter). In the future, Anthony's may want to be relocated to other waterside locations, such as the redeveloped 'B' Street Pier, and the existing building torn down, thereby opening views, and public access, to the bay.

7. *'B' Street Pier.* The Visionary Plan proposes two alternatives for developing the cruise ship terminal and other recreational uses on the 'B' Street Pier: a Port-of-Call

Cruise Ship Terminal with mixed-use retail, restaurant, and cultural attractions and a Home port Cruise Ship Terminal with full customs, immigration, and ship service facilities.

Water Use

The Visionary Plan establishes water use designations consistent with the overall vision and specific amenities of the North Embarcadero. Illustrated in Figure 4.3, the Plan identifies seven broad water use categories: Commercial Fishing Berthing, Boat/Ship Navigation Corridor and Anchorage, Public Boat Docking and Ferry Landing, Boat/Ship Navigation Corridor, Ship Anchorage, Terminal Berthing with Marine Terminal, and Terminal Berthing and Ferry Landing.

Commercial Fishing Berthing

The Commercial Fishing Berthing designation applies to the area along the crescent in the north of the planning area.

Boat/Ship Navigation Corridor and Anchorage

The Boat/Ship Navigation Corridor and Anchorage designation applies to the area north of the reconfigured Grape Street Pier.

Public Boat Docking and Ferry Landing

The Public Boat Docking and Ferry Landing designation applies to the Grape Street Pier. This category allows for temporary boat docking for the general public and a landing for ferries and excursion boats.

Boat/Ship Navigation Corridor

The Boat/Ship Navigation Corridor designation applies to the area directly in front of the County Administration Building. This designation allows for the navigation of boats and ships but does not allow for their anchorage, providing a clear vista out from and back to the landmark County building.

Ship Anchorage

The Ship Anchorage designation applies to the area around the Maritime Museum.

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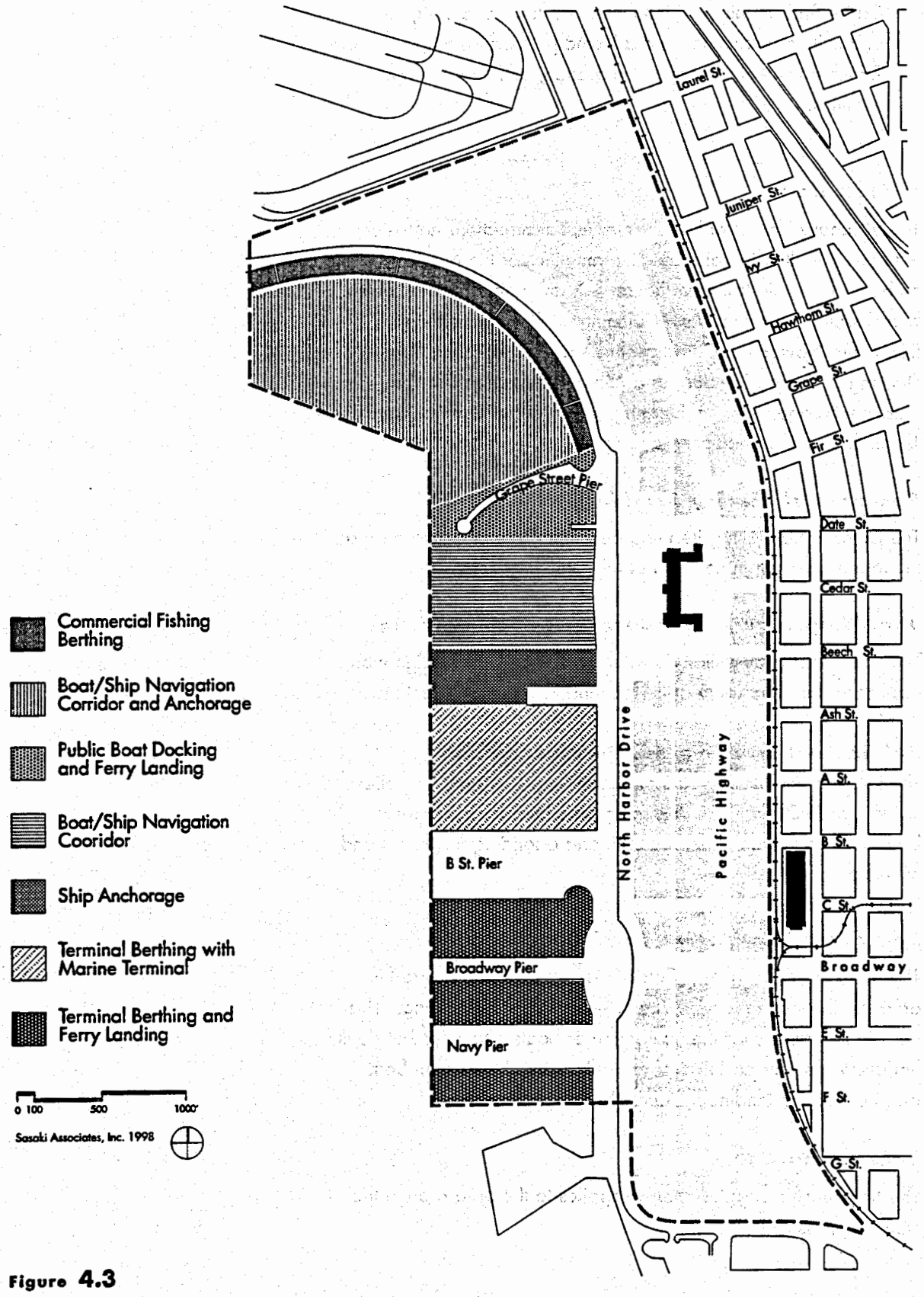

Figure 4.3
Water Use

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Terminal Berthing with Marine Terminal

The Terminal Berthing with Marine Terminal category applies to the area north of the 'B' Street Pier, and it allows for the general berthing of ships, including cruise ships at 'B' Street Pier and historic ships at the Maritime Museum. This designation recognizes that the 'B' Street Pier could be enlarged to accommodate a larger cruise ship facility. If such an expansion were to occur, the Plan encourages a pier configuration that minimizes view blockage to the bay. The Plan accommodates such an expansion up to Ash Street.

Terminal Berthing and Ferry Landing

The Terminal Berthing and Ferry Landing designation is for the area south of 'B' Street Pier. This designation allows for the berthing of cruise ships and other (non-industrial) visiting ships, a landing for ferries and excursion boats, and the berthing of ships related to the proposed Aircraft Carrier Museum. Active Navy ships may also berth in this area.

DEVELOPMENT INTENSITY

The Visionary Plan accommodates a density of development, particularly near Broadway, consistent with the downtown setting and the intensity of development previously approved for the Navy Broadway Complex and the Catellus Property (see Chapter Two for discussion of development entitlements).

Illustrative Plan

The illustrative plan (see Figure 1.2 in Chapter One) indicates how the North Embarcadero could potentially build out within the regulations and guidelines of the Plan. It is important to emphasize that the illustrative plan indicates only one potential development concept and that the actual build-out will likely vary, and be less than, this initial depiction. As envisioned by the Plan, the full build-out of the North Embarcadero could result in up to 3,500 hotel rooms; 3.0 million square feet of office space; 175,000 square feet of retail/restaurant/entertainment uses; a Home port cruise ship terminal including customs and immigration facilities; 800 residential units; 100,000 square feet of cultural facilities; and over 12,000 development-related parking spaces.

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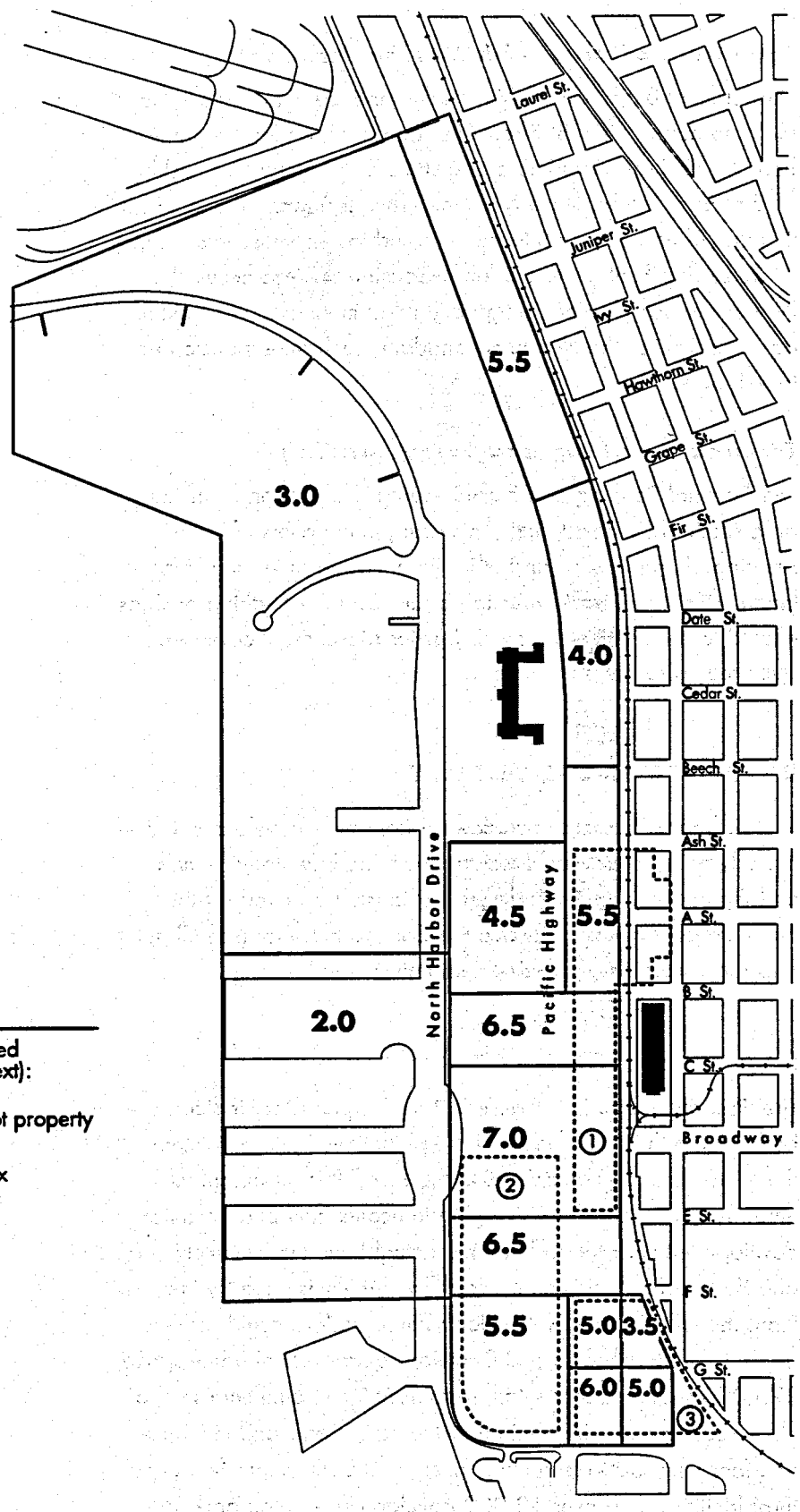

Notes:

FARs may vary from those cited for the following areas (see text):

1. Catellus's Santa Fe Depot property
2. Navy Broadway Complex
3. Marina District

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Figure 4.4

Floor Area Ratios

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Floor Area Ratio

Development density limits, together with other requirements such as height limits, massing limits, and setback requirements, set parameters for the final build-out potential of a site. Consistent with the Centre City Planned District Ordinance and the Marina Plan District Ordinance, Figure 4.4 describes the maximum intensity of development in terms of Floor Area Ratio (FAR). Floor Area Ratio is defined as the ratio of gross floor area to site area. Gross floor area includes on-grade and above-grade parking area. Site area excludes land in rights-of-way.

The maximum intensity of development may vary from that cited in Figure 4.4 for Catellus's Santa Fe Depot property, the Navy Broadway Complex site, and the Marina Plan District. Under its development agreement and owner participation agreement, Catellus may relocate FAR from other portions of its site situated both inside and outside the North Embarcadero project area. The Navy's maximum allowable development, per its development agreement, is based on an overall quantity of development and building heights. The Marina Planned District Ordinance allows for FAR bonuses for residential development that meet certain public policy objectives.

BUILDING HEIGHTS AND MASSING

Building Heights and Orientation

A fundamental principle of the Plan establishes a development pattern in the North Embarcadero whereby buildings generally "step down" to the meet the Bay. The Plan embodies this principle while allowing for high densities of development within the area.

Illustrated in Figure 4.5, the maximum permitted building heights for the North Embarcadero allow for taller buildings nearer Broadway and along Pacific Highway and shorter buildings nearer the County Administration Building and along North Harbor Drive. Exempt from these limits are poles, masts, and other structures that occupy no more than 10% of the roof area. At 'B' Street Pier, an expanded cruise ship terminal, now under study, may require (for functional reasons) building(s) in excess of

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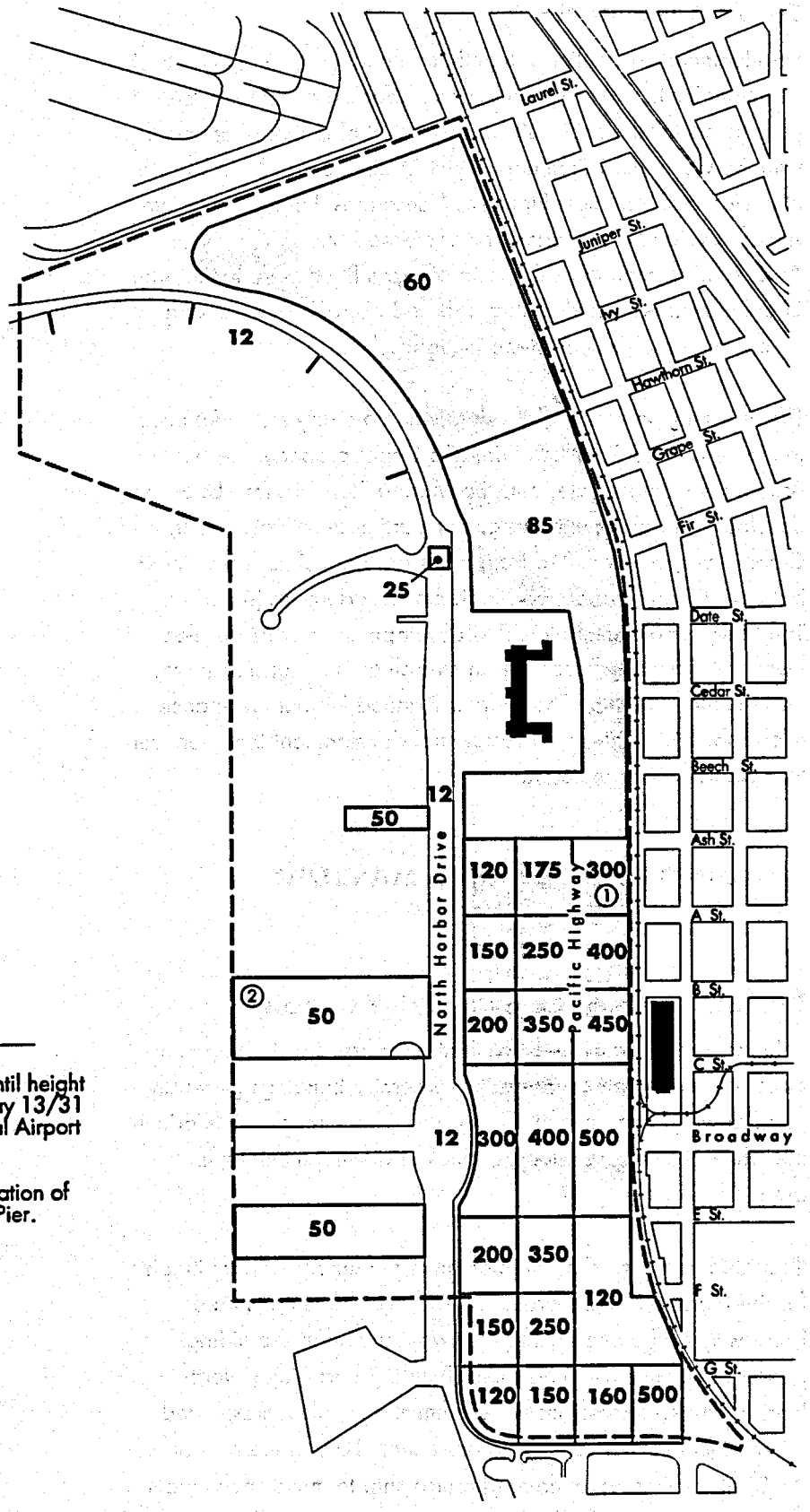

Notes:

① Height limit set at 225' until height restriction related to runway 13/31 at San Diego International Airport is lifted.

② See text for futher explanation of height limits at 'B' Street Pier.

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Figure 4.5

Maximum Building Heights

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50 feet in height. Pursuant to the Port's cruise ship terminal study, alternative height restrictions and other guidelines affecting 'B' Street Pier may be appropriate and acceptable, and they should be considered by the Alliance.

Tower elements, or those portions of building over 125 feet, shall be designed as slender structures to minimize view obstructions from inland areas and to create a well-composed skyline compatible with existing and planned development.

Note: Unless otherwise referenced in the Visionary Plan, the building heights and massing should be in compliance with guidelines outlined in the San Diego Municipal Code, Section 103.1915(E) and (H) and in the Marina Planned District Ordinance, 1992, Sections 103.2006 and 103.2007. See Appendix for applicable ordinances.

Build-Up Lines

Build-up lines establish a minimum height for buildings along a street or open space. Illustrated in Figure 4.6, build-up lines create a "street-wall" at North Harbor Drive, Broadway, and the County Building that frame and define these important places in the North Embarcadero. The build-up lines are a minimum 40' or three stories at the minimum required setback (discussed below). Consistent with the 1992 Centre City Planned District Ordinance, the build-up lines are a minimum of 30 feet along all other streets.

Building Setbacks

Building setbacks from the property lines are regulated to ensure a consistent relationship between adjacent buildings and their shared street frontage, and to provide a recognizable, urban street enclosure.

Buildings (street walls) along all streets in the North Embarcadero, including east-west streets and excluding Broadway, Cedar, and North Harbor Drive at the foot of Broadway, shall be built up to, or within, five feet of the property or leasehold line. Buildings along Broadway and Cedar Street shall be set back from the property or leasehold line by the amount indicated in Figure 4.7. These setback requirements allow for expanded views to the bay and landmark County

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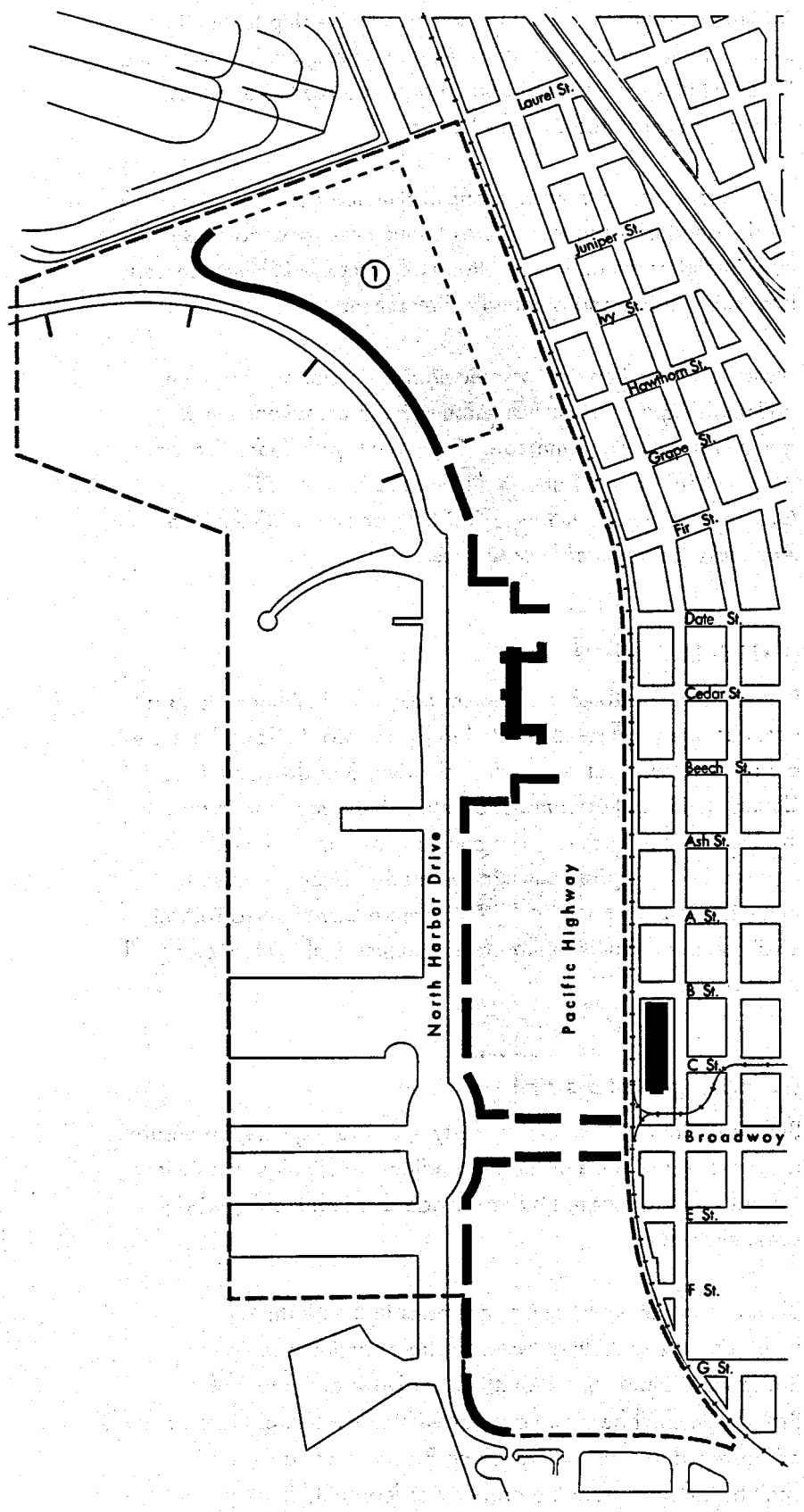

40' or three stories

Note: All other streets have a 30' minimum build-up.

Notes:

1. Guideline does not apply at Solar Turbines site until land use changes.

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Figure 4.6
Build-up Lines

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Building, respectively, and for enhanced pedestrian linkages between transit stops and the bayfront. At the County Administration Building, buildings shall be set back by the amounts indicated in Figure 4.7, thereby framing the County Terrace at this location. Buildings along North Harbor Drive at Broadway shall be set back from the existing right-of-way (leasehold) line by the amount indicated in Figure 4.7, allowing for a reconfigured (curved) North Harbor Drive and a sizeable, well-defined park at the foot of Broadway.

The buildings in the North Embarcadero should maximize their frontage along the street; the street wall should be 100% of the total linear street frontage. A driveway (discussed below), building entry, or an exterior public open space (including a porte-cochere), may reduce the required street wall length except along North Harbor Drive.

Stepbacks

Illustrated in Figure 4.8, upper-story stepbacks assure that buildings maintain a pedestrian scale and that views to the bay are enhanced from inland areas.

Along North Harbor Drive and Broadway, the upper stories of buildings (between 40 feet/three stories and 50 feet) should step back a minimum of 25 feet from the property line, leasehold line, or minimum setback requirement. Along 'C' Street, and 'E' Street, the upper stories of buildings (between 30 and 50 feet) should step back a minimum of 25 feet. Along other east-west streets, the upper stories of buildings (between 30 feet and 50 feet) should step back a minimum of 15 feet. There are no step-back requirements for development along Pacific Highway.

STREET-LEVEL TREATMENT

The careful treatment of buildings at the street-level enhances the pedestrian experience and orientation of the North Embarcadero.

Illustrated in Figure 4.9, North Harbor Drive, Broadway, Ash Street, and Grape Street are envisioned as highly active pedestri-

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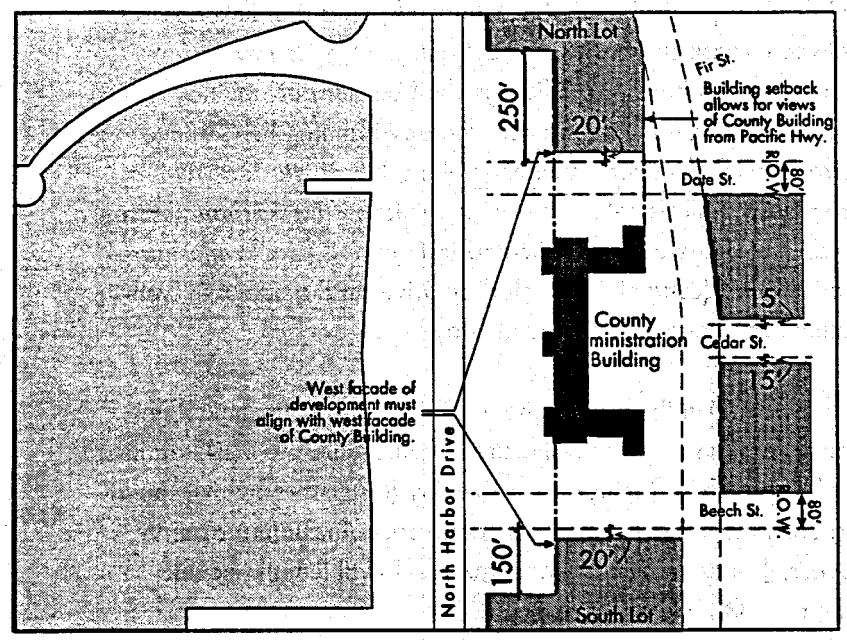

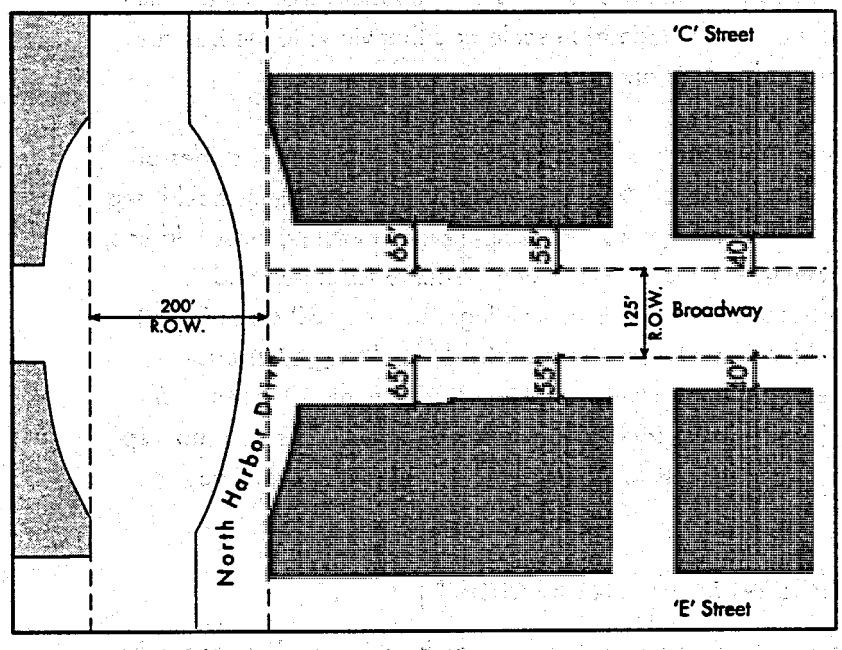

– – – – Property/Leasehold Lines

Figure 4.7
Special Building Setback Requirements

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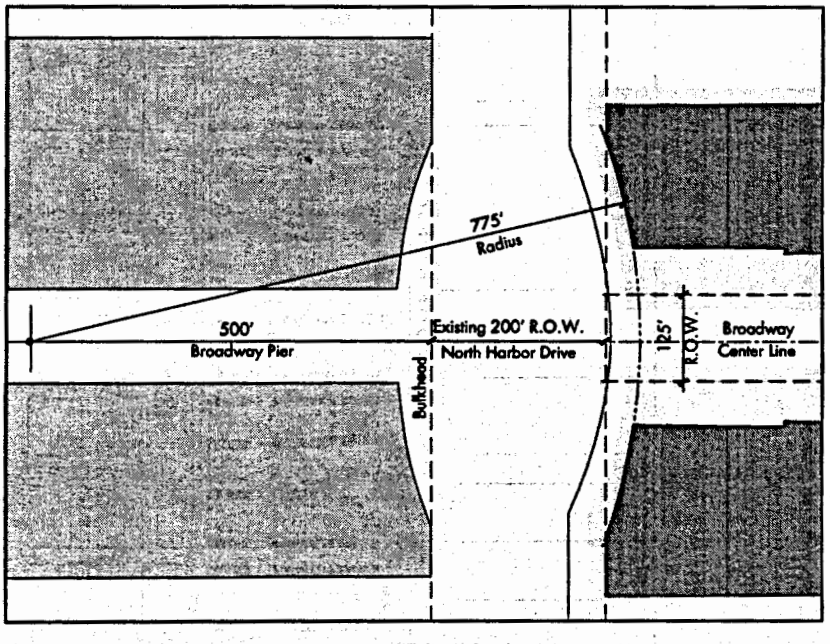
an streets that enliven the bayfront or enhance pedestrian linkages from upland areas. At least 75 percent of the building frontage adjacent to these streets shall be developed with uses that promote pedestrian activity including retail, restaurant, and other public-oriented activities. Ground-level facades shall be substantially transparent to maximize the sense of contact between indoor and outdoor activities. Colorful awnings and/or similar features shall be incorporated into the facade to reinforce the pedestrian environment.

Along all other streets, including east-west streets, ground-level facades shall be substantially transparent to maximize the sense of contact between indoor and outdoor activities. Blank Wall should be minimized.

Note: Unless otherwise referenced in the Visionary Plan, street-level treatment should be in compliance with guidelines outlined in the San Diego Municipal Code, Section 103.1915 (F). See Appendix for applicable ordinance.



Building setback along North Harbor at Broadway defined by the following: A 775' arc with a center point on the center line of Broadway 500' west of the Bulkhead on Broadway Pier, intersecting with the existing 200' R.O.W. on North Harbor Drive.

Figure 4.7 contd.
Special Building Setback Requirements

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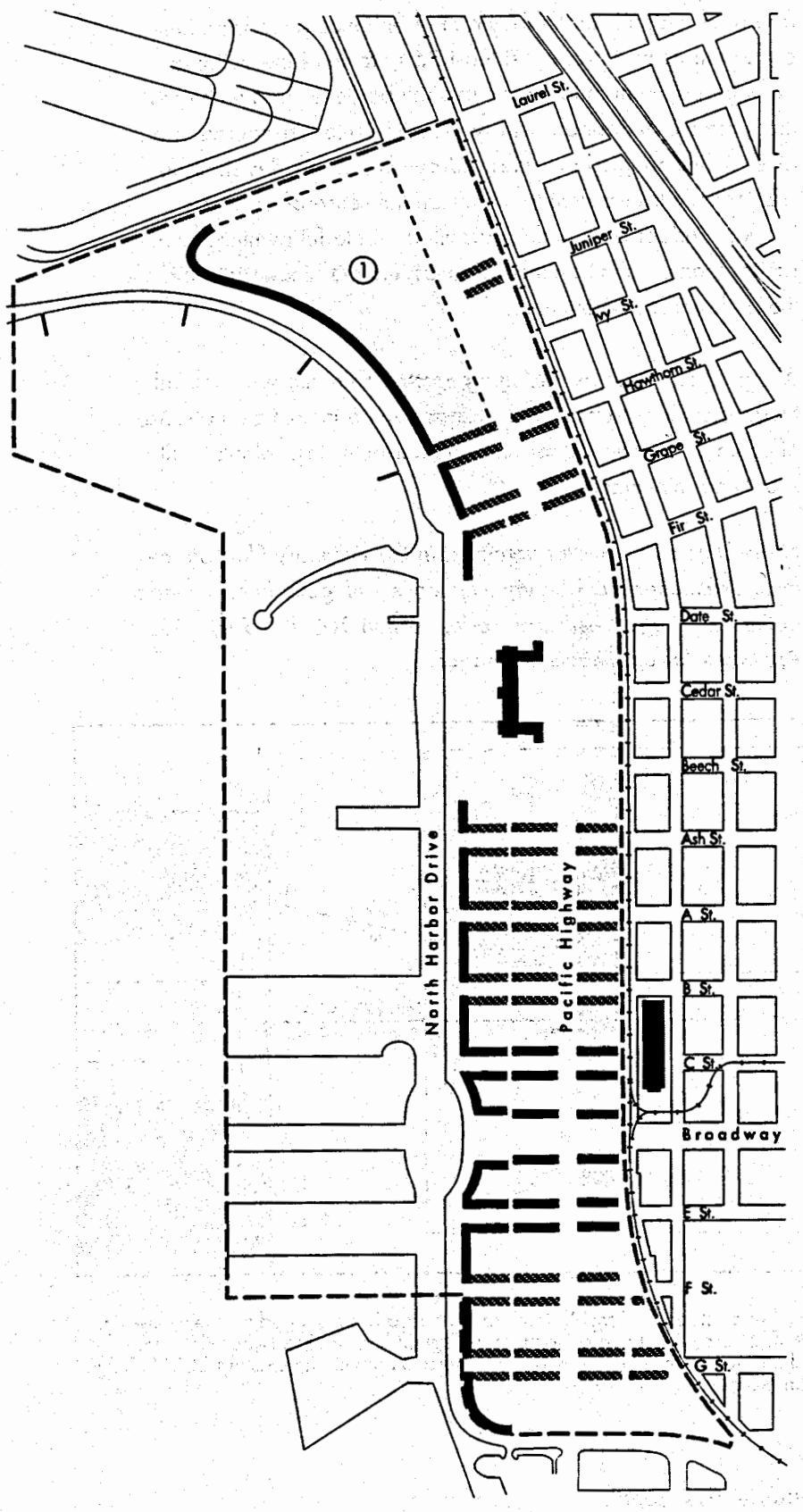

25' min. @ 50'

15' min. @ 50'

Notes:

1 Guideline does not apply at Solar Turbines site until land use changes.

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Figure 4.8
Stepbacks

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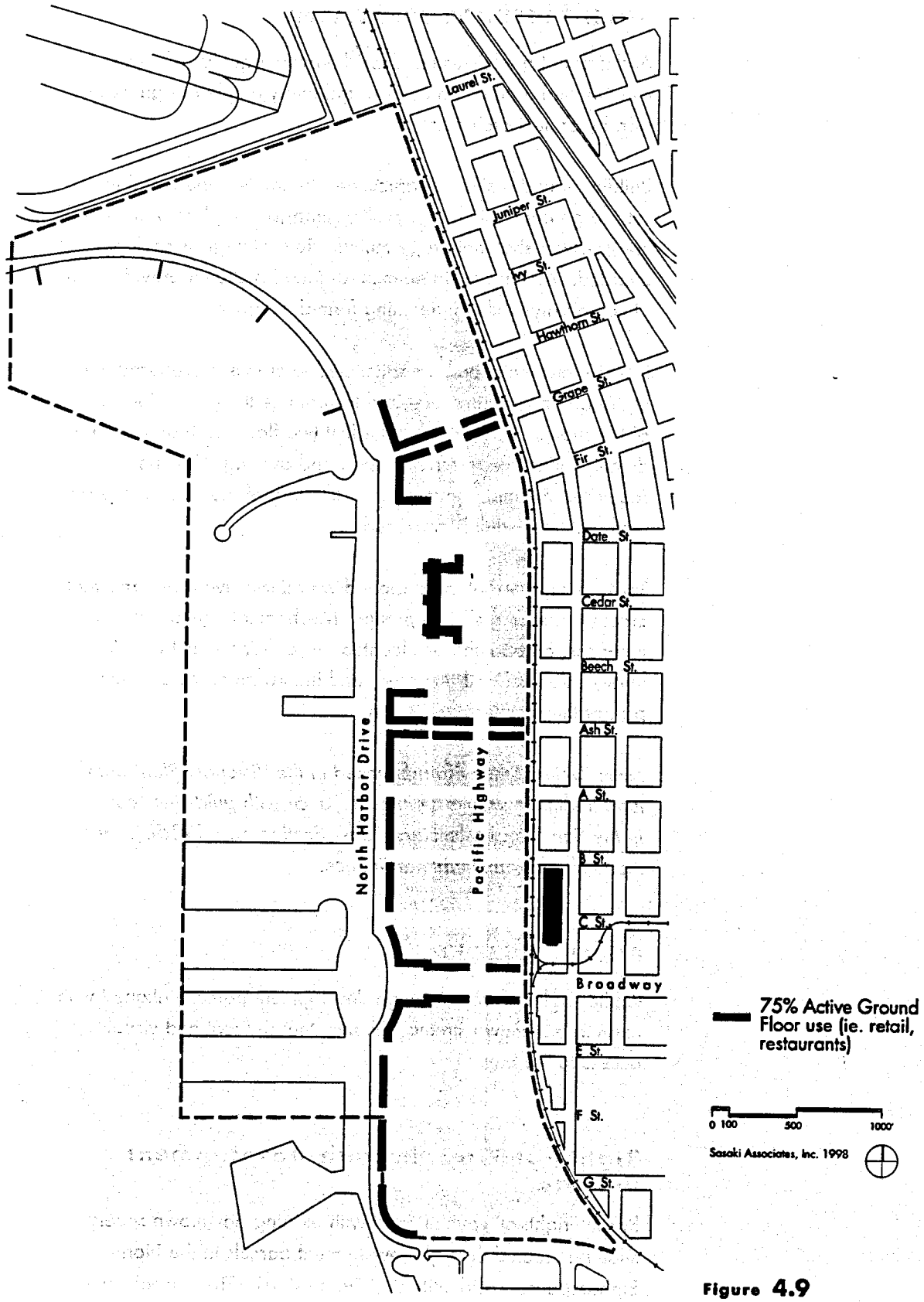

Figure 4.9
Active Streets

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ARCHITECTURAL TREATMENT

Architectural guidelines enhance the overall quality of development in the North Embarcadero and allow ample design expression by project architects.

Building facades shall be articulated to create variety and interest; large areas of curtain wall glazing (vision glass or spandrel construction) shall not be permitted. Reflective glass shall be avoided. Architectural treatment of facades should provide visual complexity while maintaining formal integrity.

Low-rise elements shall be articulated to create interest and variety (see paragraph above) and to promote the pedestrian scale of the street. Articulation of the first two floors with architectural detailing such as storefront design and awnings shall be required. Special treatment and detailing of the cornice of street-wall buildings shall be required.

Tower elements shall be designed with distinctive roof forms that create a pleasing skyline profile. Mechanical equipment, appurtenances, and penthouses located on rooftops shall be architecturally screened and enclosed, and incorporated as an integral part of the architectural design.

Note: Unless otherwise referenced in the Visionary Plan, architectural treatment should be in compliance with guidelines outlined in the San Diego Municipal Code, Section 103.1915(F). See Appendix for applicable ordinance.

PUBLIC ACCESS

Public "rights-of-way" through development parcels, aligned with existing downtown streets, enhance the physical and visual access to the bay.

Rights-of-Way through Development Parcels

Public "rights-of-way" aligned with existing downtown streets shall be created through development parcels in the North Embarcadero, as identified in Figure 4.10. The right-of-ways shall be a minimum of 80-feet-wide, consistent with established right-of-way dimensions for downtown streets. Described in more

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detail in Chapter Six, the rights-of-way shall have the character of a public street or otherwise feel welcoming to the general public. They shall accommodate pedestrian and vehicular (Beech Street, Date Street, and, possibly, 'C' Street excepted) circulation between Pacific Highway and North Harbor Drive.

At 'C' Street between North Harbor Drive and Pacific Highway, the right-of-way may or may not accommodate vehicular circulation. Between North Harbor Drive and the Burlington Northern Santa Fe railroad tracks, 'C' Street could shift slightly (up to 20 feet) north or south from the existing street alignment. In any case, 'C' Street shall be in alignment between North Harbor Drive and the railroad tracks. Such an alignment will be determined by which property (Lane Field or Catellus) is developed first or by mutual agreement between the Port and CCDC.

At 'A' Street, existing development between North Harbor Drive and Pacific Highway (i.e. Holiday Inn) may preclude inclusion of a street in the near-term. When the Holiday Inn site is redeveloped (i.e. existing improvements are substantially or entirely demolished and replaced with new improvements), such a public right-of-way shall be provided.

Illustrated in Figure 4.10, a continuous north-south movement through a series of public and quasi-public spaces should be created through development parcels, if practical. This could be designed as an interesting sequence of spaces with a diversity of activities and spatial experiences (e.g. galleries, courts, exterior plazas, etc.). The north-south movement could meander, and it could pass through a series of interior and/or exterior spaces. Accommodating pedestrians only, these pathways, if provided, should be inviting to the public and located near the center of the block. Such passages can link pedestrian circulation from parcel to parcel.

View Corridors

Illustrated in Figure 4.11, public view corridors shall be aligned along existing east-west streets in downtown San Diego (and the required "rights-of-way" through development parcels - discussed above), providing visual access to the bay or to focal elements, such as the County Administration Building. Public view corridors are straight, largely unobstructed shafts of space with clear

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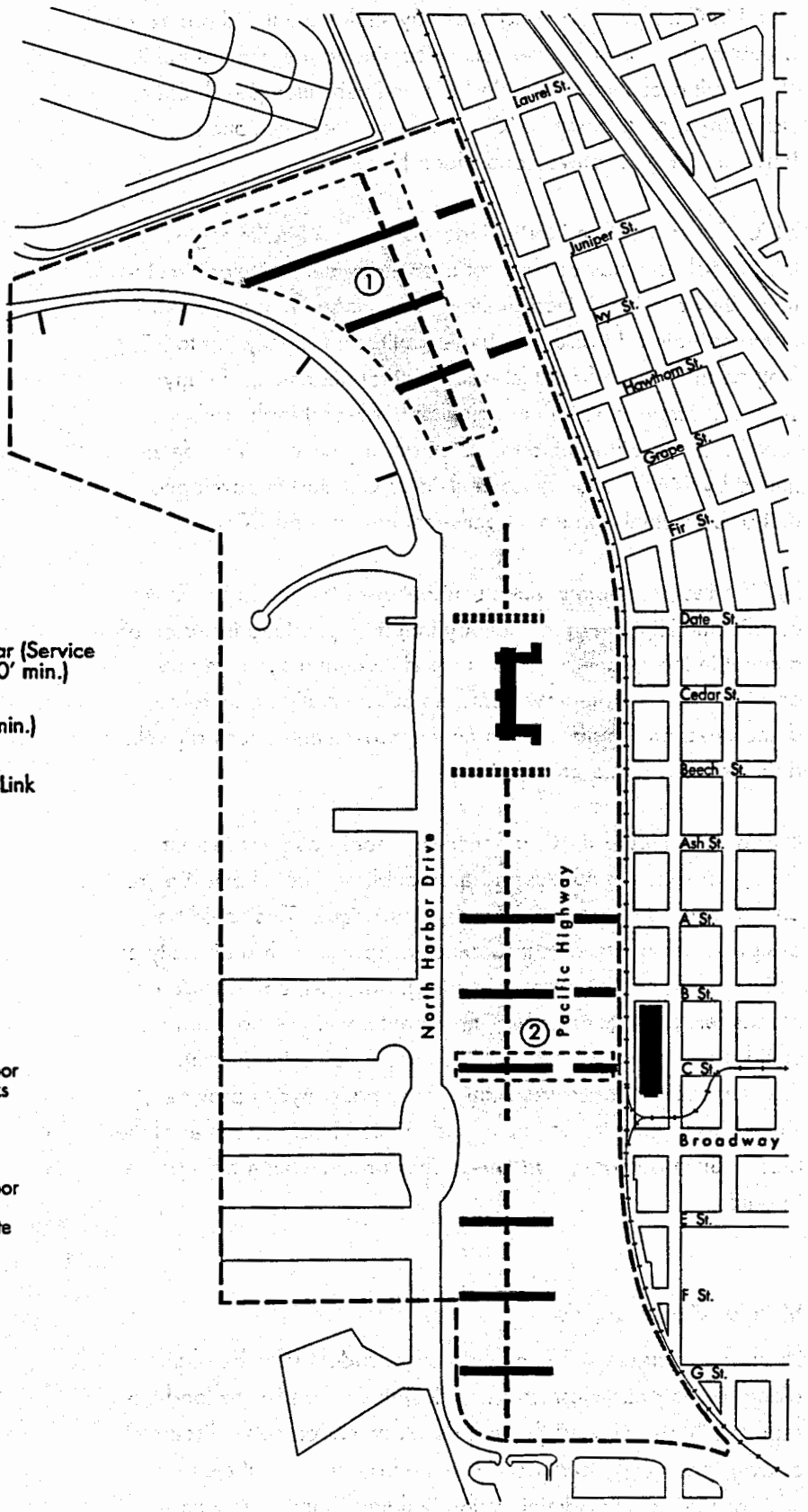

Pedestrian and Vehicular (Service and Parking) Access (80' min.)

Pedestrian Access (80' min.)

North-South Pedestrian Link (alignment may vary)

Notes:

1. Guideline does not apply at Solar Turbines site until land use changes.

2. C Street between North Harbor Drive and the Rail Road tracks can shift slightly (up to 20') north or south of existing street alingment.

   C Street between North Harbor Drive and Pacific Highway may or may not accommodate vehicular circulation.

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Figure 4.10
Rights of Way Through Development Parcels

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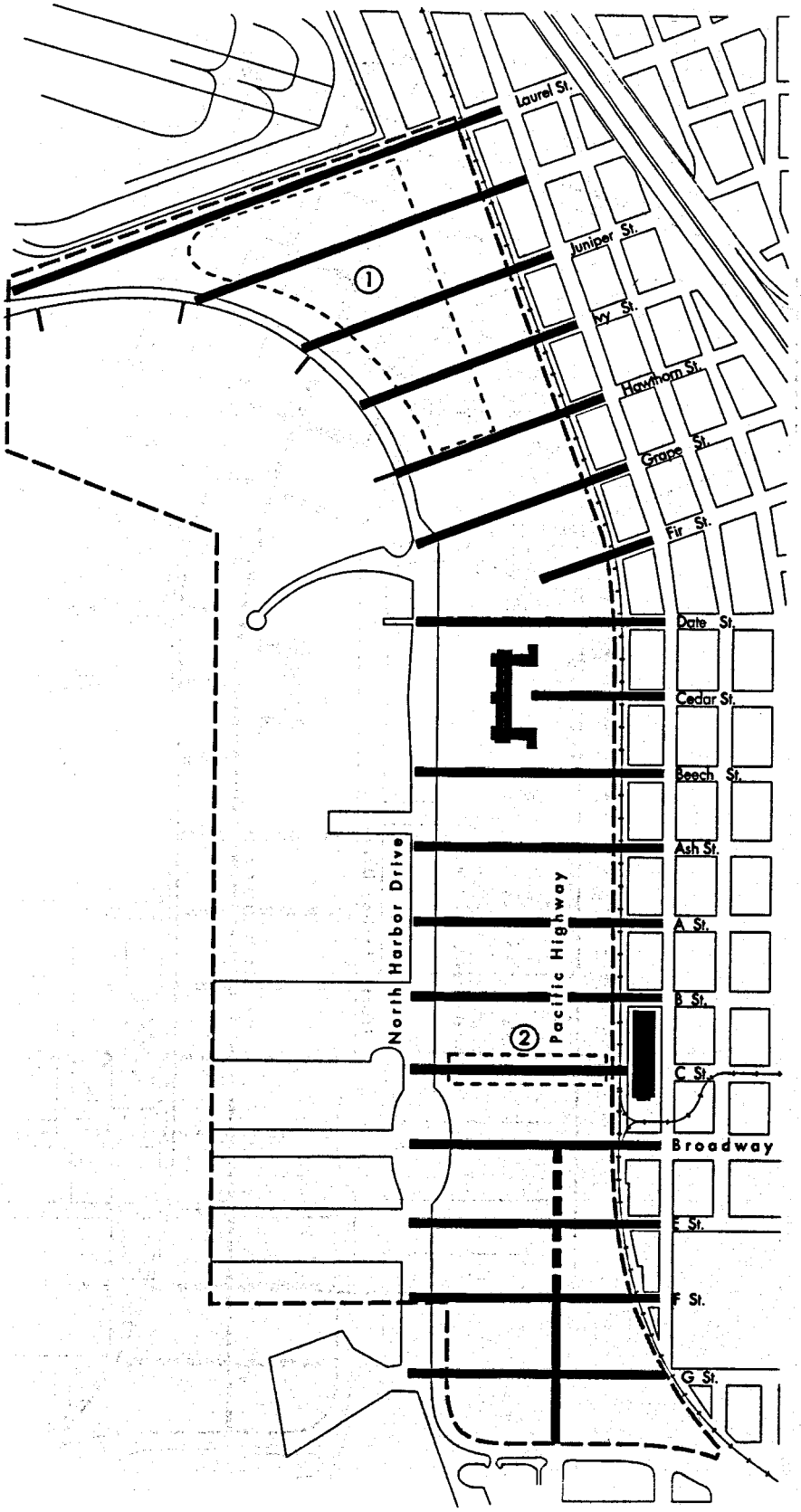

Notes:

1. Guideline does not apply at Solar Turbines site until land use changes.
2. C Street view corridor between North Harbor Drive and the Rail Road tracks can shift slightly (up to 20') north or south of exising street alingment.

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Figure 4.11
View Corridors

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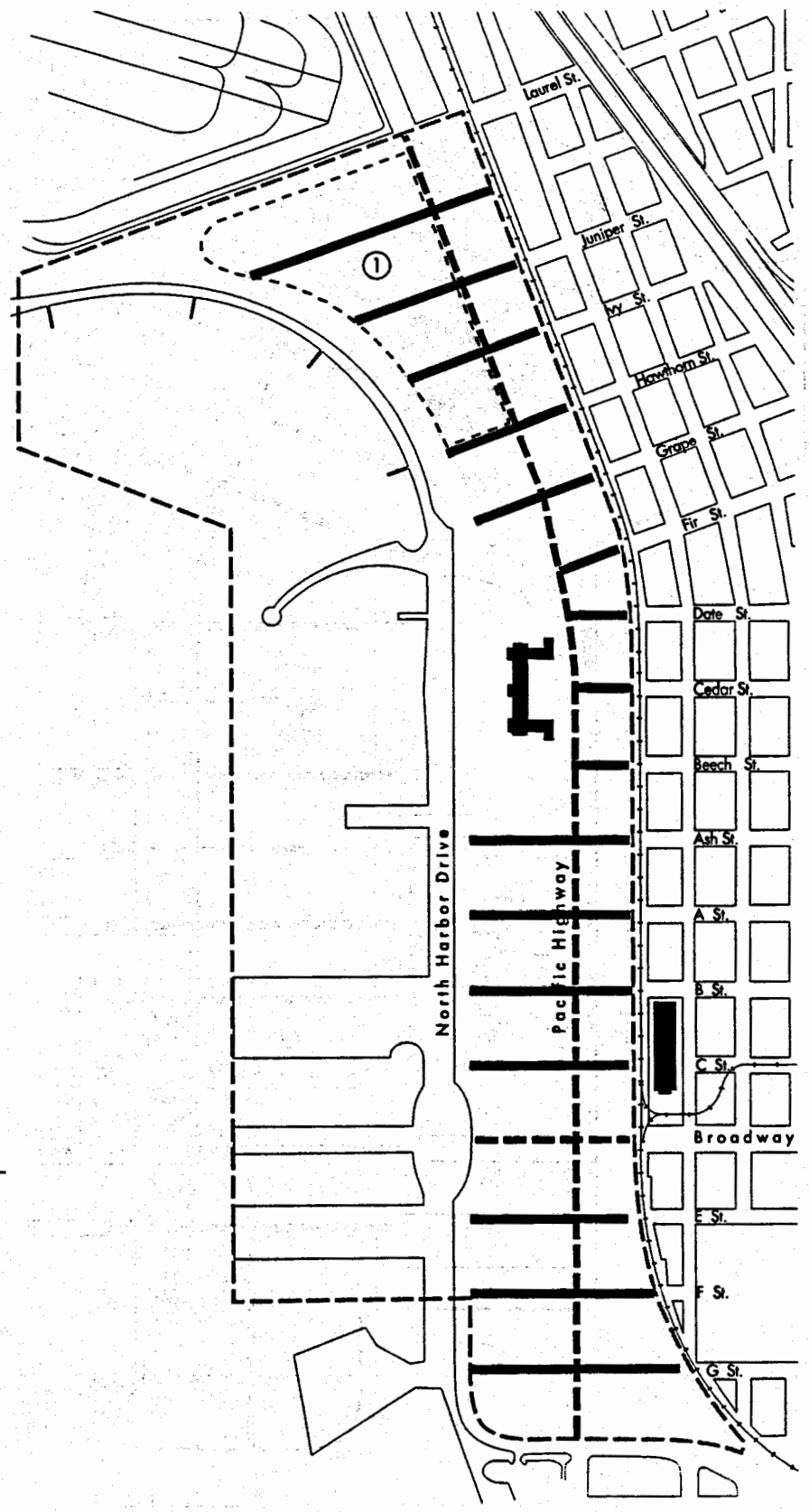

Desired

Acceptable

Notes:

1 Guideline does not apply at Solar Turbines site until land use changes.

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Figure 4.12

Parking and Service Access

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views to the bay or a focal element from public rights-of-way, as viewed at ground level. The minimum width of public view corridors shall be the same width as the street right-of-way (typically 80 feet). Sky bridges or gross floor area above, over, or within public view corridors are prohibited. Typical street furnishings associated with a public street, such as street trees, are permitted within a view corridor. Along Broadway, canopies and other structures should be designed to minimize impacts to views down that street.

SITE ACCESS, PARKING, AND SERVICE

Guidelines addressing access to sites and the provision and treatment of parking and service improve overall circulation in the area and minimize the visual impacts of large parking and service facilities.

Site Access

Illustrated in Fig. 4.12, parking and service access to sites in the North Embarcadero should be provided from east/west streets. Parking and service access could be provided from Pacific Highway, particularly for those sites that do not have direct frontage on east-west streets, and Broadway. Parking and service access from North Harbor Drive, except for (existing) service access of the County Administration Building, is prohibited.

When needed, curb-cuts should be situated along the east-west streets, and they could be situated on Pacific Highway and Broadway. Curb cuts shall not be permitted along North Harbor Drive (except for the existing service access of the County Administration Building). Curb cuts for driveways should be minimum in number, and they should have a minimum width dimension. Curb-cuts shall not be located closer than 50 feet from street intersections.

At Broadway, a vehicular entry court serving a development project, such as a hotel, could be provided. Curb cuts are allowed for access to such an entry court and associated garage entrance; they are not permitted for access to service or parking facilities not associated with an entry court. The vehicular entry court should be as small as possible, and it shall not be located within a 40-foot-wide pedestrian zone. The pedestrian zone is

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defined as the area adjacent to the roadway; it allows for a vehicular-free "paseo" linking Santa Fe Depot with Broadway Landing Park.

The use of shared driveways between adjacent parcels is encouraged. When feasible, new development should be linked to adjacent property by common circulation areas for cars and people. When no development exists on adjacent properties, consideration should be given to how sites can develop common circulation linkages in the future. Exceptions may be appropriate for small parcels or other special conditions.

Access to parking and loading areas shall be screened from predominant view, and designed to allow vehicles to maneuver on site without obstructing public pedestrian or vehicular circulation.

Parking Facilities

Due to the likely intensity of development in the North Embarcadero, parking will likely occur in parking structures, both subterranean and above ground. The Visionary Plan encourages the placement of parking underground or in facilities substantially hidden from public view. The Plan recognizes that some development, particularly lower density development in the northern reaches of the North Embarcadero, may use parking lots rather than structures to accommodate their parking.

Large parking lots and structures should be located away from North Harbor Drive to enhance the quality of the public realm at the water's edge. Discussed below are development and design guidelines for subterranean parking structures, above ground parking structures, and parking lots in the North Embarcadero.

Parking - Subterranean

Every reasonable effort should be made to provide two levels of below-grade parking prior to the provision of above-grade parking. At least one level of below grade parking should be provided, if practical.

Underground parking should optimize the number of parking spaces available on a given development site and may extend

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into the vault space beneath the adjacent sidewalk area and street (particularly east/west streets) but must afford sufficient clearance and depth for the planting of trees.
Underground parking must be a full level below grade; partially depressed parking is not recommended given that it disrupts street-level activity and creates a physical barrier between the street and the development frontage.

Parking - Above Ground

Surface parking and above-ground parking structures should not front on North Harbor Drive. To the extent that such facilities have frontage on Pacific Highway, they should either be totally encapsulated or screened in a manner consistent with the guidelines indicated below.

Above-ground structured parking within a development parcel should be either completely encapsulated (i.e. clad in such a manner that it is indistinguishable from the building elements around it), or visually screened by means of other uses, by substantial perimeter planters, or by architectural elements which effectively shield vehicles within the structure from view at grade level. Ceiling-mounted lighting within the structure should also be screened from grade-level view.

Above-ground parking structures which are visible at the perimeter of a development should be limited to a maximum of six levels of parking or 60 feet above grade. At street level, other uses, preferably active uses, shall screen above-grade parking from predominant public view along Pacific Highway and North Harbor Drive frontages. Along east-west streets, above-grade parking shall be designed to appear as an integral part of the building facade.

Parking Lots

Parking lots should be located at the rear of the property behind the building. A less desirable solution, but acceptable when special conditions exist, is to locate the parking to the side of the buildings. Surface parking shall be well screened from public street views with perimeter landscaping and shall be well-lighted.

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Service Treatment

Truck loading should be an integral part of the development and should be screened from public view. All exterior garbage and refuse facilities and mechanical equipment should be screened in a manner that is compatible with the overall building design and streetscape treatment.

SPECIAL PRECINCTS TREATMENT

Certain places within the North Embarcadero require additional attention, and guidelines, because of their role in the Visionary Plan or their landmark status.

Buildings and other structures along the esplanade and on the piers should enhance these great civic spaces by celebrating the waterfront setting and by enhancing and preserving both the public realm and physical and visual access. Buildings adjacent to the landmark County Administration Building should respect the scale and character of this most significant historical structure, ensuring its preeminence in the North Embarcadero and larger community.

The guidelines for the two "precincts", the Bayfront precinct and the County Administration Building, are in addition to the ones discussed earlier in this chapter.

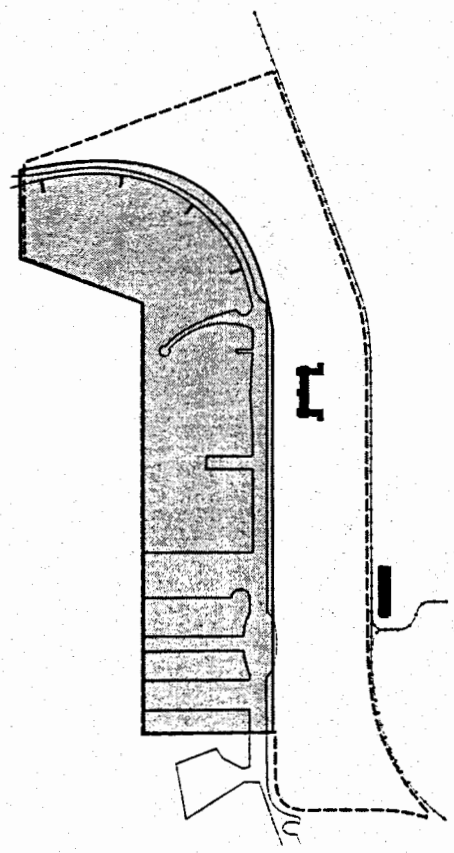

Figure 4.13

Bayfront Precinct

Bayfront Precinct

Within the overall boundaries of the North Embarcadero planning area, the Bayfront precinct is the area west of North Harbor Drive from Laurel Street south to the 'G' Street mole (see Figure 4.13). This precinct includes the proposed pedestrian esplanade and all waterside activity areas including the crescent and all the piers along North Embarcadero.

The North Embarcadero Visionary Plan proposes a number of water-side structures including:

1. *Kiosks/ Structures on the Esplanade and Broadway Pier*
   Kiosks and a restaurant building could be built along the Esplanade. Kiosks and a small structure (up to 1,500 square feet in site area) serving visiting ships could be built at Broadway Pier.

2. *Maritime Museum Expansion*
The Maritime Museum could be reconstructed on a floating pier on the southern edge of the County Terrace.

3. *Anthony's Seafood Grotto*
Anthony's Seafood Grotto may remain in its current location. In the future, Anthony's may be reconfigured or relocated.

4. *'B' Street Pier Redevelopment*
'B' Street Pier development could include cruise ship terminal buildings with retail/restaurant development.

5. *Naval Orientation Center and Aircraft Carrier Museum*
The Midway aircraft carrier and an interactive naval museum may be located at the Navy Pier.

If a building is considered for location within the Bayfront precinct, it must comply with the following criteria:

- The structure must be designed to minimize blockage of views to the Bay from the Embarcadero. Consideration should be given to the buildings impact on oblique views as well as head-on views from the land-side. In general, efforts should be directed at reducing the building footprint as much as possible. The longer dimension of the structure should be perpendicular to the water's edge.

- Cruise ship terminal structures on the 'B' Street Pier, for example, should be built as long slender buildings running perpendicular to the bayfront. The Visionary Plan recognizes that the 'B' Street Pier could be enlarged to accommodate a larger cruise ship facility. If such an expansion were to occur, the Plan encourages a pier configuration that minimizes view blockage to the bay. In the future, if and when Anthony's is renovated or relocated, the Visionary Plan recommends that the structure be reconfigured to minimize view blockages.

- Major structures on piers should not exceed 50 feet in height. Exceptions may be considered for an enlarged cruise ship facility at 'B' Street Pier (see Chapter Four - Building Heights). At 'B' Street Pier, an expanded cruise ship terminal, now under study, may require (for function-

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al reasons) building(s) in excess of 50 feet in height. Pursuant to the Port's cruise ship terminal study, alternative height restrictions and other guidelines affecting 'B' Street Pier may be appropriate and acceptable, and they should be considered by the Alliance. Exceptions to the 50 foot height limit may also be considered for very slender structures with minimal footprint, such as an observation tower or similar feature, provided that the use and character of such a structure is deemed appropriate for its location within the North Embarcadero. Structures not more than two stories in height are encouraged. The U.S.S. Midway Aircraft Carrier should be kept low to reduce its visual impact in the North Embarcadero.

- Incidental commercial structures like kiosks may not exceed a site coverage of 250 square feet or a height of 12 feet. These structures should be designed as part of the integrated esplanade design. They are typically located at plazas or around the Broadway Landing.

- Any structure located along the water's edge or within the water must make provisions for the continuity of public access along the esplanade.

- Sky bridges over North Harbor Drive are prohibited, except for those that may be necessary to serve an expanded cruise ship facility at 'B' Street Pier. Every effort should be made to find other ways to accommodate circulation needs before using a sky bridge. The sky bridge at the Navy property should be removed when feasible and when it is no longer needed.

- The design of any structure on the bayfront should be highly articulated and compatible with the pedestrian scale of the area. Its character should be one of lightness and transparency. Massive, unrelieved, and opaque structures should be avoided. Such criteria should also be applied to the redevelopment of the cruise ship facilities on the 'B' Street Pier.

- Other than parking related to uses on the 'B' Street Pier and the Navy Pier, parking for water-related structures should be accommodated on-street or east of North Harbor Drive.

County Administration Building Precinct

The County Administration Building is the centerpiece of the County Terrace, and it has a significant landmark presence on Pacific Highway. Buildings in the area should enhance the setting of the County Building, framing the structure while giving deference to its unique character and role in the North Embarcadero. Illustrated in Figure 4.14, the County Administration Building precinct is the area defined by Grape Street, the Burlington Northern Santa Fe tracks, Ash Street, and North Harbor Drive.

Building height limits, setback requirements, and other guidelines described earlier in this chapter help ensure that the County Administration Building retains its rightful place in the North Embarcadero. In addition, the Visionary Plan is in general agreement with the "Design Guidelines for the Pacific Highway-County Administration Center Design Zone", Architecture Section (D), contained in the Centre City Community Plan, 1992 (see Appendix), with the following proviso:

- The Visionary Plan supports the concept that new buildings should "emphasize compatibility of form, materials, and colors with the County Administration Building". However, building "form" should not imply literal building geometry, allowing for other building types such as a performing arts building to be built in the area.

Regarding Pacific Highway at Cedar Street, the Visionary Plan maintains a consistent built edge along Pacific Highway, giving greater enclosure to the civic space at the east entry to the County Administration Building. This consistent built edge is instead of a substantial setback at Cedar Street and Pacific Highway, as called for in the Centre City Community Plan. These setbacks would create small plazas on the corners of Cedar and Pacific.

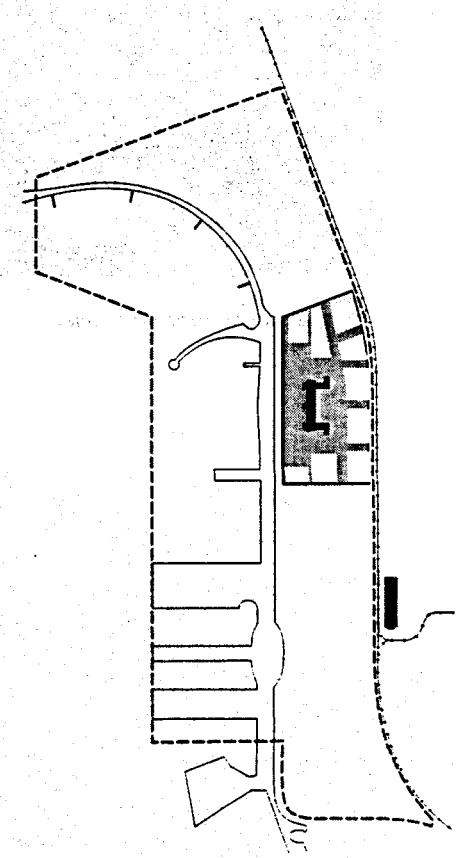

Figure 4.14
County Administration Building District

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Parks and open space amenities

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5

Open Space and Public Amenities

The North Embarcadero Alliance Visionary Plan provides for an expansive public realm at the San Diego Bay. The Plan's open space and public amenities include three bayside public spaces: the Esplanade, County Terrace in front of the landmark County building, and Broadway Landing at the foot of Broadway. The Esplanade is a linear open space along the edge of the bay. The other two public spaces serve as important civic spaces, anchoring the north and south ends of the North Embarcadero. Both are conveniently linked to water- and land-based transit. Figure 5.1 illustrates the open space and public amenities in the North Embarcadero.

In this chapter:

- Bayfront Esplanade
- County Terrace
- Broadway Landing

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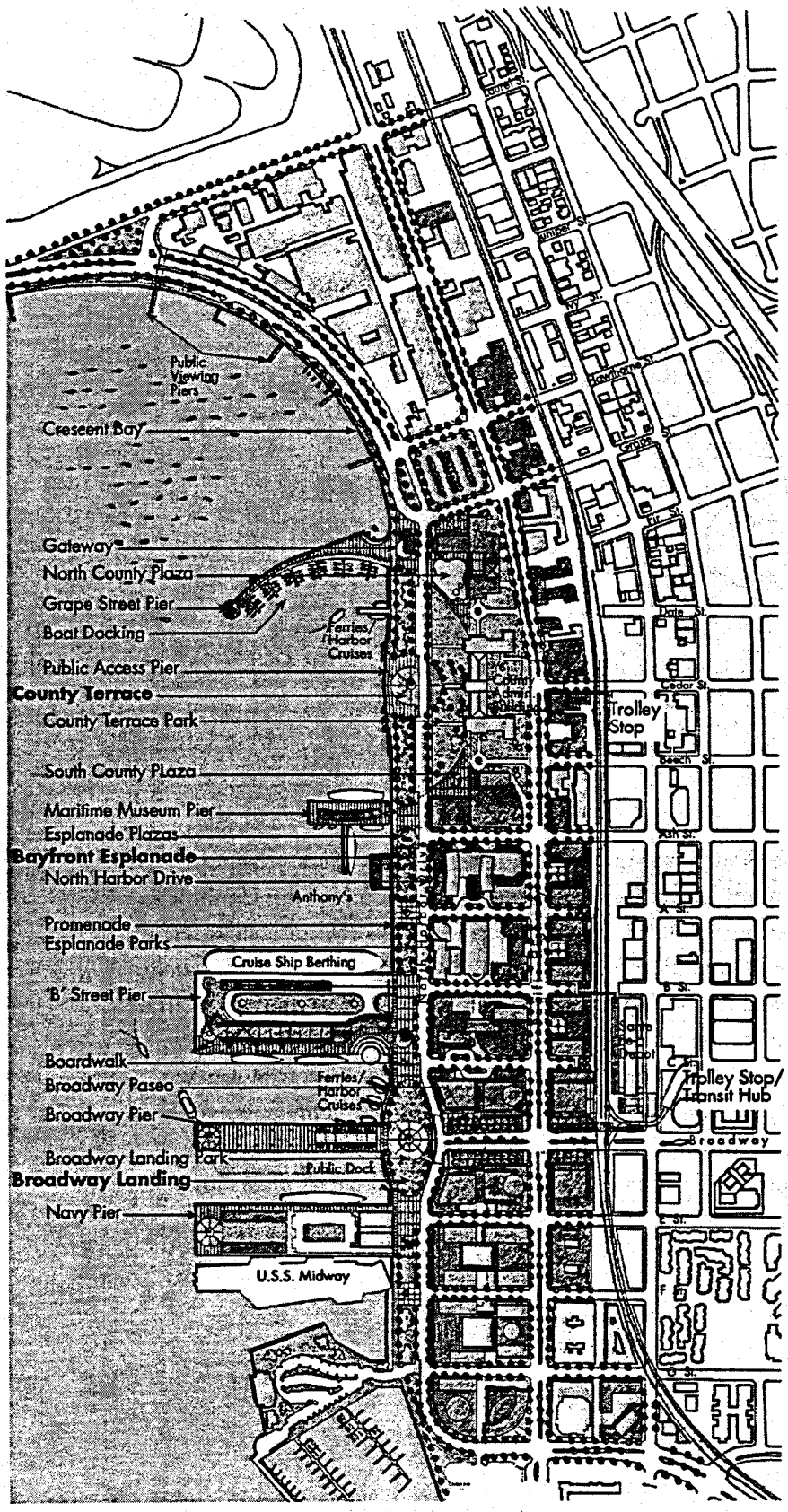

Figure 5.1

Open Space and Public Amenities

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BAYFRONT ESPLANADE

The Esplanade is a continuous public open space spine defined by the crescent-shaped bayfront along its western edge and a consistent backdrop of buildings to the east. Illustrated in Figures 5.2 and 5.3, the Esplanade consists of a ±110-foot-wide zone of open spaces (to be no less than 100 feet) running from Grape Street in the north to 'F' Street in the south. It strings together a series of parks, plazas, and other public attractions (both existing and new), forming a necklace of significant new open spaces and public amenities along the length of the North Embarcadero. The Esplanade connects with an existing promenade both north and south of the area, joining Harbor Island to the north with Seaport Village and the South Embarcadero to the south. The individual elements of the Esplanade are described below.

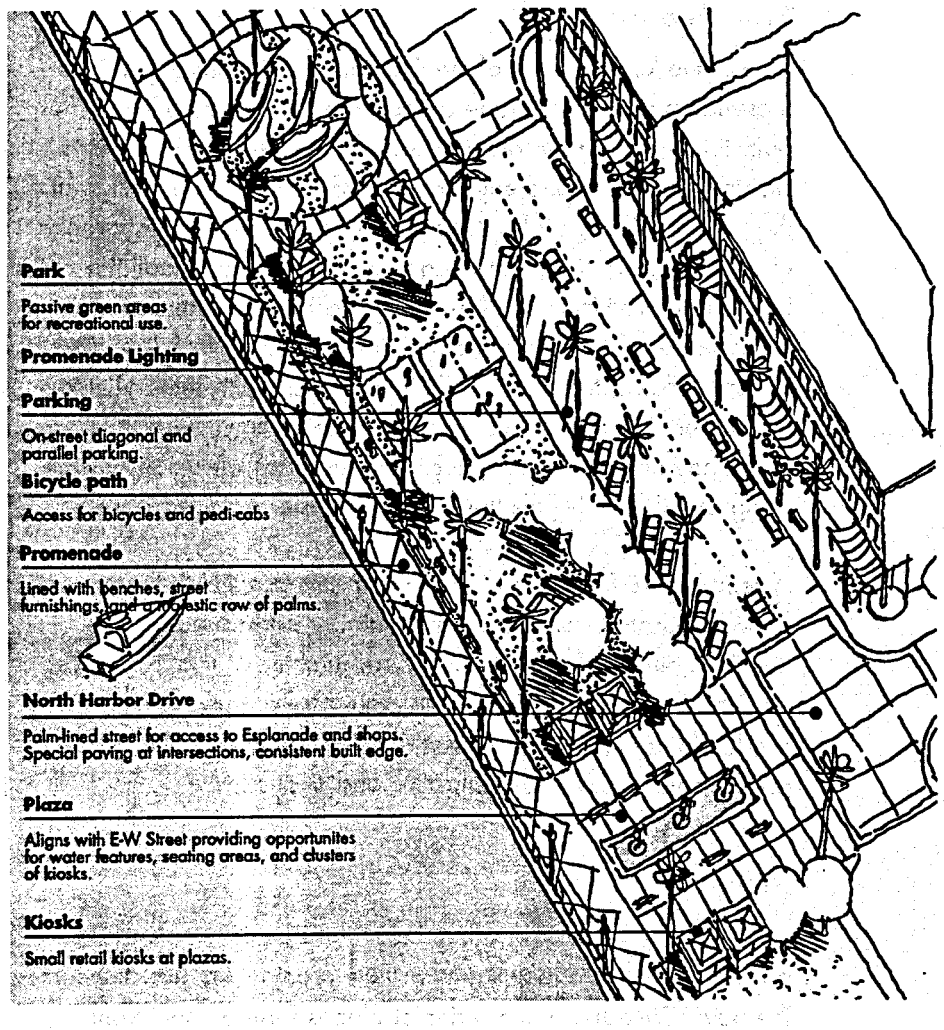

Figure 5.2

Bayfront Esplanade

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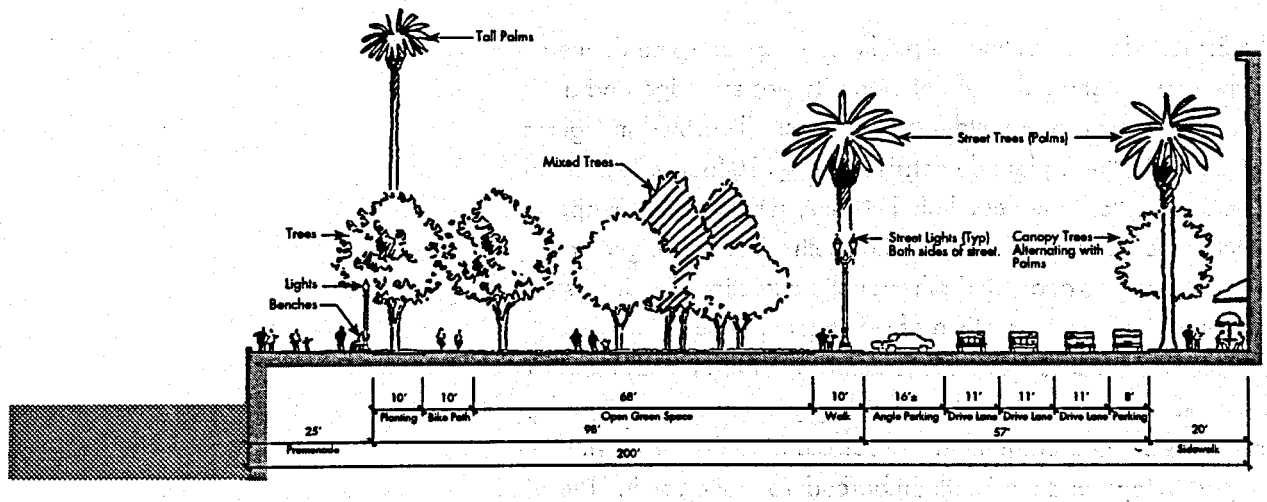

Figure 5.3

Section of Bayfront Esplanade

The Promenade

One of the key elements of the Esplanade is a continuous 25-foot-wide paved promenade adjacent to the water's edge. The palm-lined promenade provides ample room for pedestrians to sit, stroll, or pause and enjoy a view of the bay. The design of the promenade highlights the simple and unobstructed character of the sweeping North Embarcadero bayfront. To recall the image of a working waterfront, the wharf-side remains clear of objects and furnishings that could limit use and block bay views. Where needed, the promenade is equipped with steel railings, transparent in appearance, that both minimize view obstructions of the bay and provide the necessary level of safety. A delicate string of lights highlights the crescent shape of the bayfront.

A separate 10-foot-wide bicycle path runs parallel to the promenade, separated from the promenade by a narrow zone of benches, other street furnishings, and plantings. Canopy trees, nestled behind a row of majestic palms, offer opportunities for shade along the bicycle path and the promenade. The bicycle path accommodates both bicycles and pedi-cabs.

Plazas

A series of small plazas along the Esplanade provide multiple opportunities for residents and visitors to enjoy the attractions of the Bay. Collectively, the series of plazas form a new "front porch" for the city, affording opportunities for a diversity of activ-

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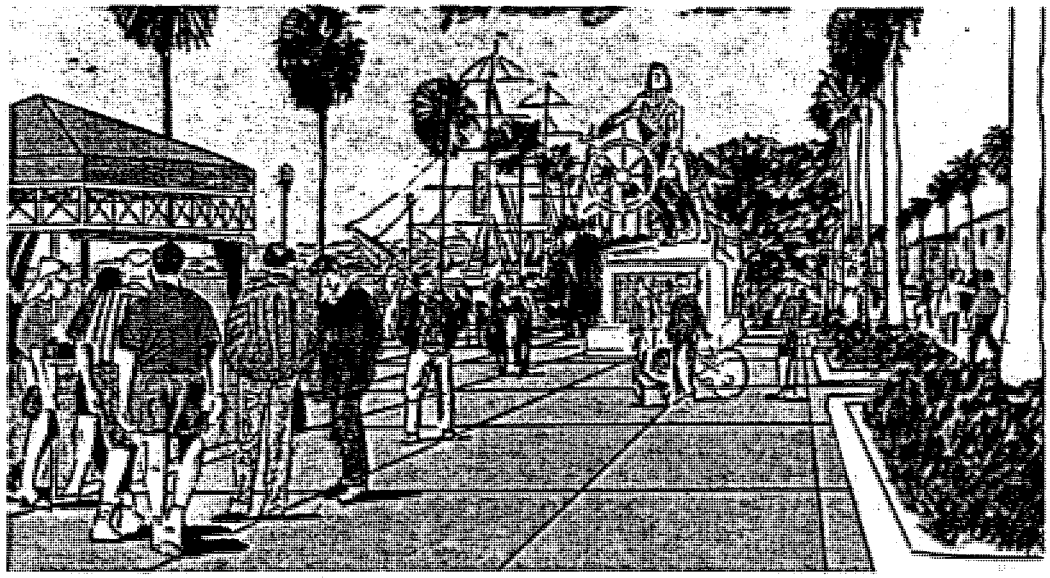

Bayfront Esplanade

ities at the water's edge. The plazas cluster pedestrian amenities and public activities where east-west streets terminate at the bay, taking advantage of views and street connections back to the city. They also create comfortable pedestrian zones for people to cross North Harbor Drive.

The Plan encourages the enhancement of plazas by allowing adjacent uses to occupy the plazas for exhibitions or related events. For example, the plaza at the foot of Ash Street becomes a stage for the Maritime Museum where historic artifacts can be on public display. Other plazas may be used for periodic food and craft fairs or small concerts by local musicians. The Plan proposes that, over time, each plaza take on the character of its adjacent neighbor.

Plazas are designed to provide ample seating and gathering opportunities. They allow for both permanent attractions like fountains, public art, or band shells and temporary installations to accommodate special events. Small kiosks may cluster around the plazas, allowing people to get a hot dog, rent roller blades, or buy a ticket for a bay cruise.

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Parks

Passive green spaces lie between the plazas on the Esplanade, providing recreational opportunities — places for people to relax under a tree, play a bit of frisbee, or set up a volleyball net. Planting, composed of sunny glades and shady groves, provides comfortable spaces and visual interest, while preserving views from North Harbor Drive to the Bayfront. The Plan encourages the establishment of community-oriented uses, such as children's playgrounds, and varied landscapes that provide for interesting and diverse experiences for users of the parks.

North Harbor Drive

North Harbor Drive is a palm-lined street that provides access to the Esplanade and the shops and other amenities along North Harbor Drive. The street is designed to limit the speed and volume of through traffic while enhancing public access to the Bayfront. North Harbor Drive, and its role in the North Embarcadero, is explained in more detail in Chapter Six.

Parallel parking on the east side and diagonal parking on the west side of the street provide visitors with convenient access to attractions along the Esplanade. At intersections, special paving treatment and wider sidewalks help calm traffic and give pedestrians easy access to the Esplanade plazas.

North Harbor Drive

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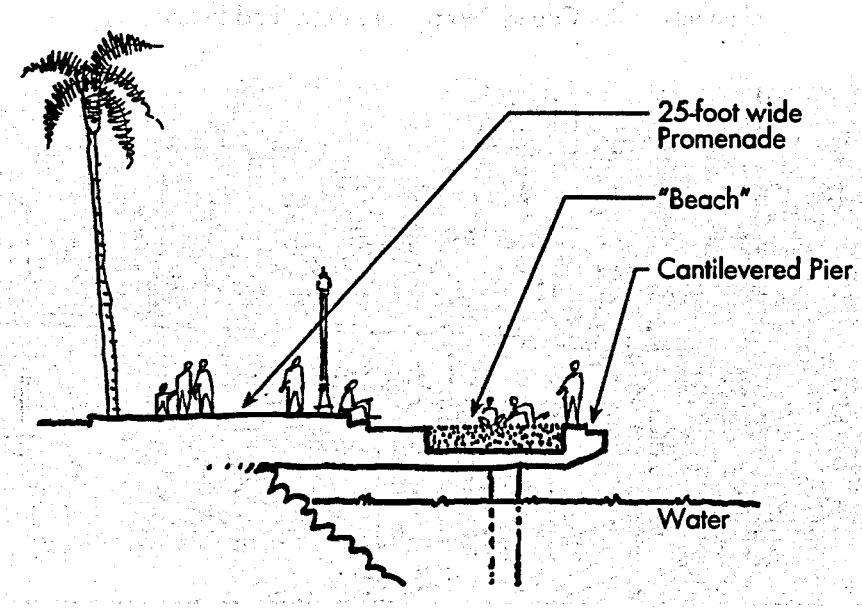
Crescent

The Visionary Plan proposes several improvements to the area along the bay north of Grape Street. The promenade that continues north of Grape Street along the crescent, to Laurel Street and points north, provides public access and docking opportunities for small vessels and fishing boats. The existing cantilevered walkway that jogs in and out from the bulkhead is filled in between, creating a wide continuous curved promenade edge to the crescent. Four new viewing piers, built at the Esplanade level, allow the public to get out over the water and enjoy the dramatic views back to the San Diego skyline. One of the viewing piers is strategically located at the terminus of the "Park-to-Bay" link where North Harbor Drive intersects with northbound Laurel Street. Existing, or repositioned, floating piers continue to provide boat access and docking. Existing diagonal parking and driveways remain in their current configuration, providing convenient access to the crescent promenade.

As an additional amenity along this portion of the Bay, a beach-like terrace could be built stepping down to the Bay, allowing people to come close to the water and feel the sand in their toes.



Possible "beach" at the Crescent

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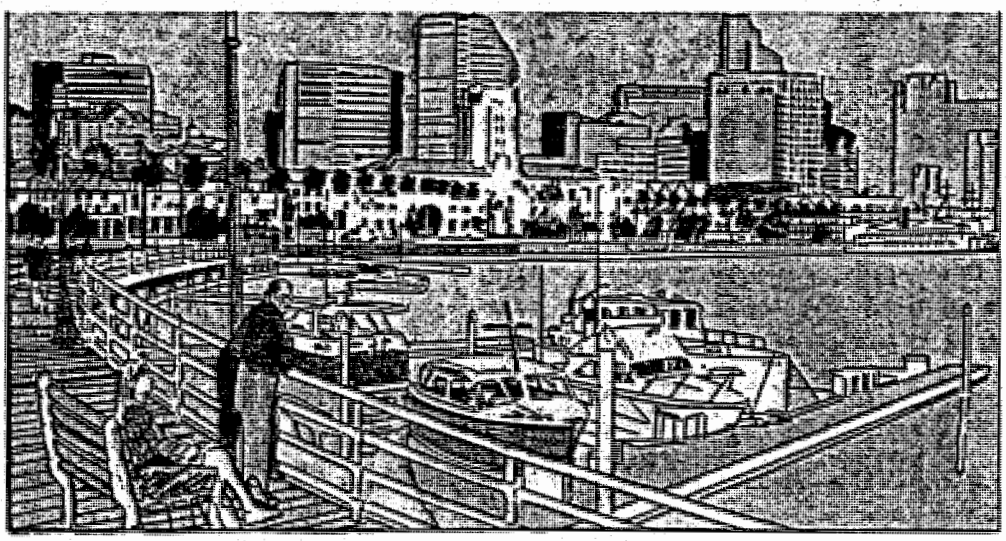
Boating Amenities and Opportunities

The Visionary Plan provides for a variety of amenities for users of small boats. Mooring balls, dinghy docks, and moorings along the sea wall will remain, and new ones could be added, in the crescent (northern) area of the North Embarcadero. Viewing piers in the area should not interfere with boater activity. The newly-configured Grape Street Pier accommodates a combination of transient boat docks, dinghy docks, and small launch areas for kayaks and other small boats. Transient boat docks are also provided along the sea wall in the vicinity of Broadway Pier. The exact location of the docks will depend on the final configuration of the cruise ship terminal at 'B' Street Pier and possible relocation of the ferry/harbor cruise facility to the south side of Broadway Pier.

COUNTY TERRACE

The Plan envisions a grand space, the County Terrace, in front of the County Administration Building to complement and enhance the landmark structure. Illustrated in Figure 5.4, the County Terrace commands an open bay view framed by the new Grape Street pier to the north and the Maritime Museum pier to the south.

The County Terrace consists of a number of interconnected spaces and amenities that together create a vibrant new public precinct in the northern portion of the North Embarcadero. The elements of the County Terrace are described below.



View from Grape Street Pier toward County Terrace

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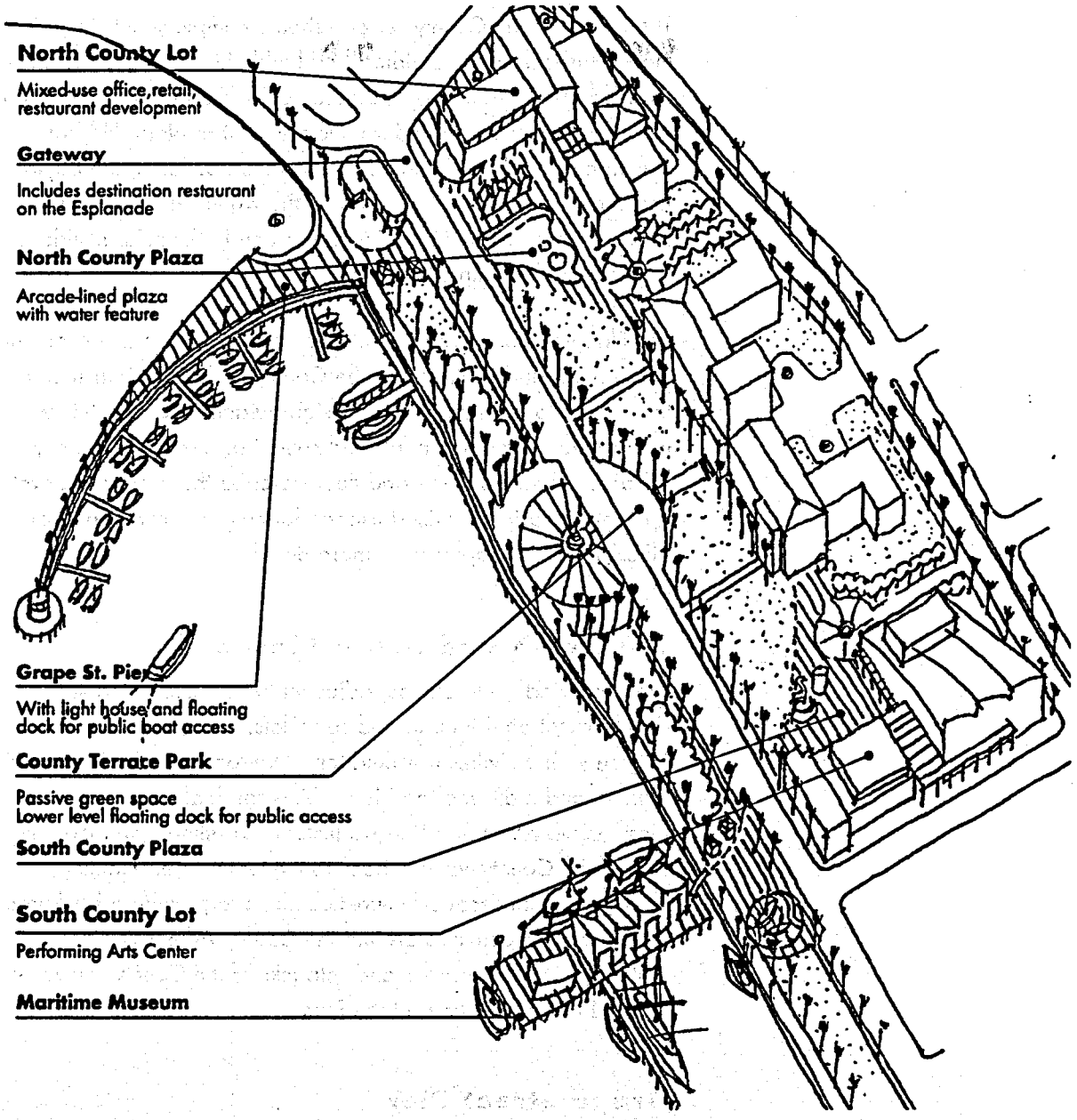

Figure 5.4
County Terrace

County Terrace Park

The County Terrace Park is envisioned as a quiet green space where people can find a shady retreat to enjoy their lunch. The park is bounded on its northern and southern edges by plazas, offering outdoor spaces that complement the developments on the north and south lots of the County district (discussed below).

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The design of the County Terrace should complement the landmark character of the building and highlight it's unique architectural features. Framed by majestic palms, the building stands out along the North Embarcadero. To the west of North Harbor Drive, in front of the County Administration Building, the Bayfront Esplanade expands gently out over the water and offers unobstructed views to the Bay. County Terrace Park could include a center-piece fountain or statue.

The Plan envisions two alternative scenarios for the development of the north and south lots at the County Building. Both scenarios adhere to the same urban design guidelines and enhance the public character of the north and south borders of the County Terrace. Chapters Three and Four describe the proposed development scenarios, a mixed use/performing arts center and an office/hotel development, in more detail.

The North and South Plazas

The north and south plazas, adjacent to and integrated with development on the north and south lots, enliven the County Terrace with activities like outdoor restaurant seating, a farmer's market, and craft and food fairs. A water feature in the north plaza could recall San Diego's historic shoreline, tying the landside of the County Terrace back to the water-side. Planting, paving, and landscape features combine to provide a backdrop for the diverse activities around the County Administration Building. The dimensions and setbacks of the County Terrace are defined in Chapter Four of the Plan.

Grape Street Pier

The three existing Grape Street piers are to be replaced by a single, elegantly curved pier that aligns with views down Grape Street and Date Street. The new Grape Street pier gently holds the north side of the County Terrace, and it provides pedestrians with dramatic views back to the San Diego skyline. A beacon or lighthouse with a concession for a small vendor could sit at the end of the pier. The new Grape Street Pier should be amenable to pedestrians, paved with a warm material like wood and outfitted with pedestrian-scale benches and lights.

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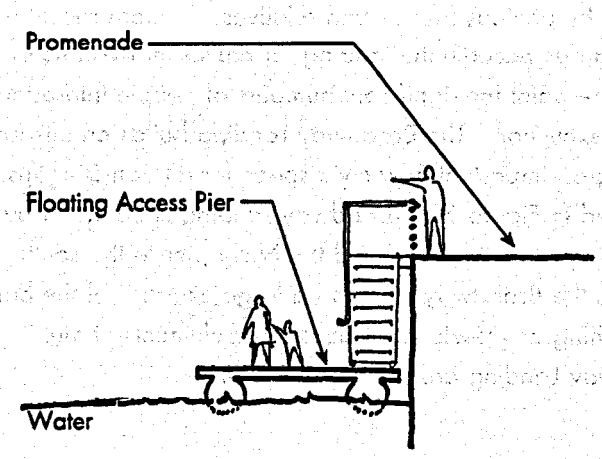
Maritime Museum Pier

The Maritime Museum may be located on a floating dock at the southern edge of the County Terrace. The position and alignment of the dock and the structures on it should complement the spatial definition of the County Terrace. The Museum is encouraged to enliven the areas around it with cultural activities that reflect the maritime history of the area.

Public Boat Dock and Public Access Pier

A floating pier along the southern edge of the Grape Street pier provides boat docking facilities for the general public and public access to the water. A wave screen incorporated into the pier protects the facility from wave activity. An adjoining dock just south of Grape Street pier provides docking facilities for ferries and harbor cruises. A floating pier just south of the ferry/harbor cruise pier, running along the bulkhead in front of the County Administration Building, provides public access to the water. This pier is not intended for boat docking. All of the floating docks and piers are accessible via self-adjusting ramps from the Esplanade level.



Public Access to Water's Edge in front of County Terrace Park

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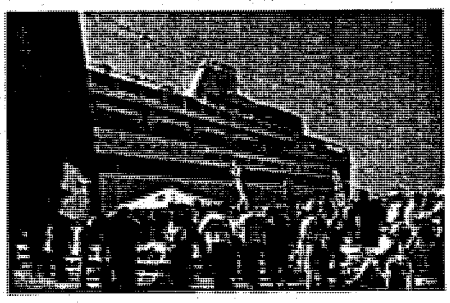
Gateway

A small building at the northern point of the Esplanade where Grape Street meets the bay could accommodate a destination restaurant. This freestanding building, together with development in the north County lot, define a clear "gateway" to the North Embarcadero Esplanade. The restaurant will have a footprint no larger than 5,000 SF, and it could include a second story (for a maximum size of 10,000 SF) or a second level dining terrace, affording customers a commanding view of the Esplanade and the Bay. The restaurant must be carefully designed so as not to obstruct the expansive views of the County Administration Building. More detailed guidelines regarding building height and mass are outlined in Chapter Four of the Plan.

Also serving as a gateway destination, a significant restaurant could be built as part of a mixed-use development on the north parking lot of the County Building.

BROADWAY LANDING



Cruise Ship Activity

Framed by the active edges of 'B' Street, Broadway, and Navy piers, Broadway Landing is an expansive public space that reaches from the grand oval-shaped park on the Bayfront Esplanade out over the water.

The foot of Broadway has historically served as a front door to San Diego's downtown, where sailors coming home from duty are met by anxious friends and relatives. In more recent years, the area has become the landing for cruise ship visitors and the departure point for significant numbers of people interested in a harbor excursion. The Broadway Landing builds on this history, creating an important new civic space for all San Diegans. Illustrated in Figure 5.5, Broadway Landing is bounded by the 'B' Street pier to the north and the Navy pier to the south. It includes the Broadway Pier and a large expanse of the harbor for berthing of vessels of all sizes. The elements of the Broadway Landing are described below.

'B' Street Pier

'B' Street Pier continues in its role as a commercial pier near the foot of Broadway. The commercial uses include a cruise ship terminal facility, and they could include a mixed-use retail and

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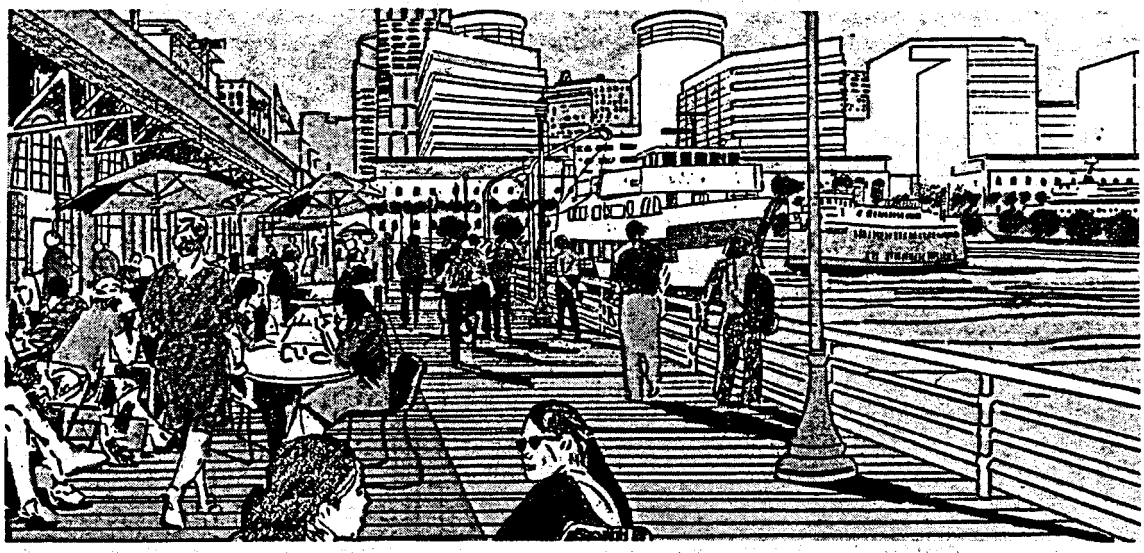

Broadway Landing

restaurant component on the south side of the pier. Discussed in Chapter Three, the Visionary Plan supports either a Ports-of-Call cruise ship terminal with mixed-use retail and cultural attractions or a Homeport cruise ship terminal with full service capabilities or a combination of the two. Both alternatives support the maritime character and active usage of the new Broadway Landing.

With the Port-of-Call alternative, the south side of 'B' Street Pier includes a mixed-use commercial development with restaurants and shops, and it could include an outdoor amphitheater, near the Esplanade, where outdoor events and concerts would occur. With the Homeport alternative, 'B' Street Pier is devoted solely for cruise ship operations with ancillary restaurant and retail uses. In both alternatives, a central park down the middle of the pier provides access for buses, shuttles, and cars.

The correct balance between the operational needs of a cruise ship facility and other commercial activities must be determined based on the future needs of the cruise ship industry in San Diego.

Broadway Pier

A significant historic and civic resource, Broadway pier is redesigned to accommodate a variety of elements along its length. At the base of the pier, food and craft kiosks line a small commercial area. The central portion of the pier is left clear to

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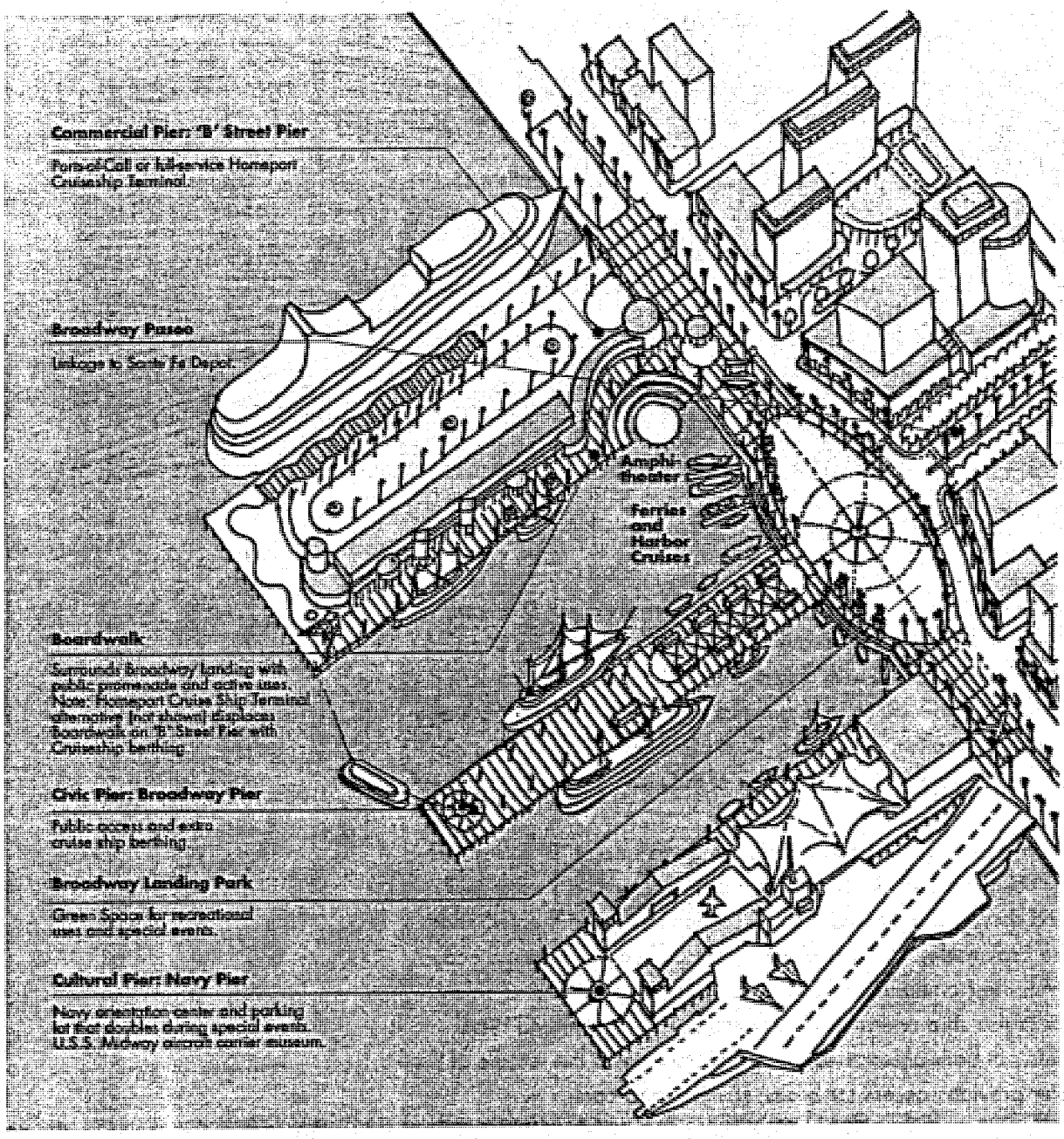

Figure 5.5
Broadway Landing

accommodate temporary and changing events. The outer end of the pier is an ideal location for a symbolic and significant sculptural water element paying homage to the maritime culture of San Diego and the importance of the bay to the city's everyday life. The outer edge of the pier is conceived of as the continuation of the boardwalk that wraps the water's edge around the Broadway Landing.

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Broadway pier may also accommodate Port-of-Call ships and Daycruisers when the need arises. When cruise ships or other large ships berth at the Broadway Pier, the drop-off and pick-up of passengers by buses, taxis, and private vehicles occurs on the pier. During these times, extra buses can form a queue in the on-street parking allowance along Broadway and North Harbor Drive, if necessary. Under no circumstance would they, or any other vehicles, form a queue in Broadway Landing Park (discussed below).

Navy Pier

The Navy pier could support permanent and temporary cultural uses. The Navy, which has and continues to play a central role in San Diego's history, could have a very prominent location for a museum or orientation center.

The existing head house that remains at the top of the pier would be restored and a large central opening created to provide a new entrance onto the pier. The aircraft carrier U.S.S. Midway could be docked along the pier's southern edge and the necessary support facilities located on the pier. The central portion of the pier could be used on a daily basis for parking and during special events as a site for large concerts.

Waterfront Promenade

Boardwalk

The edge of the 'B' Street Pier (Port-of-Call cruise ship terminal alternative only), Broadway Pier, and Navy Pier are designed as a consistent boardwalk lined with benches and lights, creating an intimate environment. The boardwalk will be lined by active uses where visitors can pause and enjoy the ships and the people passing by. These uses include shops and restaurants at 'B' Street Pier (Port-of-Call cruise ship terminal alternative only) and small retail and food kiosks elsewhere. The boardwalk will be animated with interpretive signage, public art, parks, and venues for events.

Broadway Landing Park

Broadway Landing Park commands an important location: the critical juncture where the bayfront Esplanade, Broadway, and San Diego Bay meet. It also forms the center of Broadway Landing, a grand civic precinct.

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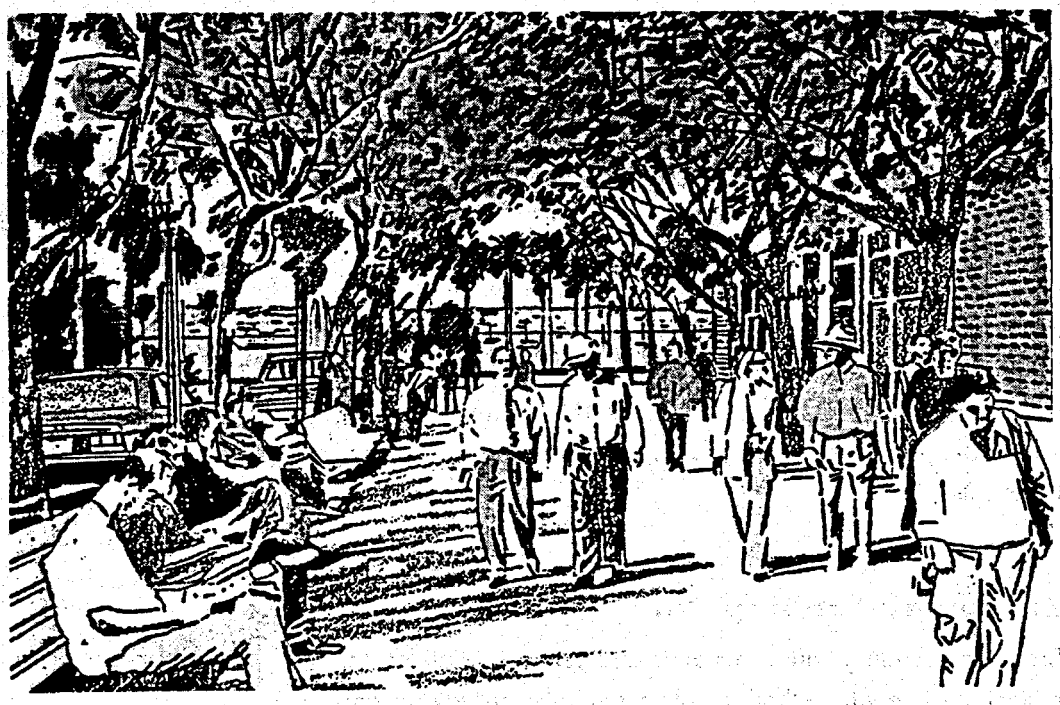
The oval-shaped park is a significant new addition to San Diego's stock of urban parks. The park expands gently into the water, creating a belvedere overlooking the bay, and nudges North Harbor Drive to the east. It is a landscaped public open space, accommodating recreational activities on a daily basis or large public gatherings. The park includes a central plaza punctuated by a landmark element such as a fountain or sculpture, orienting visitors and drawing attention to this important public precinct.

Broadway Landing Park is approximately two city blocks in size, considerably larger than any of the parks in downtown. Because of its one-sided configuration, with buildings only to the east, the scale of the bay gives the space an expansive feeling larger than its actual size, much as in Baltimore's Inner Harbor or the harbor in Barcelona. The park is located on the west side of North Harbor Drive and is not divided by any streets. The oval-shaped park does not affect significantly the berthing of large ships, and it does not disrupt the traffic patterns on North Harbor Drive or Broadway.



Broadway Paseo

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On rare occasions, a drive at the western perimeter of the park could provide limited vehicular access to Broadway Pier to serve visiting ships. Vehicular access to the drive would be highly controlled, and parking, queuing, or staging activities on the drive would be prohibited. The drop-off and pick-up of passengers by buses, taxis, and private vehicles would occur on Broadway Pier itself.

Broadway Paseo

The Visionary Plan recognizes Broadway as a grand civic street. Between Santa Fe Depot (and its transit hub) and the bay, it establishes a wide paseo, lined with trees, that invites pedestrians to stroll to the bay, or uptown (from the bay). The paseo enhances the connection between land-based transit and waterside transportation facilities like the harbor excursion ferries and the cruise ship terminal.

At the portion nearest North Harbor Drive, the street widens, creating a plaza on both sides of Broadway and a grand gesture, and window, to the bay. The plaza, in turn, serves as a "portal" to downtown for those travelling along the bayfront.

Public Boat and Ferry/Harbor Cruise Dock

As in the County Terrace, a public floating dock lines the water's edge along the bulkhead of the Esplanade. This pier provides public docking for pleasure boaters and other small craft. The main ferry landing for bay cruises and harbor excursions is also located at this critical juncture between land and sea-going visitors. The various ferry and harbor cruise operations should be consolidated into an attractive new facility.

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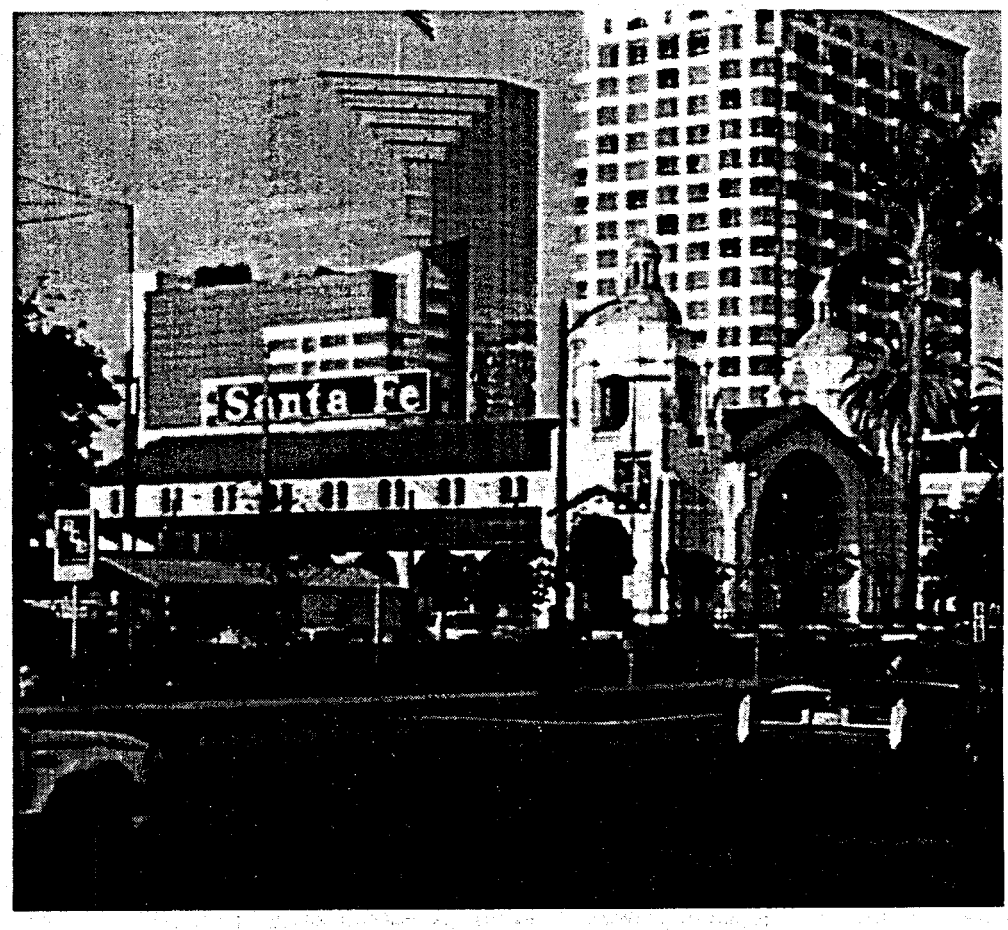

Santa Fe Depot

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Circulation and Public Access

The North Embarcadero Alliance Visionary Plan establishes a pedestrian-friendly waterfront district oriented to public access. The Plan envisions an integrated public access system consisting of:

- Pedestrian and bicycle access, orientation, and amenity, particularly at the Bayfront Esplanade.
- Vehicular access both to and through the North Embarcadero, with through traffic concentrated on Pacific Highway and frequent east-west streets connecting Pacific Highway with pedestrian-oriented North Harbor Drive.
- Connections to land- and water-based transit.
- Ample public parking on-street and in existing and proposed publicly-accessible lots associated with private development.

In this chapter:

- Circulation System
- Parking Strategy
- Traffic Flow

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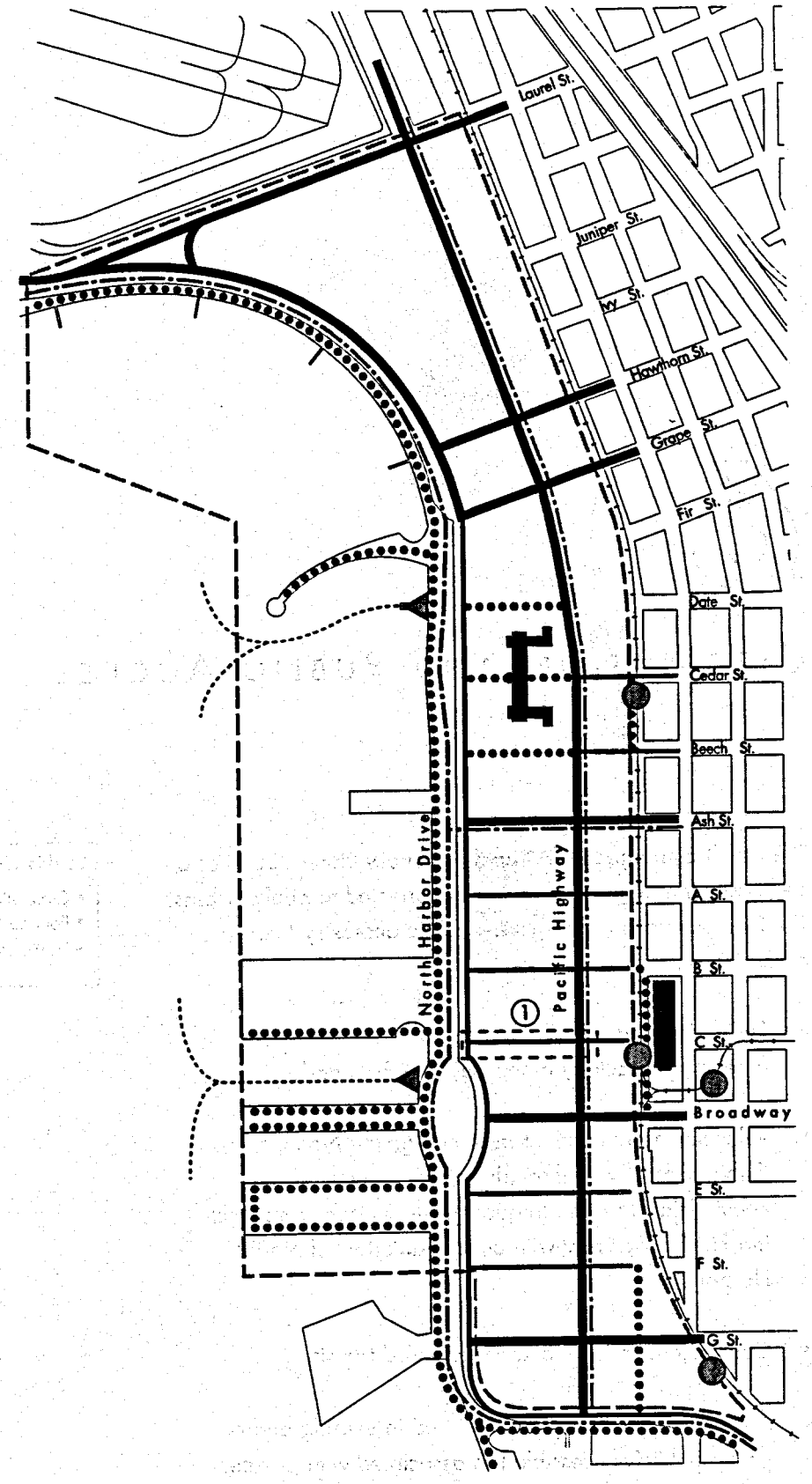

Principal Vehicular Circulation

Secondary Vehicular Circulation

Pedestrian Only Circulation

Bikeways

Ferry/Excursion Boat Terminal and Line

Trolley Stop

Notes:

1 C Street between North Harbor Drive and Pacific Highway may or may not accommodate vehicular circulation.

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Figure 6.1
Proposed Traffic Circulation

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Circulation and public access in the North Embarcadero is described in the following three sections of this chapter:

1. Circulation System. This section describes the bayfront promenade and bike trail, street system, and transit linkages in the North Embarcadero.

2. Parking Strategy. This section outlines the strategy for providing publicly-accessible parking in the North Embarcadero.

3. Traffic Flow. This section describes how traffic is accommodated on Pacific Highway and, in general, on the proposed street system in the North Embarcadero.

CIRCULATION SYSTEM

Illustrated in Figure 6.1, the Visionary Plan provides for a circulation system that accommodates pedestrian and bicycle access, vehicular movement, and transit use, and it establishes an elegant, distinctive, and inviting character for the area.

Pathways

The Visionary Plan establishes a clear pedestrian-orientation throughout the North Embarcadero, featuring a 25-foot-wide promenade along the bay within the Bayfront Esplanade and wide sidewalks along all streets. It establishes a pedestrian-scale block system, similar to downtown, that connects where possible to surrounding districts. The Plan also features a separated bike path along the length of the bayfront and the provision of bike racks at selected points along the esplanade. Figure 6.2 illustrates a typical section of the Bayfront Esplanade, and the promenade and bike path, along North Harbor Drive. Chapters Three and Five describe the Esplanade in more detail.

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Streets

The Visionary Plan's street system is comprised of three "street types" that reinforce one another, allowing the three to act as an integrated whole. The street system is comprised of:

- Vehicular-oriented Pacific Highway,
- Pedestrian-oriented North Harbor Drive (south of Grape Street), and
- Vehicular- and pedestrian-oriented east-west streets, including Broadway

The Plan places major vehicular through traffic on Pacific Highway, thereby allowing North Harbor Drive (south of Grape Street) to carry less traffic and have a more determined pedestrian-orientation. Frequent east-west streets, aligned with the downtown street system, provide convenient vehicular and pedestrian connections between Pacific Highway and North Harbor Drive. The east-west streets, and the resultant grid street pattern, offer smaller, more "walkable" blocks, and they allow for vehicular and pedestrian linkages throughout the North Embarcadero.

Consistent with their role and character, the streets vary in their provision of parking and service access to development parcels in the North Embarcadero. Prescribed through guidelines in Chapter Four, Pacific Highway and Broadway have limited parking and service access (driveways); North Harbor Drive has none. The east-west streets serve to accommodate access to parking and service facilities.

Figure 6.2 illustrates typical street sections For Pacific Highway, North Harbor Drive, Broadway, and East-West streets.

Pacific Highway

The Plan establishes Pacific Highway as an elegant tree-lined boulevard accommodating through traffic and pedestrian circulation. The street is designed with six travel lanes, a center turn lane and/or median, two parking lanes, and two fourteen-foot-wide sidewalks. Consistent with the CCDC Pacific Highway Concept Plan, the Visionary Plan establishes a consistent 130-foot-wide street section from Hawthorn Street to Harbor Drive in

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place of the inconsistent street section existing today. This treatment requires acquisition of property, up to 22-feet-wide, at selected points along the street (see Chapter Seven for further discussion). The Visionary Plan, consistent with CCDC Plan, proposes the 130-foot-wide section improvements up to Hawthorn Street; the Visionary Plan proposes only streetscape improvements consisting of street trees and lights for the portion of Pacific Highway between Hawthorn and Laurel Streets..

The proposed street section could be modified to include an acceleration or deceleration lane in place of a parking lane (i.e. a 20-foot-wide outside lane in place of a 12-foot-wide drive lane and an 8-foot-wide parking lane), particularly at the Catellus property. As appropriate, median breaks should be provided at the intersections of 'A','B', 'C', 'E', 'F', and 'G' Streets.

In addition, Pacific Highway may not achieve the 130-foot-wide section in one small area adjacent to the north lot at the County Administration Building. An existing facility (chilling equipment) protrudes into the proposed street section. This facility could be relocated, an expensive proposition for the Alliance; the sidewalk could be narrowed; or a few parking spaces could be eliminated and the street curb shifted eastward, thereby allowing ample room for a sidewalk around the facility.

North Harbor Drive

The Visionary Plan establishes North Harbor Drive as a narrow, pedestrian-oriented street with ample on-street parking, providing much needed waterfront access and slowing traffic. The Plan relocates the street eastward within the existing 200-foot-wide North Harbor Drive right-of-way, thereby opening the western portion for an expansive pedestrian-oriented esplanade. At Broadway, North Harbor Drive shifts slightly east of the 200-foot right-of-way, accommodating Broadway Landing Park in that location (see Chapter Four and Five for more details). North Harbor Drive is designed with three travel lanes, parallel parking (east side) and diagonal parking (west side), and 20-foot-wide (east side) and 10-foot-wide (west side) sidewalks. Its design includes wider sidewalks at street intersections to enhance the pedestrian orientation of the street.

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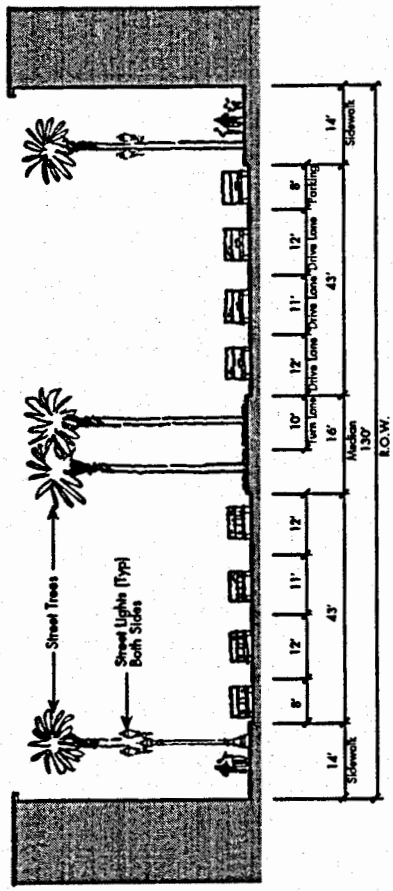
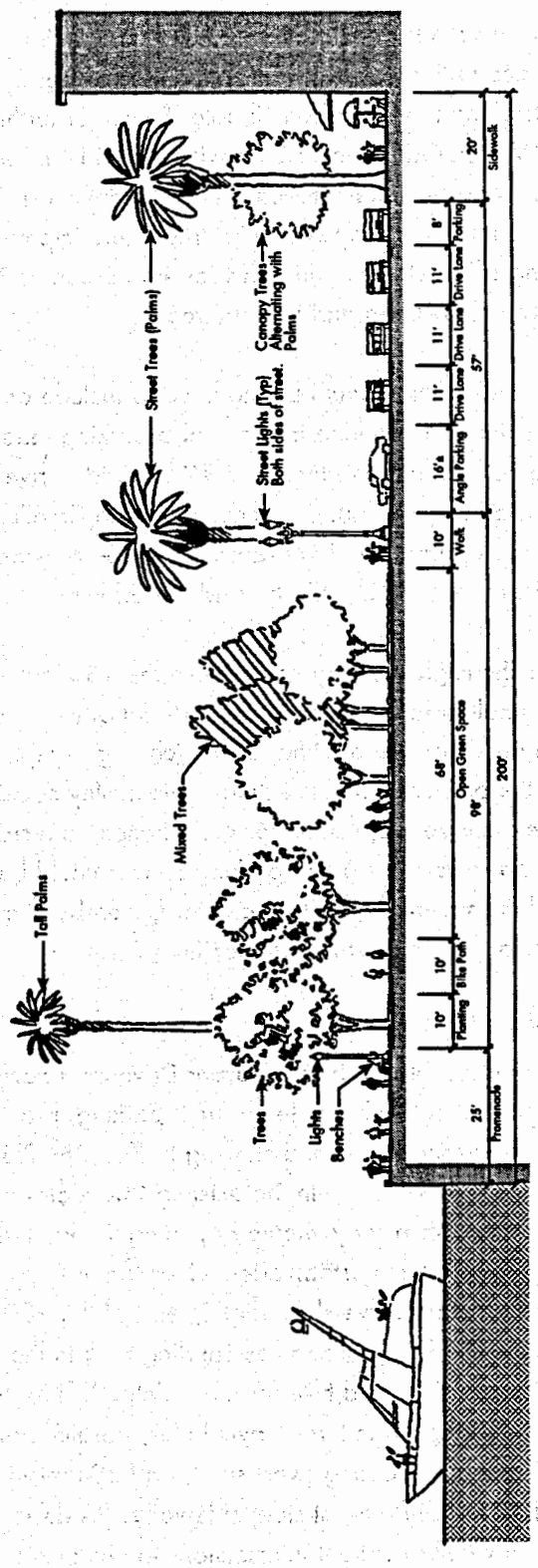


Pacific Highway



North Harbor Drive/Esplanade

Figure 6.2
Typical Street Sections

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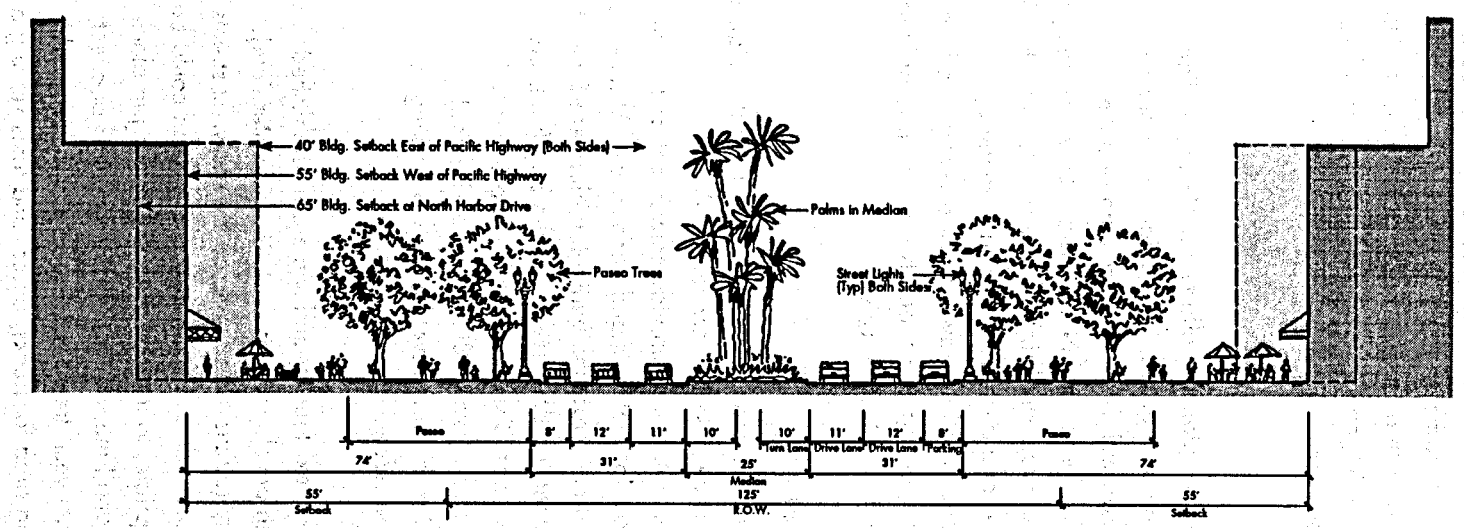
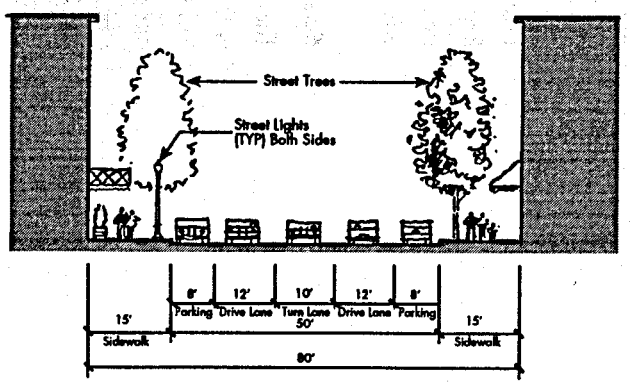


Broadway



East/West Streets

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Discussed below under Traffic Flow, the Plan recognizes that the reconfigured North Harbor Drive may need to be modified to accommodate possible traffic and service access needs, particularly those associated with a large cruise ship facility at 'B' Street Pier. Such a modification could include adding a fourth travel lane to North Harbor Drive.

Broadway

Consistent with previous planning efforts, the Visionary Plan establishes Broadway as a grand ceremonial street connecting the heart of downtown with Broadway Landing and the bay. Between the Santa Fe Depot and North Harbor Drive, buildings are setback from the established right-of-way (see Chapter Four), providing both views and a grand promenade to the bay. Broadway is designed with four travel lanes, a center turn lane and/or median, two parking lanes, and two wide "paseos" that widen to a plaza at North Harbor Drive.

East-West Streets

The Visionary Plan proposes a series of east-west streets, aligned with the downtown street system, between Pacific Highway and North Harbor Drive. The streets provide convenient and frequent access to the bayfront for motorists and pedestrians. Where possible, the east-west streets cross the Burlington Northern Santa Fe Railroad tracks, connecting downtown with the bay (i.e Laurel, Hawthorn, Grape, Cedar, Beech, Ash, Broadway, and 'G' Streets). East-west streets (except Broadway and, possibly, 'C' Street) are designed with three travel lanes, two parking lanes, and two 15-foot-wide sidewalks.

Some east-west streets exist today and some are established rights-of-way through development parcels (see Chapter Four). Except for Broadway (discussed above), all the east-west streets have a similar 80-foot-wide street section. This section could be modified, as appropriate, to include diagonal parking in place of a travel and parking lane, increasing the supply of on-street parking. In turn, east-west streets, particularly 'B' Street, could be used as a staging area for trucks, buses, and taxis serving a large cruise ship facility at 'B' Street Pier. East-west streets between Pacific Highway and the railroad tracks at Catellus ('A', 'B', and 'C' Streets) could be used for parking, service, and fire access, possibly limiting sidewalk and on-street parking opportunities at these locations.

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At 'C' Street between North Harbor Drive and Pacific Highway, the street may or may not accommodate vehicular circulation. Between North Harbor Drive and the Burlington Northern Santa Fe railroad tracks, 'C' Street could shift slightly (up to 20 feet) north or south from the existing street alignment. In any case, 'C' Street shall be in alignment between North Harbor Drive and the railroad tracks. Such an alignment will be determined by which property (Lane Field or Catellus) is developed first or by mutual agreement between the Port and CCDC.

At 'A' Street, existing development between North Harbor Drive and Pacific Highway (i.e. Holiday Inn) may preclude a street in the near-term. When the Holiday Inn site is redeveloped (i.e. existing improvements are substantially or entirely demolished and replaced with new improvements), such a street shall be provided.

The east-west streets have the character of a public street or otherwise feel welcoming to the general public. They should include regularly planted street trees along each sidewalk. The east-west streets through development parcels could have special paving or other treatment that slows traffic and helps integrate (visually) development north and south of the street.

Transit Linkages

The Visionary Plan considers land- and water-based transit services as integral components of the North Embarcadero circulation system. The Plan establishes prominent pedestrian connections to existing trolley and heavy rail service. Broadway, and its wide paseo, and 'B' Street, via a pedestrian bridge over the railroad tracks, connect the bayfront with the Santa Fe Depot and the America Plaza Transfer Station. Cedar and Beech Streets link the bayfront to the County Center/Little Italy Station. 'G' Street links to the Seaport Village trolley station. A ferry and excursion boat docking facility at the foot of Broadway and at the Grape Street Pier provide water-based transit opportunities for the area. The Plan proposes signage emphasizing the connections to the land- and water-based transit facilities.

The Plan encourages bus service, as appropriate, to serve demand in the North Embarcadero. It does not favor using the North Embarcadero as a terminus staging area for bus service in the area.

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PARKING STRATEGY

The Visionary Plan establishes a parking strategy that serves both public access and private development. The Plan's approach reflects a fundamental concept: public and private parking demand can be satisfied through a combination of on-street parking and publicly-accessible, project-related parking facilities required for every project.

Parking Approach

The Visionary Plan establishes a series of fundamental principles regarding parking in the North Embarcadero, ensuring a parking supply that accommodates both the general public and development.

1. *All streets shall have on-street parking, including diagonal parking on North Harbor Drive and, as appropriate, east-west streets.*

2. *Every project shall provide for its own parking needs, with a few exceptions (discussed under Parking Supply below).*

3. *Every project shall use commonly accepted standards for parking demand (discussed under Parking Requirements below).*

4. *All parking facilities over 100 spaces, except for those serving residential uses, should be made available for public parking, if economically feasible.*

5. *Selected projects shall replace existing on-site parking.*

   This parking is related to existing commitments to Port tenants and County employees. It is in addition to the parking required to serve the development program. The selected sites are the Solar lot (bounded by North

Harbor Drive, Hawthorn Street, Pacific Highway, and Grape Street), the north and south lots on either side of the County Administration Building, and a portion of the Lane Field lot.

6. *The availability of transit connections, pedestrian linkages, and the locations of less costly parking shall be made evident to the visiting public.*

An objective of the Visionary Plan is to have sufficient parking for each project within the North Embarcadero available and contained on each site. Each project would construct parking in whatever manner necessary to accommodate their demand, and this parking would be available for shared public use, especially during off-hours, if economically feasible.

While a project would typically provide for its parking on-site, two or more projects may cooperate to satisfy their combined parking needs together on- or off-site, assuming that assurances are provided that such facilities will continue to exist to meet project needs.

For a variety of reasons, some projects may not be able to provide for all or any of their own parking, particularly those west of North Harbor Drive. In all cases, these projects would rely on on-street parking and shared-use of off-street parking facilities. Such projects include:

- Maritime Museum
- Performing Arts Facility (if developed) at the south lot of the County Administration Building

The peak demand for parking for these projects generally occurs when parking spaces at commercial development are most available (i.e. evenings and weekends).

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Parking Requirements

The Visionary Plan requires stand-alone projects to use the following parking standards, or the City's shared parking standards (see San Diego Municipal Code Secs. 101.0822 and 101.0830 in the Appendix), to determine their parking requirements:

Office	2 spaces/1,000 square feet
Hotel	0.75 spaces/room
Retail	5 spaces/1,000 square feet
Restaurant	8 spaces/1,000 square feet
Residential	1 space/bedroom up to 2 spaces (max)/unit

Existing projects or proposed projects with existing entitlements, such as Navy Broadway Complex and the Catellus project, may not satisfy the Plan's parking standards. In such cases, it is assumed that every effort will be made to satisfy true parking demand. At such time as further approvals are sought, the standards of this Visionary Plan should be applied.

Projects may attempt to demonstrate that their parking requirements may be adequately satisfied in the near-term using existing, off-site facilities. However, assurances will need to be made that their ultimate needs for parking can be met either on-site or in combination with their neighboring developments upon full development of the North Embarcadero.

Public Parking Supply

The Visionary Plan anticipates an ample public parking supply both in the near-term and in the future.

Currently, the supply of parking at North Harbor Drive (on-street and in adjacent lots) far exceeds parking demand (see Chapter Two). The principle that all major parking facilities are to be open to the public, if economically feasible, ensures a more-than-ample supply in the near-term, as illustrated in Figure 6.3. *(Note: the availability of the Navy lot has been discussed but not confirmed).*

In the future, the Plan envisions satisfying demand for public parking with the publicly-accessible parking facilities identified below. The Plan does not rule out adding additional public park-

ing, at Alliance expense, if it is determined, in the future, that the actual supply does not satisfy demand. Such additional public parking could be accommodated in a stand-alone facility or as part of a proposed commercial development through a public-private partnership. In addition, a publicly-funded parking facility could be located outside the North Embarcadero with access to the bay provided via shuttles or mass transit.

The Plan anticipates satisfying demand for public parking with:

- On-street parking.
- Parking provided by development to satisfy on-site demand.
- Existing parking at selected sites that will be replaced when the sites are developed.
- Overall affordable parking in the North Embarcadero.

On-Street Parking

Where feasible, on-street parking is provided on all streets in the North Embarcadero, including North Harbor Drive, Pacific Highway, and east-west streets. Described earlier, North Harbor Drive includes parallel parking on the east-side of the street and diagonal parking on the bay-side. In most circumstances, all other streets include parallel parking. In some cases, the east-west streets could be modified to include diagonal parking in place of a travel lane and parking lane, increasing the supply of on-street parking.

The creation of an expansive esplanade along the bayfront, and the removal of parallel frontage roads, displaces some existing on-street parking on North Harbor Drive. The addition of on-street parking on east-west roads and Pacific Highway increases supply.

Illustrated in Figures 6.4 and 6.5 and summarized below, the on-street public parking supply in the North Embarcadero is estimated to increase in the long-term by over 300 spaces. This number is a rough estimate and may vary at actual build-out.

On-Street Parking - Existing	
North Harbor Drive and Broadway Pier	580 spaces
Pacific Highway	140 spaces
East-West Streets	190 spaces
TOTAL	910 spaces

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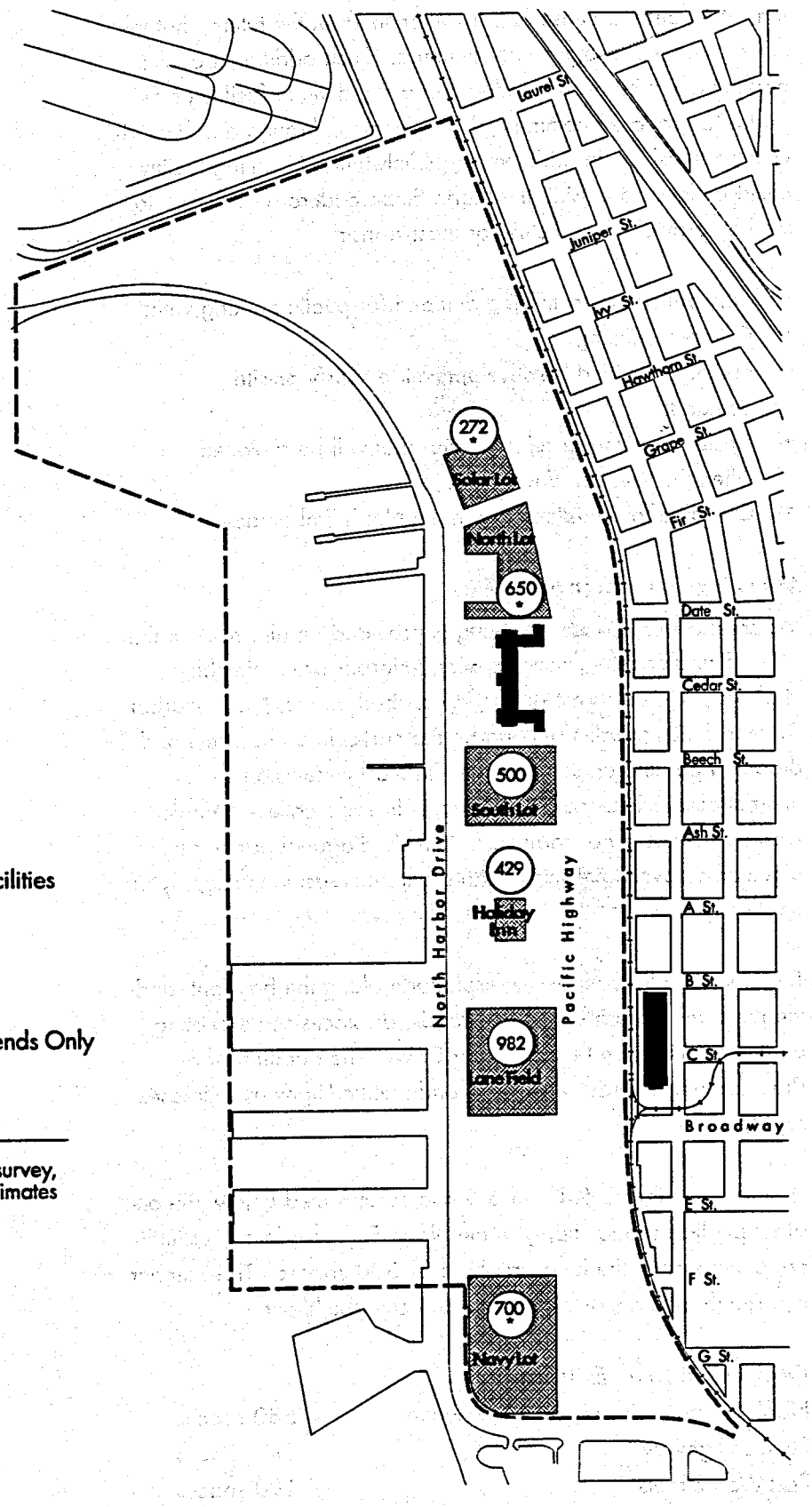

Existing Parking–Major Facilities

(#) Number of Parking Spaces

* Open Evenings and Weekends Only

Note:

Parking count based on windshield survey, review of aerial photograph, and estimates provided by Alliance members.

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Figure 6.3

Off-Street Parking Supply — Near Term

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On-Street Parking - Long-Term (Projected)	
North Harbor Drive	420 spaces
Pacific Highway	380 spaces
East-West Streets	440 spaces
TOTAL	1,240 spaces
On-Street Parking - Net Gain (Long-Term)	*330 spaces*

To help ensure an available supply of public parking, the Visionary Plan recommends the metering all on-street parking spaces. While parking management is beyond the scope of the Plan, it makes little sense to have blocks of non-metered spaces anywhere within the core downtown or the North Embarcadero.

Parking at Development Sites

As described earlier, all major parking facilities in the project area should be open to the public, if economically feasible, and provide parking using prescribed parking standards.

The parking ratios recommended for the Visionary Plan are consistent with a downtown situation rather than a suburban setting. During peak hours (typically mid-day weekdays), the portion of parking facilities serving project-related parking could approach capacity. However, parking sufficient for all needs (public and private) would be available other times, particularly evenings and weekends, when public parking is most in demand.

The Plan acknowledges that two major projects with existing entitlements, Navy Broadway Complex and the Catellus projects, do not meet the Plan's parking standards. The Plan encourages these projects to supply parking consistent with the recommended standards.

The Plan recognizes that, at some point, construction of private or public improvements may temporarily displace available parking. The Plan recommends that the phasing of projects be carefully monitored to minimize disruption, if possible, to the available parking supply in the North Embarcadero.

Existing On-Site Parking Replaced

Described earlier, the Plan calls for replacing existing parking on selected sites when redevelopment of those sites occur. The parking is related to existing commitments to Port tenants and County

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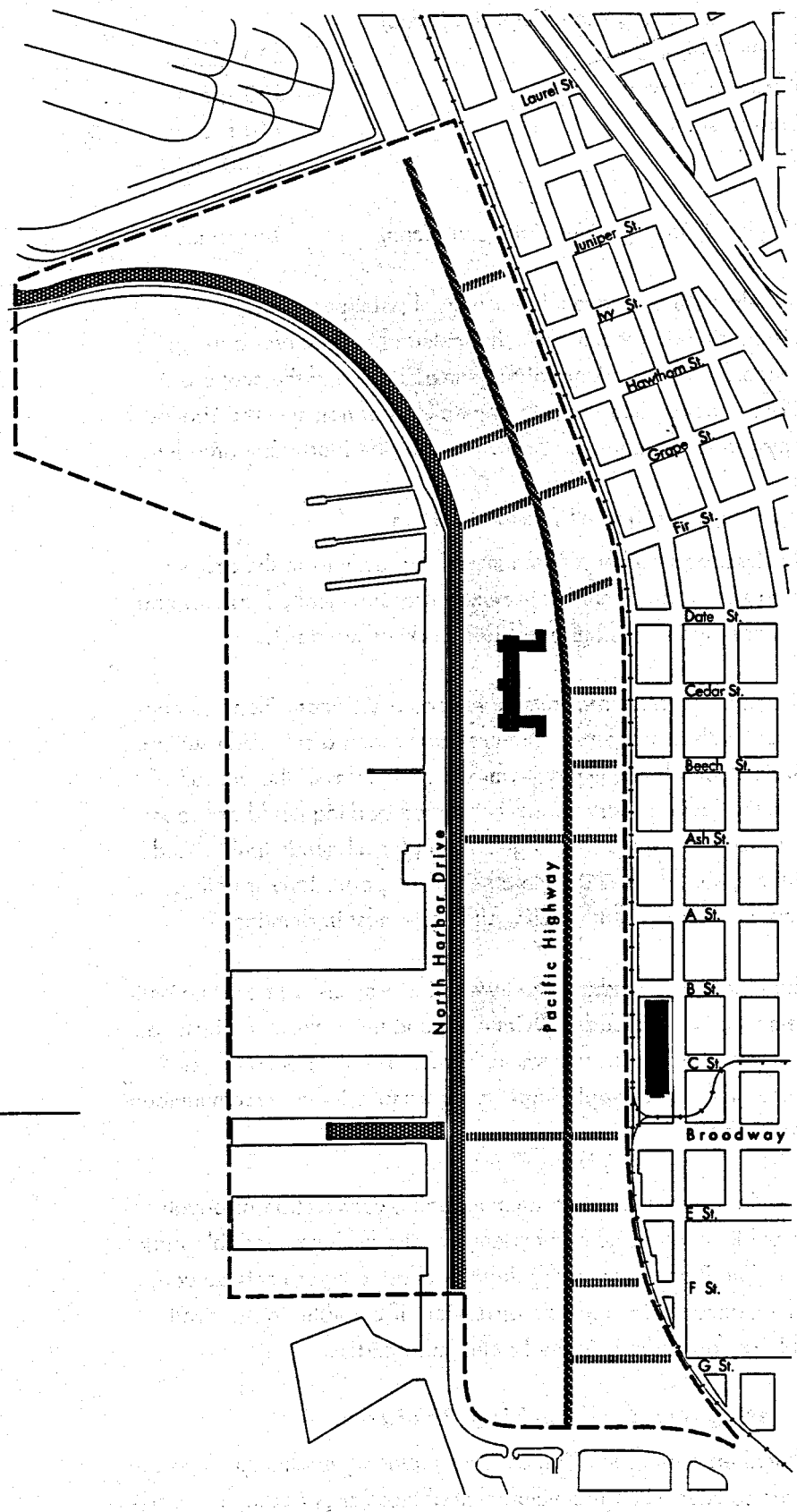

North Harbor Drive and Broadway Pier
580 spaces

Pacific Highway
140 spaces

East-West Streets
190 spaces

TOTAL 910 spaces

Note:

Parking count based on windshield survey, review of aerial photograph, and estimates provided by Alliance members.

0 100 500 1000'

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Figure 6.4

On-Street Parking — Existing

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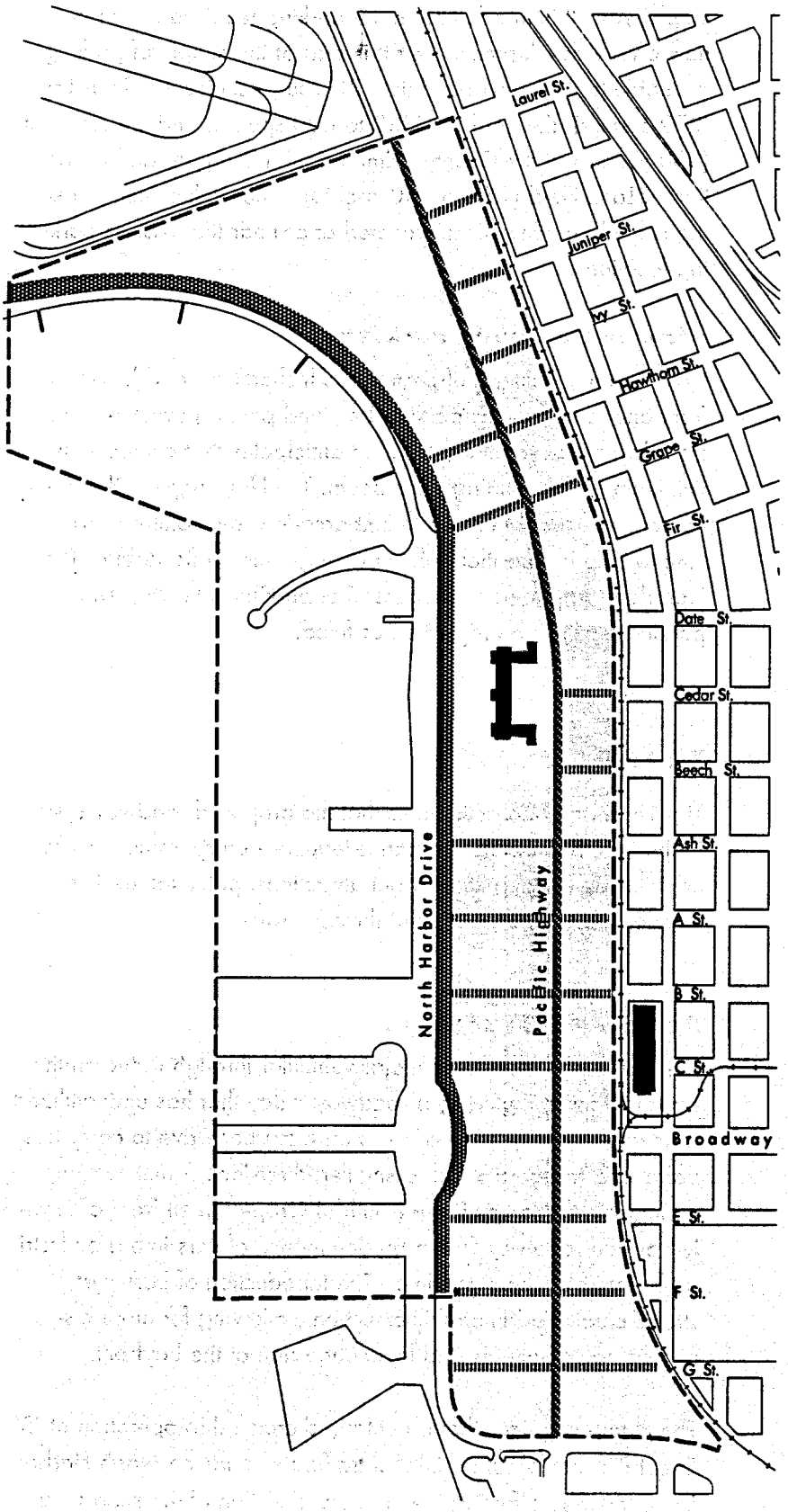

North Harbor Drive
420 spaces

Pacific Highway
380 spaces

East-West Streets
440 spaces

TOTAL 1,240 spaces

Note:

Parking count based upon:

A. Parallel parking:
linear footage of street x
(1 parking space/24') x
75%

B. Diagonal parking
along west side of
North Harbor Drive:
proposed parking layout x
75%

0 100 500 1000'

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Figure 6.5

On-Street Parking — Long Term

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employees. It is in addition to the parking required to satisfy new on-site development, and it is part of the supply of parking available to the general public. The sites includes the Solar Lot (272 spaces), the north lot (400 to 600 spaces) and the south lot (500 spaces) at the County Administration Building, and a portion of Lane Field (150 to 350 spaces). The replacement parking should be conveniently located at or near the existing parking locations.

Affordable Public Parking

With an ample supply of parking both short-term and long-term from on-street parking, parking lots, and parking structures associated with development, the Plan anticipates that competition will keep public parking rates down. The Plan suggests that public parking rates in the North Embarcadero be monitored over time to help ensure that public parking remain affordable. The Plan does not, however, suggest that parking rates at private parking facilities be regulated or fixed.

TRAFFIC FLOW

The Visionary Plan anticipates that the proposed roadway system in the North Embarcadero can adequately carry traffic associated with the envisioned bayfront attractions, potential levels of development, and anticipated through traffic.

Roadway System

The Visionary Plan places major vehicular through traffic on the six-lane Pacific Highway, a roadway today that has underutilized roadway capacity. This allows North Harbor Drive to carry less traffic and to operate with a smaller (three-lane) street section, turning North Harbor Drive (south of Grape Street) from a heavily traveled roadway with a predominance of cars into a pedestrian-oriented bayfront precinct. The introduction of east-west streets creates additional intersections, allowing for more dispersed travel patterns and less congestion at the bayfront.

The Plan recognizes that an enlarged cruise ship operation at 'B' Street Pier could put additional traffic demands on North Harbor Drive, thereby affecting the final cross section of the road (such

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as adding an additional drive lane). The possible affects from an enlarged cruise ship operation are discussed below under Cruise Ship Terminal Expansion.

The Plan directs traffic from southbound North Harbor Drive to Pacific Highway via Grape Street by use of geometric improvements, such as curb placement, channelization, and signage, at the North Harbor/Grape Street intersection. The Plan proposes this improvement rather than realigning North Harbor Drive to pass through the Solar site (bounded by North Harbor Drive, Hawthorn Street, Pacific Highway, and Grape Street) because a realigned roadway would:

- Do little, if anything, to enhance traffic flow or orient motorists away from the bayfront that a proper geometric improvement at the existing intersection could not accomplish.
- Likely require the realignment of Hawthorne Street to intersect the realigned North Harbor Drive at a right angle, introducing a major four-way intersection at the water's edge.
- Be much more expensive than the Visionary Plan's proposal.
- Reduce, or eliminate, the economic vitality of the Solar site.
- Interrupt the Visionary Plan's "Riviera" concept of a clean, clearly defined edge along the bay consisting of a combination of street wall, street trees, and street furnishings.

The Plan recognizes that traffic control and geometric improvements may also be needed at the intersection of Pacific Highway and North Harbor Drive, at the south end of the North Embarcadero, to encourage through traffic to use Pacific Highway.

To enhance the carrying capacity of Pacific Highway, the Visionary Plan proposes that driveways be minimized along Pacific Highway and, instead, concentrated on east-west streets. Left turns along Pacific Highway are not permitted between intersections.

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Traffic Congestion

Based on the roadway system described above and possible future development in the area, both roadways and intersections in the North Embarcadero are expected to function adequately. Figures 6.6 and 6.7 illustrate possible traffic flow and congestion in the North Embarcadero using land use densities defined in Chapter Four. The analysis of possible vehicular circulation patterns on the proposed roadway system assumed a development program of about 3,500 hotel rooms, three million SF of office, and 400,000 SF of commercial/retail and wholesale. It also included the growth of other development as proposed in the South Embarcadero.

An analysis of the impact of future development potential on roadway segments and intersections in the North Embarcadero is discussed below.

Roadway Congestion

Illustrated in Figure 6.7, selected roadway segments were analyzed using the following congestion categories:

- **Heavy:** the heavy congestion categorization is defined as an unstable flow with poor maneuverability.
- **Medium:** the medium congestion categorization is described as stable flow, moderate volumes, and noticeable restricted maneuverability.
- **Light:** the light congestion categorization is defined as light to moderate volumes with free to stable flow.

Future east-west streets within the North Embarcadero are expected to operate at a medium congestion categorization as well as alleviating some congestion from the existing roadway segments.

In general, the system of roadways in the North Embarcadero is expected to be able to function adequately. Although some street segments experience congestion when measured by daily traffic volumes to street capacity, a true indication of roadway conditions is determined by peak hour operations at arterial intersections (discussed below).

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Intersection Congestion

Sixteen signalized intersections in the North Embarcadero were analyzed using congestion categories, different from the segment categories, as follows:

- **Heavy:** an unstable flow with lengthy delays exceeding 40 seconds. Most vehicles wait more than one green interval to clear intersection.
- **Medium:** a steady flow, in some cases delay approaches 30 seconds. Some vehicles entering the intersection may not clear during one green interval.
- **Light:** a steady flow with moderate delay (5 to 15 seconds). All vehicles entering intersection clear during one green interval.

Illustrated in Figure 6.7, all study intersections operate at or better than the medium congestion category, assuming limited improvements are completed.

For eight of the intersections (mainly along Pacific Highway), the analysis included minor improvements, such as dedicated right turn lanes or dual left turn lanes. The eight intersections are:

- Pacific Highway and Laurel Street
- Pacific Highway and Hawthorn Street
- Pacific Highway and Grape Street
- Pacific Highway and Cedar Street
- Pacific Highway and Ash Street
- Pacific Highway and Broadway
- North Harbor Drive and Ash Street
- Harbor Drive and Pacific Highway

A few higher volume intersections (included in the list above) could require improvements beyond the typical cross sections to allow them to function adequately.

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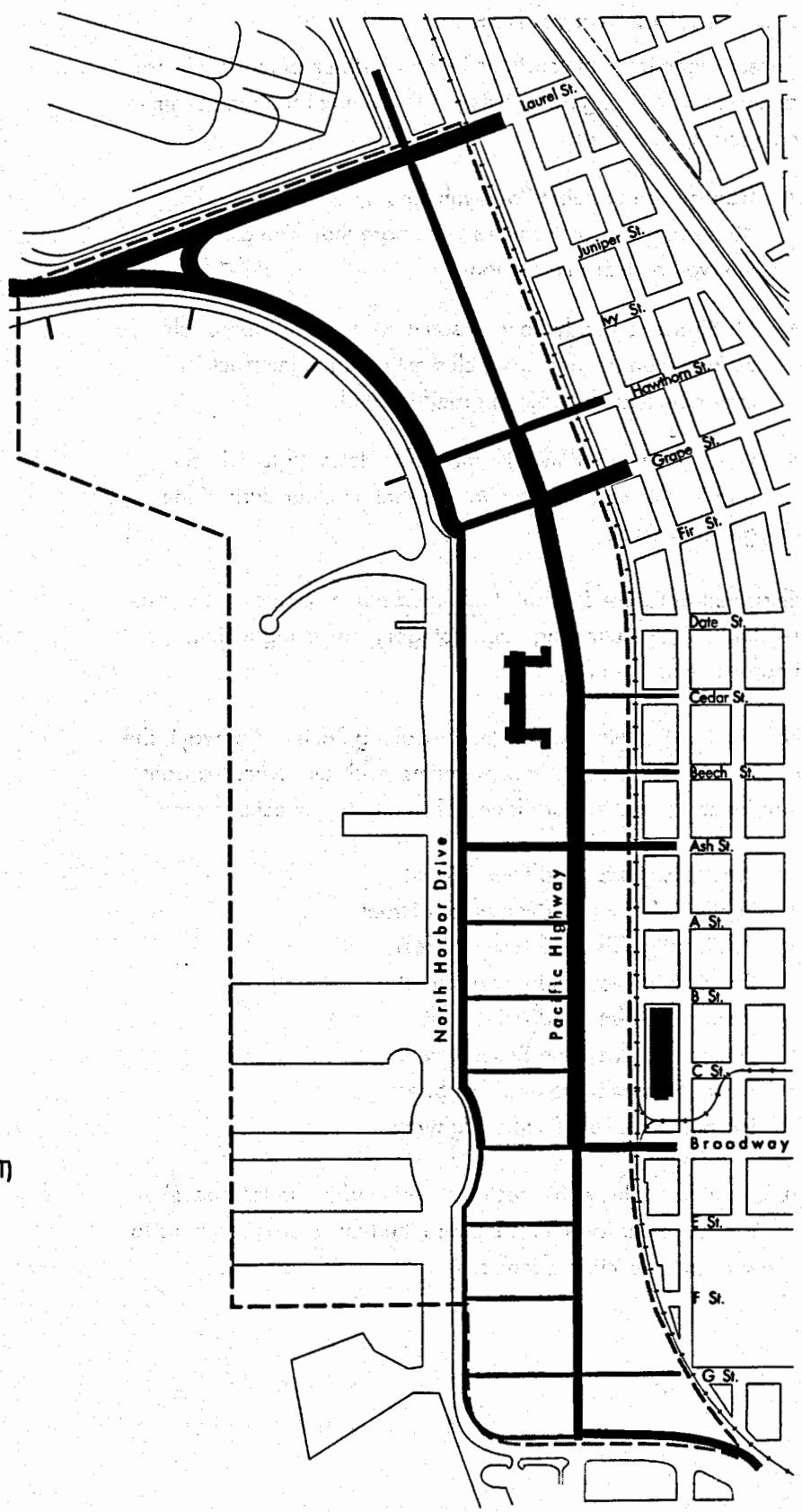

Vehicular Circulation
Average Daily Traffic (ADT)

High (> 30,000 ADT)

Medium (15,000-30,000 ADT)

Low (<15,000 ADT)

0 100 500 1000'

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Figure 6.6
Anticipated Traffic Volumes

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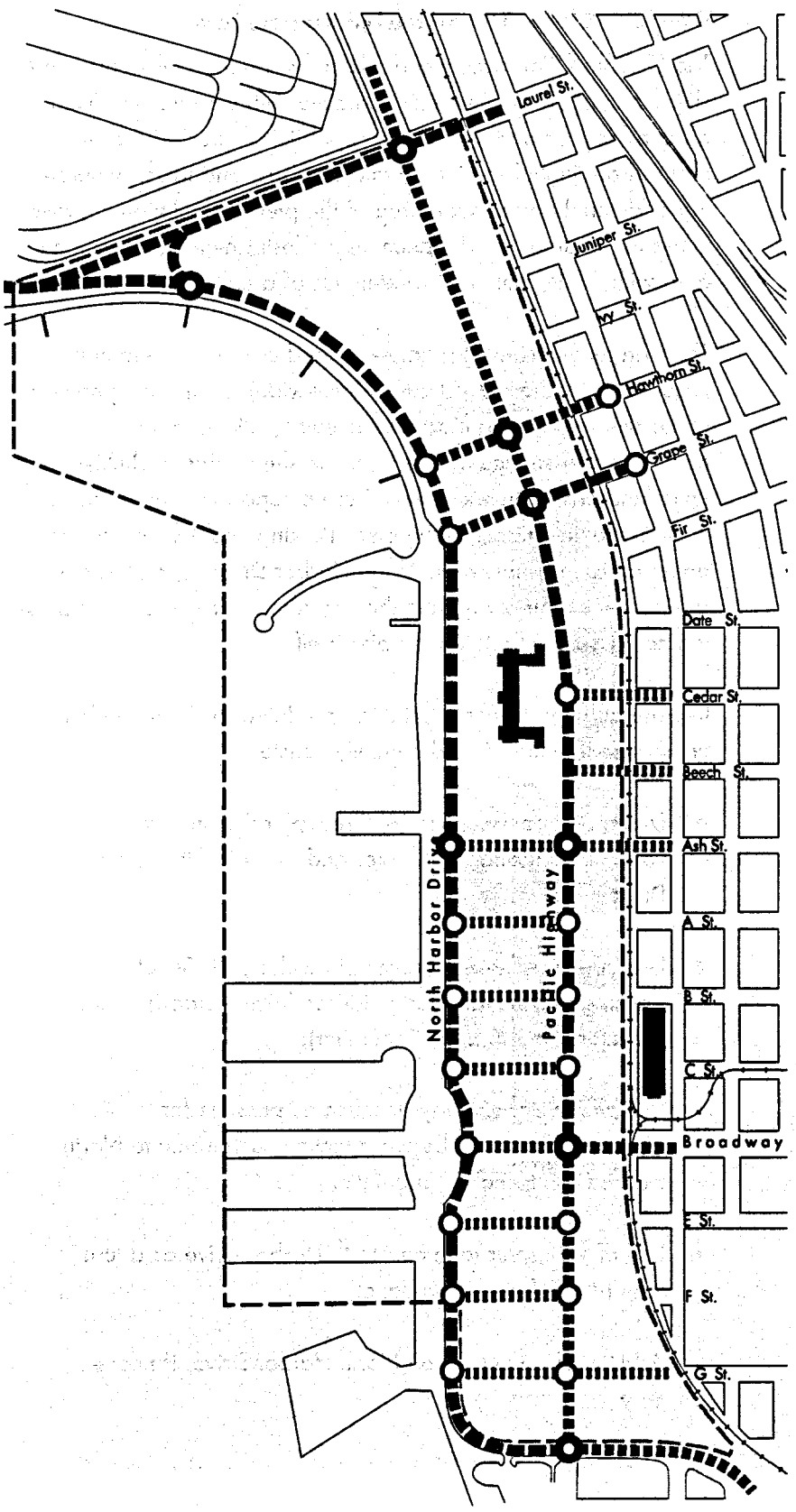

Segments
(Generalized Volume/Capacity)

- High
- Medium
- Low

Intersections
(Generalized PM Peak Volume/ Capacity)

- High
- Medium
- Low

0 100 500 1000'

Sasaki Associates, Inc. 1998

Figure 6.7
Anticipated Traffic Congestion

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Cruise Ship Terminal Expansion

The Visionary Plan accommodates an expanded Homeport cruise ship terminal at 'B' Street Pier complete with customs and immigration facilities and full service capabilities. Such a facility requires additional service by trucks, buses, and taxis, generating additional traffic in the area of the pier. Circulation improvements to the area must balance the pedestrian-orientation of the area with the legitimate service needs of a cruise ship terminal.

The Plan recommends that an expanded cruise ship terminal include a wide apron (60- to 100-feet-wide) around the perimeter of the pier for loading and truck queuing, allowing for segregated and secure service access to cruise ships. Buses, shuttles, taxis, and private vehicles would use a separate central public zone in the the middle of the pier. Parking could be accommodated on Lane Field across North Harbor Drive or, preferably, at a remote location away from the bayfront. Some short-term parking could be available on the pier itself.

In general, improvements to the area related to an expanded cruise ship terminal should carefully consider:

- Design improvements to 'B' Street pier that maximize vehicular stacking on the pier and off of North Harbor Drive.
- Use of new east-west streets, particularly 'B' Street, for stacking rather than North Harbor Drive if stacking must occur off-site (off of 'B' Street Pier).
- Use of Pacific Highway as much as possible for approaching traffic, before directing such traffic to North Harbor Drive and 'B' Street Pier.
- Use of the center lane on North Harbor Drive as a turn lane rather than a drive lane.
- Additional drive lane on North Harbor Drive, if necessary.

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Bayfront Esplanade

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FINANCING

The North Embarcadero Alliance Visionary Plan establishes a financing strategy and funding approach for implementing the proposed public improvements for the North Embarcadero.

In this chapter:

- Financing Strategy
- Elements and Costs of the Plan
- Funding Approach

FINANCING STRATEGY

The Visionary Plan outlines a financing strategy for implementing an estimated $54 million program of public improvements, by five separate public entities (i.e. the Alliance members), that enhance the waterfront for the benefit of all citizens.

The financing strategy considers certain criteria to be critical in developing an approach to funding and implementation. These criteria are:

- Participation by both the public sector (Alliance members) and private interests that will benefit from implementation of the Visionary Plan.

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- Fairness in the assignment of costs among Alliance members, with a clear relationship between financial responsibilities and the benefits received from implementation of the Plan.

- Predictability in respect to the costs that will be borne by each entity.

- Ability to fund key improvements in the near-term, with the implementation preceding rather than lagging development.

The financing strategy is based on an asset base concept for cost allocation of public improvements. Described below, the strategy of "cost sharing" by members of the Alliance for public improvements is preferred over a "revenue sharing" approach.

Asset Base Concept and Cost Sharing

The asset base concept for cost allocation appears to provide the most equitable and feasible approach to the funding of project activities by members of the North Embarcadero Alliance. The principal contributors to the Plan will be members of the Alliance.

The essence of this approach is the following:

- Members of the Alliance will fund obligations in proportion to their share of the total Asset Base of the North Embarcadero area.

- The Asset Base consists of all the principal real estate and non-real estate related assets of members of the North Embarcadero Alliance, inclusive of undeveloped land, income from leases and operating agreements, the value of occupied facilities ("in use" value), and the right to receive property tax, transient occupancy tax, and other sources of tax revenue.

- All of the values are expressed in constant 1998 dollars, with appropriate risk premiums placed on the receipt of future income.

Table 7.1 provides the text of the approach to financing that embodies the asset base concept. With this concept, members of the Alliance would fund project activities based on their respective shares of the asset base. There would be a periodic re-evaluation of the asset base for the assignment of future costs, based on changing market conditions. Private sector funding of Pacific Highway improvements would occur through an assessment district or reimbursement district. There would be an obligation on the part of public land lessors (Port and County) to require lessees to provide frontage improvements consistent with the Plan as part of the development of leasehold improvements.

Asset Base Allocation among Alliance Members

Based on an evaluation of the asset base for each Alliance member, the current asset base of members of the North Embarcadero Alliance is as follows:

County	$37.9 million	(12.2%)
City	$85.6 million	(27.6%)
CCDC	$27.7 million	(8.9%)
Navy	$48.0 million	(15.5%)
Port	$111.0 million	(35.8%)

As noted above, the Navy's share of the asset base is 15.5%. It appears that the Navy will not be a financial participant in the Plan due to limitations in the ability of the Federal Government to commit to fund project activities and undertake other project-related responsibilities. Due to limitations on the Navy's ability to act, it is apparent that other Alliance members will need to fund the Navy's share.

Without the participation of the Navy, the following are the percentage shares of the remaining asset base among Alliance members:

County	14.4%
City	32.7%
CCDC	10.6%
Port	42.3%

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NORTH EMBARCADERO ALLIANCE SUGGESTED APPROACH TO FINANCING

1. The responsibility for funding Project Costs will be shared among Alliance members, based upon the Asset Base allocation, and the private sector. Asset Base allocation measures each Member's economic "stake" in the North Embarcadero area.

2. The current estimate of the Asset Base will apply to the distribution of Initial Costs. Future re-evaluations of the Asset Base will govern the distribution of Subsequent Costs.

3. In the event that improvements are implemented in phases, the Asset Base could be re-evaluated prior to the next phase of improvements. Precise definition of what triggers a re-evaluation is to be agreed upon as part of agreement documentation.

4. The private sector will fund its fair share of Pacific Highway improvements through an Assessment District or Reimbursement District. When their properties are developed, private property owners will be responsible for installing frontage improvements consistent with the Plan's requirements.

5. Public landowners will use maximum efforts to require lessees that are newly developing or renovating their leaseholds to install frontage and other improvements consistent with the Visionary Plan.

Project Costs

6. Project costs include the following:

   - Capital Improvements, consisting of Initial Improvements and Subsequent Improvements (see # 7-9 below),
   - Value diminution (if any) of property owned by Alliance members (see #10 below) and property acquisition (see # 11 below),
   - Provision of public parking, if any (see # 12 below),
   - On-going costs associated with the maintenance of public open space incurred by the public entity charged with maintaining that space, and
   - Soft costs associated with permitting and related costs, such as design and engineering expenses.

7. There will be a program for capital improvements consisting of both Initial Improvements and Subsequent Improvements if the Plan is implemented in phases.

Table 7.1

Suggested Approach to Financing

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NORTH EMBARCADERO ALLIANCE SUGGESTED APPROACH TO FINANCING CONT'D

8. Initial Improvements will be placed in service prior to any specified level of new development. These improvements will be funded by Alliance members based on their respective shares of the Asset Base. The ability of members to fund their commitments, based upon an agreed-upon program of improvements, needs to be identified near-term. If one member cannot fund its commitment, a second member may agree to fund their share based on mutually agreeable financial arrangements, including a claim on future revenue (see below for separate discussion regarding the Navy).

9. Subsequent Improvements will be placed in service consistent with phasing agreed to by the Alliance members.

10. The value of property and/or development rights foregone by Alliance member(s) as a result of the Plan are Project Costs that will be reimbursed to affected member(s). Instances in which value diminution is claimed will be evaluated on a case-by-case basis taking into account, among other things, development economics and the regulatory feasibility of future development.

11. Public lands required for improvements to Pacific Highway and the foot of Broadway (at North Harbor Drive) shall be dedicated to the Plan. Private lands required for improvements will be a Project Cost and will be shared according to each Alliance member's share of the Asset Base.

12. In the Visionary Plan, public parking will be accommodated on-street and in large parking facilities either existing or provided by new commercial developments. The Visionary Plan proposes that developments in the North Embarcadero provide for their own parking needs, and that such (large) facilities be available for public parking if economically feasible. Additional public parking, if needed, will be a cost to the Plan.

Navy

13. The Navy can not be a financial participant in the Plan due to the Federal Government's limited ability to commit to funding project activities and to undertake other project-related responsibilities. As the Navy's holdings will be directly benefited by project activities, an accounting of the Navy's "fair share" based upon the same principles applicable to other Alliance members will be maintained (i.e., shadow accounting). That accounting will be made available to the City and/or other permitting entities when entitlements for development of the Navy's property are reviewed and renegotiated.

Revenue to Members of Alliance

14. Asset Base financing makes Alliance members whole in respect to any value diminution resulting from the Plan. Revenue that will be received by Alliance members will be equal to the revenue that would have been received without the Plan, with the key proviso that the effect of the Plan would enhance economic performance of the affected real estate, with higher values and income as a result.

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Recognizing that activities of the Alliance will enhance the value of the Navy's Broadway Complex, it is recommended that a "shadow accounting" of the Navy's share of Alliance costs be maintained and that the accounting be made available to City negotiators when and if the Navy's entitlements for the Broadway Complex are re-negotiated. Re-negotiation could occur in several years if a lease to a developer of the Navy's property is not conveyed.

Revenue Sharing

The Asset Base concept is for cost allocation among Alliance members, not for the sharing of revenue.

A revenue sharing approach was considered whereby revenues from North Embarcadero would be shared by Alliance members. This approach appeared problematical for several related reasons:

- Revenue-sharing is inconsistent with operating procedures of various Alliance entities.
- There is strong reluctance to share proceeds from property tax, transient occupancy tax, land leases, and other sources with other entities of government.
- The revenue-sharing concept, if meaningful, would not be revenue-neutral: there would be net "winners" and "losers".
- Revenue-sharing does not solve the question of how improvements will be funded.

ELEMENTS AND COSTS OF THE PLAN

The Visionary Plan identifies the composite elements associated with public improvements to the North Embarcadero and their associated costs.

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Elements of the Plan

Described in more detail below, elements of the Plan include the following:

1. Capital improvements
2. Property acquisition and compensation for diminution in value of property owned by Alliance members
3. Replacement of public parking (if required)
4. Maintenance of public improvements
5. Processing and indirect costs

1. Capital Improvements

Estimated to cost approximately $37.7 million, the capital improvements for the North Embarcadero consist of the basic elements listed below. Table 7.2, in association with Figure 7.1, describe and illustrate the capital improvements in more detail.

Bayfront Esplanade — *$12.4 million*

This includes a 25±-foot-wide (Laurel to Grape Streets) and a 100± -foot-wide esplanade (Grape to 'G' Streets) with paving, planting, lighting, street furniture, and cantilevered walkway (where needed).

North Harbor Drive — *$6.8 million*

This includes repositioning North Harbor Drive to the east edge of the existing 200-foot-wide right-of-way and installing new gutters, curbs, sidewalks, and street furniture.

In-Bay Improvements — *$12.3 million*

This includes new viewing platforms at the "crescent"; removal of the existing Grape Street Piers and replacement with new public access pier and boat dock, with new paving, lighting, and furniture; new terrace at the County Building, along the bulkhead, with new paving, lighting, and furniture; new floating access pier in front of terrace at the County Building; and improvements to Broadway Pier including paving, planting, lighting, and furniture.

Pacific Highway Improvements — *$4.1 million*

This includes resurfacing the road and median, and installing new sidewalks, lighting, and street and median trees from Laurel to Market Streets. Cost does not include traffic signals/controls.

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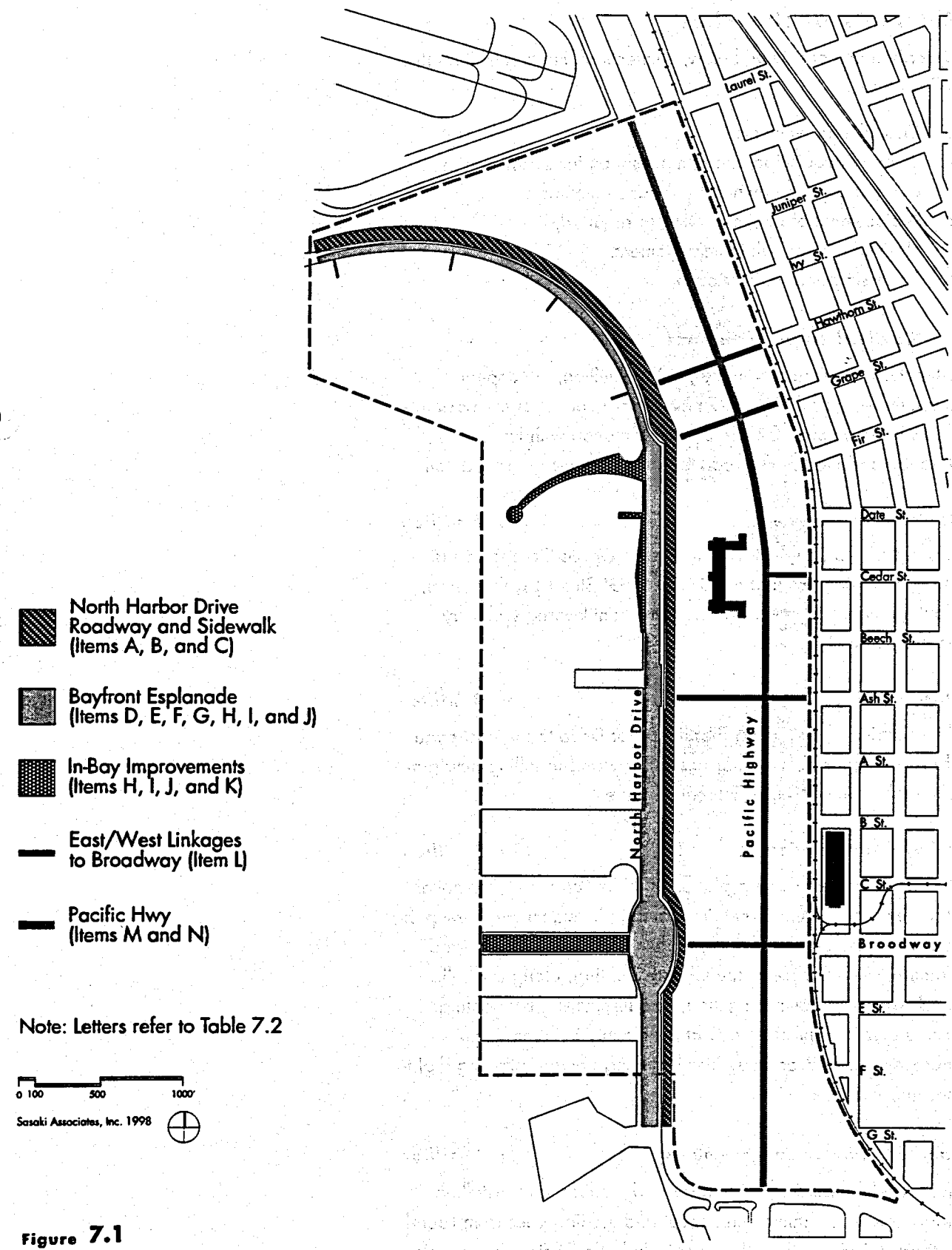

Figure 7.1
Public Improvements

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Table 7.2
Estimate of Costs for Public Improvements

Estimate of Costs for Public Improvements
North Embarcadero Alliance Visionary Plan
November 1998

Bayfront/ Harbor Drive Improvements						
A1						
A2						
B	North Harbor Drive Sidewalk: Laurel to Hawthorn	12,600	SF	$	300,000	Street trees - two rows 50' OC.
C1	North Harbor Drive Sidewalk: Hawthorn to Pacific Hwy	150,600	SF	$	3,550,000	Sidewalk - 20' and 10'; street lighting; street trees
C2	North Harbor Drive Sidewalk: Foot of Broadway (Phase 2)	17,400	SF	$	390,000	Sidewalk - 20' and 10'; street lighting; street trees
D	Bayfront Esplanade: Laurel to Hawthorn	72,500	SF	$	2,510,000	Paving; planting; lighting; furniture; cantilevered walkway
E	Bayfront Esplanade: Hawthorn to Ash	226,000	SF	$	3,270,000	Paving; planting; lighting; furniture
F1	Bayfront Esplanade: Ash to 'F' Street (Incl. Foot of Broadway)	314,200	SF	$	6,190,000	Paving; planting; lighting; furniture
F2	Bayfront Esplanade: Foot of Broadway (Phase 2)	13,900	SF	$	250,000	Paving; planting; lighting; furniture
G	Bayfront Esplanade: 'F' Street to 'G' Street	7,500	SF	$	200,000	Paving; planting; lighting; furniture
	Total			$	**19,210,000**	
In-Bay Improvements						
H	Viewing piers at Crescent	6,000	SF	$	750,000	New viewing platforms (four)
I1	New Grape Street Pier	30,000	SF	$	4,700,000	New pier; paving; lighting; furniture
I2	Public Access pier at Grape Street Pier	12,000	SF	$	450,000	New public boat dock; excursion/ferry boat dock
I3	Removal of Existing Grape Street Piers	42,000	SF	$	770,000	Removal and treatment of contaminated material not included
I4	Wave Screen	800	LF	$	600,000	Protection for boat dock
J1	Terrace at County Bldg.	10,000	SF	$	1,250,000	New terrace along bulkhead; paving; lighting; furniture
J2	Public Access Pier at County Bldg.	18,000	SF	$	675,000	New floating access pier at water's edge
K	Broadway Pier Improvements	125,000	SF	$	3,125,000	Paving; planting; lighting; furniture
	Total			$	**12,320,000**	
Street Improvements						
L	E/W Linkages: Hawthorn, Grape, Ash, Cedar, and Broadway	226,000	SF	$	1,370,000	Road resurface; sidewalk paving; lighting; street trees; furniture
M	Pacific Highway Sidewalk: Laurel to Market	168,000	SF	$	2,400,000	Paving; lighting; street trees
N	Pacific Highway Roadway: Laurel to Market	468,000	SF	$	1,700,000	Rd resurface; median with trees; traffic control/signals not incl.
	Total			$	**5,470,000**	
Signage						
X	Signage: Wayfinding			$	**740,000**	2% of total construction costs
	TOTAL			$	**37,740,000**	

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East-West Linkages *$1.4 million*

This includes resurfacing the road and installing new sidewalks, lighting, street trees, and furniture on Broadway, Hawthorn, Grape, Cedar, and Ash Streets.

Signage *$0.7 million*

This includes installing a way-finding system.

TOTAL *$37.7 million*

An additional cost, equal to 15% of the costs above, covers design, engineering, and other related expenses. This additional cost is described below under Processing and Indirect Costs.

2. Property Acquisition/Value Diminution

To implement Pacific Highway improvements, it will be necessary to acquire land currently owned by the Port, County, Navy, and private property owners (see Figure 7.2). The land currently owned by the Port, County, and Navy will be dedicated; private property will be purchased. If the land were valued at $100/SF, the cost that would be assigned to the Plan to purchase private property would be approximately $810,000. The land acquisition costs will be borne by each member of the Alliance according to their share of the asset base. An appraisal of property will ultimately be required.

Improvements to North Harbor Drive at Broadway will also require land currently owned by the Port and Navy. This land will be dedicated to the Plan rather than purchased.

In addition, any diminution in asset value of members of the Alliance would be regarded as a cost of the Plan (to be allocated among Alliance members). In this regard, the proposed elimination of the existing Grape Street Piers, and their replacement by a new pier that serves non-commercial public purposes, will result in the loss to the Port of the ability to cover approximately 40,000 square feet of water area with commercial uses. At a value for submerged lands equal to 25% of the value of equivalent land area, the loss in value to the Port is estimated at $1 million.

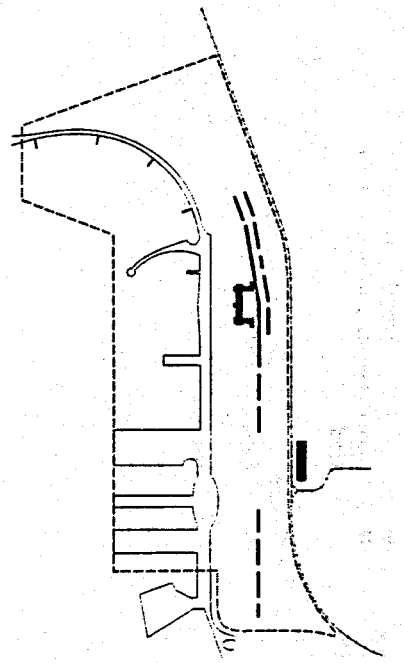

Figure 7.2

Land Needed for Pacific Highway Improvements

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Based on detailed consideration of all other elements of the Plan, there do not appear to be any other situations in which the Plan would require additional acquisition or result in a diminution of value of property that is controlled by members of the North Embarcadero Alliance.

3. Public Parking

Public parking will be accommodated on-street and in large parking facilities either existing or provided by new commercial developments. The Visionary Plan proposes that developments in the North Embarcadero provide for their own parking needs and that such facilities be available for public parking, if economically feasible. If additional public parking is determined to be necessary, the cost to produce the public parking will be a cost of the Plan.

4. Maintenance of Public Improvements

A recurring cost of approximately $100,000 per year has been identified for the maintenance of the Esplanade, based on unit costs provided by the City in connection with maintenance of the Martin Luther King Promenade. The capitalized value of the obligation to maintain the Esplanade is estimated at $2 million. The required funding of this obligation (most likely to the Port, which would maintain the improvements) could be periodically reviewed to ascertain actual costs.

5. Processing and Indirect Costs

The cost of processing the project EIR and amendment of the Local Coastal Plan (LCP) is estimated at $500,000. The estimate for indirect costs such as design, engineering, contract administration, inspection, and review is estimated at $5,700,000 or approximately 15% of the capital improvement costs. The estimated cost for bond issuance is $1,000,000.

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Summary of Estimated Costs

Summarized below and in Table 7.3, the overall estimated costs of the Plan is approximately $54 million. It breaks down as follows:

Public Improvements	$37.7 Million
Property Acquisition/Value Diminution	$1.8 Million
Contingency/Public Parking	$5.3 Million
Esplanade Maintenance	$2.0 Million
Processing - EIR/LCP	$0.5 Million
Indirect Costs/Bond Issuance	$6.7 Million
Total	$54 Million

The Plan proposes that improvements be implemented at the front end for several reasons:

- To set the framework for high quality future development.
- To minimize disruption from continuous construction activities.
- To create cost efficiencies.

Cost Assignment

Funding for improvements to the North Embarcadero would be by contributions from Alliance members based on their respective share of the asset base. Such contributions could be in cash or through a bond measure, with debt service reflective of the asset base of each Alliance member.

In addition, Pacific Highway improvements could be funded through an assessment district or reimbursement district in which both private property owners and members of the Alliance would be participants. Cost allocation could be determined by an assessment engineer retained by the Alliance.

FUNDING APPROACH

The components of the Plan that must be funded either in cash or through a financing mechanism, such as bonds, are capital improvements; land acquisition/value diminution; contingency items such as public parking (if any); maintenance; and indirect costs for such items as design, engineering, bond issuance, and

Table 7.3

Estimated Development Costs

NORTH EMBARCADERO ALLIANCE
VISIONARY PLAN
ESTIMATED DEVELOPMENT COSTS
(000's)

Cost Elements	Public Improvements (1)	Property Acquisition/ Value Loss (2)	Public Parking	Esplanade Maintenance (3)	Permits/ Processing	Total
Public Improvements						
North Harbor Drive Roadway	$ 2,370					$ 2,370
North Harbor Drive: Laurel to Hawthorn	$ 300					$ 300
North Harbor Drive: Broadway	$ 570					$ 570
North Harbor Drive Sidewalks	$ 3,550					$ 3,550
Bayfront Esplanade	$ 12,420					$ 12,420
In-Bay - Terrace at County Building	$ 1,250					$ 1,250
In-Bay - Public Access Pier At County Bldg.	$ 675					$ 675
In-Bay - Broadway Pier Improvements	$ 3,125					$ 3,125
Various In-Bay Improvements	$ 7,270					$ 7,270
Pacific Highway Improvements	$ 4,098					$ 4,098
E/W Linkages	$ 1,370					$ 1,370
Signage	$ 740					$ 740
Subtotal	$ 37,738					$ 37,738
Property Acquisition/Value Diminution						
Port - Grape Street Pier (Water Area)		$ 1,000				$ 1,000
Private Land - Pacific Highway		$ 810				$ 810
Subtotal		$ 1,810				$ 1,810
Public Parking						
Contingency			$ 5,250			$ 5,250
Esplanade Maintenance						
Reimbursement to Port				$ 2,000		$ 2,000
Permits/Processing						
EIR and LCP Amendment					$ 500	$ 500
TOTAL	$ 37,738	$ 1,810	$ 5,250	$ 2,000	$ 500	$ 47,298
Soft Costs: Design, Engineering and Bond Issuance Fee(s) (4)						$ 6,600
GRAND TOTAL						$ 53,898
Or Say (Rounded)						$ 53,900

Notes:

(1) Per Sasaki Associates, 6/5/98
(2) In this analysis, land is valued at $100/SF while submerged land is valued at $25/SF, Port's submerged lands (i.e. existing Grape Street piers) equal 40,000 SF, while Private lands equal 8,100 SF. (Navy, County and Port will dedicate other public lands along Pacific Highway and Harbor Drive).
(3) Based on expense to city of maintaining Martin Luther King Promenade, capitalizing annual amount of $100,000. Actual costs would be subject to relook based upon agreed time frame.
(4) Soft Costs/Indirect Costs are 15% of Capital Improvements plus Design/Engineering costs for plan area.

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processing. Approximately 9% of the total amount of $54 million or $4.9 million is for Pacific Highway and consists of capital improvements and land acquisition. The balance or $49 million is for improvements and related costs in the project area other than Pacific Highway.

There are essentially two approaches for funding these improvements and related costs: the "cash basis" or the "public financing basis".

Cash Basis

Under the cash basis approach, each member of the Alliance would budget their respective portion of the total cost in a future year's Capital Improvement Program (CIP). Table 7.4 shows the breakdown of each member of the Alliance's percentage of the asset base and allocated dollar amount of improvement costs. The table also details each member's share with and without the Navy.

Under the cash-basis, the members of the Alliance would enter into a Memorandum of Understanding (MOU) and designate one of the Alliance members to act as the contract administrator for the public improvement project. When the design and environmental documentation is completed and funds have been deposited in a special construction account, the improvement project could be publicly bid.

Assessment District/Reimbursement District

The Visionary Plan proposes improvements, including beautification and selected widening, of Pacific Highway from Laurel Street to Market Street. The eastern portion of the project area along Pacific highway is owned by numerous private owners. Improvements made to Pacific Highway will benefit private property owners and enhance their property values. Therefore, it seems appropriate that these private property owners should bear a fair share allocation of the cost of improvements closest to their property. The west side of Pacific Highway is owned by the Navy, the Port, and the County.

Table 7.4

Cash Basis — Allocation of Plan Cost(s)

Cash Basis

Allocation of Plan Cost(s)

Alliance Member Distribution Total (1) : $53,952,951		Allocated Amount with Navy		Allocated Amount without Navy	Distribution of Navy's Share (2)
County	12%	6,474,354	14%	7,553,413	(1,079,059)
City	28%	15,106,826	33%	17,804,474	(2,697,648)
CCDC	9%	4,855,766	11%	5,934,825	(1,079,059)
Navy	15%	8,092,943	0%	-	-
Port	36%	19,423,062	42%	22,660,239	(3,237,177)
Total:	100%	$53,952,951	100%	$53,952,951	($8,092,943)
Total (Rounded):		**$54,000,000**		**$54,000,000**	

(1) Based on Sasaki Associates, Inc. "North Embarcadero Alliance Visionary Plan" Costs.
(2) Carrying/Financing costs, if applicable, have not been incorporated.

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Property acquisition is proposed for private property north of Catellus's holdings on the east side of Pacific Highway. Property on the west side of the street, all publicly owned, will be contributed by the respective public entities.

Pursuant to Proposition 218, infrastructure improvements can be paid for through a municipal assessment district or reimbursement district, with all private interests bearing their portion of the cost in relation to their percentage of ownership of land fronting on the street to be improved. Conceptually, the capital improvement, land acquisition, indirect, and financing costs could be divided according to ownership for the private owners and pursuant to the asset base for the public sector owners.

This discussion is simply conceptual at this juncture. Before bonds are sold, the City will be required to retain a financing consultant, assessment engineer, bond counsel, and underwriter.

Public Financing Basis

Under the public financing basis, the process becomes more complicated. Each Alliance member would be responsible for a pro-rata portion of the indebtedness. This approach reduces the amount of cash that each member must allocate each year. However, it raises numerous issues related to each member's contractual responsibility for their pro-rata portion of debt service, which Alliance member would be the issuing entity of the bonds, and the potential voting requirements for some of the members.

Table 7.5 shows the cost breakdown using the public financing approach. The table shows each member of the Alliance's percentage of the asset base, allocated dollar amount of improvement costs, and portion of the indebtedness.

There are numerous approaches for financing the non-assessment or non-reimbursement district portions of the improvements. For simplicity, two approaches are discussed: Joint Powers Authority bonds and infrastructure bonds sold by one of the Alliance members. It should be understood that neither approach is advocated above the other.

Table 7.5

Public Finance Basis — Allocation of Plan Cost(s)

Public Finance Basis

Allocation of Plan Cost(s)

Alliance Member Distribution
Total (1) : $53,952,951

		Development Costs With Navy			Development Costs Without Navy			
		Asset Base (%)	Allocated Amount	Annual DS Payment (2) (Rounded)	Asset Base (%)	Allocated Amount	Annual DS Payment (2) (Rounded)	
County		12%	6,474,354	570,000	14%	7,553,413	660,000	
City		28%	15,106,826	1,320,000	33%	17,804,474	1,560,000	"Cost of the Plan"
CCDC		9%	4,855,766	420,000	11%	5,934,825	520,000	
Navy		15%	8,092,943	710,000	0%	-	-	
Port		36%	19,423,062	1,700,000	42%	22,660,239	1,980,000	
	Total:	100%	$53,952,951	*$4,720,000*	100%	$53,952,951	*$4,720,000*	
	Total (Rounded):		**$54,000,000**			**$54,000,000**		

(1) Based on Sasaki Associates, Inc. "North Embarcadero Alliance Visionary Plan" Costs.

(2) Debt Terms: 25 Year Amortization @ 6.0% Interest; 3% Issuance Fee; One Year Reserve Fund (based upon "Allocated Amount").

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Joint Powers Authority Bonds

Joint Powers Authority (JPA) bonds are often used to fund public facilities and infrastructure when multiple public entities are involved. In this instance, a JPA could be created by two or more members of the Alliance. Each member of the JPA would agree in a binding agreement to bear their pro-rata portion of the debt service on bonds sold for design and construction of the improvements. The method of calculating each member's portion of the indebtedness would be their percentage of the asset base. All improvements could be financed in this manner at one time, thereby taking advantage of low interest rates and the positive impact that the new improvements would have in the project area. The Alliance may decide to include the assessment district or reimbursement district portion in the JPA financing and later establish the assessment district or reimbursement district in order to assess the benefiting private property owners.

Infrastructure Bond Financing

In the event that members of the Alliance elect not to use the JPA financing vehicle, infrastructure bonds could be sold. However, one of the Alliance members must be willing to be the issuing entity. Also, there is a structuring difficulty involving each member's ability to make multi-year commitments for debt service. The City and the County have the most difficulty with this aspect.

For illustrative purposes, the Port could agree to be the issuing entity of the bonds. The important aspect to resolve then would be how the Port could secure legally binding agreements with each of the other members of the Alliance, thereby ensuring that the other Alliance members bear their pro-rata share of the indebtedness during the term of the financing.

The Port can enter into multi-year obligations. However the City and the County cannot enter into such agreements unless they are structured as leases or have received an affirmative vote. For example, one approach could be for the Port to issue the infrastructure bonds and the County to bear their portion of the cost, in a cash payment in lieu of debt service, in the year that the bonds are sold.

The Agency represented by CCDC could contract for the Agency's share and for the City's share of costs. For example, the Agency and the City could enter into a Cooperation

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Agreement, with the Agency paying the City's share over the term of the financing from any Agency revenues received in the project area or from other funds.

The Alliance should understand that an assessment district or a reimbursement district is a potential method for having the private property owners pay their pro-rata portion of the costs of a project that will enhance their property values. It is also important for the Alliance to receive the benefit of the lowest possible interest rate on bonds sold for construction of the improvements.

Therefore, the suggested approach is for the Alliance to use either of the financing methods outlined in this chapter for the total cost of the project and later establish the assessment district or reimbursement district, with private property owners paying their pro-rata portion of the costs as a means of reimbursement to the Alliance. In other words, the Alliance will fund all of the costs initially in order to keep total costs of the project down.

Attorneys and representatives of all Alliance members, except the Navy, have met with bond counsel and have tentatively agreed that the most feasible approach for funding all improvements would be the public financing approach. The most feasible bond structures would be Joint Powers Authority bonds or infrastructure bonds sold by one of the Alliance members. These structures would be well received in the marketplace. The Alliance will need to take the following steps:

- Amend MOU for implementation.
- Determine which member of the Alliance will be the manager or administrator.
- Determine which member of the Alliance will be the lead agency for the EIR.
- Proceed with retention of bond counsel and underwriter.
- Proceed with a process for due diligence, refinement of the allocation of costs and revenues, and further design of the improvements to be constructed.
- Negotiate agreement with the Navy for payment of the Navy's potions of the costs.

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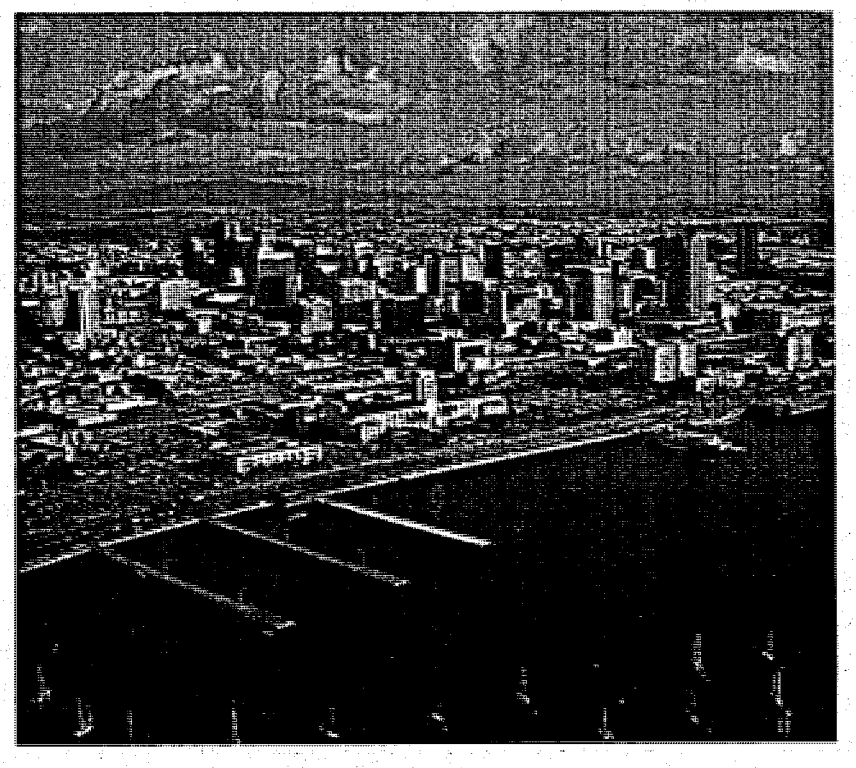

County Administration Building and Environs

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IMPLEMENTATION

The North Embarcadero Alliance Visionary Plan recommends a strategy for the Plan's implementation. The following discussion outlines the recommendations, implementation considerations, implementation approach, Memorandum of Understanding elements, timing of implementation, and other considerations.

In this chapter:

- Summary of Recommendations
- Implementation Considerations
- Implementation Approach
- Memorandum of Understanding (MOU) Elements
- Timing of Implementation
- Other Considerations

SUMMARY OF RECOMMENDATIONS

The strategy for implementation is one in which members of the Alliance work collaboratively whenever possible to implement the Plan.

Initially, members of the Alliance Steering Committee work together to secure conceptual approval of the Visionary Plan from their respective agencies. Once approval is secured, the City and the Port amend their respective land and water use plans to make them consistent with the Visionary Plan. These plan amendments

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would constitute the discretionary actions requiring California Environmental Quality Act (CEQA) compliance, which could be accomplished by a programmatic EIR prepared jointly by the City and the Port. The City and Port would also concurrently process amendments to their respective Coastal Act compliance plans.

A Memorandum of Understanding (MOU), signed by all members of the Alliance at the time of the Visionary Plan approval, would broadly define agency roles and responsibilities.

IMPLEMENTATION CONSIDERATIONS

Unified vs. Individual Jurisdiction Approach

In implementing the North Embarcadero Alliance Visionary Plan, jurisdictions/agencies can proceed individually or collectively. The Plan recommends a collective or unified approach because it:

- Carries forward the cooperative themes established through the Alliance.
- Improves funding and long-term implementation potential simply because of five jurisdictions support.
- Enhances consistency in Plan implementation.
- Creates inter-jurisdictional linkages that provide a framework for later, mid-course corrections.

Environmental Review Process

Inherent in the adoption and implementation of the Visionary Plan is the need for environmental evaluation in compliance with CEQA.

As a general rule, the specific type of environmental evaluation triggered by each stage in the implementation of the Visionary Plan should be consistent with the certainty and detail of develop-

ment available at that point. Thus, the Visionary Plan should be conceptually endorsed initially by the Steering Group and individual member jurisdictions.

Conceptual endorsement does not constitute an action requiring CEQA compliance because its purpose is to describe a "project" that would then be addressed in a subsequent, programmatic, plan-level CEQA document.

A CEQA document should be prepared when the Port and the City are changing their plans to make then consistent with the Visionary Plan. The most likely environmental document to be prepared at that time is a single programmatic CEQA analysis. The programmatic EIR should be prepared jointly by the City and the Port, since the Plan encompasses these two land use jurisdictions and implementation requires their cooperation and coordination.

The programmatic EIR would address the separate land and, in the case of the Port, water use issues, and the cumulative impacts of plan implementation. Analysis would be at the plan level, addressing proposed types and intensity of land and water uses and the public improvement program. Known individual development projects in the North Embarcadero planning area could either be addressed on a project specific basis in this same document or as known future projects in the required cumulative analysis. This allows separate projects to proceed individually on their own time frames.

Regulatory Responsibility

While the Alliance is made up of the City, CCDC, the Port, the Navy, and the County, principal land use regulatory authority within the North Embarcadero study area rests with two entities: the Port District and CCDC (i.e. the City of San Diego has delegated land use and development authority in Centre City to CCDC).

Funding/Financing

All of the North Embarcadero financing approaches currently under consideration by the Alliance fit within the recommended implementation strategy.

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IMPLEMENTATION APPROACH

1. Endorsement of Visionary Plan by Alliance Steering Committee

This first step in the implementation process is meant to show solidarity for the Visionary Plan. Endorsement includes the entire plan - which means the overall land/water use program as well as elements on urban design, circulation, parking, public access, public improvements, implementation strategy, etc. By "endorsing" rather than "adopting" the Plan, no entitlements are granted and thus no environmental review is necessary.

2. Agreement on a Memorandum of Understanding (MOU)

To be signed by all cooperating Alliance jurisdictions and agencies, an MOU should identify the common understanding of how implementation will occur.

It must respect the limits of authority of the various signatories and the variation in agency involvement. For that reason, it must be general in nature and avoid the specifics and details which will only be known in the future, and therefore must be the subject of future, separate agreements.

The recommended elements of the MOU are discussed below.

3. Endorsement of Visionary Plan and MOU by Alliance Member Agencies

The San Diego City Council, the Board of CCDC, the Board of Port Commissioners, and the County Board of Supervisors would each vote their support for the Visionary Plan and the MOU. Presentations to each agency could be made by representatives from all member agencies.

Through this process, jurisdictions not only agree to a single vision for North Embarcadero, they are also formally agreeing on what constitutes "The Project" as it may subsequently be defined in an environmental document. Environmental analysis is not required for this endorsement because no entitlements are being granted and no "Project" is being approved. Request for approval of the MOU would also occur at this time.

4. Revision to Member Agencies Plans/Policies

The Port and the City of San Diego would review and modify existing adopted plans, standards, and/or policies to bring them into conformance with the Visionary Plan. The Port plan most likely to change is the Centre City Embarcadero Precise Plan of the Port Master Plan. City plans likely to change include the Centre City Community Plan, Centre City Redevelopment Project Plan, Centre City Planned District Ordinance, Streetscape Manual,
and others.

5. Preparation of Environmental Analyses

As discussed earlier, compliance with CEQA will be required by the City and the Port as a result of the discretionary actions needed to amend their respective plans to reflect the Visionary Plan.

The City and the Port coordinate preparation of a programmatic EIR, the nature of which presumes there will be subsequent project-level environmental reviews for specific projects. The programmatic EIR focuses on major planning level issues: land use, waterside uses, density/intensity, public improvements, circulation, and parking.

6. Processing of Plans/Policies, Environmental Analyses, Local Coastal Plan Amendments

As a matter of course, a section of the EIR will identify and assess the impacts of the revisions required for the respective Coastal Act considerations for the Port Master Plan and Centre City Local Coastal Program (LCP).

Adoption of the amended plans and certification of the EIR by the Port and the City will be followed by approval of the respective plan amendments by the Coastal Commission. Because of different review standards, each agency initiates action separately: the Port Master Plan amendment will be submitted as a distinct application from the City of San Diego's Local Coastal Program (LCP) amendment (if required)

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MEMORANDUM OF UNDERSTANDING (MOU) ELEMENTS

Initially, the MOU document should describe the background and rationale for the agreement, potentially including: background of the formulation of the Alliance; description of the Alliance members; area of jurisdiction; development potential and major projects contemplated; anticipated tax increment and TOT generation; and public involvement in the process such as number of meetings, etc.

Subsequently, the MOU should:

- Describe the Visionary Plan and what it portrays and accomplishes, including guiding the further planning and environmental efforts of the Port, City, CCDC, and County.

- Describe the significant public improvements contemplated. This statement should be very general and highly conceptual, in as much as specific design and funding will be addressed in later documents.

- Describe the responsibilities of the various parties (Navy, County, City, Port and CCDC) for:

  - Plan amendments and environmental review,
  - Public improvements (possibly,.
  - Imposition of improvement and dedication requirements on tenants, and
  - Imposition of requirements on development authorizations granted by the jurisdictions.

- Provide a general concept statement of cost sharing and the idea of making parties whole.

- Discuss the possibility of future agreements between various parties to effect the implementation of the Memorandum, such as City/Port, City/County, Navy/CCDC, etc.

- Describe a mechanism to assure that all Alliance members comply with the recommendations of the Visionary Plan. Specifically, there should be either multi-lateral or

bi-lateral agreements that give agencies review and comment or, preferably, review and approval of plan and project proposals.

The MOU should reflect agreement that changes to future plans should be accomplished through separate agreements reached between affected agencies.

TIMING OF IMPLEMENTATION

Following endorsement of the Visionary Plan and MOU by Alliance member jurisdictions/agencies, it should be anticipated that revision of individual plans to make them consistent with the Visionary Plan, as well as the preparation/processing of associated environmental documents, will take approximately 12 to 18 months.

Thereafter, processing the Local Coastal Plan amendments through the Coastal Commission could take another three to five months.

This timing assumes that work associated with the Visionary Plan is given a priority status at both the City and the Port, and that Coastal Commission staff reacts favorably to the Plan.

OTHER CONSIDERATIONS

Concurrent Processing

During the process of implementing the North Embarcadero Visionary Plan, specific development projects may be proposed within the North Embarcadero planning area. In these instances, the specific development project(s) should be evaluated against the design standards recommended in the Visionary Plan and/or as further refined by the City and the Port, to provide an idea of the variation, if any, between the proposal and the Visionary Plan. Such projects should be encouraged to be consistent with the Visionary Plan. Any environmental analysis would occur at the project level.

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Similarly, the City, CCDC, and Catellus should consider mutually agreeable modifications to Catellus's development rights in order for the Catellus project to be more consistent with the Visionary Plan.

The high probability of new projects being proposed in the near-term for the North Embarcadero underscores the importance of rapid implementation of the Plan.

Variation with Navy Broadway Complex

The Visionary Plan and the 1992 Broadway Complex Development Plan are generally consistent with one another. However, the two differ in some aspects, particularly in the configuration of the proposed open space at the foot of Broadway.

The discrepancy does not inhibit moving forward on the Plan since the issue will be resolved in the course of implementation.

At the time the LCP is evaluated by the Coastal Commission, the subject of the Navy footprint will be considered. At that time, the rationale for a smaller Broadway plaza can be made in the context of the overall North Embarcadero Visionary Plan public facilities/public access discussions.

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Community Meeting

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ACKNOWLEDGEMENTS

The North Embarcadero Alliance Visionary Plan is the result of a collaborative effort among citizens of San Diego, the five Alliance members, and the consultant team. The Visionary Plan acknowledges the contributions of the following individuals.

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APPENDIX

The Appendix contains excerpts from the North Embarcadero Alliance Memorandum of Understanding, the San Diego Municipal Code, the Marina Urban Design Plan and Development Guidelines, and the Centre City Community Plan, all of which are referred to in the body of the Visionary Plan. These excerpts are in addition to the Plan, but do not supercede it, and principally deal with issues of parking requirements, building heights and massing ,street level treatment, and architectural treatment.

Memorandum of Understanding
North Embarcadero Alliance, May 1997 — A. 2

San Diego Municipal Code
Parking Ordinance, 1993, §101.0822 — A. 5

San Diego Municipal Code
Centre City Planned District Ordinance, 1992 §103.1915 — A. 7

Marina Urban Design Plan and Development Guidelines
Property Development Regulations §103.2006 — A.13

Marina Urban Design Plan and Development Guidelines
Exceptions to the Provisions of the Marina Planned District Regulations §103.2007 — A.14

Centre City Community Plan
The Pacific Highway -County Administration Design Zone
Section D. Architecture — A.16

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Memorandum of Understanding
North Embarcadero Alliance

The Centre City Development Corporation (as the designated agent of the Redevelopment Agency of the City of San Diego), the City of San Diego, the County of San Diego, The San Diego Unified Port District, and the United States Navy share a common belief that the North Embarcadero area of San Diego Bay truly is a unique asset. Also, we share a common desire to coordinate the planning and future development of the North Embarcadero area to optimize its value to the people of San Diego over the long run, consistent with the needs of all signatories.

In order to coordinate the planning and future development of the North Embarcadero area, we are entering into this Memorandum of Understanding, which creates the North Embarcadero Alliance. We all are joining on a voluntary basis. We believe this is an historic opportunity for the five signatory agencies to work together cooperatively to make the North Embarcadero area the showcase of the San Diego waterfront and a place of urban grandeur benefiting future generations.

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APPENDIX

In planning for the future development of the North Embarcadero area, the Alliance will honor these guiding principles:

- Provide access and open space for the public
- Preserve the environmental integrity of land and water
- Take a "water-first" perspective in the process
- Facilitate realistic, viable new development and job opportunities
- Increase the economic and social vitality of the waterfront
- Optimize existing property values
- Improve linkages with surrounding neighborhoods and the South Embarcadero area
- Consider the utilization and enhancement of the Central Bayfront Design Principles as a starting point
- Enhance existing aesthetic values
- Maximize public input in designing the grand plan
- Create a signature image celebrating San Diego's waterfront and skyline
- Consider the use of innovative partnerships and joint ventures to facilitate development
- Strive to develop a fair and equitable means to share costs and responsibilities

Goals

The Centre City Development Corporation (as the designated agent of the Redevelopment Agency of the City of San Diego), the City of San Diego, the County of San Diego, the San Diego Unified Port District, and the United States Navy enter into this Memorandum of Understanding in order to formalize their voluntary commitment to working together to plan and facilitate the future use and development of the North Embarcadero area. All of these agencies have endorsed the concept of a voluntary multi-jurisdictional planning program in recognition of the importance of the planning area to the community, the region, and the state. The overriding goal of this cooperative venture is to assure that the North Embarcadero area becomes the showcase of the San Diego waterfront and a place of urban grandeur. To achieve their goal, the cooperating agencies intend to develop a visionary plan. The plan will be based on market demand, economic opportunities and constraints, and a realistic assessment of the feasibility of implementation, while respecting the development rights of all signatories.

Geographic Boundaries

For the purposes of this Memorandum of Understanding, the North Embarcadero area is defined as the Burlington Northern Santa Fe Railroad tracks on the East; Market Street to Harbor Drive to the G Street Mole and the northern boundary of the South Embarcadero Master Plan amendment to the South; the pierhead line, including the Laurel Street mooring buoys to the West; and, Laurel Street and the southern boundary of the Airport master plan to the North. A map highlighting these boundaries is attached.

Organization Structure

The North Embarcadero Alliance (the "Alliance") will be led by a Steering Group consisting of representatives of each of the signatory agencies. The Port District is the designated agency responsible for the administrative affairs of the Alliance. Each agency also will volunteer senior staff, planners, and other professionals as the need arises. As quickly as possible, the Port District on behalf of the Alliance and after consultation with the Steering Group, will hire a professional project manager, most likely an individual from an organization with resources upon which the project manager can draw. The project manager and his or her organization will be independent of all members of the Alliance, and will report to the Steering Group. The project manager will lead public meetings and workshops, facilitate the planning process, coordinate the work of professional planners, architects, engineers, and economic and environmental consultants. However, the project manager is expected to rely heavily upon the professional expertise of the Alliance's staff. Each member agency has joined the Alliance on a voluntary basis. Decisions will be made by consensus.

Timelines

A visionary plan to meet the guiding principles of the Alliance will be completed within one year from the effective date of this Memorandum of Understanding. The Steering Group will meet approximately every three weeks during the first several months, and expects to meet at least monthly thereafter. The project manager and his or her staff, along with the senior and professional staffs of the five agencies will meet more frequently in order to expedite the planning process. Upon the signing of this Memorandum of Understanding, all meetings of the Steering Group will be open to the public. The Alliance is committed to maximizing public input during the planning process.

Projects within the North Embarcadero area will be reviewed on a timely basis by the Steering Group and considered as an integral part of the planning process. Further, the Alliance quickly will implement a process that is inclusive of all interest groups, property owners, and the public at large. This process will extend beyond Steering Group meetings to a proactive outreach effort consisting of a series of public workshops designed to maximize communication and elicit the best possible ideas, priorities, and preferences of the public at large.

Financial Consideration

To the extent permitted by the laws of the respective agencies, each will contribute sufficient resources to the Port District as the designated agency responsible for the administrative affairs of the Alliance, in cash or in-kind, to assure the successful completion of the planning process within the one year time frame contemplated. Additionally, each agency will provide senior and professional staff time and other in-kind resources on an as-needed basis in order to help reduce outside costs and bring this planning process to a timely and successful conclusion. The United States Navy will contribute such funds and resources as lawfully may be available to it for such purposes. The San Diego Unified Port Commission will act as contract administrator of the contract for the project manager.

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The Alliance also will consider innovative financing approaches to facilitate development, including cost and/or revenue sharing among the signatory agencies, where appropriate. Situations that might trigger cost and/or revenue sharing could include, but are not limited to, suboptimization of economic development values as a trade-off for enhanced aesthetic values, environmental considerations, or greater open space; and, changes in the timing of revenue streams or development priorities caused by the North Embarcadero planning process. Cost and/or revenue sharing will be considered in order to ensure that the Alliance can consider the widest possible range of development opportunities with the greatest possible degree of flexibility, in order to accomplish the broader goals outlined herein.

Centre City Development Corporation
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Chairman

City of San Diego
Susan Golding
Mayor

County of San Diego
Bill Horn
Chairman, Board of Supervisors

San Diego Unified Port District
Michael McDade
Chairman

United States Navy
Rear Admiral Veronica Froman
COMNAVBASE

June 1997

§ 101.0822 Shared Parking

In all Commercial Zones and commercial areas within Planned Districts, shared parking may be permitted by the Planning Director or Building Inspection Director in accordance with "Process One," subject to the following:

1. The required parking and reduction factors for each use shall be consistent with Section 101.0830 (Shared Parking Guidelines).
2. All shared parking facilities shall be located within six hundred feet (600') horizontal distance of the commercial uses served.
3. The applicant shall show that there is no substantial conflict in the principal operating hours of the buildings or uses for which the shared parking is proposed.
4. Parties involved in the shared use of a parking facility or facilities shall evidence agreement for such shared use by a proper legal instrument approved by the City Attorney as to form and content.
5. Any shared parking facility shall be provided with adequate signs on the premises indicating the availability of that facility for patrons of the participating uses.
6. Subsequent modifications to the structure or change in tenant occupancy shall require review by the Planning Director for conformance to this section and Section 101.0830.
7. The application shall include a site plan to show where additional parking will be provided in the event future parking is needed to meet future parking demand.

§ 101.0830 Shared Parking Standards

A. Shared parking requests may be approved by the City Engineer for two (2) or more different land uses located adjacent or in close proximity to one another subject to the standards contained within this section and Section 101.0822.

B. Parking Ratios

1. Table I contains the parking required per square footage of gross floor area for each land use type.
2. At least 40 percent of parking spaces provided shall be standard size spaces.
3. Parking spaces shall follow the minimum standards for parking layouts for standard and compact vehicles.
4. Parking shall be in compliance with all other requirements of Division 8 of the Municipal Code.

C. Accumulation Curve

Accumulation curves (estimates for each land use) are based on the selected hourly values described in terms of the percent of maximum design-day parking demand expected at every

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hour during the day. The parking demand factor (e.g., office building— one space for each 300 feet of building) produces an estimate of peak parking demand:

E.G.: 60,000–square–foot building = 200 parking spaces peak hour— 300 (1 space per 300 sq. ft.)

This number, 200 spaces for the peak hour, is then multiplied by each hourly percentage as shown in Table II, which produces an estimate of parking demand each hour of day for office use. The same methodology would be applied to other land uses sharing the parking. To determine the number of required parking spaces, add the total of each hourly accumulation. Spaces required would be the highest number, this represents the peak hour for the entire project.

(Added 9–13–93 by O–17976 N.S.)

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APPENDIX

TABLE I FOR SECTION 101.0830

USE	REQUIRED RATIO SPACE: SQUARE FOOTAGE (GFA)
Office	1:300
Medical Office	1:250
Retail	1:200
Restaurant	1:60 Freestanding 1:80 Mixed-Use
Theatre	1:3 (seats)
Hotel/Motel	1:1 (guest room)
Conference Room	1:80
Multi-Family Residential	*Reference Section 101.0835

TABLE II FOR SECTION 101.0830
REPRESENTATIVE HOURLY ACCUMULATION BY PERCENTAGE OF PEAK HOUR

	Office		Retail		Restaurant		Cinema	Residential (non-CBD)		Residential (CBD)	Hotel				Conference Room	Convention Area
											Guest Room		Restaurant/Lounge			
Hour of Day	Weekday	Saturday	Weekday	Saturday	Weekday	Saturday	Daily	Weekday	Saturday	Daily	Weekday	Saturday	Weekday	Saturday	Daily	Daily
6:00 a.m.	3%	—	—	—	—	—	—	100%	100%	100%	100%	90%	20%	20%	—	—
7:00 a.m.	20	20%	8%	3%	2%	—	87	95	95	85	70	20	20	—	—	
8:00 a.m.	63	60	18	10	6	3	—	79	88	90	65	60	20	20	50%	50%
9:00 a.m.	93	80	42	30	10	6	—	73	81	87	55	50	20	20	100	100
10:00 a.m.	100	80	68	45	20	8	—	68	74	85	45	40	20	20	100	100
11:00 a.m.	100	100	87	73	30	10	—	59	71	85	35	35	30	30	100	100
12:00 Noon	90	100	97	85	50	30	30%	60	71	85	30	30	50	30	100	100
1:00 p.m.	90	80	100	95	70	45	70	59	70	85	30	30	70	45	100	100
2:00 p.m.	97	60	97	100	60	45	70	60	71	85	35	35	60	45	100	100
3:00 p.m.	93	40	95	100	60	45	70	61	73	85	35	40	55	45	100	100
4:00 p.m.	77	40	87	90	50	45	70	66	75	87	45	50	50	45	100	100
5:00 p.m.	47	20	79	75	70	60	70	77	81	90	60	60	70	60	100	100
6:00 p.m.	23	20	82	65	90	90	80	85	85	92	70	70	90	90	100	100
7:00 p.m.	7	20	89	60	100	95	90	94	87	94	75	80	100	95	100	100
8:00 p.m.	7	20	87	55	100	100	100	96	92	96	90	90	100	100	100	100
9:00 p.m.	3	—	61	40	100	100	100	98	95	98	95	95	100	100	100	100
10:00 p.m.	3	—	32	38	90	95	100	99	96	99	100	100	90	95	50	50
11:00 p.m.	—	—	13	13	70	85	80	100	98	100	100	100	70	85	—	—
12:00 Mid.	—	—	—	—	50	70	70	100	100	100	100	100	50	70	—	—

FROM: SHARED PARKING—A study conducted under the direction of ULI, The Urban Land Institute, by Barton-Aschman Associates, Inc., 1983.

E. Building Bulk

Different bulk controls are established for structures less than one hundred twenty–five (125) feet tall and for structures one hundred twenty–five (125) feet tall and greater. Bulk controls address the architectural design of specific projects to avoid unarticulated, box–like buildings.

1. Bulk criteria for buildings less than one hundred twenty–five (125) feet tall:

a. Maximum floor plate dimension and upper tower stepbacks are not required.

b. The top of the building facade will be visually terminated through the use of cornices, stepped parapets, hip and mansard roofs, stepped terrace, domes and other forms of multifaceted tops, as specified in Figure A of Chapter X, Article 3, Division 19.

2. Bulk criteria for buildings one hundred twenty– five (125) feet tall and greater define three (3) different elements of a building: the base, lower tower and upper tower, as specified in Figure B of Chapter X, Article 3, Division 19.

a. The building base is the lower portion of the building and defines the street wall. The maximum and minimum height of the building base shall be as specified in Section 103.1915(F)(2).

b. The lower tower is defined as seventy–five percent (75%) of the portion of the building height above the building base (the height shall be measured from the first horizontal stepback at or above thirty (30) feet). Above the building base, a twenty–five–foot (25–foot) stepback (thirty (30) feet within the Waterfront District as shown in Figure 8) is required from the property line to the lower tower. The stepback may occur incrementally within the area defined by a forty–five (45) degree angle originating from the property line of the opposite side of the street.

d. The upper tower is defined as the remaining twenty–five percent (25%) of the tower height above the building base. To achieve "articulation" of the building form in the upper portions of the tower, the upper tower will be built to achieve a reduction of building mass proportional to the mass of the lower tower as shown in Figure C of Chapter X, Article 3, Division 19.

3. Building tops and roof treatments: Penthouse space, mechanical equipment, heliports, and vertical and decorative roof attachments are permitted above the upper tower that are an integral part of the architectural design. All mechanical equipment, appurtenances and access areas shall be completely architecturally screened and enclosed.

The addition of pylons, chimneys, or obelisk, with a maximum cross–sectional plan area of one hundred (100) square feet that meet Federal Aviation Administration (FAA) and building code requirements, will be permitted.

4. Cornices and decorative projections are permitted at any level of the building.

F. Street Level Development Standards

1. Street Wall

a. The street wall is the building facade along a property line adjacent to any public right of way. The street wall may include arcades, colonnades, recessed entrances, private open space, public plazas, urban open space and mid–block connectors, such that:

(1) Arcades and colonnades shall be a minimum width of five (5) feet.

(2) Recessed entrances shall not exceed twenty–five (25) feet in length and shall be within fifteen (15) feet of the property line.

(3) Public plazas and open space shall meet the criteria of the Plaza Design Guidelines of the Centre City Community Plan to qualify as a street wall.

(4) Mid–block connectors shall be as defined in the Centre City Community Plan to qualify as a street wall.

b. A street wall is required along one hundred percent (100%) of the total linear property line adjacent to the public right–of–way. The street wall shall be located at, or within five (5) feet of the street property line.

2. Street Wall Height

a. The maximum street wall height is a 1:1 ratio to the width of the adjacent public right–of–way unless otherwise specified by Sections 103.1915(G) and (I); e.g., if the right of way is eighty (80) feet the maximum height of the street wall is eighty (80) feet as shown in Figure D of Chapter X, Article 3, Division 19.

3. Street Wall Facade

a. The street wall facade shall be architecturally modulated by bays that are not more than fifty (50) feet in width. A smaller module may be superimposed within the larger bay.

b. Bays within the street wall shall be defined by changes in the rhythmic pattern of window openings, bay windows, awnings and canopies, entrances, balconies, arcades, columns, pilasters, plane of the facade, materials and color, or other architectural features.

c. Major entrances, corners of buildings, and street corners shall be articulated within the street wall facade.

d. Within the area between three (3) feet and twelve (12) feet above the sidewalk, required entries and windows shall be transparent, e.g. clear or lightly tinted glass.

e. Blank wall area shall be any street wall area that is not transparent (including solid doors and mechanical areas but not including garage entrances). The maximum total blank wall area is thirty percent (30%) of the first story street wall. The maximum length of any continuous blank wall is fifteen (15) feet; however, the maximum length may be increased to thirty (30) feet if the wall area is enhanced with architectural detailing, ornamentation, or art work.

4. Pedestrian Entrances

a. Pedestrian entrances shall be provided for all uses adjacent to the public right–of–way. Such pedestrian entrances shall be directly accessible from the public right–of– way. At least one separte pedestrian entrance shall be provided for each frontage adjacent to the public right–of–way.

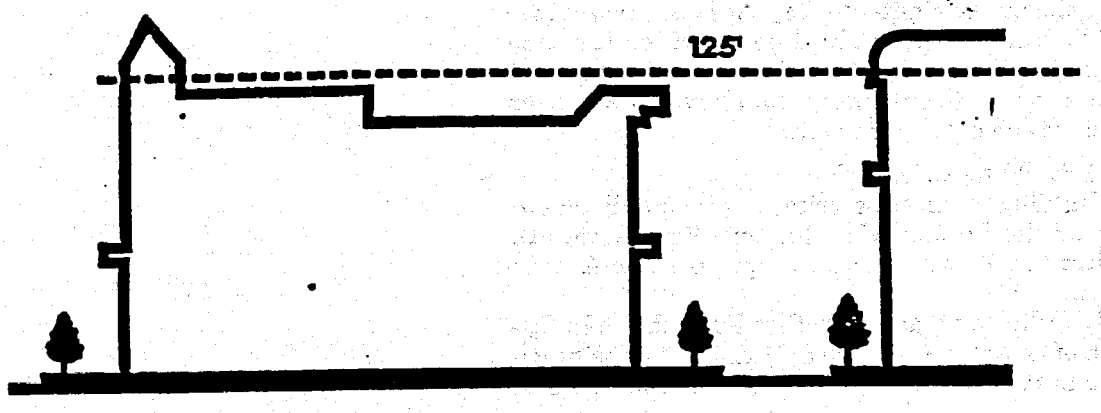
b. Pedestrian entrances shall have direct access at the grade of the sidewalk.

H. Building Orientation

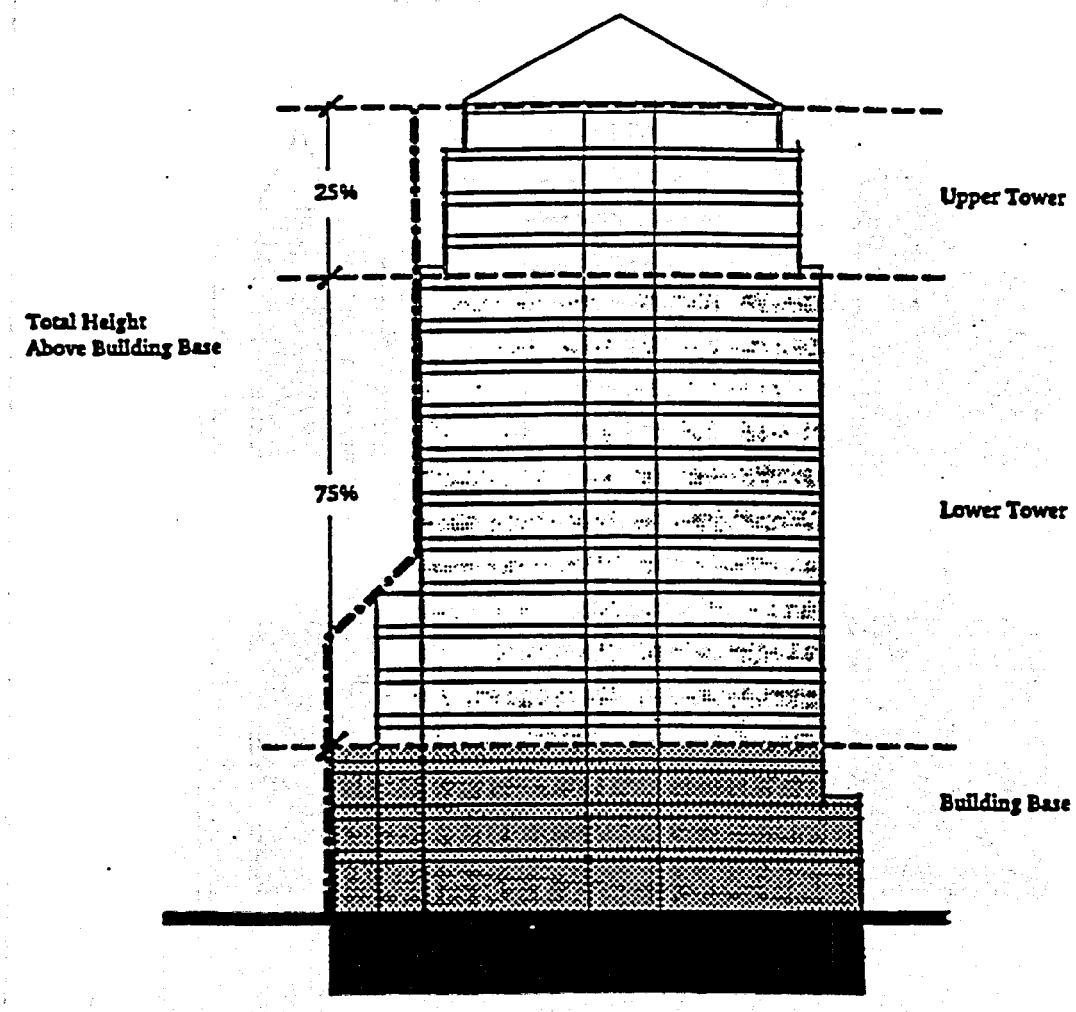
Building orientation criteria are established to reduce the impact of taller building elements within the Waterfront District and Sun Access areas.

1. Within the Waterfront District as shown in Figure 8 of Chapter X, Article 3, Division 19, the maximum north– south plan dimension is one hundred forty (140) feet above the building base. Multiple towers within a block must be separated by a minimum of forty (40) feet.

2. Within designated Sun Access areas and those blocks located between Pacific Highway and California Street and between Laurel and Ash Streets, the maximum north– south plan dimension is one hundred (100) feet above ninety (90) feet.



Bulk Criteria For Buildings Less Than 125 Feet in Height Figure A



Bulk Criteria For Buildings 125 Feet and Greater in Height Figure B

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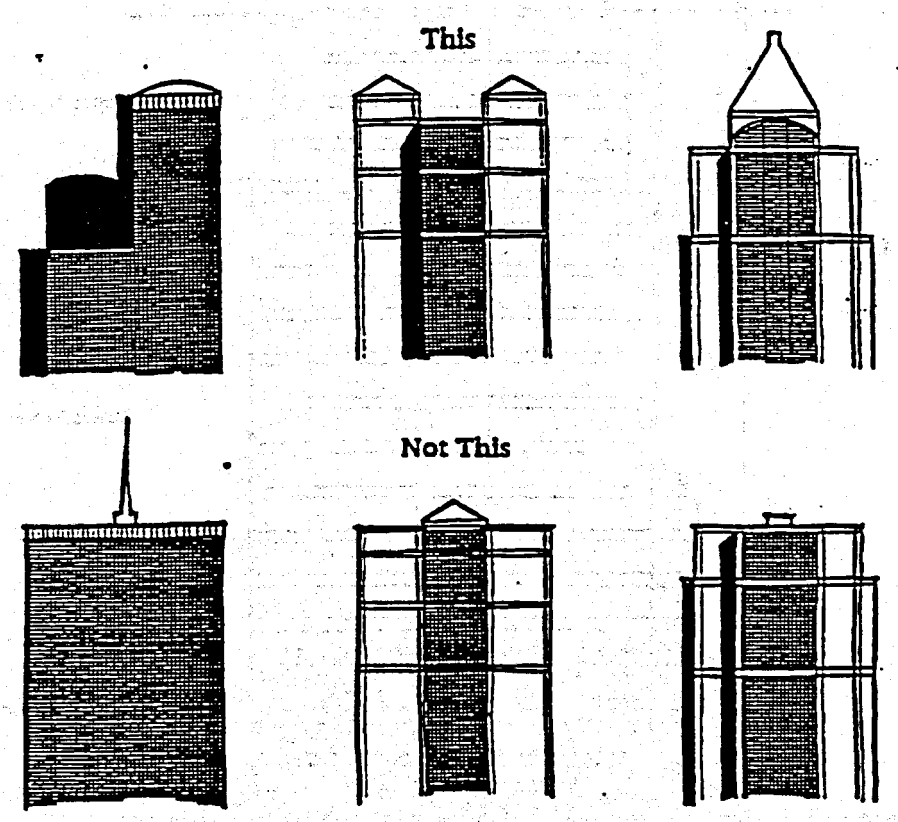
Upper Tower Articulation



Upper Tower Articulation

Figure C

Sec. 103.2006 – PROPERTY DEVELOPMENT REGULATIONS

3. Exceptions to Height Limits.

Exceptions to height limits may be permitted as follows:

- Fifty (50) foot height limits may be increased to a maximum of ninety (90) feet.
- Ninety (90) foot height limits may be increased to a maximum of one-hundred twenty (120) feet.
- Heights designated one-hundred twenty (120) feet or greater as illustrated on Exhibit 3 may be increased without a maximum height.

The following criteria shall be used to evaluate requests for height exceptions.

- Provision of one (1) or more parks, setback areas or widened and enhanced public rights-of-way. Such areas shall be landscaped by the developer. Their location shall complement the adjoining public right-of-way and while either public or private in nature, should be designed to be visually or physically enjoyed by residents, residents of adjoining structures and the general public.
- Increased nonresidential or residential activity at the street level of the development from fifty percent (50%) of the total frontage to all the remaining street frontage with the exception of vehicular access and truck service delivery to serve the site.
- Such activity must be directly accesible to the public right-of-way. Entrances to activity must be provided at intervals which are approximately fifty (50) feet or less in distance apart.

- Accommodation of all or a substantial amount of all parking to serve the proposed development below grade.

- Mitigating the mass and scale of a project by reducing the size of the floor plate and creating a more slender tower which enhances view corridors or reduces the effect of shadow on adjoining developments.

The procedure for considering exceptions to height are subject to Section 103.2007, "Exceptions to the Provisions of the Marina Planned District Ordinance."

Sec. 103.2007 – EXCEPTIONS TO THE PROVISIONS OF THE MARINA PLANNED DISTRICT REGULATIONS

A. The Centre City Development Corporation and the Redevelopment Agency are authorized to permit exceptions from certain limits, restrictions and controls of this ordinance as provided in Sections 103.2006. B.3. and 103.2006.C.

B. Conditions under which exceptions to this division may be considered will be based on the developer's demonstration that the implementation of a proposed exception will meet the criteria described below. Application for exception shall be submitted concurrently with application for a Marina Planned District Permit in accordance with Sec. 103.2003.D (Marina Planned District Exception Permit Process) and shall include:

1. Demonstration that the proposed exceptions implement the intent of this Marina Planned District, comply with the objectives of the Marina Urban Design Plan and Development Guidelines and are design solutions which enhance the livability of the Marina Planned District.

2. The granting of exceptions to the division does not adversely impact the development of the residential community.

3. The granting of an exception will have a beneficial impact on the residential community.

4. The granting of an exception will not establish an adverse precedent for the consideration of future requests for exception.

5. The design of the proposed development is distinctively San Diegan and architecturally superior. Such distinction will be evaluated against the objectives of the Marina Urban Design Plan and Development Guidelines and the following:

   - The degree to which the architecture characterizes the historical context of San Diego as contrasted to any other location.
   - Incorporation or adoption of design elements from San Diego's architectural past into the proposed development.
   - Innovation or creativity of the project design.

CENTRE CITY

COMMUNITY PLAN

Design Guidelines
for
The Pacific Highway - County Administration Center
Design Zone

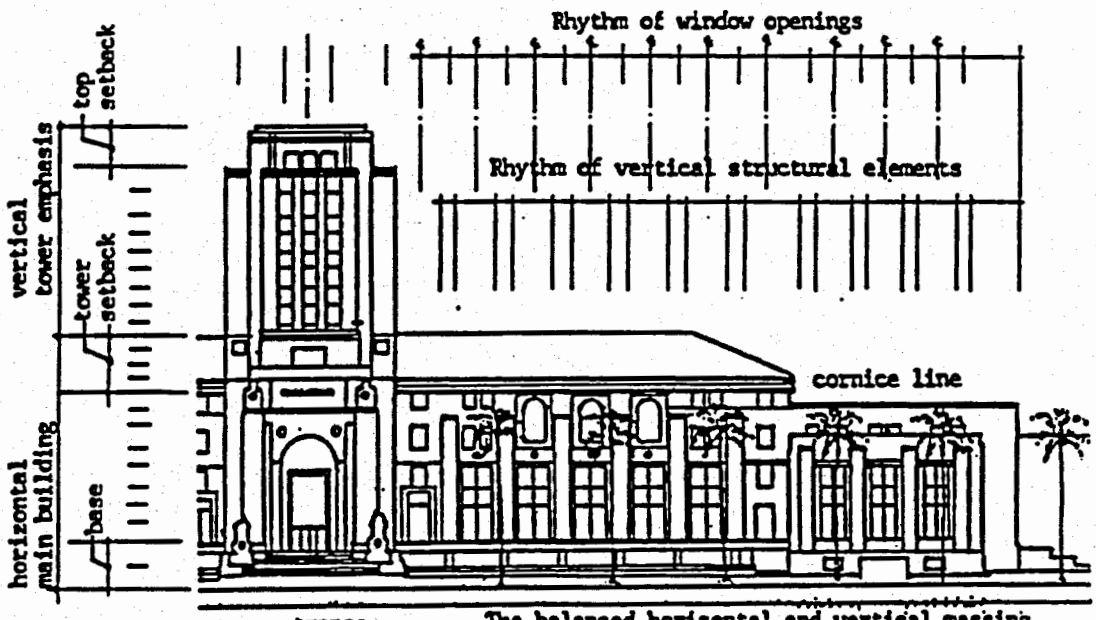
D. Architecture

1. Relationship to the County Administration Center

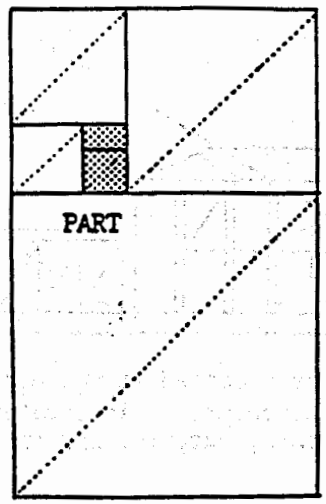
New buildings in the Design Zone should develop a strong complimentary relationship to the County Administration Center, but should not try to mimic or replicate the original building. Careful relationships should be developed through similar building form, color, proportions of building components and detailing of the Street Wall.

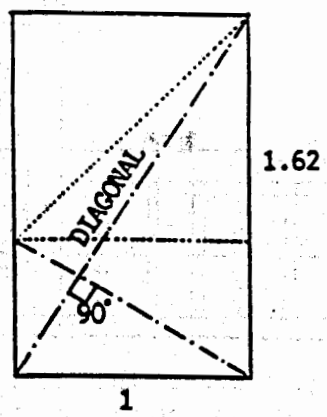
The principles underlying the design of the existing County Administration Center building are:

- The building form emphasizes a rhythm of vertically proportioned components (tower, pillasters, window openings), an articulated base, and an upper story with strong cornice and roof lines.
- The building components are divided into repetitive sub-units scaled to human size.
- Ornament and sculptural detail are located where special emphasis is desired, such as at entrances, window surrounds, ornamental bands and silhouette elements.
- The light colored plaster gives the building walls a luminous quality and enhances their relationship to exterior spaces.
- A consistent proportional system is used to visually unify the many building components.
- Palm trees and other plantings contribute to the landscape character of the exterior spaces surrounding the building.



The balanced horizontal and vertical massing of the County Administration Center visually anchor the building to its site and create an architectural focus for the waterfront.





GOLDEN RECTANGLE
ratio of sides = 1/1.62

The Classical Proportions of the County Administration Center

The intent of a proportioning system is to give an underlying order to the visual composition of a building. A proportioning system establishes a consistent set of visual relationships between the parts of a building as well as between the parts and the whole. This gives a unifying rhythm to the building:

1. As a whole from a distance (Large Scale).
2. As an arrangement of parts when passing by.
3. As a sequence of spaces on the interior (Small Scale).

One of the relationships that has been in use since the Classical Period in architecture is the Golden Rectangle. Greek, Renaissance and modern architects have used the Golden Rectangle to give unity to the series of dimensions that compose buildings.

The Classical proportions of the Golden Rectangle are repeated at various scales in the composition of the County Administration Center.

Regulating Lines

If the diagonals of two rectangles are either parallel or perpendicular to each other, they indicate that the two rectangles have similar proportions. These diagonals, as well as the lines that indicate the alignment of things with one another, are called Regulating Lines. They can be used to control the proportion and replacement of building components and infer on the composition the quality of rhythm.

The possible variations in the use of regulating lines to fix the basic geometry of a building facade are infinite. It is a means to an end, it is not a recipe. It insures harmony with diversity.

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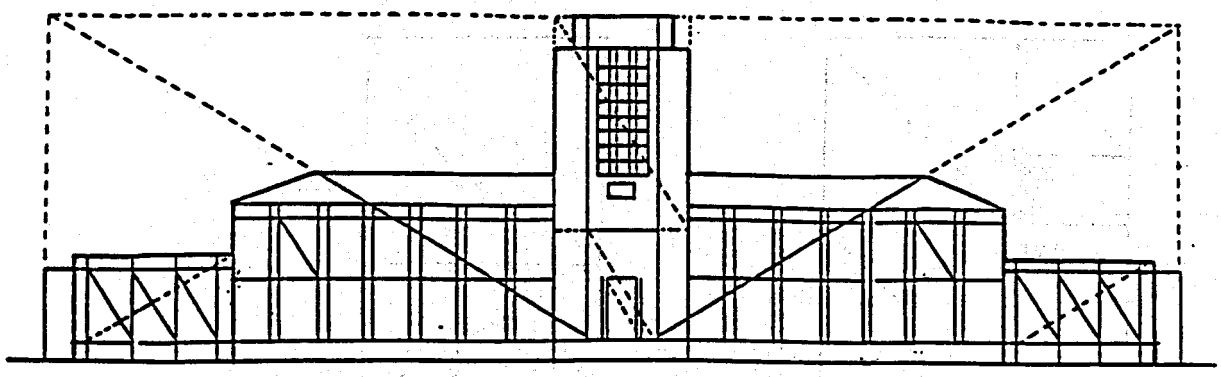


The Classical Proportions of the "Golden Rectangle" are repeated at various scales in the composition of the County Administration Center. This creates a harmonious relationship between the building components, exterior and interior.

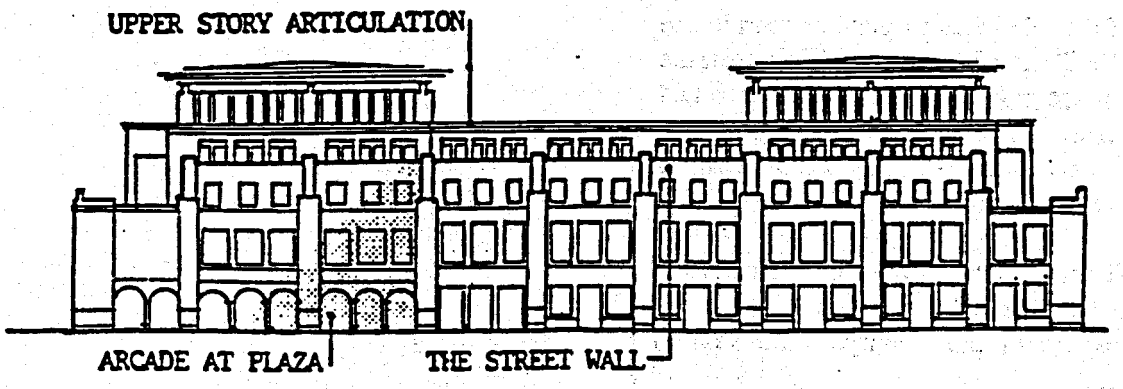
2. *Building Components*

Buildings of three or more stories should be designed as compositions of smaller parts:

- The Street Wall
  - Base and first story
  - Repetitive structural elements
  - Cornice line
- Lower Tower Stepback
  - Vertical proportions
  - Corner emphasis
  - Wall plane setbacks
- Upper Story Articulation -
  - Cornice line and upper story articulation
  - Penthouse space with flat or very low pitched roof
  - Additional stepbacks are encouraged at the upper floors to develop graceful building tops.

The architectural design should be visually unified by using a family of proportions as demonstrated by the design of the County Administration Center.

Entrances should be marked by porches, inset arcades, courtyards or strong ornamental features such as balconies, lights and mouldings.



3. *Building Wall*

- The Street Wall should form a strong visual base, penetrated by rectangular recessed openings. Entrances may be marked by ornamental features.

- For taller buildings, the Street Wall should have a cornice or other strong horizontal element that separates the building base from the lower tower stepback.

- In taller buildings, the lower tower should have a vertical emphasis with a hierarchy of vertical structural elements.

- Openings should be regularly spaced, with some variations, but organized rhythmically as a composition. Openings should be recessed, vertical in proportion, and may be sub-divided by exterior mullions. Flush mounted glass is discouraged.

- Recessed spandrels between windows are encouraged, and serve as opportunities for low relief decoration.

- The top story or penthouse should express the upper termination of the building. This may be achieved by a strong horizontal band, an articulated upper story, or decorative treatment.

- If pitched roof forms are used, the pitch should be low and limited to 3:12. Steep pitched roofs or highly sculptural upper stories are discouraged, so they do not visually compete with the County Administration Center tower.

4. *Materials and Colors*

Building materials and colors in the Design Zone should be consistent in character with the existing County Administration Center.

- White or light colored concrete, cement plaster or glass fiber reinforced concrete is encouraged.

- Highly-saturated or dark colors, and highly reflective surfaces should be avoided, except in very small areas of detail. Dark or highly-reflective glass should not be used.

- Tile and low sculptural relief on concrete surfaces and fresco areas are encouraged when placed in locations of special interest such as entrances, window surrounds and ornamental bands.

- Window and door framing, light fixtures and architectural details may be light or dark, but should avoid bright and highly-reflective colors.

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ENDORSEMENT

We, the members of the North Embarcadero Alliance, as described in that certain "Memorandum of Understanding North Embarcadero Alliance," dated June 1997, do, on this day, December 4, 1998, hereby endorse that certain document entitled "North Embarcadero Alliance Visionary Plan" dated December 1998.

SAN DIEGO UNIFIED PORT DISTRICT

By: _____
Michael McDade, Commissioner
Board of Port Commissioners

CITY OF SAN DIEGO

By: _____
Byron Wear, City Councilman

COUNTY OF SAN DIEGO

By: _____
Greg Cox, Chairman,
Board of Supervisors

CENTRE CITY DEVELOPMENT CORPORATION

By: _____
Peter Q. Davis, Chairman

THE UNITED STATES NAVY

By: _____
Rear Admiral, Veronica Froman
Commander, Naval Region, Southwest

REFERENCE COPY

38475

NORTH EMBARCADERO VISIONARY PLAN
JOINT POWERS AUTHORITY MEETING
Wednesday, May 28, 2014
10:30 a.m.

Don L. Nay Port Administration Building
3165 Pacific Highway
San Diego, California

BOARD MEMBERS PRESENT: Chairman Todd Gloria, San Diego City Council President; Authority Member Marshall Merrifield, Secretary, Board of Port Commissioners; and Alternate Authority Member Jeff Gattas, Vice Chair, Civic San Diego.

AGENDA ITEM #1 – CALL TO ORDER
Chairman Todd Gloria called the meeting to order at 10:30 a.m.

AGENDA ITEM #2 – APPROVAL OF JANUARY 9, 2014 MINUTES
The Board unanimously approved the minutes of January 9, 2014.

AGENDA ITEM #3 – NON-AGENDA PUBLIC COMMENT
San Diego resident Jim Frost congratulated the JPA on its success. He said the JPA demonstrates that government agencies can and do work successfully and that this is made clear by the progress of the NEVP Phase I project. He asked that the JPA continue working to develop a second phase of the project, stretching north from the B Street Pier to Grape Street. Mr. Frost said that there have been several promising concepts proposed and he urged action. He said he would like to work with the JPA members on a Phase II. He wished the JPA continued success and said it has the civic good in mind and is bringing positive change to an important public space.

AGENDA ITEM #4 – JPA MEMBER COMMENT
Authority member Marshall Merrifield said he feels privileged to be a part of the JPA and welcomed the new JPA members. He said he is excited about the progress that is being made towards completion of the project's above-ground structures. He also thanked former JPA member and current Port Board Chairman Bob Nelson, as well as former Port Commissioner Lou Smith, for their work on the project over the past 18 months. He said he is glad that he and his fellow JPA members will help guide the first phase to completion.

Alternate Authority member Jeff Gattas filled in for Cynthia Morgan, Board Chair of Civic San Diego, and its representative on the JPA. He thanked fellow JPA members for their service and said he looks forward to hearing the presentations and participating in the meeting.

Authority Member Todd Gloria said that he echoes Authority Member Merrifield's comments and is pleased to take over for Kevin Faulconer, who served for many years on the JPA and now serves as San Diego's Mayor. Gloria said he is privileged to serve as the representative for City Council District 3, which includes part of the San Diego bay front. He said it is a wonderful opportunity to work with his constituents to realize their vision and dream for their waterfront. He said he is fortunate to come on board at a time when waterfront projects are coming to fruition. He said the recent opening of the County Waterfront Park gives people a sense of what local governments are doing to beautify public spaces at the water's edge.

AGENDA ITEM #5 – SELECTION OF JPA CHAIR
Authority Member Merrifield nominated Council President Gloria as the Chair. The motion was seconded by Authority Alternate Gattas.

The motion passed unanimously to elect Council President Gloria as the JPA Board Chair.

AGENDA ITEM #6 – NEVP CONSTRUCTION UPDATE
Port Chief Engineer, Ernie Medina, gave the construction update.

He said the project is more than 80 percent complete. The planters are in place, the pavilion roof membranes are being completed, and the pavers for the promenade are being installed. Work on West Broadway is just about complete.

Other progress includes the planting of already blooming jacaranda trees near the South Pavilion. The framing and other exterior work for two ticket kiosks and the visitor information center have been completed, and the restroom walls and roof framing are in place. Mr. Medina presented a slide that depicted the decorative railing that will be installed along the waterfront. This railing will include LED lighting.

Most of the project should be completed at the end of June 2014. Everything but the pavilions should be ready by the July 4th holiday. The pavilions, glass structures, and kiosks -- with the exception of the café building -- should be completed in September.

The addition of the new café building necessitates the removal of the old Bay Café building. The Port is seeking permits to remove it. Mr. Medina said the Port is considering demolishing the upper portion of the structure to the floor level,

which might become a viewing platform. He said that a preliminary cost estimate for creating a viewing platform is $500,000.

PUBLIC COMMENT ON ITEM #6

Ms. Raye Scott, a downtown realtor and resident, said she has previously met with Mr. Medina and Port Director of Real Estate Director Shaun Sumner about the project. She complained that the sewer line on Pacific Highway is the source of a strong odor. She said she realizes that repairing the sewer is the city's responsibility, but that it needs to be a top priority for all local governments since the odor adversely affects residents and visitors. She asked why the former Bay Café wasn't demolished before the NEVP Phase I began, and wanted to know what would happen if the project isn't completed on time. She also asked who would be held accountable if the project exceeds its proposed schedule.

In response, Authority Member Merrifield addressed Ms. Scott's question about the café building, saying that time-consuming environmental reviews, Army Corps of Engineers approvals, and other permits are required before demolition can get underway. He said that Port staff has the idea of turning the café's platform into a viewing spot. He said it would be a great spot to take "selfie" photos, and added that more details on the demolition would be presented at the next JPA meeting.

Authority Chair Gloria said part of the reason that the café building wasn't demolished earlier is due to delays in obtaining the requisite permits.

Authority Chair Gloria then asked Port staff what words are on the pavilion buildings.

Mr. Medina explained that the words were from the novel, "Jonathan Livingston Seagull." Mark McIntire, the Port's Capital Projects Manager, added that including the words is part of project artist Pae White's concept for the structure. Some of the words are "sleep," "ladybug," and "star."

Authority Chair Gloria asked if the Port has the funds to create the viewing platform.

Mr. Medina said the former Bay Café could be demolished by fall 2014. Mr. Sumner said the tenant is obligated to pay for the demolition, but the funding for the viewing platform will need to be raised.

Authority Member Merrifield asked how much contingency is in the $31.5 million budget. Mr. Medina said there is currently $500,000. Mr. Sumner said there is an additional $450,000 in tenant contributions for three tenant kiosks that may be allowable to help pay for the viewing platform improvement.

Alternate Member Gattas asked if the California Coastal Commission had to approve the demolition. Port Director of Environmental and Land Use

Management Jason Giffen said approvals from the U.S. Army Corps of Engineers and the state Regional Water Quality Control Board are needed before demolition can occur. The permits are being pursued by Port staff.

AGENDA ITEM #7 – BROADWAY PIER SURFACE ENHANCEMENTS

Mr. Medina said the Broadway Pier Surface Enhancements Project is a requirement of the NEVP Phase 1 Coastal Development Permit. It is fully funded and includes movable seating, decorative planters, a historic timeline embedded into the deck surfaces, accent lighting, and flagpoles. Additionally, there will also be umbrellas and tables for the public. The project is scheduled for completion at the end of August.

JPA Member Comment:

Authority Member Merrifield explained that the furniture and other elements can be moved from the pier during cruise ship operations at Broadway Pier.

Mr. McIntire said the Port is addressing safety concerns about public use of the pier during construction. Fencing and other barriers will be used as safety measures, although the height of the fencing has not yet been determined.

Authority Chair Gloria asked how much access the public would have to Broadway Pier.

Mr. McIntire said everything up to the mid-point of the pier is accessible to the public 24 hours a day, seven days a week. The western end is closed at dusk. If there is a cruise ship in port, the pier will be closed to the public prior to and during the cruise operation.

Authority Chair Gloria said he doesn't think the public knows that they are allowed to go out on the pier because of all the security guards and fencing. He asked how the Port will let the public know that it can go onto the pier.

Mr. Sumner said the NEVP project has included several features to improve public access to Broadway Pier. A large utility box was removed from the front of the pier to make it a more inviting public space. The Port will also add signage, lighting, and a series of maps to encourage people to walk onto the pier.

Authority Chair Gloria said he hopes the efforts will result in greater public awareness that the pier is public space. He said his impression of Broadway Pier is that it's used for paid or private events. He said he wants to get the word out that people can freely use the pier.

Brandy Christian, Port Vice President for Strategy & Business Development, said that the challenge is making Broadway Pier more inviting. She said better signage is also needed at nearby B Street Pier to alert the public that it is also a public space. She said the Port has been discussing addressing the perception issues

by holding a series of free family-friendly public events to let people know the piers are open to them.

Authority Chair Gloria said those were the kinds of events that could be affective in changing public perception. He said he and his office would be happy to assist. He then asked when the grand opening for the NEVP Phase 1 will be held.

Port Vice President Christian said discussions are underway to determine the best time to hold the event.

Authority Member Merrifield said that the project's above-ground structures will be completed at the end of September. He said when completed, the buildings would give people a reason to celebrate the beautification of San Diego's "front porch." He suggested a two-step opening, with the promenade and pier improvements being one celebration event, and the completion of the buildings being a second celebration. But he said that he would defer to JPA Chair Gloria, former JPA Chair and San Diego Mayor Kevin Faulconer, and Port Board Chairman Bob Nelson.

Alternate Member Gattas suggested having a big grand opening but also having smaller, phased openings to re-introduce the area to the community. He also said that directional and wayfinding signage could be helpful to the public.

Authority Member Merrifield asked Port Vice President Christian to form a working group to provide recommendations that could be discussed at the next JPA meeting.

Authority Chair Gloria said the success of Phase I could be catalytic for Phase II. He suggested having an event in June when most of the improvements are completed, to let the public know there is more to come.

AGENDA ITEM #8 – LEASING UPDATE

Mr. Sumner gave an update on the leasing of the two remaining kiosks. He explained that there is one in the North Pavilion and one in the South Pavilion. The South Pavilion kiosk will be used as a visitor information center. At the April 2014 Board of Port Commissioners meeting, the Board gave authorization for exclusive negotiations with Old Town Trolley and Tours to lease the information center, build out the interior improvements, and potentially partner with the San Diego Tourism Authority on staffing an information desk. Port staff is negotiating an agreement with Old Town Trolley which is anticipated to be presented to the Board of Port Commissioners at its July 8 meeting.

Mr. Sumner next gave an update on the café building, which will be part of the North Pavilion. He said the café will be delivered with the framing, but completion of the structure will be the responsibility of the café tenant. The Port issued an RFP on April 23 for a café operator and had an information exchange

meeting on May 13. The RFP was downloaded by 19 organizations and/or individuals. The Board of Port Commissioners may authorize contract negotiations with one of the respondents at its July 8 meeting. If the Board authorizes contract negotiations, expectations are that the café will open in spring 2015.

Authority Member Merrifield asked which companies signed leases for the other kiosks. Mr. Sumner said that Hornblower Cruises & Events had one kiosk in the South Pavilion. Flagship Cruises & Events has two kiosks – one in the North Pavilion that will be used as a gift shop and one in the South Pavilion for ticket sales. A smaller kiosk will be used by Old Town Trolley for ticket sales.

Authority Chair Gloria asked if the tenants would be in place by September. Sumner said Old Town Trolley would be ready by September. Each pavilion roof houses three buildings – two small kiosks and one larger building. The South Pavilion's larger building will be used for the information center. The North Pavilion's larger building will be the café.

AGENDA ITEM #9 – PAVER AND STREET FURNITURE UPDATE

Mr. Sumner said that one of the main objectives of the personalized street paver program was to help supplement the approved project budget and to provide the public the opportunity to purchase a paver or to sponsor a bench, a chair, or a sign.

There are several potential locations for the purchase of personalized pavers. Port has staff also looked at sponsorship opportunities for wayfinding signage at various locations. Staff also explored sponsorship opportunities for benches or tables at 35 areas along the Embarcadero.

The Port is negotiating a contract with Cook & Schmid consultants to administer a paver or street furniture program, with public outreach. If approved, the program could launch in the fall, which could possibly tie in with a ribbon-cutting event. Mr. Sumner noted that the Port has identified funding to fill the previous $2.5 million gap in the NEVP Phase I budget. Any funding from the personalized paver sponsorship program would not be needed to complete the project.

Alternate Memer Gattas asked if there would be certain sponsorship levels for pavers, benches or tables. Mr. Sumner said it is likely that there would be varied pricing. Alternate Member Gattas said the paver program could create a sense of anticipation and additional marketing of the NEVP Phase 1 opening.

Authority Member Merrifield said it would be nice to have a kiosk at the September opening where the public could purchase the pavers or sponsor the benches and other furnishings. He suggested that the JPA members look at price points. He mentioned the downtown library's successful program and said it included varied pricing.

Authority Chair Gloria asked how the $2.5 million gap that was predicted for the project budget was funded. Mr. Sumner explained that the Port's Board and the City of San Diego, through its Department of Finance, had identified $1.25 million each for the project.

Authority Chair Gloria said the paver and street furniture program could proceed and help pay for design or other work for NEVP Phase II, among other possible uses.

PUBLIC COMMENT:
San Diego resident Don Wood asked if the next meeting agenda could include an update on the demolition of the Navy Building on Navy Pier. He also wanted an update on the proposed Veteran's Park. He also wanted to include a discussion of a recent U-T editorial authored by County Supervisor Ron Roberts.

Wood spoke against the creation of more above-grade public parking west of Pacific Highway. He suggested below grade parking. Wood also asked for an extension of the Linear Park, south from Hawthorne Street on the east side of Harbor Drive, down to Ruocco Park and the Old Police Headquarters. He also requested that Port staff provide an update on discussions with the Navy on the purchase of 1220 Pacific Highway property. Wood suggested that if the Convention Center expansion isn't approved, that the Port's funding for it be made available for NEVP Phase II.

Authority Chair Gloria said Wood made several requests for information and that he and JPA staff would determine if they are appropriate for the next agenda.

AGENDA ITEM #10 – NEXT MEETING DATE
To be determined

ADJOURN
Chairman Gloria adjourned the meeting at 11:30 a.m.

Embarcadero Coalition

November 17,2020

Lesley Nishihira, Director, Planning
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92112

Ms Nishihira,

The Embarcadero Coalition consists of downtown residents actively concerned about development in the North, Central and South Embarcaderos. There are 40,000 downtown residents and we use the Embarcadero extensively. We appreciate the Port of San Diego's (Port) efforts to update these districts and "promote the Bay as a central environmental, economic, and recreational resource for all people of California."

Although we applaud many of the proposals in the PMPU Revised Draft (Draft), we will focus on our concerns.

1. Update the Central Embarcadero District section for the PMPU Revised Draft before submitting to CEQA. Please do not use the old Central Embarcadero and a potential version of the Seaport Village proposal for the CEQA evaluation.

2. Please extend the time to Review the Draft. The Port Master Plan was amended when the Coastal Commission certified the Port approved 1998 North Embarcadero Visionary Plan (NEVP) in 2001. Subsequently, the **North Embarcadero Joint Powers Agreement (JPA)** was formed between the City of San Diego and the Port. It is in effect until 2047 and exists to aid in implementing the NEVP.

Page 3 in the Draft: This document represents the first comprehensive update to the originally adopted Port Master Plan. **It incorporates previously approved amendments** and presents a new vision for the future.

Although some aspects of the NEVP are included in the Draft, major portions are not. It took the City, the Port and residents a year to develop the NEVP. The legacy of those efforts and that amendment are being replaced without the JPA Board even meeting or any community discussion comparing the previous plan to what the Port is proposing. The Port should be essentially planning for Phase II of the NEVP implementation. The Port is supposedly incorporating the NEVP amendment but makes the leap to what it wants rather than openly discussing

making changes to the original plans. Failure to disclose what is really happening is disturbing and misleading.

Parallel to the JPA Board, the Citizen's Advisory Committee needs to be restored to review and comment on the Draft and all future project PMPU updates and project proposals on the downtown San Diego Embarcadero.

This process needs to be suspended until the JPA Board and the community can work together on these issues.

3. Please extend the review period to allow for Port staff to engage with the public in each District. Public presentations and question and answer opportunities are missing in this process. Without public engagement, the Public cannot make truly informed comments on a Draft that is considerably different from the previous Discussion Draft. Although the pandemic makes this process harder, that is not a reason to abandon public outreach for such an important document.

4. We are also concerned about a lack of transparency by the Port. For example, the Draft does not mention that there is an option for the Wyndham to remain in its current footprint under a new lease agreement. Instead the Draft reads as if new construction is the only option. RLJ, the owner of the Wyndham, has proposed a significant renovation to this property and a new lease would extend far beyond the intended 30-year scope of this Draft. This issue is relevant to public comment.

5 The Port is planning development for 34 miles of coastline. As downtown residents, we object to the majority of all proposed hotel rooms being located in the North, Central and South Embarcaderos. The latest draft removed 2,310 new hotel rooms from the communities of Shelter Island and Coronado that had been proposed for those areas. Those communities will have no new hotel rooms even though the proposed rooms for Shelter Island were not located in a residential area. Point Loma resident's main concern was the additional traffic the hotels would bring. The Port continues to push for an excessive number of hotel rooms in downtown residential neighborhoods across the street from the Port. 1,550 rooms are far too many rooms to be located between B Street and Ash in the North Embarcadero. Approximately 2400 rooms in the Central Embarcadero, as proposed in the last public Seaport Village update, is also too many rooms. Point Loma residents live a significant distance from the proposed hotel locations. Point Loma residents were concerned about hotels affecting the quality of their neighborhood, increasing traffic and blocking views. All of these issues are on steroids in their affect on downtown residents, who live across the street or within a few short blocks of the Port.

6. Development should maintain or improve public access and open space between the City and the Bay as well as comply with development guidelines adopted by the Port in the NEVP. Page 59 of the current Port Master Plan (PMP) states, **"The Visionary Plan proposes to revitalize San Diego's downtown waterfront through a concept for public improvements and by guiding**

development to optimize property values, public access opportunities and priority waterfront and water-dependent uses."

The Draft does not disclose that the guiding principles in the certified NEVP or the 40-year JPA, which is in effect to 2047, are to be used when developing plans and projects. Also required is that **JPA members are to meet on a regular basis and consult with downtown residents to ensure compliance with the NEVP. These meetings have not happened and the PMPU process should be paused until it does.** These documents are extremely relevant since they establish guidance principles meant to be implemented in the remaining development of the North Embarcadero.

7. **South Embarcadero:** Due to limited review time, we want to remind the Port that Gaslamp and East Village residents are included in the 40,000 downtown residents figure. Excessive hotel development on the South Embarcadero makes their access to the Bay even more complicated than it already is.

8. **Restore CAC**: Please Restore the Citizen's Advisory Committee to review and comment on the October 20, 2020 PMPU Revised Draft and all future project PMPU updates and project proposals on the downtown San Diego Embarcadero.

9. **Line item changes to the Draft**

Page 86 M Policy 1.3.7
The District shall reallocate or combine parking, where feasible, into mobility hubs or other consolidated parking facilities, outside of downtown, to allow for additional public open space, development, transit opportunities, and bicycle facilities. This policy applies both to parking allocated for specific developments and public parking. If parking is displaced as part of development, the following steps shall be taken:

Page 87 M Policy 1.3.8 New structured parking should be designed for vehicle use in the short term and then for repurpose to a non-vehicle use if parking demand decreases.

- Do not build new structured parking downtown.
- Use Transportation Demand Management (TDM) Technologies, like apps, to inform people where available parking spaces exist.
- If there are new parking structures, parking should be underground, out of the area, or in facilities substantially hidden from public view.
  Note: The County, Intercontinental Hotel and Pacific Gateway all built underground parking. The Intercontinental Hotel has 300 public parking spaces that are rarely used, but TDM would notify drivers of their existence. In response to the Discussion Draft both the City and SANDAG recommended that additional public parking spaces should not be built downtown.

Page 117 **SR objective 1.4**
Maintain adequate public safety through law enforcement, fire safety, and emergency medical services
SR Policy 1.3.1 The District shall provide public safety facilities on water and on land for the Harbor Police Department (HPD) to maintain public safety capabilities in alignment with the Port
Act.
ADD: Establish a program to improve public safety to address operations and budgeting for public safety concerns in the open spaces and recreation areas similar to the County's program, which makes Waterfront Park so successful.

Chapter 4 Baywide Development Standards
Page 158 4.1.2(A) Land Use and Siting

2 Parking. Local Gateway Mobility Hubs, outside of downtown, should be within 500 feet of off-street public parking.

Page 162 **4.2.1 Standards for Recreation Open Space**
The following requirements apply to areas designated as Recreation Open Space:

1. Shall be located directly adjacent to the waterfront, i.e. between development and the water's edge

ADD When the lease expires, replace the 1220 Pacific Hwy Navy site with Activated Recreation Open Space.

2. Should be designed with landscaping or ~~native~~ indigenous vegetation;

4.2.3 Standards for Activating Features, including Pavilions
Page 164 4.2.3(B) Pavilions
ADD: Limit the size of the seating areas adjacent to Pavilions to manage sprawl.
ADD: Establish the distance a Pavilion is allowed next to a stationary business, such as the Brigantine restaurant, so there are no conflicts of interests or crowding.

4.4.3 Standards for View Protection
Page 170 ADD lighting requirements:

Commercial buildings may not use lighting in a manner to disturb residential buildings or neighbors.

Interior lighting shall be designed with fixtures that are shielded and concealed so that light sources are not directly visible from public viewing areas, do not disturb the neighborhood, and in accordance with *ECO Goal 1 (Chapter 3.3, Ecology Element)*.

Vehicle lights in parking facilities will be shielded and concealed so that light sources are not directly visible for public viewing and do not disturb the neighborhood.

Page 256 **5.3.2(B) Special Allowances**
The following special allowances, consistent with *WLU Goal 2 (Chapter 4.1, Water and Land Use Element)*, address unique situations in the North Embarcadero Subdistrict.

B Street ~~and Cruise Operations Staging~~
PD3.1 ~~The temporary closure of the completed B Street connection as described in PD3.7, between Pacific Highway and North Harbor Drive, may occur when needed for truck and other staging uses associated with cruise operations.~~ Use B Street for pedestrians, bicycles, and vehicle use.

Note: Staging for truck and other uses associated with cruise operations should happen on piers, which is their purpose.

Navy Pier
PD3.3 *The amount of parking will be determined and included in the draft Port Master Plan at a future date. Development on the Navy Pier will be required to comply with Recreation Open Space regulations and subdistrict development standards.
ADD: ADA parking facilities will remain on the Navy Pier

Page 257 **5.3.2(C) Planned Improvements**
5.3.2(C)-I Landside Access
Mobility Hubs

4. PD3.5 Develop a Local Gateway Mobility Hub between Ash and B Streets, in the area generally depicted in *Figure PD3.3*. The mobility hub shall:
    1. Meet the criteria of a Local Gateway Mobility Hub~~, or larger~~, in accordance with *Chapter 4, Baywide Development Standards*; and
    2. Provide wayfinding and pathway connections to connect to the existing water- based transfer point and short-term public docking at the restaurant at the foot of Ash Street, as well as the potential water-based transfer point at Navy Pier.
    3. No additional public or commercial parking spaces in this area
    4. Utilize Transportation Demand Management techniques and technology, as recommended by SANDAG, to connect vehicle drivers to available parking spaces

Page 258 Roadway Reconnections
PD3.7 The following roadway reconnections shall be made in the area bounded by Ash Street, B Street, Pacific Highway, and North Harbor Drive, including portions of the block south of B Street, as generally depicted in *Figure PD3.4*:

1. Extend A Street to North Harbor Drive to provide a link between North Harbor Drive and Pacific Highway for pedestrian, bicycle, and vehicle use. The minimum width of this connection shall be 60 feet.

2. Reconnect B Street between Pacific Highway and North Harbor Drive for pedestrian, bicycle, and vehicle use~~, in addition to temporary truck and other staging associated with cruise ship operations, as described in PD3.1~~. The minimum width of this connection shall be 60 feet.

Page 258 Roadway Improvements
PD3.8 Reconfigure North Harbor Drive to more efficiently accommodate vehicular traffic while allowing for:

a. Four general travel lanes, north of Grape Street;
b. FOUR general travel lanes, ~~one~~ two lanes in each direction, between Grape Street and F Street;
   NOTE: Harbor Drive traffic should not be transferred to a reduced capacity Pacific Highway.
   The rationale that Pacific Highway had six traffic lanes with excess capacity made this plan feasible. That idea is now obsolete and the plan needs to be amended to reflect reality. Pacific Highway is already transitioning into a four lane road plus bicycle lanes with no excess capacity.
   Note: Pacific Highway is meant to be a grand entrance into the city instead of the back end industrial loading dock for the hotels like is currently happening at the Lane Field hotels. Hotel delivery trucks parking in traffic lanes cause other vehicle traffic to back-up.

   PD3.9 Existing on-street parking shall first be consolidated into mobility hubs, outside of the downtown area, as described in PD3.4 and PD3.5, to then enable the reconfiguration of North Harbor Drive (see PD3.8).

Page 259 Recreation Open Space
ADD When the 1220 Pacific Highway site becomes available, make it Activated Recreational Open Space.

- Note: This site provides a rare opportunity to return a commercial space to open space. The adjacent neighborhoods want better connections to the Bay. Eventually converting this property is consistent with the NEVP principles of adding more open green space. Connecting the A Street and B Street corridors with Activated Recreation Open Space would help significantly in connecting the adjacent residential neighborhoods and City to the Bay by improving pedestrian level views through the area, which would be welcoming to the community and visitors alike.

PD3.12 As new Recreation Open Space areas are designed and constructed, consideration shall be given for service loading for all existing and future Tideland amenities and tenants on east-west streets.

Note: Pacific Highway south of Grape Street, the entranceway to downtown, should not be used for service loading or other industrial uses.

Page 261 5.3.2(C)-III Visitor-Serving Commercial Uses

Retail, Restaurant and Overnight Accommodations

PD3.24 In the Commercial Recreation-designated area between Ash Street and Broadway,

ADD: Option One: renew the lease for a renovated Wyndham hotel site for a first class hotel and hotel brand and expansion up to a maximum of 650 hotel rooms total.

Option two: develop up to ~~950~~ a maximum of 650 hotel rooms in total, with 30,000 square feet of associated retail and restaurant, ~~and/~~or 30,000 square feet of meeting space,

- ADD If a new hotel is built, preference is for the same location and footprint as the current Wyndham~~.~~
- Any new hotel and high-rise towers turned perpendicular to Harbor Drive should maintain the current and significant sense of openness present today. Similarly, the towers should be located closest to Harbor Drive instead of against Pacific Highway. There should only be one high-rise tower per block and any design should maximize sightlines and the view shed from the City side of Pacific Highway.
- The geographic area covered by the NEVP is shown on Figure 4.1, and it includes the land between Pacific Highway and the railroad tracks. This area encompasses the residential towers between Ash Street and Broadway. Maximizing sightlines for these residential towers is necessary to achieve the PMP stated goal of optimizing property values.

  The NEVP FAR between B Street and Ash Street is a maximum of 4.5, but should be 36% less than the actual FAR at the Lane Field hotel at Broadway.

  NOTE: The height step downs, and the reduced building heights and densities from Broadway to Ash Street are documented principles in the NEVP. Future development is not contingent on the previous buildings being built to the maximum height or density.

Page 264 5.3.2(D)-II Building Standards

Structure Height and Scale For New Construction

PD3.34 In the area bounded by Ash Street, North Harbor Drive, B Street, and Pacific Highway, including portions of the block south of B Street, as generally depicted in *Figure 3.8*, the following standards apply:

a. Structures shall not exceed ~~200~~ 135 feet in height, in the following area:

1. ~~North of~~ Between B Street and A Street, and within the ~~east~~ west ~~half~~ side of the block, adjacent to ~~Pacific Highway.~~ Harbor Drive.

b. Structures shall not exceed ~~160~~ 105 feet in height in the following areas:

1. ~~South of the B Street reconnection; and~~
2. North of the ~~B~~ A Street reconnection, along the west ~~half~~ side of the block, adjacent to Harbor Drive.

ADD: South of the B Street Connection, limit the height to the level of current hotel podium.

ADD: There should only be one tower per block and it should be situated to maximize sightlines to optimize property values, as stated in the current PMP.

NOTE: The height step downs and FAR measurements are based on the NEVP.

The following setbacks shall apply:

1. A minimum building setback of 25 feet from the curb shall be maintained along Pacific Highway, to allow for the implementation of a parkway and sidewalk, as well as landscaping adjacent to the building.
2. A minimum building setback of 25 ft along east-west view corridors, of Ash, A Street and B Street.
3. A ~~minimum~~ **maximum** building setback of 65 feet from the curb shall be maintained along North Harbor Drive north of the B Street reconnection, to allow for the implementation of public realm space that establishes continuity and connections to adjacent open space areas.
   Note: A 50 ft setback is better for a pedestrian only entrance.

Page 265 Figure PD3.8 Conceptual Diagram of Structure Height and Setbacks
Change these cross-sections to conform to our description.
One Building between B Street and A Street - 135ft tall
One building between A Street and Ash -105 ft

Sincerely,
Embarcadero Coalition
Represented by Janet Rogers and Susan Simon
Email: EmbarcaderoCoalition@gmail.com

Board of Port Commissioners
3165 Pacific Highway
San Diego, CA 92101

4 Dec 2020

Commissioners,
Subject: Port Mater Plan Update (PMPU)

The Downtown Residents Group would like to express our appreciation for the outreach extended in this process. The latest revisions indicate the staffs willingness to accept and include community concerns.

There are still issues to be addressed. For example are "rooms" the best measure given that both micro rooms and suites are vastly different. Similarly arbitrary heights, set backs and step backs can discourage good architectural features. Rather than locking in finite details a companion "design guidelines" for each area could provide advise and be more easily amended than the PMP. Such guidelines for the Embarcadero areas could be easily created using the Downtown Design Guidelines as a resource. Parking and traffic need to take into account the Climate Action Plan and explicitly incorporate those goals. They seem not to have been modeled well. And as noted in our letter of 27 Aug 2020 traffic flow on Harbor Drive needs study of pedestrian safety and flow to and from the waterfront before a tentative or notional plan ends up being the certainty.

As noted previously active participation by you is appreciated.
Thanks for your past and future consideration,
Gary Smith, President

San Diego Downtown Residents Group PO Box 124715 San Diego, CA 92112
www.sddrg.org

*

From: JO-ANNE REDWOOD <jredwood@me.com>
Sent: Friday, December 4, 2020 4:52 PM
To: PublicRecords
Subject: Comments to the Port about the PMPU Revised Draft
Attachments: Santa Fe Depot Station.m4a

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello, my name is Jo-Anne Redwood and I live at the Grande North across from the proposed hotel site.
A hotel with 1,550 rooms at the Wyndham site is excessively large for the two blocks and will wall off the City from the Bay.
Also, I agree with SANDAG and the City that the Port should not build new public parking spaces downtown. Any new hotel parking should be below ground or hidden from view.

I have also attached it.

Warm regards,

Jo-Anne Redwood
213-716-6087

Address:
1205 Pacific Highway
Grande North
No. 2005
San Diego CA 92101

jredwood@me.com
jar@capstonestudios.com

*

From: Patricia Halliday <pat@stone-wear.com>
Sent: Friday, December 4, 2020 10:23 PM
To: PublicRecords
Subject: Upcoming PMPU Meeting December 7, 2020

WARNING: The sender of this email could not be validated and may not match the person in the "From" field!

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the Members of the PMPU:

I am an owner/resident of the Bayside at the Embarcadero. I would like to make the Port aware that changes to this area will impact the quality of life for residents of our building. The Port needs to pay attention to the NEVP (North Embarcadero Visionary Plan) to ensure that the number of hotel rooms and traffic added will not negatively impact our quality of life. (It is my understanding that one of the suggestions of the PMPU is to re-route traffic from Harbor Dr. onto to Pacific Hwy.)

In addition, I would like to suggest the following:

Renew the Wyndham hotel lease. The renovation planned by RLJ looks good, and the hotel size is appropriate for the site.

Be sure to take into consideration the suggestions recommended in the North Embarcadero Visionary Plan.

For new construction between Broadway and Ash, please follow the step down and decreased density guidance in the Visionary Plan. A hotel with 1,550 rooms at the Wyndham site is excessively large for the two blocks and will wall off the City from the Bay. A maximum of 650 hotel rooms is big enough.

South of B Street should not have anything built taller than the podium at the Marriott.

I object to the re-routing of Harbor Drive traffic onto Pacific Hwy, which only has 4 driving lanes and no excess capacity in a high-density residential neighborhood. This move will cause a huge increase in congestion and pollution for residents in Little Italy, Columbia and Marina Districts.

When the Navy lease expires at 1220 Pacific Hwy, I agree with the City that the area should be made into Activated Recreation Open Space.

B Street should be a promenade and not a staging area for trucks and buses for cruise ships.

I agree with SANDAG and the City that the Port should not build new public parking spaces downtown. Any new hotel parking should be below ground, out of sight or hidden from view.

Extend the PMPU public comment period until February 2021 to allow for adequate review and response time by residents and newly elected government officials.

Include the Central Embarcadero redevelopment plans in the PMPU Revised Draft before the Environmental Review. Leaving out the massive planned changes is misleading the public to think nothing is going to change in the Central Embarcadero.

Sincerely,

Pat Halliday
1325 Pacific Hwy
San Diego

*

From: Arline Gershwind <agershwind@gmail.com>
Sent: Saturday, December 5, 2020 4:32 PM
To: PublicRecords

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello. I am Arline Gershwind. I live at 1205 Pacific Highway, across the street from the North Embarcadero.

I ask that you renew the Wyndham hotel lease, as the renovation planned by RLJ is good-looking and of appropriate size for the area. A 1,550-room hotel on the current Wyndham site is too large. The guidelines in the Visionary Plan should be followed for new construction between Broadway and Ash St.

Traffic in the area is already congested, especially since lanes on Pacific Highway have been reduced due to the center island and bike lane construction. Adding Harbor Drive traffic onto Pacific Highway will make the congestion and pollution unbearable for both residents and visitors throughout the Core-Columbia, Marina, and Little Italy districts.

When the 1220 Pacific Highway lease by the Navy expires, the area should be converted to Activated Recreation Open Space, and B St. should be included in that project and not be made a staging area for buses and/or trucks.

As suggested by the City of San Diego and SANDAG, new parking should not be built in the area, and any hotel parking should be below-ground.

Lastly I ask that meetings of the Joint Powers Agreement Board to implement the North Embarcadero Visionary Plan be reconvened, and that the PMPU public comment period be extended to allow time for review and comment by our newly-elected officials.

Thank you for your consideration.
Arline Gershwind

*

From: Fred Hottinger <hottshot@mac.com>
Sent: Saturday, December 5, 2020 2:25 PM
To: PublicRecords
Subject: Comments from Sapphire Tower, 1262 Kettner Blvd. for Dec 7 PMPU Revised Draft Board Workshop

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear PMPU Team,

1) Please extend the Public Comment period until at least February 2021. Please do not rush this thru during our "lame duck" period here in San Diego: new mayor just taking office, new Council member for our District to take office, new Commissioners to take office … give these new officials time to review and comment. There is now need for your end of year rush; a couple of more months will not hurt your process.

2) No new above ground parking structure in the Embarcadero area anywhere. If this makes hotel and other building developments more expensive - so be it. See how the County Admin Bldg and Manchester Gateway (or whatever it is called now) have or going to have all underground parkings; the Port needs to match these developments and their concern for our area and environment.

3) Observe complete respect for existing development plans, such as the North Embarcadero Visionary Plan and the City's designation of an Activated Recreation Open Space for 1220 Pacific Highway upon its lease expiration or any earlier buyout thereof.

4) Reconvene meetings of the Joint Powers Agreement Board to implement the North Embarcadero Visionary Plan

5) Work with other jurisdictions of the Bayfront to coordinate and to find other sites for adding hotel capacity. For example, the open area at Liberty Station bordering the West Bay waterfront and Lee Ct.

Thank you
Fred Hottinger
VP Sapphire Tower HOA
619 395 1846

*

From: Steve Gershwind <sgershwind@gmail.com>
Sent: Saturday, December 5, 2020 2:46 PM
To: PublicRecords
Subject: Agenda item PMPU workshop

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello. I am Stephen Gershwind. I live at 1205 Pacific Highway, across the street from the North Embarcadero.

I ask that you renew the Wyndham hotel lease, as the renovation planned by RLJ is good-looking and of appropriate size for the area. A 1,550-room hotel on the current Wyndham site is too large. The guidelines in the Visionary Plan should be followed for new construction between Broadway and Ash St.

Traffic in the area is already congested, especially since lanes on Pacific Highway have been reduced due to the center island and bike lane construction. Adding Harbor Drive traffic onto Pacific Highway will make the congestion and pollution unbearable for both residents and visitors throughout the Core-Columbia, Marina, and Little Italy districts.

When the 1220 Pacific Highway lease by the Navy expires, the area should be converted to Activated Recreation Open Space, and B St. should be included in that project and not be made a staging area for buses and/or trucks.

As suggested by the City of San Diego and SANDAG, new parking should not be built in the area, and any hotel parking should be below-ground.

Lastly I ask that meetings of the Joint Powers Agreement Board to implement the North Embarcadero Visionary Plan be reconvened, and that the PMPU public comment period be extended to allow time for review and comment by our newly-elected officials.

Thank you for your consideration.
Stephen Gershwind

*

From: Adrian Fremont <ajfremont19@gmail.com>
Sent: Sunday, December 6, 2020 2:06 PM
To: PublicRecords
Subject: San Diego PMPU Comments for December 7th Port Meeting

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Adrian Fremont and I live in the Marina District in downtown San Diego. Below are my comments that I would like to present to the Port Authority regarding the PMPU agenda item for December 7, 2020.

While it appears the Central Embarcadero is being pulled from the current PMPU review, I wanted to state my serious concerns regarding the proposed development of this public waterfront area. For those living downtown this area is the last of the open spaces that are available for our everyday enjoyment. The proposed building of hotels, offices and other high rise buildings with rooftop green spaces are not a benefit to the local residents and taxpayers of San Diego. Please protect these areas from further development and ensure San Diego's downtown provides a world class waterfront area. I cannot comprehend while other cities are expanding green spaces to protect the environment and enhance the livability of downtown areas why San Diego is considering destroying the most beautiful open space area of our downtown. Currently both residents and tourists enjoy the existing low scale Seaport Village areas and Rocco Park.

In addition, please consider the following items:

Renew the Wyndham hotel lease. The renovation planned by RLJ looks great and the hotel size is appropriate for the site

Reconvene meetings of the Joint Powers Agreement Board to implement the North Embarcadero Visionary Plan.

Do not redirect Harbor Drive traffic onto Pacific Hwy, which only has 4 driving lanes and no excess capacity in a high-density residential neighborhood. This move will cause a huge increase in congestion and pollution for residents in Little Italy, Columbia and Marina Districts.

Extend the PMPU public comment period until February 2021 to allow for adequate review and response time by residents and newly elected government officials.

Include the Central Embarcadero redevelopment plans in the PMPU Revised Draft before the Environmental Review. Leaving out the massive planned changes is misleading the public to think nothing is going to change in the Central Embarcadero.

Please take into account the sensitive coastal areas that filter and provide infiltration of urban runoff before the water flows to the Bay. Overdevelopment of the waterfront will only adversely impact the San Diego Bay.

Thank you for considering my comments,

Adrian Fremont

From: Elaine Regan
To: PublicRecords
Subject: Agenda item PMPU workshop
Date: Sunday, December 6, 2020 8:43:31 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am a downtown resident as well as a member of the Embarcadero Coalition.

As I frequently use various areas of the Embarcadero, development in the North, Central and South Embarcaderos (and changes thereto) affect my use of San Diego Bay and, therefore, the quality of my life.

I appreciate the Port of San Diego's (Port) efforts to update these districts and "promote the Bay as a central environmental, economic, and recreational resource for all people of California."

First of all, I request the Port extend the review period for the Port Master Plan Update (PMPU) Revised Draft for various reasons, including the following:

- The City of San Diego will have new Port Board Commissioners as well as a new Mayor and District 3 Council member who each need to weigh in on this plan
- The PMPU process should not continue until the Central Embarcadero District is included
- Thirty days is insufficient time to fully review and comment upon this significantly reworked (from the Discussion Draft) document
- No public outreach is planned to answer questions during this review period
- COVID is negatively impacting the public's ability to have a meaningful dialogue with the Port
- The North Embarcadero Joint Powers Agreement (JPA) members have not met to ensure the plan complies with the **North Embarcadero Visionary Plan (NEVP)**

Additionally, I am concerned about an apparent lack of transparency in the PMPU. Full disclosure is lacking in regards to the renewal of the Wyndham lease, the North Embarcadero Visionary Plan (NEVP) and the state regulated Joint Powers Agreement (JPA) meant to implement it, and the total numbers of hotel rooms being proposed in the Embarcadero. I'll explain each in the appropriate section below. I am concerned that the general public cannot make informed comments or decisions about the draft if they don't receive complete information.

The Port has been working on this update for seven years and is making important progress. Please don't put an arbitrary deadline on the project for purposes of submitting to the CEQA evaluation in the name of speed. This is too important a document to approach in a piecemeal fashion. It is not complete and therefore not ready to be moved forward.

Review of the Revised Draft North Embarcadero District:
The improvements in the North Embarcadero, especially west of Harbor Drive, will greatly enhance the Embarcadero experience for residents and visitors.

I am concerned about development plans in the PMPU Revised Draft between B Street and Ash, and I object to plans moving significant amounts of traffic from Harbor Drive to Pacific Highway.

Development should maintain or improve public access and open space between the City and the Bay as well as comply with development guidelines adopted by the Port in the North Embarcadero Visionary Plan (NEVP). Page 59 of the current Port Master Plan (PMP) states, **"The Visionary Plan**

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From: Elaine Regan <13eregan@gmail.com>
Sent: Sunday, December 6, 2020 8:43 PM
To: PublicRecords
Subject: Agenda item PMPU workshop

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am a downtown resident as well as a member of the Embarcadero Coalition.

As I frequently use various areas of the Embarcadero, development in the North, Central and South Embarcaderos (and changes thereto) affect my use of San Diego Bay and, therefore, the quality of my life.

I appreciate the Port of San Diego's (Port) efforts to update these districts and "promote the Bay as a central environmental, economic, and recreational resource for all people of California."

First of all, I request the Port extend the review period for the Port Master Plan Update (PMPU) Revised Draft for various reasons, including the following:

- The City of San Diego will have new Port Board Commissioners as well as a new Mayor and District 3 Council member who each need to weigh in on this plan
- The PMPU process should not continue until the Central Embarcadero District is included
- Thirty days is insufficient time to fully review and comment upon this significantly reworked (from the Discussion Draft) document
- No public outreach is planned to answer questions during this review period
- COVID is negatively impacting the public's ability to have a meaningful dialogue with the Port
- The North Embarcadero Joint Powers Agreement (JPA) members have not met to ensure the plan complies with the North Embarcadero Visionary Plan (NEVP)

Additionally, I am concerned about an apparent lack of transparency in the PMPU. Full disclosure is lacking in regards to the renewal of the Wyndham lease, the North Embarcadero Visionary Plan (NEVP) and the state regulated Joint Powers Agreement (JPA) meant to implement it, and the total numbers of hotel rooms being proposed in the Embarcadero. I'll explain each in the appropriate section below. I am concerned that the general public cannot make informed comments or decisions about the draft if they don't receive complete information.

The Port has been working on this update for seven years and is making important progress. Please don't put an arbitrary deadline on the project for purposes of submitting to the CEQA evaluation in the name of speed. This is too important a document to approach in a piecemeal fashion. It is not complete and therefore not ready to be moved forward.

Review of the Revised Draft North Embarcadero District:

The improvements in the North Embarcadero, especially west of Harbor Drive, will greatly enhance the Embarcadero experience for residents and visitors.

I am concerned about development plans in the PMPU Revised Draft between B Street and Ash, and I object to plans moving significant amounts of traffic from Harbor Drive to Pacific Highway.

Development should maintain or improve public access and open space between the City and the Bay as well as comply with development guidelines adopted by the Port in the North Embarcadero Visionary Plan (NEVP). Page 59 of the current Port Master Plan (PMP) states, “The Visionary Plan proposes to revitalize San Diego's downtown waterfront through a concept for public improvements and by guiding development to optimize property values, public access opportunities and priority waterfront and water-dependent uses.”

The commercial density proposed by the Port between B Street and Ash is excessive and not in the best interest of downtown residents or visitors.

A. Renewing the Wyndham lease: The PMPU Revised Draft neglects to disclose that there is an option for the Port to renew the hotel lease on a significantly renovated Wyndham property. Wyndham’s owner, RLJ, has renovation plans extensive enough to upgrade the hotel brand and create a first-class destination. The lease expires in 2029.

As most readers would likely not be aware of the potential lease renewal, failing to disclose this significant piece of information misleads readers to think that new construction is the only option at this site. Renovating this hotel and extending the lease is the preferred, sustainable, green solution that complements the downtown community instead of walling off the City from the Bay with excessive commercial development. Please add this information to the draft.

B. If there is new construction between B Street and Ash: The PMPU Revised Draft does not disclose that the guiding principles in the certified NEVP or the 40-year JPA, which is in effect to 2047, are to be used when developing plans and projects. The JPA members need to meet on a regular basis and consult with downtown residents to ensure compliance with the NEVP. These meetings have not happened and the PMPU process should be paused until it does. These documents are extremely relevant since they establish guidance principles meant to be implemented in the remaining development of the North Embarcadero.

1. Height and Density: As development is planned from Broadway to Ash Street, the NEVP establishes height step down amounts on Figure 4.5 and shows significant density reductions on Figure 4.4. The tallest and most intense development, as agreed, occurs along Broadway.

- The Revised Draft is not complying with the NEVP guidance given the Lane Field hotels established the maximum height limit at 215 ft (Intercontinental) and maximum density that should occur. According to the NEVP, all subsequent building heading toward the San Diego County Administration (County) building should decrease in height and density so as not to eclipse that historic site.
- The PMPU Revised Draft does not disclose that the proposed total number of rooms is 1,550, which I feel is excessive. It only states “develop up to 950 rooms” and fails to disclose it is adding to the existing 600 rooms at the Wyndham.
- In order to step down and reduce density, 600-650 total rooms are sufficient. Change the language to “ develop up to a total of 650 rooms”
- The proposed 200 ft and 160 ft buildings do not step down toward the County building as required by the NEVP. At a minimum, the buildings should step down 50 ft between B and A Streets for a height of 135 ft and 30 ft between A Street and Ash for a height of 105 ft, respectively, inclusive of chimneys, ornaments and rooftop equipment. These step down amounts are consistent with development guidelines in the NEVP for those blocks.
- There should be a significant reduction in Floor Area and Floor Area Ratio (FAR) toward the County building according to the NEVP. The FAR (Figure 4.4 NEVP) in the two block area between B Street and Ash, decreases 36% from the block with the Intercontinental hotel.
- Allowing 1,550 rooms on the two blocks from B Street to Ash is the equivalent of adding 4 more Marriott Spring Hill Suites hotels in this limited two-block space. This level of density is equivalent to having 6 Lane Field hotels between Ash and Broadway, destroying any sense of access to the Bay from the City between Ash and Broadway.

- If a new hotel is built, my strong preference is for the same location, and footprint as the current Wyndham.
- Any new hotel and high-rise towers turned perpendicular to Harbor Drive should maintain the current and significant sense of openness present today. Similarly, the towers should be located closest to Harbor Drive instead of against Pacific Highway. There should only be one high-rise tower per block and any design should maximize sightlines and the view shed from the City side of Pacific Highway.
- The geographic area covered by the NEVP is shown on Figure 4.1, and it includes the land between Pacific Highway and the railroad tracks. This area encompasses the residential towers between Ash Street and Broadway. Maximizing sightlines for these residential towers is necessary to achieve the PMP stated goal of optimizing property values.

2. Setbacks: I like the 25 ft setbacks for new construction for wide sidewalks and landscaping on Pacific Highway and the east-west streets.

- Change the 65 ft setback from Harbor Drive to a "maximum of 65 ft", since this amount is too deep for a pedestrian only entrance. A 50 ft setback would be better still.

3. South of B Street: The proposed 160 ft tower south of B Street should be replaced with a podium the same height as the Marriott Spring Hill Suites podium.
4. Hotel and public parking: I agree that the parking space ratio for hotels should be reduced to .25 from .75 due to a reduction in parking demand by travelers.

- Do not put an additional 215 public parking spaces in this location. I agree with the City and SANDAG that additional public parking spaces should not be built.
- Use Transportation Demand Management (TDM) Technologies, like apps, to inform people where available parking spaces exist. The Intercontinental Hotel has 300 public parking spaces that are rarely used, but TDM would notify drivers of their existence.
- Parking should be underground, out of the area, or in facilities substantially hidden from public view. This guidance is consistent with the NEVP. The County, intercontinental Hotel and Pacific Gateway all built underground parking.

5. B Street: Don't use this area to stage trucks and buses supporting cruise ships. Use the piers to service ships. Make B Street a promenade to increase public access and open space to the Bay.
6. Public Access and Open Spaces: When the 1220 Pacific Highway site becomes available, I support the City's recommendation and make it Activated Recreational Open Space. This site provides a rare opportunity to return a commercial space to open space. The adjacent neighborhoods want better connections to the Bay. Eventually converting this property is consistent with the NEVP principles of adding more open green space.

- Connecting the A Street and B Street corridors with Activated Recreation Open Space would help significantly in connecting the adjacent residential neighborhoods and city to the Bay by improving pedestrian level views through the area, which would be welcoming to the community and visitors alike.
- The whole plan needs to be adapted for more public space due to COVID.

C. Moving Harbor Drive Traffic to Pacific Highway: I object to moving most of Harbor Drive's traffic onto the quiet residential neighborhoods of Little Italy, Columbia and Marina Districts.
The Port planned to shrink Harbor Drive to two traffic lanes for a slow touristy drive 20 years ago. The rationale that Pacific Highway had six traffic lanes with excess capacity made that plan feasible. That idea is now obsolete and the plan needs to be amended to reflect reality. Pacific Highway is already transitioning into a four lane road plus bicycle lanes with no excess capacity.
Along with the additional traffic from a proposed 1,550 room hotel south of the County building and an updated Seaport Village, this increased level of traffic volume is excessive and an unacceptable environmental burden on downtown city residents.
Additionally, Pacific Highway is meant to be a grand entrance into the city instead of the back end industrial loading dock for the hotels like is currently happening at the Lane Field hotels. Hotel delivery trucks parking in traffic lanes cause other vehicle traffic to back-up as they are reduced to one travel lane.

D. Public safety component: The whole PMPU Revised Draft needs to address operations and budgeting for public safety concerns. Waterfront Park is so successful because the County has 24/7 security.

E. Central Embarcadero: Although I understand the Port removed the Central Embarcadero update from the PMPU Revised Draft, I want to express my concern over any plan with excessive development, building height or density along the Embarcadero. I want public access and open spaces, not walls of buildings. Also, the PMPU process should not continue until the Central Embarcadero District is included.

F. South Embarcadero: Due to limited review time, I want to remind the Port that Gaslamp and East Village residents are included in the 40,000 downtown residents figure. Excessive hotel development on the South Embarcadero makes their access to the Bay even more complicated than it already is.
G. Restore CAC: Restore the NEVP Citizen's Advisory Committee to review and comment on the October 20,2020 PMPU Revised Draft and all future project PMPU updates and project proposals on the downtown San Diego Embarcadero.

I am submitting these comments at this time, but I may submit additional comments as the rest of the draft is reviewed.
Thank you for your time and consideration. I look forward to working with the Port toward a win-win situation.
Sincerely,
Elaine M Regan
13eregan@gmail.com

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Embarcadero Coalition

12/6/20

RE: PMPU Special Workshop

Chair Moore and Commissioners,

1. We want to thank the Port for an additional opportunity to address our PMPU Revised Draft planning concerns in the Embarcadero District.

2. Please renew the Wyndham hotel lease. The renovation planned by RLJ looks great and the hotel size is appropriate for the site.

3. Reconvene meetings of the Joint Powers Agreement (JPA) Board to implement the North Embarcadero Visionary Plan. We believe the JPA creates a 40-year state regulated legal obligation for planning the North Embarcadero based on the Visionary Plan. The Coastal Commission also directed the Port to use the Visionary Plan for planning guidance. Neither of these requirements has happened.

4. For new construction between Broadway and Ash, please follow the step down and decreased density guidance in the Visionary Plan. A hotel with 1,550 rooms at the Wyndham site is excessively large for the two blocks and will wall off the City from the Bay. A maximum of 650 hotel rooms is big enough.

5. South of B Street should not have anything built taller than the podium at the Marriott.

6. Please do not dump Harbor Drive traffic onto Pacific Hwy, which only has 4 driving lanes and no excess capacity in a high-density residential neighborhood. This move will cause a huge increase in congestion and pollution for residents in Little Italy, Columbia and Marina Districts.

7. When the Navy lease expires at 1220 Pacific Hwy, convert the area into Activated Recreation Open Space, as requested by the City of San Diego.

8. B Street should be a promenade and not a staging area for trucks and buses for cruise ships.

9. The Port should not build new public parking spaces downtown as requested by SANDAG and the City. Any new hotel parking should be below ground or hidden from view.

10. Extend the PMPU public comment period until February 2021 to allow for adequate review and response time by residents and newly elected government officials.

11. Include the Central Embarcadero redevelopment plans in the PMPU Revised Draft before the Environmental Review. Leaving out the massive planned changes is misleading the public to think nothing is going to change in the Central Embarcadero.

12. Please reduce the number of hotel rooms planned for both the Central and South Embarcadero Districts.

13. Please address the environmental concerns identified by the Southwest Wetlands Interpretive Association. The PMPU must place more emphasis on the effects of sea level rise and its implications for all uses, activities and natural resources that are addressed in the draft PMPU.

Sincerely,

Embarcadero Coalition

Represented by Janet Rogers and Susan Simon

EmbarcaderoCoalition@gmail.com

*

From: Eric FREMONT <e.fremont@me.com>
Sent: Sunday, December 6, 2020 2:54 PM
To: PublicRecords
Subject: Comment on PMPU Revised Draft 12/7 meeting

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Eric Fremont. I live in the Marina District in downtown San Diego.

Below are my comments that I would like to present to the Port Authority regarding the PMPU agenda item for December 7, 2020.

While it appears the Central Embarcadero is being pulled from the current PMPU review, I wanted to state my serious concerns regarding the proposed development of this public waterfront area. For those living downtown this area is the last of the open spaces that are available for our everyday enjoyment. The proposed building of hotels, offices and other high rise buildings with rooftop green spaces are not a benefit to the local residents and taxpayers of San Diego. Please protect these areas from further development and ensure San Diego's downtown provides a world class waterfront area. I cannot comprehend while other cities are expanding green spaces to protect the environment and enhance the livability of downtown areas why San Diego is considering destroying the most beautiful open space area of our downtown. Currently both residents and tourists enjoy the existing low scale Seaport Village areas and Rocco Park.

In addition, please consider the following items:

- Renew the Wyndham hotel lease. The renovation planned by RLJ looks great and the hotel size is appropriate for the site
- Reconvene meetings of the Joint Powers Agreement Board to implement the North Embarcadero Visionary Plan.
- Do not redirect Harbor Drive traffic onto Pacific Hwy, which only has 4 driving lanes and no excess capacity in a high-density residential neighborhood. This move will cause a huge increase in congestion and pollution for residents in Little Italy, Columbia and Marina Districts.
- Extend the PMPU public comment period until February 2021 to allow for adequate review and response time by residents and newly elected government officials.
- Include the Central Embarcadero redevelopment plans in the PMPU Revised Draft before the Environmental Review. Leaving out the massive planned changes is misleading the public to think nothing is going to change in the Central Embarcadero.
- Please take into account the sensitive coastal areas that filter and provide infiltration of urban runoff before the water flows to the Bay. Overdevelopment of the waterfront will only adversely impact the San Diego Bay.

Regards,

Eric Fremont

700 Front Street, Unit 1802

San Diego, Ca 92101

*

From: jimtari@aol.com
Sent: Sunday, December 6, 2020 3:21 PM
To: PublicRecords
Subject: PMPU Revised Draft

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live in downtown San Diego across the street from the North Embarcadero.

A hotel with 1,550 rooms at the Wyndham site is just too large for the two blocks and will wall off the city from the bay.

Thank you for your attention.

*

From: Kelly Hartmayer <kellyhartmayer@gmail.com>
Sent: Sunday, December 6, 2020 12:11 PM
To: PublicRecords
Subject: Agenda item PMPU Workshop

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Kelly Hartmayer and I live in Downtown San Diego across the street from the North Embarcadero.

Please renew the Wyndham hotel lease. The renovation planned by RLJ looks great and the hotel size is appropriate for the site.

For new construction between Broadway and Ash please follow the step down and decreased density guidance in the Visionary Plan. A hotel with 1,550 rooms at the Wyndham site is excessively large for the two blocks and will wall off the City from the Bay.

When the Navy lease expires at 1220 Pacific Hwy, I agree with the City, and the area should be made into Activated Recreation Open Space.

Sincerely,

Kelly Hartmayer

*

From: Lynne Guidoboni <Linguita2@yahoo.com>
Sent: Sunday, December 6, 2020 3:14 PM
To: PublicRecords
Subject: Comments for PMPU Revised Draft Board Workshop

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I live in Downtown San Diego and am a member of the Embarcadero Coalition. Here are my written comments and concerns about the North and Central Embarcadero.

- First and foremost, please extend the PMPU public comment period until February 2021 to allow for adequate review and response time by residents and newly elected government officials.

- Reconvene meetings of the Joint Powers Agreement Board to implement the North Embarcadero Visionary Plan.

- Include the Central Embarcadero redevelopment plans in the PMPU Revised Draft before the Environmental Review. Leaving out the massive planned changes is misleading the public to think nothing is going to change in the Central Embarcadero.

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- I agree with SANDAG and the City that the Port should not build new public parking spaces downtown. Any new hotel parking should be below ground, out of sight or hidden from view.

*

From: Mark Regan <13mregan@gmail.com>
Sent: Sunday, December 6, 2020 8:44 PM
To: PublicRecords
Subject: Agenda item PMPU workshop

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2. Setbacks: I like the 25 ft setbacks for new construction for wide sidewalks and landscaping on Pacific Highway and the east-west streets.

- Change the 65 ft setback from Harbor Drive to a “maximum of 65 ft”, since this amount is too deep for a pedestrian only entrance. A 50 ft setback would be better still.

3. South of B Street: The proposed 160 ft tower south of B Street should be replaced with a podium the same height as the Marriott Spring Hill Suites podium.
4. Hotel and public parking: I agree that the parking space ratio for hotels should be reduced to .25 from .75 due to a reduction in parking demand by travelers.

- Do not put an additional 215 public parking spaces in this location. I agree with the City and SANDAG that additional public parking spaces should not be built.
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- Parking should be underground, out of the area, or in facilities substantially hidden from public view. This guidance is consistent with the NEVP. The County, intercontinental Hotel and Pacific Gateway all built underground parking.

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6. Public Access and Open Spaces: When the 1220 Pacific Highway site becomes available, I support the City’s recommendation and make it Activated Recreational Open Space. This site provides a rare opportunity to return a commercial space to open space. The adjacent neighborhoods want better connections to the Bay. Eventually converting this property is consistent with the NEVP principles of adding more open green space.

- Connecting the A Street and B Street corridors with Activated Recreation Open Space would help significantly in connecting the adjacent residential neighborhoods and city to the Bay by improving pedestrian level views through the area, which would be welcoming to the community and visitors alike.
- The whole plan needs to be adapted for more public space due to COVID.

C. Moving Harbor Drive Traffic to Pacific Highway: I object to moving most of Harbor Drive’s traffic onto the quiet residential neighborhoods of Little Italy, Columbia and Marina Districts.
The Port planned to shrink Harbor Drive to two traffic lanes for a slow touristy drive 20 years ago. The rationale that Pacific Highway had six traffic lanes with excess capacity made that plan feasible. That idea is now obsolete and the plan needs to be amended to reflect reality. Pacific Highway is already transitioning into a four lane road plus bicycle lanes with no excess capacity.
Along with the additional traffic from a proposed 1,550 room hotel south of the County building and an updated Seaport Village, this increased level of traffic volume is excessive and an unacceptable environmental burden on downtown city residents.
Additionally, Pacific Highway is meant to be a grand entrance into the city instead of the back end industrial loading dock for the hotels like is currently happening at the Lane Field hotels. Hotel delivery trucks parking in traffic lanes cause other vehicle traffic to back-up as they are reduced to one travel lane.

D. Public safety component: The whole PMPU Revised Draft needs to address operations and budgeting for public safety concerns. Waterfront Park is so successful because the County has 24/7 security.

E. Central Embarcadero: Although I understand the Port removed the Central Embarcadero update from the PMPU Revised Draft, I want to express my concern over any plan with excessive development, building height or density along the Embarcadero. I want public access and open spaces, not walls of buildings. Also, the PMPU process should not continue until the Central Embarcadero District is included.

F. South Embarcadero: Due to limited review time, I want to remind the Port that Gaslamp and East Village residents are included in the 40,000 downtown residents figure. Excessive hotel development on the South Embarcadero makes their access to the Bay even more complicated than it already is.
G. Restore CAC: Restore the NEVP Citizen's Advisory Committee to review and comment on the October 20,2020 PMPU Revised Draft and all future project PMPU updates and project proposals on the downtown San Diego Embarcadero.

I am submitting these comments at this time, but I may submit additional comments as the rest of the draft is reviewed.
Thank you for your time and consideration. I look forward to working with the Port toward a win-win situation.
Sincerely,
Mark Regan
13mregan@gmail.com

*

From: NORMAN YOUNG <nyoung1949@cox.net>
Sent: Sunday, December 6, 2020 10:07 AM
To: PublicRecords
Cc: Kellyhartmayer@gmail.com
Subject: PMPU workshop

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Norman Young and I live in Downtown San Diego across the street from the North Embarcadero.

Please renew the Wyndham hotel lease. The renovation planned by RLJ looks great and the hotel size is appropriate for the site.

For new construction between Broadway and Ash please follow the step down and decreased density guidance in the Visionary Plan. A hotel with 1,550 rooms at the Wyndham site is excessively large for the two blocks and will wall off the City from the Bay.

When the Navy lease expires at 1220 Pacific Hwy, I agree with the City, and the area should be made into Activated Recreation Open Space.

Sincerely,

Norman Young

Resident of the Grande North

*

From: CH Fitzgerald <CHFitzgerald@cox.net>
Sent: Monday, December 7, 2020 12:25 AM
To: PublicRecords
Subject: PMPU objections: Agenda item PMPU workshop

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Port of San Diego Board/Commissioners,

We live in Downtown San Diego and we are not happy with the Port's current plans.

As members of the Embarcadero Coalition we would like to make these suggestions to the Port and the Coastal Commission:

- Please don't plan or allow anything south of B street to be built taller than the base level at Marriott
- B Street should be a park or a promenade and not a staging area for trucks, buses, etc for cruise ships
- SANDAG & the City are right to request that the Port should NOT build new public parking spaces downtown and if built for Hotel use should be below ground and out of sight!
- Please extend the PMPU public comment period to Feb or March 2021 to allow San Diego residents time to comment adequately
- Please Include the Central Embarcadero redevelopment plans in the PMPU Revised Draft BEFORE the Environmental Review. San Diego residents are being mislead in thinking that nothing will change at Seaport Village and the Central Embarcadero!
- When the Navy lease expires at 1220 Pacific Hwy, I agree with the City, and the area should be made into Activated Recreation Open Space.
- We don't want to see Jarbor Drive traffic dumped onto Pacific Hwy (which has 4 driving lanes and no excess capacity in a high-density residential neighborhood….this would cause enormous congestion in the Marina, Columbia and Little Italy districts.
- Regarding new contruction between Broadway and Ash please do the step down and decreased density guidance in the Visionary Plan. We don't want to see the City walled off from the Bay!.
- Please implement the North Embarcadero Visionary Plan
- Please renew the Wyndham hotel lease.

Thank you,
C. H. Fitzgerald
Marina District, Downtown

Port Master Plan Update
Revised Draft PMPU Comments

Comments received during the four-week public review period:

October 20, 2020 – November 17, 2020

Comments from Individuals and Resident Groups
PD 4 – WORKING WATERFRONT

(no comments from individuals or resident groups received on this planning district)

Port Master Plan Update
Revised Draft PMPU Comments

Comments received during the four-week public review period:

October 20, 2020 – November 17, 2020

Comments from Individuals and Resident Groups
PD 7 – SOUTH BAY

Port Master Plan Update

To submit your comments/feedback on the Port of San Diego's Revised Draft PMPU, please fill out the form below. Note: In compliance with the California Public Records Act, all information submitted via this form will be public record. Email addresses are being collected primarily for tracking and data purposes. Providing your email address does not add you to any mailing/newsletter lists.

Email address *

laurieptloma@gmail.com

What is your first name? *

Laurie

What is your last name? *

Dobler

What is the name of your organization/company/community group? (if applicable)

None

What is your ZIP code? *

91932

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Planning District 7 is woefully inadequate. You are simply leaving the area to continue as an undeveloped and under utilized zone for wildlife and humans with inadequate access for meaningful use by either. With no significant restoration for wildlife and no usefulness/access for use by humans. You completely ignored the initial intent of Pond 20 to give Imperial Beach some economic or social benefit from bay access. Now we are simply allowed to bike along it and view from a distance. Is access this restrictive in any other region of the bay? Only Imperial Beach gets no bay access.

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Port Master Plan Update
Revised Draft PMPU Comments

Comments received during the four-week public review period:

October 20, 2020 – November 17, 2020

Comments from Individuals and Resident Groups
PD 8 – IMPERIAL BEACH OCEANFRONT

Port Master Plan Update

To submit your comments/feedback on the Port of San Diego's Revised Draft PMPU, please fill out the form below. Note: In compliance with the California Public Records Act, all information submitted via this form will be public record. Email addresses are being collected primarily for tracking and data purposes. Providing your email address does not add you to any mailing/newsletter lists.

Email address *

fondafunn@cox.net

What is your first name? *

Deborah

What is your last name? *

Cook

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

91932

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I am an Imperial Beach resident since 1973. I feel we in the South Bay are the forgotten ones. The gateway to Imperial Beach is Pond 20. It seems like when ever the rest of the waterfront sees success it is at our expense and we get mitigated away to provide for others.....when we could be so much more, and it is a real shame that no one wants to listen and help this area.
There have been several proposals for this area (pond 20) and still after all these years we have nothing!
Proposal for Pond 20: Dredge and clean....build an area in the middle on piers with walking bridges to access. There can be shopping and entertainment much like the pier in San Francisco. There can also be gondola rides around or small dinner boats. Near the bay side there could be birdwatching with telescopes.
Let's take it a step further. On the east side provide a parking structure and an area where families can come and picnic---perhaps a stocked fishing pond for children. We could also have a science and research center. There is a lot of space in Pond 20---enough were there could be something for everyone especially the South Bay residents. I would love to open a business there. It would bring in much needed tourist dollars and revenue which WE NEED!
Perhaps eventually it would be nice to see the trolley go by with an exit at 13th Street or exit at 9th Street and around into Coronado. Or how about a freeway alternate running east to west and on around into Coronado. Our highway 75 is clogged with traffic that passes through. People going to the new Seal base (it really has increased our traffic) and also North Island. It would be a relief to get our 75 back.....quite often traffic is backed up to 13th Street with cars waiting to get on the freeway at rush hour. Very sad and frustrating.
Please, please, please, consider these suggestions. Let's make the South Bay spectacular instead of a dried up pond with a blue wire fence.
Thank you,
Deborah R. Cook
Imperial Beach resident

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Port Master Plan Update
Revised Draft PMPU Comments

Comments received during the four-week public review period:

October 20, 2020 – November 17, 2020

Comments from Individuals and Resident Groups
PD 9 – SILVER STRAND

C.C.H.O.A.
505 Grand Caribe Cswy.
Coronado CA 92118

CORONADO CAYS

HOMEOWNERS ASSOCIATION

Office 619.423.4353
Fax 619.424.3923
www.cchoa.org

By U.S. and Electronic Mail

November 13, 2020

Ann Moore, Chair
Michael Zucchet, Vice-Chair
Dan Malcolm, Secretary
Garry J. Bonelli, Commissioner
Rafael Castellanos, Commissioner
Marshall Merrifield, Commissioner
Robert Valderrama, Commissioner
Board of Port Commissioners
Port of San Diego
3165 Pacific Highway
San Diego, CA 92101

Comments on the Port Master Plan Update Revised Draft October 2020

Dear Board of Port Commissioners:

The Board of Directors of the Coronado Cays Homeowners Association ("CCHOA") has authorized me as Board President to provide you with the Association's comments on the Port Master Plan Revised Draft October 2020 ("Revised Draft"). The CCHOA appreciates the opportunity to provide comments on the Revised Draft, and we strongly support the Port's incorporation of many of the CCHOA's comments on the Discussion Draft into the Revised Draft. We also appreciate our ongoing communications with Port staff, and the strong support we have received from our Port Commissioner Garry Bonelli, and from our Mayor and City Councilmembers.

The Revised Draft contemplates no new hotel rooms in Planning District 9, which reflects the longstanding position of the CCHOA and the City of Coronado. We recommend that the Port further clarify the relevant provisions by using consistent language across Planning Districts 9 and 10 (the City of Coronado Planning Districts), as set forth below in our Recommendation 1. The Revised Draft also: extends Grand Caribe Shoreline Park into North Grand Caribe Isle; moves a potential park restroom across the street to the Commercial Recreation area on North Grand Caribe Isle; confirms that the park is a passive use, nonprogrammable park; adopts the City of Coronado's 35-foot building height limit; deletes special improvement district language for the Coronado Cays; adds a View Corridor Extension to the Scenic Vista Area; and confirms the Port's responsibility for navigable waterways. We applaud these provisions and support the Port's work in these areas.

In addition to our strong recommendation regarding consistent "no new hotel rooms" language, the CCHOA makes the following recommendations, discussed below, regarding the Revised Draft. We recommend that the Port delete the proposed water-based transfer point and short-term public docking area at the north end of Grand Caribe Isle and add a Scenic Vista Area instead, as there are no services at this location and it is one of the most beautiful viewpoints on the bay (Recommendation 3); restore the Green Necklace provisions as a way to support a specific planning vision for park areas around the bay (Recommendation 4); add language that more accurately describes planning areas on Grand Caribe Isle (Recommendations 5 and 6); clarify the language regarding additional docks in the marina areas (Recommendation 7); add language that treats the replacement of private Cays residential docks that happen to be located in Port waters the same way that private Cays residential docks are treated that are located in City waters (Recommendation 8); and confirm the Port's responsibility for maintaining navigable waterways (Recommendation 9). We believe that incorporating our recommended changes, below, provides a very workable framework for future activities in Planning District 9 that accurately reflects the input of the community and provides for ongoing public enjoyment.

Recommendation 1: Add clear language for Planning District 9 stating that no new hotel rooms are contemplated for this district.

Due to strong public opposition from Coronado with regard to additional hotel rooms, Port staff was directed by the Board of Port Commissioners to provide in the Master Plan that there would be no new hotel rooms on Port Tidelands within/adjacent to the City of Coronado. This limitation is clearly stated for Coronado Village Tidelands in PD10.13 (p. 353): "No new hotel rooms are planned or allowed."

We note that the Port's online Summary of Modifications also clearly states (at page 47) that no new hotel rooms are planned within the entireties of Planning Districts 9 (Silver Strand) and 10 (Coronado Village). This page notes that the PMPU Discussion Draft of April 2019 ("Discussion Draft") provided for no new hotel rooms at Silver Strand State Beach or on Grand Caribe Isle, but was going to allow up to 360 new hotel rooms at the Loews Hotel (Crown Isle Subdistrict). The Discussion Draft was also going to allow up to 350 new hotel rooms in the North Coronado Subdistrict. The Summary notes that the Revised Draft now provides for zero new hotel rooms anywhere in Coronado Planning Districts 9 and 10.

We recognize that there is no explicit "no new hotel rooms" language in Section 5.9.4, "Grand Caribe Isle and South Cays Subdistrict," as this subdistrict does not have a hotel. However, due to the importance of this issue, we strongly recommend that the Port add the clear language from its online "Summary of Changes to the Plan" to clarify that no new hotel rooms are contemplated in this subdistrict, or in the entirety of Planning Districts 9 and 10 in Coronado. The Port has a consistent history of disapproving plans for hotels, resorts or spas at Grand Caribe Isle under the current Master

Plan,[1] and has made it very clear that no hotel rooms are contemplated for Grand Caribe Isle in the updated Master Plan. We therefore strongly recommend that the Port add the language from Coronado's Planning District 10 (PD10.13) to Planning District 9, as follows:

> "Section 5.9.1(A)(i): No new hotel rooms are planned or allowed for this Planning District."

Recommendation 2: Remove the footnote on Figure PD9.2 regarding an existing sublease on a portion of the north section of Grand Caribe Isle.

A footnote highlighting any particular leaseholder's rights and obligations is not appropriate for a long term planning document. There is no other map or figure in the current Master Plan, or in this draft, that contains a similar footnote. A leaseholder is responsible for determining their respective rights and obligations under their lease, as well as being knowledgeable about all the additional requirements that pertain to this public trust lands lease.

Recommendation 3: Remove potential water-based transfer point and short-term public docking from north end of Grand Caribe Isle and add a Scenic Vista Area in that location, and at the south end of Grand Caribe Isle.

Figure PD9.3 shows a potential water-based transfer point and a potential short-term public docking area at the north end of Grand Caribe Isle. We recommend that these potential uses be removed and that a Scenic Vista Area be added. The north end of Grand Caribe Isle is one of the most beautiful vista areas of the entire bay and affords the visitor an unobstructed view of the bay that extends from downtown San Diego to Tijuana. In addition, there are no visitor services in this area, as any potential public docks would be next to a private yacht club (Coronado Cays Yacht Club) and next to an expanded native plant habitat park. A water-based transfer point and public docks already exist at the Loews Hotel next door. A new Scenic Vista Area would be much more appropriate for this location, along with the addition of a Scenic Vista Area designation at the south end of Grand Caribe Isle.

Recommendation 4: Bring back the "Green Necklace" and comprehensive open space network concept: "Water and Land Use Goal 2: A comprehensive open space network," has been removed from the Revised Draft and replaced with, "Celebrate the diverse character of the Tidelands." This new section talks about not parks or open space, but separate districts, development and maritime history. The beauty of the South Bay districts is that there remains a significant amount of open space that gives the visitor a sense of what the bay was like before today's dense human presence. We urge the Port to reinstate the WLU Goal 2 language from the Discussion Draft of establishing "a comprehensive open space network, like a Green Necklace, that shall integrate pathways, recreational open spaces, and and natural resource areas around the entire bay gives the public a better sense of, and appreciation for,

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[1] See, e.g., Port letter of June 7, 2020, rejecting a hotel plan for Grand Caribe Isle as being inconsistent with the current Port Master Plan.

the bay and its tidelands. Using an integrated concept also eliminates siloed thinking about separate open spaces in each Planning District and enables the open space areas around the bay to be thought of as a unit with common characteristics and goals. Restoring this conceptual framework also allows for a broad-based implementation of the ecology elements (Chapter 3.3) and the environmental justice elements (Chapter 4) (see letter to Port from Silver Strand Beautification Project for additional discussion of these elements).

Recommendation 5: Add language to Section 5.9.1 that describes the Conservation/Intertidal area and the park area at South Grand Caribe Isle: Section 5.9.1 "Existing Setting" (page 324), describes the existing setting for Planning District 9 and states, with regard to South Grand Caribe Isle, "The southern portion of the subdistrict includes Grand Caribe Shoreline Park, which was created as a native plant garden and natural habitat restoration area." PD9.16 later describes the park as "passive" and "nonprogrammed," yet these terms are not specifically defined in the Revised Draft. We recommend that language be added to Section PD9.16 and to the Glossary that defines these terms and confirms that the park will remain a natural habitat preserve.

Section 5.9.1 also fails to mention that the bulk of South Grand Caribe Isle is designated as Conservation/Intertidal. As part of the construction of the Hilton San Diego Bayfront Hotel in 2008, significant sand was removed from this area to remediate soils in the water at the hotel site. The interior portion of this Conservation/Intertidal area was left lower than the shore area and a natural drain to the channel was installed in one area of shoreline. The Port had plans drawn up to create eelgrass beds in this area, but the project was never completed. We recommend that language be added after the last sentence of this section, as follows:

> "The southern portion of this subdistrict also includes a significant Conservation/Intertidal area that is planned as a habitat restoration area."

Recommendation 6: Add language to Section 5.9.1 that more accurately describes the Commercial Recreation portion of the northern part of Grand Caribe Isle: There is only one sentence pertaining to this area and it states, "The northern portion of Grand Caribe Isle includes commercial recreation, marinas and boat storage." We recommend that this sentence be revised to more accurately reflect the fact that this particular area includes a yacht club with associated docks, a homeowners' association building complex with public serving amenities, such as a café and associated parking. This area also includes homeowners association docks, and a public access path that extends along the waterfront on the west side of the Isle from the homeowners association building parking lot all the way to the yacht club on the north end, and along the waterfront on the north end of the yacht club.

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Recommendation 7: PD9.21, "Recreational Marina Facilities," in the Grand Caribe Isle and South Cays Subdistrict." This section provides for up to 10 new boat slips and "associated marina-related facilities" in this subdistrict, and makes this provision an appealable project. The previous description of this appealable project (Discussion Draft, page 225) provided for: "Dock maintenance, vessel slip reconfiguration and enhancement in the water basin, including an increase or decrease of up to 10 percent in vessel slips if associated with the existing yacht club. Small-scale water-oriented or marina-oriented development that is in character with the scale and size of the surrounding development." The new section, PD9.21, changes the increase in news slips from 10% to 10, removes the association of new slips with the existing yacht club and does not define "water-oriented development" or "marina-oriented development."

The Coastal Commission has advised the Port to determine if there is a need for new slips and, if so, to focus on existing marinas in order to minimize additional water coverage. *See* California Coastal Commission letter to Port dated July 31, 2019, page 14. It is not clear that there is space for new slips and associated facilities in this subdistrict. If the Port ultimately determines that new slips are allowed, they should be associated with the existing slips at the yacht club and/or the homeowners' association slips.

Recommendation 8: PD9.5 and PD9.15, "Coronado Cays Residential Piers and Docks." PD9.5 and PD9.15 are Special Allowance sections in the Crowne Isle Subdistrict and in the Grand Caribe Isle and South Cays Subdistrict that allow Coronado Cays homeowners whose backyard docks happen to be located in Port waters, as opposed to City waters, to replace their existing backyard docks in a like-for-like manner. In no other area of the Bay is the Port involved in approving the replacement of private residential docks, and this situation has proven to be an unnecessary bureaucratic burden for the Port and those private homeowners over the years. The vast majority of private residential docks in the Coronado Cays are located in City of Coronado waters, not Port waters, and those docks are replaced using the CCHOA's 5-year permit for like-for-like replacement that is approved by all relevant agencies. We recommend that the Port transfer jurisdiction over these private residential docks to the City so that all private residential docks in the Cays could then be subject to the same rules.

Recommendation 9: Maintenance of Navigation Corridors. Safety and Resiliency ("SR") Policy 1.1.4 states, "The District shall provide for navigation throughout waterways on Tidelands." In its comments on the Discussion Draft, the City of Coronado asked the Port to explicitly assume responsibility for maintaining identified navigation corridors in Planning District 9, as shown on Figure PD9.2, "Silver Strand Planning District: Water and Land Uses." The CCHOA agreed with the City's comments. We are now interpreting the language of the Revised Draft to be explicitly assuming this obligation. The CCHOA has been the victim of poorly drafted lease language that appeared not to impose the obligation to maintain navigable waterways on either the lessor or the lessee. However, this language in the Revised Draft appears to resolve this conflict, and the CCHOA looks forward to a resolution of the longstanding dredging issues at the south end of Grand Caribe Isle.

We look forward to continuing our positive working relationship with the Port.

Sincerely,

Dennis Thompson
President, Board of Directors
CCHOA

cc. Shaun D. Sumner, VP, Real Estate, Engineering and Facilities, Port of San Diego
Lesley Nishihira, Planning Director, Port of San Diego
Christian Anderson, Program Manager, Port of San Diego
Eileen Maher, Director, Environmental Conservation, Port of San Diego
Timothy Barrett, Senior Environmental Specialist, Port of San Diego
Richard Bailey, Coronado Mayor
Mike Donovan, Coronado City Councilmember
Marvin Heinze, Coronado City Councilmember
Bill Sandke, Coronado City Councilmember
Casey Tanaka, Coronado City Councilmember
Coronado City Manager Blair King

Silver Strand Beautification Project
C/O CCHOA, 505 Grand Caribe Causeway
Coronado, CA 92118

November 16, 2020

Port of San Diego Board of Port Commissioners:
Ann Moore, Chair amoore@portofsandiego.org
Michael Zucchet, Vice-Chair mzucchet@portofsandiego.org
Dan Malcolm, Secretary dmalcolm@portofsandiego.org
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Lesley Nishihira, Planning Director, Port of San Diego
lnishihira@portofsandiego.org
3165 Pacific Highway
San Diego, California 92101

Subject: Comments on the revised draft Port Master Plan Update (PMPU) released October 2020

Dear Port Commissioners and Planning Department:

The Silver Strand Beautification Project (SSBP) is a grassroots organization of Coronado residents who have worked on the following successful projects: the designation of State Route 75 as the Silver Strand Scenic Highway, the restoration of Silver Strand State Park beach, the undergrounding of electric power lines along that highway, the development of the Bayshore Bikeway's Silver Strand Nature's Bridge to Discovery nature trail, the landscaping of the highway medians, the development of the Port's unique Grand Caribe Shoreline Park (GCSP) as a native plant preserve and the recent effort to restore much of the lost native plant communities in the Port's GCSP. The SSBP offers its comments on the revised draft PMPU of October 2020.

SSBP commends the Port of San Diego and its staff on adding detail to the PMPU which is more inclusive of important ecological and climate concerns. SSPB again appreciates the community-wide collaborative spirit with which it was created. The SSBP reincorporates by reference its prior comments from its July 26, 2019 letter to the Port and makes the following observations and comments concerning the Grand Caribe Isle and South Cays Subdistrict of Planning District 9: Silver Strand:

With regard to Planning District 9, Silver Strand, 9.11, Section 5.9.1, the description under Sec. 5.9.1, "Existing Setting," (p. 324), currently reads as follows:

> The Grand Caribe Isle and South Cays Subdistrict (Grand Caribe Isle and South Cays) includes the small land mass east of the Coronado Cays that is connected to the Silver Strand by Grande Caribe Causeway. Piers and docks with no associated public access extend into the subdistrict from off- Tidelands private residences. A portion of Tidelands in the cove south of the residential community is included in the subdistrict. The northern portion of Grand Caribe Isle includes commercial recreation, marinas, and boat storage. The southern portion of the subdistrict includes Grand Caribe Shoreline Park, which was created as a native plant garden and natural habitat restoration area.

Issue A: There is no description of the major section of the southern portion of the subdistrict commonly known as the "mitigation area" but currently regarded, erroneously, by the general public as part of Grand Caribe Shoreline Park (GCSP). This parcel, which is of significant acreage, is listed as Conservation/Intertidal in the Port's revised PMPU, and the SSBP agrees that this Water and Land Use appellation is absolutely correct. Please add a description of this land to the Existing Setting, Section 5.9.1 to include its importance as "land and open space primarily reserved for the management of habitat and wildlife conservation and environmental protection," per Table 4.1.4, Description of Water and Land Use Designations.

1. A Spring 2020 survey lists 108 instances of Nuttal's Lotus (*Acmipson prostratus* present on South Grand Caribe Isle.[1] A rare coastal dune plant, *Acmipson prostratus* is a California Native Plant Society List 1B.1 plant and found exclusively in San Diego and adjacent parts of northern Mexico. Consistent with ECO Objectives 1.2 and 1.2, and policies falling under those Objectives, it is obligatory to preserve and maintain, for the public trust, the biodiverse integrity of this conservation/intertidal parcel and it should be described as such.

2. Furthermore, this conservation/intertidal area contains increasing populations of salt marsh and upland transition zone habitat, as well as a healthy eel grass population.[2] The importance of this should be recognized specifically in the description of this parcel and in conformance with ECO Policy 1.1.9, wherein the Port states that it "shall identify locations though the Bay that could support habitat enhancement, restoration, and protection to benefit sensitive habitats and State and federally listed species." Similarly, the Port should recognize in its discussion of this parcel that ECO Policy 1.1.10 supports identifying this parcel as a "location throughout the Bay that would support Wetland Enhancement Opportunities, specifically using a "nature-based solution to address sea level rise impacts" and as an area "that provide[s] opportunities to restore ecological function back to Tideland areas and create vibrant and healthy ecosystems."

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[1] Unpublished, in work www.sdmmp.com

[2] EVALUATION OF TEMPORAL AND SPATIAL CHANGES OF EELGRASS BEDS WITHIN SAN DIEGO BAY USING PERMANENTLY MONITORED TRANSECTS, Merkel and Associates, July 2020 prepared for Naval Facilities Engineering Command Southwest Contract Number: N62473-16-D-2402

3. The Port's Sea Level Rise Vulnerability Assessment and Coastal Resiliency Report at Figure 3.37 regarding Grand Caribe Isle notes an almost 10 inches of sea level rise by 2030, that is in less than 10 years, and during a 100 year storm event. This conservation/intertidal area AND road access to the rest of Grand Caribe Isle will be cut off as the roadway is inundated and the conservation/intertidal area flooded. Thus, with regard to the Safety and Resiliency Element, 3.4.2 9(B)-1, the Port should recognize within the language of the revised PMPU that this area will be crucial to adaptation and resiliency efforts. Right now, there is no noted awareness or acknowledgment of the crucial importance of this barrier island-like land area to Port tenants such as the Coronado Cays Yacht Club, real estate and small business offices on north Grand Caribe Isle, and the offices of the Coronado Cays Homeowners Association, who are directly impacted by sea level rise due to the loss of access to their businesses.

4. In addition to adding language to the "Existing Setting" description, at Section 5.9.1., please add language similar to PD 7 at 5.7.1(A) which reads: "See the Water and Land Use Element, as well as the Ecology Element, for specific policies related to conservation, preservation, and mitigation." Please add this language to Section 5.9.4(A) at the end of the PD 9's Vision paragraph to clarify the unique, environmental importance of south Grand Caribe Isle to the Grand Caribe Isle and South Cays Subdistrict.

Issue B: Furthermore, the South Cays portion of Grand Caribe Island and South Cays Subdistrict is neither described not acknowledged as an important component of the Bay in bridging parts of the San Diego National Wildlife Refuge in District 7 and the coastal sage scrub habitat of Grand Caribe Shoreline Park, and northward to the coastal sage habitat of the bayside portion of Silver Stand State Park. It is a well-known ecological principle that fragments of high-resource habitat act as pathways between larger reserves. And that principle is recognized in ECO Objective 1.1 and the policies stated in ECO Policies 1.1.12 through 1.1.17. The South Cays Subdistrict is identified as conservation/intertidal and we agree that this Water and Land Use appellation is absolutely correct. Please add a description of this land to the "Existing Setting" at Section 5.9.1 to include its importance as "land and open space primarily reserved for the management of habitat and wildlife conservation and environmental protection," per Table 4.1.4, Description of Water and Land Use Designations. In addition, please add language similar to PD 7 at 5.7.1(A) which reads: "See the Water and Land Use Element, as well as the Ecology Element, for specific policies related to conservation, preservation, and mitigation" to Section 5.9.4(A) at the end of the PD 9's Vision paragraph to clarify the unique, environmental importance of South Cays Subdistrict.

Issue C: ECO Objective 1.1 of the Ecology Elements is to "[e]nhance, conserve, restore, and maintain the biodiversity in Tideland areas." ECO Policy 1.1.15 reads as follows: "The District shall maximize habitat connectivity for marine habitats within the Bay particularly for those areas that provide habitat and nursery areas for estuarine and marine species."
Nowhere in the revised PMPU is the term "marine" defined in terms of San Diego's tidelands. To promote biodiversity in Tideland area is to include wetlands and intertidal habitats such as upland transition habitat for the purposes of habitat connectivity.

Please define "marine" to include wetlands and transition zone habitat as the biodiversity Objective's stated intention to ensure connectivity, enhancement and protection includes not only marine but wetlands and adjacent transition habitat. In the alternative, provide a more complete description in ECO Policies 1.1.15 through 1.1.17 by including the terms wetlands, estuaries and upland transition habitat.

Issue D: Finally, the SSBP supports the northward extension of Grand Caribe Shoreline Park. The northward expansion provides an opportunity to continue the passive use of Grand Caribe Shoreline Park along the scenic view northward, establishing a green necklace around the bay. The SSBP supports this extension, recognizing its scenic vistas, the continuation of the Bayshore Bikeway as a spur destination, and the opportunity for a connectivity of uses and a balancing of habitat and people.

Thank you for the opportunity to provide public comment. If you have questions or concerns regarding these comments, please contact us through the address on the first page.

Respectfully,

Mary Berube
Liza Butler
Silver Strand Beautification Project

Cc: Eileen Maher, Director, Environmental Conservation, Port of San Diego
emaher@portofsandiego.org
Timothy Barrett, Senior Environmental Specialist, Port of San Diego
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Richard Bailey, Coronado Mayor rbailey@coronado.ca.us
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Port Master Plan Update

To submit your comments/feedback on the Port of San Diego's Revised Draft PMPU, please fill out the form below. Note: In compliance with the California Public Records Act, all information submitted via this form will be public record. Email addresses are being collected primarily for tracking and data purposes. Providing your email address does not add you to any mailing/newsletter lists.

Email address *

davidray58@gmail.com

What is your first name? *

David

What is your last name? *

Ray

What is the name of your organization/company/community group? (if applicable)

Mind Masters South Bay

What is your ZIP code? *

91977

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I've seen the plans for "The Inn At The Cays" in Coronado. I support it fully. I think it would provide great amenities for the neighborhood (The Cays) and the community at large, as well as huge tax base benefits. I think the "Open Space" idea is a complete waste of land. It only provides limited access to minimal number of local residents. San Diego needs beautifully well designed coastal hospitality assets, which this appears to be. This will give us a marvelous new asset for the area. Please support the project with minimal restrictions.

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Port Master Plan Update

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Email address *

hmeislin@gmail.com

What is your first name? *

Harvey

What is your last name? *

Meislin

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92118

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Section 5.9 of the PMPU makes minimal mention of the future of the leased dock space in the Coronado Cays. There are over 1000 docks in the Cays of which sightly more than 100 are located on Port leased space. The others are all under the jurisdiction of the City of Coronado. What would make the most sense is if the Port Authority, at the time the current lease expires, turned over jurisdiction of these 100+ docks to the City of Coronado so that ALL the docks in the Coronado Cays come under a common authority. This should be included in the PMPU so that there is time to coordinate this effort.

Thank You.

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Email address *

jimbesikof@gmail.com

What is your first name? *

Jim

What is your last name? *

Besikof

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92118

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

As a longtime resident of the Coronado Cays I would like to thank the Staff and Board of the Port of San Diego for your well thought out and vetted Port Master Plan.

At a high level the revised plan addresses the Special needs of the residence of the County and Coronado Residents specifically.

Your attention to the sensitivity not only of commercial interests, but those of the local community are to be commended. Preservation and conservation of our finite resources for future generations speaks to the social conscious of the Port Authority and its leadership.

Like any other long-range plan there are a lot of details that you will be worked through over time. Several of these have been brought to your attention by the homeowner's and the City of Coronado as they relate to Coronado section of the plan. Hopefully these issues do not cloud the great work you have accomplished over the last several years developing the Port Master Plan.

Respectfully,
Jim Besikof

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Email address *

ttempes1@gmail.com

What is your first name? *

Tracy

What is your last name? *

Tempest

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92118

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Thank you for specifically saying that No hotel is permitted at the Grand Caribe Isle. This is extremely important. It would be nice if the Port would fix the street lights that birder the boat storage yard by the Coronado Cays Yacht Club and would require the boat storage yard owner to maintain the property.

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Email address *

lbt326sm@aol.com

What is your first name? *

Lynn

What is your last name? *

Traver

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92118

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want to make sure there can be no new hotel/apartments developed in the Cays and caribe island other than replacement of existing

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Email address *

nannette_netal@yahoo.com

What is your first name? *

Nannette

What is your last name? *

Netal

What is the name of your organization/company/community group? (if applicable)

Coronado Cays home owner

What is your ZIP code? *

92118

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Nannette Netal

These comments are for PD09 Silver Strand Area

1. No hotel rooms on Grand Caribe Isle - Do not allow hotel development in the middle of an already dense residential area - more open space here is needed. A hotel will be highly detrimental to Grand Caribe Shoreline Park. The community had seen the impact to this park of increased crowds during the pandemic when indoor public spaces where shut down. In addition, the only way to drive to a hotel on Grand Caribe Isle is via the Coronado Cays rotunda entrance and Coronado Cays Blvd which during youth sports season is already highly congested with traffic, parking and people in Coronado Cays Park.

2. Grand Caribe Shoreline park - I agree with the proposal to expand Grand Caribe Shoreline Park in a complementary manner with a continuous waterside nature trail or promenade. Please add a Scenic Viewpoint at the north end of Grand Caribe Isle, and not public docks. The view from this area is exceptional and should be accessible and any development should enhance and not detract.

3. Channels and Docks - Maintain navigational channels. Treat the replacement of residential docks in Port waters the same way as residential docks in City waters.

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Email address *

markcrisson@gmail.com

What is your first name? *

Mark

What is your last name? *

Crisson

What is the name of your organization/company/community group? (if applicable)

NA

What is your ZIP code? *

92118

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Thanks to the Port for all its hard work on updating the master plan. I have the following comments: 1. Retain the provision that there are no new hotel rooms. 2. Prohibit public docks at the North end of Grand Caribe Isle and replace them with a scenic viewpoint. 3. Add language referring the "Green Necklace" concept to better coordinate park development around the bay. 4. Treat the residential docks in the Coronado Cays in Port waters the same way that docks in City of Coronado waters are treated. 5. Maintain the the navigation markers in the channels in Port waters. Thank you for the opportunity to comment.

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Email address *

beckij.lock@gmail.com

What is your first name? *

Becki

What is your last name? *

Lock

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92118

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Thank you for listening to residents concerns of over-building. Specifically regarding the agreement to build no more hotels in Coronado. As a resident of the Cays, I particularly appreciate the rezoning of Grande Caribe North as passive recreational space in the Master Plan. Building a hotel on that small piece of land would be disastrous to both the environmentally sensitive nature of the area and to the quality of life for those that live in the Cays. We appreciate all of the work and our-reach you have conducted. Thank you!

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Email address *

kdw2053@yahoo.com

What is your first name? *

KATHERINE

What is your last name? *

WILEMAN

What is the name of your organization/company/community group? (if applicable)

no message/no name

What is your ZIP code? *

92118

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

To Whom It May Concern,
I live at The Landing in Coronado and participated in the Town Hall Meeting that Mr. Bonelli held in 2019. While I very much appreciate many of the changes that the Port adopted after receiving input from Coronado residents, businesses and city representatives, I am still concerned about the draft PMPU's plans for the Ferry Landing area.
Of particular concern is the 40 feet height limit for new construction. While the footprint may remain the same or less, the allowable height limit will diminished if not totally removed the views of many homeowners and businesses surrounding the Ferry Landing. The density of the area will increase significantly; even more so if one of Coronado's plans for building some of the 1001 affordable housing units mandated by SANDAG entails the Smart & Final lot. Coronado prides itself on its "village atmosphere". A 40' high parking and commercial structure does not play into this perception.
Finally, I would hope that any agreement with any new tenant(s) at the Ferry Landing would require constant upkeep and maintenance of not only the buildings but also the landscaping and the sidewalks.
Sincerely,
Katherine D. Wileman
1099 1st Street Unit 419
Coronado CA 92118

P.S. I apologize for my first attempt at sending my comments.

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From: Jennifer Blair <jenniferblair7@yahoo.com>
Sent: Wednesday, October 28, 2020 10:57 AM
To: Port Master Plan Update
Subject: Bayside access required!!!

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am writing to express the absolute need for a Bayside Entrance for the State Park! (reference District 9, State Park Basin.) There is no other area that is usable for paddle boarders and kayaks to enter the bay except the shoreline park, which is overused and not originally used for the purpose of active use . Only passive walking. It has been overrun as the access to Bayside park is too hard to carry gear etc a great distance. The Bayside park is hardly used because of lack of access. As you know the cays, Shoreline Park is and was overrun .
Please implement a plan for parking and easy access to the Bayside park by Lowes in your Port plan!!!
Best
Jennifer Blair

ipetitions
YOUR VOICE COUNTS

No Hotel At Cays

354 people have signed this petition. **Add your name now!**

Coronado Citizens Coalition | 156 Comments

THE INN AT THE CAYS

By signing this petition, I oppose a hotel development on North Grand Caribe Isle at the Cays.

Why We Should All Oppose a Hotel for Coronado Cays:

A real estate developer has publicly proposed a hotel complex for an undeveloped 7-acre property on North Grand Caribe Isle in the Coronado Cays. The project, dubbed "Inn at the Cays," was announced recently on social media in a slick promotional posting by the developer, who leases the property from the Port of San Diego. The developer pitches an expansive bay-front, multi-story, 114-room hotel, to include meeting rooms, a restaurant, a bar and 141 parking places. He says rooms will be discounted for Cays residents, vets and active military. Hoping that colorful graphics and his mention of discounts will draw you in, the developer asks for public support. And now he has mass-mailed postcards to residents also seeking support. Here are 4 strong reasons to vigorously oppose the developer's proposal.

First, the Port of San Diego, which must approve any development on Port lands, already rejected the developer's proposal. The Port's June 5, 2020 letter to the developer objected to his "entire plan" and labelled "wholly without merit" and "disingenuous" the developer's claims that the Port had indicated support for the project. The Port then emphasized that a hotel on this property would be out of place as "too intense for the quiet nature of the surrounding areas" (think traffic, parking issues and noise) and in view of 30 years of community opposition to past such proposals.

Second, the proposed hotel, with all its guests and staff, not to mention delivery and service personnel, would over-burden our streets, particularly our already congested main entrance road. Likewise, tourists would fill up the Cays tennis courts and bay beach areas, while all the hotel buildings on Grand Caribe Isle would destroy our panoramic views of the bay.

Third, the developer never mentions that he is not asking the Port for an extension of his lease of the property, which expires in 2034. Does this mean he is trying to get approval for a hotel and then sell the lease? Probably. Would a new buyer have to give discounts to military personnel and residents? Doubtful.

Fourth, this is the fifth large hotel, spa, or time-share development proposed for North Grand Caribe Isle during the last 30 years. All past proposals were defeated because of strong opposition by Cays residents, the Coronado Cays Homeowners Association, and the City of Coronado. This latest proposal is just as objectionable as all the previous ones: a hotel does not fit in our residential neighborhood. We already have a hotel, the Loews, next door to the Cays. We don't need the traffic, noise, parties, and lights from a hotel in the middle of our community.

Please don't be fooled into supporting this proposal. Please sign this petition (including your name and email address) and email your objections to the City of Coronado, the Port of San Diego, and the Coronado Cays HOA.

City of Coronado Mayor and Council Member emails:

Mayor Richard Bailey: rbailey@coronado.ca.us

Council Member Mike Donovan: mdonovan@coronado.ca.us

Council Member Marvin Heinze: mheinze@coronado.ca.us

Council Member Bill Sandke: bsandke@coronado.ca.us

Council Member Whitney Benzian: wbenzian@coronado.ca.us

Coronado Port Commissioner Garry Bonelli: gbonelli@portofsandiego.org

Coronado Cays Homeowners Association General Manager

Henry Angelino: manager@cchoa.org

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SIGN THIS PETITION

354 people have signed. Add your voice! Sign in or join

35%

Name*

Email*

Comments

Show my name in the online signature list

Keep me informed on this and similar petitions

SIGN PETITION

or

Sign with Facebook

COMMENTS

Carla George — Oct 16, 2020
There's already a hotel...Lowe's.

Willis C Blasingame — Oct 10, 2020
No hotel now or ever!

Betty Schulman — Oct 04, 2020
No Hotel

Harvey Meislin — Sep 25, 2020
NO HOTEL AT THE CAYS

Kathy Stark — Sep 17, 2020
As a CHS graduate, I STRONGLY oppose this! Sick and tired of the 'Zonies pushing "improvements" on the Rock! His "happy place"? It WAS my happy place til all the damned "'Zonies" moved in. So much for peaceful Coronado. It's just a 'Zonies' summer retreat!! I'll bet they don't even know that their multimillion dollar marina was a city dump I remember taking our garbage to, and the one-time pig farm. I support your fight! No Hotel At Cays!

Anonymous — Sep 12, 2020
Good luck. Hope you Remember Racist Joe Biden's famous quote "If you have a problem figuring out whether you're for me or Trump, then you Ain't Black," translation, If You Don't Vote for Me, 'You Ain't Black', that said, All Black Americans should wake up and challenge the ill-educated anti-American BLM to explain HOW looting and rioting, arson attacks on private businesses , rampant violence and lawlessness protesting, stomping and burning the U.S.A. flag, vandalizing and toppling Civil War statues and monuments, there by Erasing the History of the Pro-slavery, Spread Hating, and currently the True Racist Democratic Party which was Proudly Known Historically as The Slaveholding Confederate States of America, stop blacks from murdering each other in record numbers every weekend in Democrat-run cities and states ONLY? Why does BLM believe black lives ONLY matter when they are harmed or killed by a white person, especially a white cop and not by black hoodlum? (Think) Where are the multitude of protesters, mourners, and televised funeral services from BLM for the deaths of Black men, women, children, and cops killed by black thugs across America's major cities? The truth is BLM does not care about blacks as more Black Americans are killed by blacks then by cops. Well, the fact is, All Lives Matter (ALM). It is Sad, Insulting, and Degrading that Black Americans Today after all this Years have Forgotten (Think) who the Real Racists have Been and Continue to be, namely, the Democrats.

Rosalie Calhoun — Sep 05, 2020
I live on Trinidad Bend.
Traffic coming in to Coronado Cays might turn left on Grand Caribe and not pass by my house.
Or traffic may continue on Coronado Cays Boulevard and pass by my house.
Either way that's not the big issue for me..
The big issue is I don't want a big hotel blocking our beautiful view!

Anonymous — Sep 04, 2020
We question the extra traffic and confusion that will be added. We have lived here since 1989 and have enjoyed the peace and quiet and lack of questionable strangers.

Roberto Cornejo — Sep 03, 2020
Oh hells no!!!

Nancy Lenhart — Sep 01, 2020
NO!!!!

Philip A Monroe — Sep 01, 2020
No hotel. Change zone to open space.

Charles Crehore — Sep 01, 2020
No effing way

Farah Mughal-Wingler — Sep 01, 2020
I live in the Cays and Vote No! Our land and Water resources are already stretched too thin.

Aleene Queen — Sep 01, 2020
No! No! No! Hotel for the Cays! No Inn at the Cays! It's quiet here! NO Hotel!

Regina Bringas — Sep 01, 2020
No hotel at cays

Anonymous — Aug 29, 2020
Purchased here because of the privacy, quiet neighborhood and cleanliness

Margaret Adams Myers — Aug 29, 2020
No Hotel at the Cays

Carlos Cortez — Aug 29, 2020
This is not in the best interest of residents nor the broader Coronado community....

Anonymous — Aug 28, 2020
NO TO ANY HOTEL AT THE CAYS

Anonymous — Aug 28, 2020
The proposed project is not consistent with the Cays lifestyle.

Betty Schulman — Aug 28, 2020
Coronado Cays homeowner since 1990. Adamantly opposed to Hotel/Inn our Residential neighborhood.

Marina Andriola — Aug 27, 2020
There are very few lightly and/or undeveloped areas open to the public in South County. Grand Caribe is one of the few small beaches where I can safely launch my SUP board, and cruz out into the bay where it's quiet and fish are jumping! Many shore birds nest here as well. It is a thrill to be in nature here. Sometimes I pick up a lot of trash in the water; with a busy hotel, the trash will only increase. Idling cars will also contribute to ground and water pollution. My sister has a debilitating condition. She loves to walk the trail above the water, and she literally needs to do that regularly to survive. I moved to IB from Sonoma County and this quiet area made me feel right at home. If a hotel is allowed here, it will end the chance for peaceful contemplation many residents and non-residents can get only here. The fresh air helps us stay healthy, now especially needed. I see many seniors out walking their dogs, most are residents of the Cays, and some no longer drive. This daily walk is so important for them. At age 64 myself, I feel safe here, even while paddling alone. It isn't fair to residents to sell out to developers. They continue to invest a lot to be here, many have worked all their lives to be able to enjoy their later years in peace and quiet. We have two gorgeous new hotels in Imperial Beach, and another one coming. The restaurants along Seacoast will need the business these hotels bring when covid is gone. The Imperial Beach hotels, camping at the Strand, and the many other hotels in Coronado provide plenty of options for visitors. We don't know when or if life will return to normal. But nature will help us all navigate our uncertain futures. Please keep Grand Caribe quiet and natural! Thank you!

ROCCO GALLO — Aug 27, 2020
We opposed a similar project before, nothing has changed, so it is still a bad development for the Cays.

Elsie Hammond — Aug 27, 2020
No Hotel at the Cays!

Guillermo Cardenas — Aug 27, 2020
No Inn at the cays!!!

Jena Bower — Aug 27, 2020
Nooooo this is the last and only quiet piece of nature in the Cays.

Elaine Allen — Aug 26, 2020
I returned postcard from hotel proponents, modifying it to say that I am strongly opposed to such development.

Mary G Van Amringe — Aug 26, 2020
This would dramatically change the peaceful environment we love about our bay beach and the open streets.

Anonymous — Aug 26, 2020
I oppose

Greg bryan — Aug 26, 2020
A hotel would be an environmental disaster. And our Cays community does not need the increased people density that a hotel would bring.

Leslie Swanson — Aug 25, 2020
91 Catspaw Cape

Josefina Formiller — Aug 25, 2020
Hotel in the cays will increase automotive traffic.. No need of another hotel in our peaceful neighborhood! We already have Lowe's Hotel nearby! Thank you

Carey Thoza — Aug 25, 2020
We do not need another hotel at the Cays, this could possibly raise our HOA dues and city taxes, plus lower our property values.

duane larson — Aug 25, 2020
People make poor business decisions at times. Yet after a well thought out rejection on basic fundamentals by the Port Authority to have this developer continue to try and shove his "poor decision" down the throats of a large majority of opposed constituents doesn't make him a good neighbor either.

Anonymous — Aug 24, 2020
Please no hotel. The environmental impact on both the defenseless bay life and the human community would be devastating and permanent. Stop killing our environment for money.

Letticia Littell — Aug 24, 2020
Please do not build this resort in our beautiful community. It will change everything great about us.

Jenna LoScalzo — Aug 23, 2020
No hotel or bungalows!!!!

Alexandra Polles — Aug 23, 2020
No to Inn at the Cays

Steve Lock — Aug 23, 2020
We bought a home and chose to live in the Cays because it is a residential community with minimum commercial amenities. There are plenty of options nearby to accommodate those who want more. A development of this size in our neighborhood is simply too much.

Jean Kuebler — Aug 23, 2020
Not a viable location, considering the safety and additional traffic concerns of the Cays residents.

Bob Rood — Aug 23, 2020
No Inn at the Cays

Carolyn Spector — Aug 23, 2020
No way!!!

Anonymous — Aug 23, 2020
No hotel in the Cays, this is for neighborhoods only and always has been

Joseph Burkard — Aug 22, 2020
No Hotel at the Cays. The increased traffic will be a hazard to people on bikes and kids in the area.

Sharon Shafer — Aug 22, 2020
I have never wanted this hotel! Since 1973 I have been told the coastal commission forbade anymore development. I absolutely do not want another hotel , especially one using Cays streets! I returned their postcard with a big NO written on it.

Tom Bernitt — Aug 22, 2020
Not only no but...

Griffin Van Amringe — Aug 22, 2020
I grew up vacationing in the Cays at my grandparents place and have just spent over two months living down here. A hotel would disrupt what we all love about the cays not to mention destroy the natural park I love so much.

Juan Carlos Vidrio — Aug 22, 2020
The proposed hotel would only contribute to further congest the already crowded streets, due to visitors from elsewhere.

Karen Farmer — Aug 22, 2020
Our residential roads do not need this added traffic. Our Entrance is not capable of handling tourist who would stop and ask our safety kiosk for information. No!

Tony and Cindi Hancock — Aug 22, 2020
Strongly Opposed to the hotel concept as presented.

Christine Preciado — Aug 22, 2020
No, no, no!!!!!!! No hotel!

Robert Dilworth — Aug 22, 2020
Wrong size development on a one of the remaining pieces of pristine bay properties with heart and mind wrenching views.

Nancy Hall — Aug 21, 2020
NO

Deann Brown — Aug 21, 2020
The Cays cannot support a hotel!

Don Machado — Aug 21, 2020
This complex is out of scale and imposes itself dramatically on the surrounding Residential Community.

Shellee Vance — Aug 21, 2020
No to new hotel in the cays.

Lisa Brenden — Aug 21, 2020
While I appreciate that the developer is trying to do the right thing and don't want to discount his opportunity to make money, I do not see this as a viable option for this plot of land. On behalf of my family, we are opposed to building a hotel on this property.

Lynda Pippenger — Aug 20, 2020
This proposal is not appropriate for Coronado Cays.

Dominick Joseph Barbera — Aug 20, 2020
I live in Antigua Court and am opposed to the Inn at the Cays. Our quiet neighborhood needs to stay that way. Please do not make the 7 acres into a shoreline park like the Tidelands; that is what the rumor is. As a resident who pays Coronado taxes I do not want outsiders overriding our neighborhood. As it is with Grand Caribe Park closed outsiders are parking in our neighborhood. Save our peaceful piece of Paradise.

Vicki Morris — Aug 20, 2020
How about retirement single story condos instead?

Christopher Campbell — Aug 20, 2020
No hotel, no development, period. Green space...yes.

Claire Tolles — Aug 20, 2020
No hotel in the cays!!! I grew up here and have such fond memories of walking my dogs around dog beach and enjoying the little bit of open space and nature that this area of the cays provides! A hotel here would take that away for other children and their families who live in the cays. A truly awful idea!

Sharon Shelton — Aug 20, 2020
Do not support for the many reasons listed above.

Patricia Miller — Aug 20, 2020
No hotel in the Cays!

Bruce Hagemann — Aug 20, 2020
The Cays does not have the capacity or infrastructure nor would this benefit the residents in any way. Grand Caribe Shoreline Park is already over run by folks who ignore signage, are defiant towards enforcement officials in person, and any increased foot or car traffic would be a further detriment to the Cays vision. As previously noted and agreed, this remains a simple "NO".

Anthony Benn — Aug 19, 2020
I am definitely opposed to this hotel development on North Grand Caribe Isle at the Cays

Joanna Benn — Aug 19, 2020
I DO NOT support a hotel development on North Grand Caribe Isle at the Cays.

tom rooney — Aug 19, 2020
Recall the traffic and crowds at The Del normally and increased at Holiday time
and imagine that crowd in the cays.Tourists walking around the homes,driving and parking

DORIS BESIKOF — Aug 19, 2020
I oppose this, latest attempt to inflich such development and density in an inadequate, delicate location where it will choke off our natural environment and detract from the lives of all who live here. Further, the naming and the promotional materials are disingenuous and would have anyone who is uninformed believe that this is a done deal. It is not. It does not fit with the Port's plan and the Port has not approved it! Doris Besikof

Roberta Dorr — Aug 19, 2020
No hotel wanted or needed in the Cays. Please leave this section of the Cays open and undeveloped. This is a residential community.

lori meislin — Aug 19, 2020
I don't see any benefit to our community so I absolutely oppose this proposal.

James Collora — Aug 19, 2020
A hotel in the Cays would 1. Result in great vehicular congestion that could not be accommodated, 2. Result in a large influx of people coming into The Cays that could not be accommodated, 3. Violate the current zoning which is R - residential.

Howard Crabtree — Aug 19, 2020
Unnecessary and unwanted

Dave Love — Aug 19, 2020
The development of a high density attraction ignores the quiet nature of our surrounding homes.

Leslie Crawford — Aug 19, 2020
I oppose this proposed development.

Joan Adessa — Aug 19, 2020
Oppose !

Anonymous — Aug 19, 2020
What a traffic nightmare on our relatively quiet streets. It'll never happen.

Suzette valle — Aug 19, 2020
I don't support this hotel in the Cays.

karen knudsen — Aug 19, 2020
a hotel at this sight is unwanted by both the Cays and the Village.
the impact on the Cays esp would lessen their quality of life-
there are enough hotels in Coronado. I vote NO! ksk

Nancy Nygard — Aug 19, 2020
No hotel at the Cays

Erendira Garcia — Aug 19, 2020
I'm opposed to the proyect

Caren Silvestri — Aug 19, 2020
Coronado Cays is a residential community of boaters, beach and nature lovers and is also home to local and migrating wildlife. The community is a beautiful, quiet retreat. Building a hotel in the Cays would be disruptive to residents and local wildlife alike. It would increase traffic on an already crowded Coronado Island and would particularly impact traffic in the Cays. It would change the quiet and solitude here and would eliminate Bay views for residents. It's difficult to find a silver lining for residents in the event construction of a hotel is approved. Please no hotel!

Robert Wise — Aug 19, 2020
This is unacceptable. The greed of a few wrecks the quality of life for many. Extend Caribe park instead.

Aleene Queen — Aug 19, 2020
The Cays is residential with school age children. Too noisy for this quiet area.

Marilyn Field — Aug 19, 2020
This proposal would ruin the ambiance of the Cays and should be rejected by the Port.

Frances carrigan — Aug 19, 2020
I oppose a hotel. I would support an over 55 complex. No higher than 2 stories. The port should consider this it would be a perfect fit.
This would eliminate going thru this every few years and the community would love it. Please make an exception for this area.

Chris Grim — Aug 19, 2020
This is a residential community!

Kevin Brenden — Aug 19, 2020
No Inn/Hotel in Cays

Anonymous — Aug 19, 2020
Would disrupt the quiet calm atmosphere of the Cays!

William Dorr — Aug 18, 2020
No hotel in the Cays. It simply does not belong in our residential neighborhood.

Anonymous — Aug 18, 2020
NO!

William Henry Wilson — Aug 18, 2020
It is not in keeping with the concept of the Cays being a quiet residential neighbor hood. Not no, but hell no!

Jeffrey S Young — Aug 18, 2020
We're in the Cays because it's a residential neighborhood. The hotel would kill the entire intent of Coronado Cays and ruin our residential enjoyment.

Paul Gullo — Aug 18, 2020
The Cays are a quiet and safe residential area that must be preserved.

Nathan Young — Aug 18, 2020
NO.
Please keep the Cays quiet so that this piece of Southern California paradise can remain a local community.

Bill Patterson — Aug 18, 2020
NO

Josh Young — Aug 18, 2020
This would bring a significant amount of traffic, congestion, and people to an area that is small and cant handle the volume.

Mike Young — Aug 18, 2020
The Cays are a residential neighborhood and must stay that way.

Ramon Gonzàlez Mendiburu — Aug 18, 2020
I opposite to building a hotel in the Coronado Cays

Ella Croshier — Aug 18, 2020
I want to know status of any active leases, conservancy, claims of any kind to this property. is there any agreement that says our cays hoa has first option to lease or buy the property in question.

Karen Crampton — Aug 18, 2020
This proposal destroys everything we love about the neighborhood.

Anonymous — Aug 18, 2020
Would destroy the Cays concept.
NO, NO, NO

Willis C Blasingame — Aug 18, 2020
This is a bad idea for all the reasons mentioned and so may more. Stick by the Port Master Plan and use property as open space as soon as lease expires.

Harold Nevin — Aug 18, 2020
No hotel. We want to keep the Cays as a quiet, residential (only) community.

Joel Hollingsworth — Aug 18, 2020
This is against everything the Cays is supposed to be!

Kathleen Morgan — Aug 18, 2020
Opposed

Sara Fregapane — Aug 18, 2020
We purchased in the Cays because of the quiet community. There is no reason to add more traffic and/or congestion.

Alexandre robert — Aug 18, 2020
No Hotel!!!

FRANK MOLTER — Aug 18, 2020
NO...HELL NO!

Anonymous — Aug 18, 2020
I extremely oppose this hotel!

Penny S Brooke — Aug 18, 2020
We do not need this congestion in our community. Do not allow this hotel to be built in the Cays. Save the beauty of the view as it is pease.

Jessica Kelly — Aug 18, 2020
As a homeowner and tax payer in the Cays, I do not support this development plan.

Douglas Metz — Aug 18, 2020
As Yogi Berra once said, "It's deja vue all over again".

Richard Tolles — Aug 18, 2020
Only the developer would profit, while residents suffer diminished home values due to view impairment, traffic, noise and tourists taking over our tennis courts and bay beaches. Absolutely terrible proposal.

Carolina Salome — Aug 18, 2020
NO

Kevin Reilly — Aug 18, 2020
Hotel plans include up to 200 new parking spaces for hotel guests. Impact on Cays and Village from cars alone would be significant and ongoing.

Thomas Campbell — Aug 18, 2020
Like all other Cays development proposals this one also violates established Port and City regulations. It also would destroy the Cays as a residential community. Coronado doesn't need nor want more population density, traffic, pollution, noise and tourists. Green space is heartily welcomed.

Harold Myers — Aug 18, 2020
A hotel should not be dropped into a residential community like the Cays. This area should be preserved as open space for the public.

Elizabeth Butler — Aug 18, 2020
So many reasons why NO. The hotel is out of scale for the small acres. It does not belong in a quiet residential community with only one exit to the highway

David Stebbins — Aug 18, 2020
A Hotel does not fit the residential character of the Cays.

Tim Rush — Aug 18, 2020
Not in favor of a hotel dropping into a long established neighborhood with a single point of ingress and egress.

Anonymous — Aug 18, 2020
I do not think that another hotel fits in the cays. The port should find another use with significantly less traffic impact.

Sue steven — Aug 18, 2020
The cays is known for its peace and quiet. This would change the residential feel of this neighborhood.

Marty T — Aug 18, 2020
No.

Steve Bowman — Aug 18, 2020

No NO NO. The community only needs to look at the developer's original plan for the boat storage and compare to what was build to see that this developer is ALL TALK AND GLOSSY PICTURES. You do not get the picture

Polly Morelli Aug 18, 2020

We here in the Cays, DO NOT want a hotel built on this land.....a park on the waterfront...please!

Robert Wilson Aug 18, 2020

No Hotel for Caribe at the Cays

Kaleen Reilly Aug 18, 2020

And do not forget the adverse impact more development has on the San Diego Bay National Wildlife Refuge.

Jennie Portelli Aug 18, 2020

No to any development other then a grassy park where the proposed Inn is .

Leonard Fishler Aug 18, 2020

The proposed development has inadequate parking, places an aquatic center scant feet from an existing boating channel, will bring too much traffic, and will negatively impact a sensitive environmental area.

Anonymous Aug 18, 2020

No Inn at the Cays

Julian Hattersley li Aug 18, 2020

My family has been homeowners and residents of the Coronado Cays since 1971. I strongly oppose any development on Grand Caribe Isle.

Kim Gomez Aug 18, 2020

We do not want a hotel in Coronado Cays. Traffic and congestion are bad enough.

Kim Tolles Aug 18, 2020

No hotel in the Coronado cays. This has been the position of the vast majority of Cays residents for years, as well as the CCHOA, the City of Coronado and now the Port in its updated Master Plan.

Cheri Odiorne Aug 18, 2020

I grew up in the Cays and my parents live there now. There is already too much congestion in the neighborhood. I completely oppose the hotel.

Raymond Berube Aug 18, 2020

Strongly against this project

Nannette Netal Aug 18, 2020

Grand Caribe location is in the middle of the neighborhood and has no separate road entrance unlike Loews. It will be very disruptive to the neighborhood that is already pretty dense and further increase crowds/traffic on Coronado Cays Blvd which is already packed during youth sports season. The residents know to drive well below the speed limit when soccer season is ongoing because balls roll onto the street and very many children are crossing all along the street. Hotel traffic will have to go through the Cays Rotunda which is close to the heavily used pedestrian/bikepath crossing. This is an accident waiting to happen. Whatever is put on Grand Caribe should alleviate density not increase it.

Shannon Player Aug 18, 2020

No more hotels in the Cays. Leave open space. Don't need it and don't want it.

Patty Gonsenheim Aug 18, 2020

There is no way this would be beneficial to the residents of the Cays. Increased traffic of delivery trucks alone would be horrendous

Roger Odiorne Aug 18, 2020

We have way too many tourists already.

Anonymous Aug 18, 2020

No hotel in the Cays

Janet Manosalvas Aug 18, 2020

No overnight use in the Cays!

Ted Camaisa Aug 18, 2020

Strongly against building a hotel on Grand Caribe Isle. Our single entrance to the Cays is a bottleneck that will only become more dangerous with increased traffic.

Coty Quintana Aug 18, 2020

I am a Coronado cays resident and homeowner

dave k Aug 18, 2020

developer isn't local to cays,
merely looking to profit on all
those whom make this community
a desirable location!

robin hagemann Aug 18, 2020

The port, city of Coronado and our HOA made a good decision not to support this development. It is not a match for the community. The hotel we have now is not full, another will not be either.

Daron Case Aug 18, 2020

Strongly opposed.

Daniel Zaragoza Aug 18, 2020

I'm one of the owners of 61 Blue Anchor. I am a Realor in Coronado and works across the street from this project at Berkshire Hathaway Home Service CA Properties and am 100% this development. 1

sharyn blongiewicz Aug 18, 2020

This is a residential neighborhood ... that is already suffering from increased traffic and congestion!

Dawn Richards Aug 18, 2020

Here are some other reasons to Just Say No:

-Increased demand on our sewage system and water resources.
-Possible assessment to pay for the proposed public bathroom.
-Increased need for fire, police and emergency support in the Cays, and possible taxation to pay for these.
-Loss of view-shed for most bay facing properties, resulting in lower home values.
-This is a bad time to open a hotel. San Diego has already lost over $11.2 million in deferred rent payments on hotels, and recovery is not expected until 2023 or longer. Imagine if construction started and then was halted: we'd be stuck with an eyesore.

Mary Berube Aug 18, 2020

Unsafe at any speed.

Kurt Thiebaud Aug 18, 2020

I think this hotel is a bad idea and I'm not down with it.

Alejandro Cornejo Aug 18, 2020

Strongly opposed

Michael Aug 18, 2020

NO hotel in the Coronado Cays!!!

Angela and Leon Lowery Aug 17, 2020

We are long time owners on Antigua and this will crush our property value.

Sign in to comment

SIGNATURES

Sydney Sylvers United States | Carla George United States | Megan George Canada | Jenny Pendleton United States | Joy Floyd United States | Betty Schulman United States
Harvey Meislin United States | Kathy Stark United States | Tom Price United States | Bri Gomez United States | Anne Adams United States | Rosalie Calhoun United States
Elizabeth Gische United States | Victoria Briggs Canada | Mj Schulman United States | David M Gische United States | Roberto Cornejo United States | Wendy Moore United States
amy love United States | Eric pickford United States | David Vaughn United States | Betty Walsh United States | ED REICHERT United States | Cristina Aguilar Mexico | Cathy Thomas United States
Bernie Zavala United States | Michelle Lang United States | Cindy Zimmermann United States | JoAnn Little United States | Nancy Lenhart United States | Philip A Monroe United States
Charles Crehore United States | Farah Mughal-Wingler United States | Aleene Queen United States | Regina Bringas United States | Franziska Bea United States | Fernando Luna United States
Margaret Adams Myers United States | Carlos Cortez United States | erika United States | Betty Schulman United States | Patricia Brogan United States | Marina Andriola United States
ROCCO GALLO United States | Elsie Hammond United States | Sergio Weinstock Mexico | Guillermo Cardenas United States | Mauricio Hill Mexico | Jena Bower United States
Elaine Allen United States | Becki Lock United States | Eva Escalante United States | Mary G Van Amringe United States | Josh Sager United States | Greg bryan United States
Denise Asher United States | Leslie Swanson United States | Josefina Formiller United States | Michael Tortosa United States | Jill tortosa United States | Anne Pilgrim United States
Carey Thoza United States | William Nichols United States | Margaret La Grange United States | Pilar Carro United States | Margaret brown United States | Susan Larson United States
duane larson United States | Jacqueline Nico United States | Bridget Barnett United States | Rachel Parr United States | Valerie Drivick United States | Timothy Dowd United States
Rebecca King United States | Letticia Littell United States | Jenna LoScalzo United States | Jennifer Ware United States | Dina Demeo United States | Alexandra Polles United States
Steve Lock United States | Javier Cevallos United States | Eileen Brotman White United States | Jean Kuebler United States | Bob Rood United States | Lauren Atkinson United States
Claire United States | Carolyn Spector United States | ANGELA GARCIA-SIMS United States | Joseph Burkard United States | Sharon Shafer United States | Tom Bernitt United States
Janet Bonney United States | Jane Dean United States | Griffin Van Amringe United States | Juan Carlos Vidrio Mexico | Jill Olen United States | Karen Farmer United States
Tony and Cindi Hancock Christine Preciado United States | Robert Dilworth United States | Rev Dr Deborah Mariya United States | Nancy Hall United States
Thomas Lowe United States | amy youngblood United States | Deann Brown United States | Don Machado United States | Jeff Williams United States | Richard Clement United States
Sheliee Vance United States | Lisa Brenden United States | Cynthia Albert United States | Ken Van Amringe United States | Lynda Pippenger United States
Dominick Joseph Barbera United States | Vicki Morris United States | Christopher Campbell United States | Abby Irving United States | Claire Tolles United States
Rachel Hocker United States | Joyce McTighe United States | Anna J Brann United States | Laurie McCormick United States | Cecelia Canton United States | Alan Cohen United States
Katherine Kaiwi United States | Richard Willson United States | Stephen Steinfeldt United States | Patricia Miller United States | Sherry Riddell United States | Orin Riddell United States
Bruce Hagemann United States | Elizabeth Hogan United States | jeanne nigh United States | Anthony Benn United States | Joanna Benn United States | tom rooney United States
Kate United States | Kari McCulloch United States | Lindsay Winn United States | DORIS BESIKOF United States | Roberta Dorr United States | lori meislin United States
María Nagy United States | James Collora United States | Darlene shirey United States | Shannon Nierenhausen United States | Howard Crabtree United States | Dave Love United States
Kathryn Allison United States | Dianne Bechtel United States | Pamela Murphy United States | Carol warren United States | Catherine Kmiec United States | Leslie Crawford United States
How Norman United States | Joan Adessa United States | Christopher Allen King United States | Monica Burns United States | Karen Lafferty United States | Kel Casey United States
Wade McKnight United States | Marshall Meyers United States | Brad Schulte United States | Jane New United States | Jackie OKeefe United States | Suzette valle United States
Christine United States | Eileen Hannegan Panek | karen knudsen United States | Nancy Nygard United States | Erendira Garcia United States | Laura Cox United States
Gail Wroblewski United States | Mary hale United States | Caren Silvestri United States | Robert Wise United States | Vicki Ingraham United States | Aleene Queen United States
Marilyn Field United States | Vicki Fisk United States | Frances carrigan United States | Jen Rubin United States | Chris Grim United States | Zach Worden United States
Barbara Guertin United States | Kevin Brenden United States | Diane Marie Cook United States | Stephanie Abbott United States | Dorothy harms United States | Sarah Harrington United States
William Dorr United States | Joan Cameron United States | Annette Biggar United States | William Henry Wilson United States | Jeffrey S Young United States | Paul Gullo United States
Nathan Young United States | Bill Patterson United States | Daniel Leone United States | Josh Young United States | Robert Kelley United States | Mike Young United States
Ramon González Mendiburu Mexico | Ella Croshier United States | Karen Crampton United States | Donna and Al Sorensen United States
Willis C Blasingame United States | Harold Nevin United States | Helen G Kupka United States | Joel Hollingsworth United States | Kathleen Morgan United States | Sara Fregapane United States
Alexandro robert United States | FRANK MOLTER United States | Cheryl Kelley United States | Joseph Berman United States | Joseph Long United States | Richard Hine United States
Penny S Brooke United States | Tim Rohan United States | Rocco Gallo United States | Jessica Kelly United States | Jim Farrell United States | Marlon Marx United States
Claudia Chavarin United States | Douglas Metz United States | Ellen Schulte United States | Richard Tolles United States | Carolina Salome United States | Kevin Reilly United States
Thomas Campbell United States | Harold Myers United States | Elizabeth Butler United States | David Stebbins United States | Lucinda Swain United States | Tim Rush United States
Nicole Kanicka United States | Tiffany Murphy United States | John Bishop United States | Sue steven United States | Marty T United States | Steve Bowman United States
Polly Morelli United States | Robert Wilson United States | Fernando Luna United States | Kaleen Reilly United States | Jennie Portelli United States | Leonard Fishler United States
Sharon Machado United States | Linda United States | Klare Kathe United States | Julian Hattersley li United States | Kim Gomez United States | Heather Pettit United States
Kim Tolles United States | Mara Lucia Garza United States | Matilde United States | Richard Sisk United States | Nia Fisher United States | Cheri Odiorne United States
Raymond Berube United States | Nannette Netal United States | Shannon Player United States | Sandra A Anderson United States | Andrea Sager United States
Patty Gonsenheim United States | Yvette Higson United States | Ana Gonzalez United States | Roger Odiorne United States | Janet Manosalvas United States | Bryn Reina United States
Coty Quintana United States | Donna Crossman United States | Stephanie Nims United States | David Mooney United States | robin hagemann United States | dave k United States
Daron Case United States | Elisa and Tim Ragus United States | Phyllis Clement United States | Daniel Zaragoza United States | sharyn blongiewicz United States | Dawn Richards United States
Karin L Albright United States | Tracy Temepest United States | Amber United States | Luan United States | Nanette Cevallos United States | Roberta Lenert United States
Vanessa Case United States | Ann Wilson United States | Mary Berube United States | Kurt Thiebaud United States | Alejandro Cornejo United States | Michael United States
Linda Grady United States | Teri Smith United States | Anne Stockdale United States | Angela and Leon Lowery United States

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NO HOTEL AT THE CAYS

By signing this petition, I oppose a hotel development on North Grand Caribe Isle at the Cays.

Why We Should All Oppose a Hotel for Coronado Cays:
A real estate developer has publicly proposed a hotel complex for an undeveloped 7-acre property on North Grand Caribe Isle in the Coronado Cays. The project, dubbed "Inn at the Cays," was announced recently on social media in a slick promotional posting by the developer, who leases the property from the Port of San Diego. The developer pitches an expansive bay-front, multi-story, 114-room hotel, to include meeting rooms, a restaurant, a bar and 141 parking places. He says rooms will be discounted for Cays residents, vets and active military. Hoping that colorful graphics and his mention of discounts will draw you in, the developer asks for public support. And now he has mass-mailed postcards to residents also seeking support. Here are 4 strong reasons to vigorously oppose the developer's proposal.

First, the Port of San Diego, which must approve any development on Port lands, already rejected the developer's proposal. The Port's June 5, 2020 letter to the developer objected to his "entire plan" and labelled "wholly without merit" and "disingenuous" the developer's claims that the Port had indicated support for the project. The Port then emphasized that a hotel on this property would be out of place as "too intense for the quiet nature of the surrounding areas" (think traffic, parking issues and noise) and in view of 30 years of community opposition to past such proposals.

Second, the proposed hotel, with all its guests and staff, not to mention delivery and service personnel, would over-burden our streets, particularly our already congested main entrance road. Likewise, tourists would fill up the Cays tennis courts and bay beach areas, while all the hotel buildings on Grand Caribe Isle would destroy our panoramic views of the bay.

Third, the developer never mentions that he is not asking the Port for an extension of his lease of the property, which expires in 2034. Does this mean he is trying to get approval for a hotel and then sell the lease? Probably. Would a new buyer have to give discounts to military personnel and residents? Doubtful.

Fourth, this is the fifth large hotel, spa, or time-share development proposed for North Grand Caribe Isle during the last 30 years. All past proposals were defeated because of strong opposition by Cays residents, the Coronado Cays Homeowners Association, and the City of Coronado. This latest proposal is just as objectionable as all the previous ones: a hotel does not fit in our residential neighborhood. We already have a hotel, the Loews, next door to the Cays. We don't need the traffic, noise, parties, and lights from a hotel in the middle of our community.

Please don't be fooled into supporting this proposal. Please sign this petition (including your name and email address) and email your objections to the City of Coronado, the Port of San Diego, and the Coronado Cays HOA.

City of Coronado Mayor and Council Member emails:

Mayor Richard Bailey: rbailey@coronado.ca.us

Council Member Mike Donovan: mdonovan@coronado.ca.us

Council Member Marvin Heinze: mheinze@coronado.ca.us

Council Member Bill Sandke: bsandke@coronado.ca.us

Council Member Whitney Benzian: wbenzian@coronado.ca.us

Coronado Port Commissioner Garry Bonelli: gbonelli@portofsandiego.org

Coronado Cays Homeowners Association General Manager

Henry Angelino: manager@cchoa.org

NAME	EMAIL	COMMENT
Thomas F. Guernsey	tguerns@gmail.com	
CAROLYN CRABTREE	carolyncrabtree@yahoo.com	
HOWARD CRABTREE	howarab@gmail.com	
FRANK & SANDY RICKMAN		421
LUIS GALLARDO	neveriaroxy@gmail.com	
Dan Horrigan	danhd17@mac.com	
KATHY BISHOP		
Chris Curl		
Gail Reiner	gail.reiner@gmail.com	
David Reiner	wmgconsult@gmail.com	
Tomoko Kitabayashi	tomoko@kels-arch.com	
Monica Gallardo	mgallardo@francesparker.org	
THOMAS SCHIBER	tomschiber2.0@gmail.com	
YOSHIKO TSUJINO	YOSHIKOTSUJINO@GMAIL.COM	
Sonja Reiner		

From: Michael Kelly <bearfitz2001@yahoo.com>
Sent: Friday, November 13, 2020 8:52 PM
To: Port Master Plan Update
Subject: RE: Coronado Cays 92118

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I oppose any building of a hotel in the Coronado Cays.

Thank you,
Michael Kelly

1. No new hotel rooms;
2. Add a Scenic Viewpoint at the north end of Grand Caribe Isle, and not public docks;
3. Add back into the Plan the "Green Necklace" language about coordinating parks around the bay;
4. Treat the replacement of residential docks in Port waters the same way as residential docks in City waters; and
5. Maintain our navigational channels that are located in Port waters.

Sent from Yahoo Mail on Android

From: Ed Gohlich <egohlich@gmail.com>
Sent: Saturday, November 14, 2020 4:40 PM
To: Port Master Plan Update
Subject: cays park comments

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

1. Please no more development or density of any type installed on our sensitive natural coastline

2. More appropriately would be a natural scenic viewpoint all can enjoy, not just a building

3. Green necklace concept needs to be revived and paid attention to.This is one more park connecting to the others we have bayfront

4. Maintain all navigation channels

Ed Gohlich
1 The Inlet
Coronado, CA

From: nanci copley <nancicopley@att.net>
Sent: Saturday, November 14, 2020 7:41 AM
To: Port Master Plan Update

WARNING: The sender of this email could not be validated and may not match the person in the "From" field!

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

You NEED to close grand Caribe island park again NO ONE IS SOCIAL DISTANCING!!!!!!!!!
Sent from Mail for Windows 10

Material Management

Wednesday, November 11, 2020

Port of San Diego
Gary Bonelli Port Commissioner
Christian Anderson
Lesley Nishihira
3165 Pacific Highway
San Diego, CA 92101

Email: gbonelli@portofsandiego.org
Email: canderson@portofsandiego.org
Email: lnishihi@portofsandiego.org

RE Revised Port Master Plan

GREAT JOB!!!! The amount of work and the number of public input meetings was significant and it shows. Also the Port Staff's willingness to listen to new ideas and openness to Community land use cannot be understated.

In short my family and I use your services often. I am a 3d generation San Diego, both my parents and Grandparents were boating enthusiasts. In fact the dock that my Grandparents built across from the Harbor Police in Point Loma in the 1930s is one that is a concern in the PMPU. I graduated from Point Loma High, I currently reside in the Coronado Cays, own 3 boats, and have sailed in San Diego Bay my whole life. I am a Staff Commodore at Coronado Cays Yacht club and support San Diego Bay activities by being a committee boat for both the "Big Bay Boom", the "Christmas Parade" and many other activities that require on water side assistance. We currently sail several times per month and anchor out as often as we can get reservations. I am a long term user and resident on the bay.

I am only addressing the Planning District # 9 portion of the PMPU as that is the only area that I know enough about to communicate intelligently.

I totally support and encourage strict compliance with "Port Master Plan Update summary" of changes on Page 24 where it states "the Revised Draft PMPU has been revised to no longer propose additional hotel rooms in the Silver Strand Planning district." And again on page 48 PD9.14 "No commercial Recreation uses, such as new Hotel Rooms are contemplated in this area. Closing this door opens up a significant amount of opportunity to utilize this area as a public resource for leisure and recreation. PLEASE HOLD THE LINE ON THIS. Do not be influenced by the non-resident investment community. They do not live, work, and play here. They do not have to deal with the increased traffic, noise, or required infrastructure required to support their endeavor.

PD9.15 In general I would like to see the Port implement a plan to relinquish all of the Docks that are on a Port lease, back to the owners of the property. I would like to see them primarily regulated in the same fashion that the majority of the docks in the Cays are. It does not make sense to me that my dock can be replaced using the CCHOA homeowners permit and another dock on my street must go to the Port.

PD9.16 On Page 329 the plan shows the need to new parking and Restroom facilities and further described in PD9.16 (b). While I understand and support this need I encourage the Port Staff to work with the 2 tenants on Caribe Isle and the community organizations, CCHOA, CCYC, Grand Caribe Task Force, and the SSBC to come up with a plan whereby all users can agree on location, architecture, aesthetics and placement for these facilities.

P 800-590-1300 F 602-325-3616 W www.materialmanagementinc.com
Material Management Software, Inc. | 32 Blue Anchor Cay Rd | Coronado, CA 92118

Material Management

PD9.16 While this section describes the "passive, nonprogrammed Grand Caribe Shoreline Park" there is no guidelines in or by the Port of San Diego for the permitted and non-permitted uses of a "passive nonprogrammed park". The result to date for the existing park has been subject to "active uses", "Kayak rental and instruction", "Boat Launching", "water skiing", and "Organized events with more than 25 participants". This causes a need for substantial remediation, cleanup, and maintenance that the Port to date has struggled to keep up with. There needs to be Port Guidelines for allowable activities in a "passive nonprogrammed park" different than the "Active Programmed Parks" so that maintenance resources are available to match the usage demand.

PD9.21 states "Develop up to 10 additional Recreational Boat Berthing". Previous versions of the PMPU did not include a limit although at one point I believe an increase of 10% was discussed or printed (See page 225 "Grand Caribe Isle and South Cays Subdistrict chart where it does say 10%. An obvious wording conflict). I do not think that a "Hard Stop" of "10" on the number of added "Recreational Boat Berths" is needed or serves the community's needs or future desires. Any additional berths would be subject to the San Diego Port Authority, the Coastal Commission's regulations, and be limited by the water rights and leasehold areas that each hold with the Port. I believe better wording might be "Develop up to 15% more additional Recreational Boat Berthing" and change the 10% in the chart as well. This would limit CCHOA to about 4 more slips and CCYC to about 15 more slips. I am not sure that either has any additional area in the lease but that percentage gives everyone a little room to have a discussion about what is best.

THANKS FOR THE GREAT WORK and your continued SUPPORT and standing up for what is best for community.

If you have any questions please do not hesitate to call

Sincerely,

Stephen J Bowman
Staff Commodore Coronado Cays Yacht Club
Resident Blue Anchor Village, Coronado Cays

From: Admin User <info@innatthecays.com>
Sent: Tuesday, November 17, 2020 4:49 PM
To: Port Master Plan Update
Cc: Ann Moore; Michael Zucchet; Dan Malcolm; Garry Bonelli; Rafael Castellanos; Marshall Merrifield; Robert Valderrama
Subject: Response Letters to the Revised Draft Port Master Plan Update
Attachments: CAYS LTR Combined Letters of Support PMPU 111720.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Subject: Please accept the following comment letters regarding the Revised Draft Port Master Plan Update

Dear Chairwoman Moore and Commissioners,

Attached are comment letters from more than 240 local residents and labor organization members requesting that the current land use designation for the Grand Caribe Isle in the Coronado Cays remains as visitor-serving commercial recreation and supporting the Inn at the Cays proposal.

The designation would allow for new activities that add value to residential properties and encourage additional commerce in Coronado while remaining consistent with the vision of the Port of San Diego. Having a developer manage the land would bring residents increased security, local revenue and future growth.

Projects such as the Inn at the Cays will create well-paying jobs for operations of the new facilities including local hires, prevailing wages, and benefits for workers and their families. Jobs like these will also benefit the local economy, Coronado Cays and Port communities.

Additionally the proposed Inn at the Cays hotel will provide 40 low-cost rooms and is in line with many of the draft PMPU policies and Coastal Act priorities such as public access, compatibility with surrounding land uses, and complementary to community character.

Thank you for considering the attached feedback as you work on the Port Master Plan Update.

Sincerely,

Keith Mishkin
The Inn at the Cays
InnAtTheCays.com

Coronado Cays Yacht Club

Brian W. Goelz
Commodore

October 15, 2020

Port Chair, Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Re: Port Master Plan Update / Land Use Designation
Grand Caribe Isle – South Cays Sub District

Dear Port Chair Ann Moore and Board of Port Commissioners:

I wrote to you in July 2019 in support of the "Inn at the Cays" development planned by Cays Resort, LLC ("Cays Resort") on the north side of the Grande Caribe Causeway. As you know, CCYC neighbors the Port District property leased by Cays Resort.

The current development plans of Cays Resort are compatible and consistent with CCYC and its yacht club activities. The planned development would provide additional benefits to CCYC, including opportunities to expand programs that benefit CCYC and its membership, most of whom are residents within the Coronado Cays community.

I continue to support the development plans of Cays Resort; encourage the Port District to retain the "Visitor Serving Commercial Recreation (VSCR) zoning designation for this land so as to allow for its development, and I hope the Port District will afford a full public hearing to further consider the planned Inn at the Cays development.

Sincerely yours,

Brian Goelz

Brian Goetz
Vice Commodore
Coronado Cays Yacht Club

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

10/22/2020

Support commercial opportunities on the Grand Caribe Isle!

I am a resident of Coronado concerned about the future of the Grand Caribe Isle. Under the revised draft Port Master Plan Update, the land use designation has been changed to recreational open space. I urge you to allow for commercial opportunities on the Grand Caribe Isle.

The land on Grand Caribe Isle North should remain designated as Visitor Serving Commercial Recreation. This will allow for a hotel development, such as the Inn at the Cays proposal.

The designation would allow for new activities that add value to our properties, encourage additional commerce in Coronado and are consistent with the vision of the Port of San Diego. It would be consistent with the shops and offices across the street on the Isle. The site in question has potential to contribute to our daily lives and to the tax revenue of the Port. Having a developer manage the land would bring residents increased security, local revenue and future growth.

Thank you for considering my feedback as you work on updating the Port Master Plan.

Sincerely,

Ryan Marovish

30 Admiralty Cross

Coronado, CA 92118

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

10/22/2020

Support commercial opportunities on the Grand Caribe Isle!

I am a resident of Coronado concerned about the future of the Grand Caribe Isle. Under the revised draft Port Master Plan Update, the land use designation has been changed to recreational open space. I urge you to allow for commercial opportunities on the Grand Caribe Isle.

The land on Grand Caribe Isle North should remain designated as Visitor Serving Commercial Recreation. This will allow for a hotel development, such as the Inn at the Cays proposal.

The designation would allow for new activities that add value to our properties, encourage additional commerce in Coronado and are consistent with the vision of the Port of San Diego. It would be consistent with the shops and offices across the street on the Isle. The site in question has potential to contribute to our daily lives and to the tax revenue of the Port. Having a developer manage the land would bring residents increased security, local revenue and future growth.

Thank you for considering my feedback as you work on updating the Port Master Plan.

Sincerely,

Michelle Lugo

82 Montego Ct

Coronado, CA 92118

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

10/22/2020

Support commercial opportunities on the Grand Caribe Isle!

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Thank you for considering my feedback as you work on updating the Port Master Plan.

Sincerely,

Rudy Dew

32 Green Turtle Rd

Coronado, CA 92118

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

10/22/2020

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Thank you for considering my feedback as you work on updating the Port Master Plan.

Sincerely,

Rhonda Montgomery

33 Blue Anchor Cay Rd

Coronado, CA 92118

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

10/23/2020

Support commercial opportunities on the Grand Caribe Isle!

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Thank you for considering my feedback as you work on updating the Port Master Plan.

Sincerely,

Grace Hernandez

1412 Leyte Rd

Coronado, CA 92118

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

10/24/2020

Support commercial opportunities on the Grand Caribe Isle!

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Thank you for considering my feedback as you work on updating the Port Master Plan.

Sincerely,

Douglas Reavie

42 Green Turtle Rd

Coronado, CA 92118

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

10/28/2020

Support commercial opportunities on the Grand Caribe Isle!

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Thank you for considering my feedback as you work on updating the Port Master Plan.

Sincerely,

Raymond Meyer

30 Buccaneer Way

Coronado, CA 92118

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

10/29/2020

Support commercial opportunities on the Grand Caribe Isle!

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Thank you for considering my feedback as you work on updating the Port Master Plan.

Sincerely,

Jeff Northern

32 Admiralty Cross

Coronado, CA 92118

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

11/7/2020

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Thank you for considering my feedback as you work on updating the Port Master Plan.

Sincerely,

Arturo

63 Catspaw Cape

Coronado, CA 92118

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

11/12/2020

Support commercial opportunities on the Grand Caribe Isle!

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Thank you for considering my feedback as you work on updating the Port Master Plan.

Sincerely,

Sandy Shugert

43 Blue Anchor Cay Rd

Coronado, CA 92118

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

11/13/2020

Support commercial opportunities on the Grand Caribe Isle!

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Thank you for considering my feedback as you work on updating the Port Master Plan.

Sincerely,

Sean Mallory

10 Sixpence Way

Coronado, CA 92118

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

11/15/2020

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Thank you for considering my feedback as you work on updating the Port Master Plan.

Sincerely,

Vic Ryder

10722 Puebla Dr

La Mesa, CA 91941

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

11/17/2020

Support commercial opportunities on the Grand Caribe Isle!

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Thank you for considering my feedback as you work on updating the Port Master Plan.

Sincerely,

John Graham

1720 Avenida Del Mundo

Coronado, CA 92118

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Revised Draft Port Master Plan Update South Cays Subdistrict

Dear Chairwoman Ann Moore,

As a member of UNITE HERE Local 30, I am sending this letter in support of the Inn at the Cays and request that the current land use designation for the Grand Caribe Isle in the Coronado Cays remains as visitor-serving commercial recreation.

As the hotel and hospitality workers' union in San Diego with more than 6,000 hotel, restaurant, casino, airport concessions, sport venues and food service workers throughout San Diego County, UNITE HERE Local 30 supports the Inn at the Cays project. In San Diego County, working families need more projects that create quality jobs.

The Inn at the Cays will create well-paying jobs for operations of the new facilities. These jobs will include local hire, prevailing wages, and benefits for workers and their families. Jobs like these will also benefit the local economy, Coronado Cays and Port communities.

I urge you to support local workers through your support for the Inn at the Cays and keep the current land use designation of visitor-serving commercial recreation zoning for the northeast portion of Grand Caribe Isle.

Respectfully,

Rick Bates

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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Respectfully,

Sergio Gonzalez

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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Respectfully,

Jesus Moran

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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Respectfully,

Jamie Ulm

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Revised Draft Port Master Plan Update South Cays Subdistrict

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Respectfully,

Rafael Garcia

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Revised Draft Port Master Plan Update South Cays Subdistrict

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Respectfully,

Jared Tucker

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Revised Draft Port Master Plan Update South Cays Subdistrict

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Respectfully,

Maria Beltran

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Revised Draft Port Master Plan Update South Cays Subdistrict

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Respectfully,

Ada Herrera

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Revised Draft Port Master Plan Update South Cays Subdistrict

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Respectfully,

Omar Heras

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Revised Draft Port Master Plan Update South Cays Subdistrict

Dear Chairwoman Ann Moore,

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Respectfully,

Ruben Benedetti

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Revised Draft Port Master Plan Update South Cays Subdistrict

Dear Chairwoman Ann Moore,

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I urge you to support local workers through your support for the Inn at the Cays and keep the current land use designation of visitor-serving commercial recreation zoning for the northeast portion of Grand Caribe Isle.

Respectfully,

Roberto Nava

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Revised Draft Port Master Plan Update South Cays Subdistrict

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I urge you to support local workers through your support for the Inn at the Cays and keep the current land use designation of visitor-serving commercial recreation zoning for the northeast portion of Grand Caribe Isle.

Respectfully,

Beatriz Serrano

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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Respectfully,

Raul Hurtado

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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Respectfully,

Ignacio Villicana

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Maria de Arambula

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

leticia Acero

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

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Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Moises Nares

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Erika Barajas

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Elia Angon

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Francisco Ocampo

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Dina Girmay

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Laura Campos

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

David Orozco

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Felicia Aguiar

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Oscar M

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Sandra Delgado

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Suleiman Jamous

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

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Respectfully,

Carlos Barajas

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Hector Morales

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Neslie Ortiz

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Paul Deperelta

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Mario Ortiz

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

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Respectfully,

María Amador

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

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Respectfully,

Juan Quesada

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Jorge Estrada

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Alexander Oquendo

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Dear Chairwoman Ann Moore,

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Respectfully,

Maria Chavez

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
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San Diego, CA 92101

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Respectfully,

Charles Damaro

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

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Respectfully,

Humberto Serena

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

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Respectfully,

Herminia Galindo

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

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Respectfully,

Jose Lopez

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Felicitas Sanchez

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Mark Correa

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

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Respectfully,

Jose Gallardo

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Yain González

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

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Respectfully,

Miles Robertson

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

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Respectfully,

Rosa Solis

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

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Respectfully,

Marisol Villanueva

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Denise Milbauer

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Liliana Gomez

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Eleuterio Reyes

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

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Respectfully,

Jose Hernandez

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

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Respectfully,

Daniel Morales

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

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Respectfully,

Gilberto Herrera

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

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Respectfully,

Adriana de Escamilla

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

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Respectfully,

Gerald Piaskowski

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

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Respectfully,

Loretta Rodriguez

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

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Respectfully,

Armando Castro

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

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Respectfully,

Antolino De Leon

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

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Respectfully,

Ignacio Fletes-García

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

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San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Revised Draft Port Master Plan Update South Cays Subdistrict

Dear Chairwoman Ann Moore,

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I urge you to support local workers through your support for the Inn at the Cays and keep the current land use designation of visitor-serving commercial recreation zoning for the northeast portion of Grand Caribe Isle.

Respectfully,

josue Silvestre

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
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Respectfully,

Emilia Jara

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
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Respectfully,

Cynthia Belisle

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
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Respectfully,

Carlos Placencia

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

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Respectfully,

Jose Nevarez

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

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Respectfully,

Carlos Barajas

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/16/2020

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Respectfully,

Francisco Curiel

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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Respectfully,

Michael Angulo

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Eric Zoquiapa

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Claudia Hernandez

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Tierra Gonzalez

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Alvaro Haro

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

González Daniel

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Gilberto Moncada

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Yolanda Trujillo

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Anatolio Salazar

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Imelda Uribe

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

James Fitzpatrick

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Maribel Perez

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

Chairwoman Ann Moore
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Respectfully,

Patricia Hernandez

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Cynthia Lopez

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Gloria Rodriguez

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Alberto Lopez

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Brigette Browning

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Revised Draft Port Master Plan Update South Cays Subdistrict

Dear Chairwoman Ann Moore,

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I urge you to support local workers through your support for the Inn at the Cays and keep the current land use designation of visitor-serving commercial recreation zoning for the northeast portion of Grand Caribe Isle.

Respectfully,

Lidya Duron

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Carlos Ruelas

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Nancy Zepeda

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Juan Rivera

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Adrian Teran

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Joel Martinez

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Mario Cerna

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Raul Colon

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Theresa Sturkie

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Jorge Arellano

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Maria Chavez

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Doumbia Abu

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Julian Posadas

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Mirna Soto

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

ANA BAEZ

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Verónica Avila

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Armando Lavenant

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Guillermina Sandoval

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Cherese Hadnot

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Marisol solano

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Gabriela Agundez

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Maria Montes

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Miguel Aguilar

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Pablo Maldonado

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Revised Draft Port Master Plan Update South Cays Subdistrict

Dear Chairwoman Ann Moore,

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Respectfully,

Ben Mantle

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Cirenia Castaneda

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Levi Pine

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Aisha Daniel

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Gail Hennessey

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Wes Palmer

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Sara Birhane

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Norma Medina

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Reynoldo Alcaraz

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Quintin Hernandez

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Laura Medina

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Luz Martinez

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Mark Lolli

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Jose Campos

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Leticia Rodriguez

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Maria Jaramillo

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Patricia Quintana

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Charlie Mitchel

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Maria Aguirre

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Aaron Garcia

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Nenita Ditto

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

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Respectfully,

Fortoso Delia

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Rosalinda Loya

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

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Respectfully,

Linda Santos

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Revised Draft Port Master Plan Update South Cays Subdistrict

Dear Chairwoman Ann Moore,

As a member of UNITE HERE Local 30, I am sending this letter in support of the Inn at the Cays and request that the current land use designation for the Grand Caribe Isle in the Coronado Cays remains as visitor-serving commercial recreation.

As the hotel and hospitality workers' union in San Diego with more than 6,000 hotel, restaurant, casino, airport concessions, sport venues and food service workers throughout San Diego County, UNITE HERE Local 30 supports the Inn at the Cays project. In San Diego County, working families need more projects that create quality jobs.

The Inn at the Cays will create well-paying jobs for operations of the new facilities. These jobs will include local hire, prevailing wages, and benefits for workers and their families. Jobs like these will also benefit the local economy, Coronado Cays and Port communities.

I urge you to support local workers through your support for the Inn at the Cays and keep the current land use designation of visitor-serving commercial recreation zoning for the northeast portion of Grand Caribe Isle.

Respectfully,

Pete Brown

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Revised Draft Port Master Plan Update South Cays Subdistrict

Dear Chairwoman Ann Moore,

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I urge you to support local workers through your support for the Inn at the Cays and keep the current land use designation of visitor-serving commercial recreation zoning for the northeast portion of Grand Caribe Isle.

Respectfully,

Paulette Ruffin

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/17/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Revised Draft Port Master Plan Update South Cays Subdistrict

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I urge you to support local workers through your support for the Inn at the Cays and keep the current land use designation of visitor-serving commercial recreation zoning for the northeast portion of Grand Caribe Isle.

Respectfully,

Lianna Schechter

Cc: Commissioner Michael Zucchet

Commissioner Dan Malcolm

Commissioner Gary Bonelli

Commissioner Rafael Castellanos

Commissioner Marshal Merrifield

Commissioner Robert Valderama

11/15/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Dear Chairwoman Ann Moore,

As a member and an affiliate of the San Diego County Building and Construction Trades Council, I urge you to support the Inn at the Cays and keep the current land use designation for the northeastern portion of the Grand Caribe Isle in Coronado.

As a member of the San Diego County Building and Construction Trades Council that represents 22 unions and more than 35,000 construction workers, I stand for high paying jobs that support San Diego's economy. Projects like the Inn at the Cays are valuable for local San Diego County families by creating important jobs. The Inn at the Cays project and retaining the visitor-serving commercial recreational zoning designation for the project site will support our local workers and economy.

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

Hector Meza-Valenzuela
Electrician

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/15/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

Tobe Herz

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/17/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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Respectfully,

Greg Tucker

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Dear Chairwoman Ann Moore,

As a member of AFGE and an affiliate of the San Diego County Building and Construction Trades Council, I urge you to support the Inn at the Cays and keep the current land use designation for the northeastern portion of the Grand Caribe Isle in Coronado.

As a member of the San Diego County Building and Construction Trades Council that represents 22 unions and more than 35,000 construction workers, I stand for high paying jobs that support San Diego's economy. Projects like the Inn at the Cays are valuable for local San Diego County families by creating important jobs. The Inn at the Cays project and retaining the visitor-serving commercial recreational zoning designation for the project site will support our local workers and economy.

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

George McCubbin
Member
AFGE

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Dear Chairwoman Ann Moore,

As a member of Bricklayers & Allied Craftworkers Local 4 and an affiliate of the San Diego County Building and Construction Trades Council, I urge you to support the Inn at the Cays and keep the current land use designation for the northeastern portion of the Grand Caribe Isle in Coronado.

As a member of the San Diego County Building and Construction Trades Council that represents 22 unions and more than 35,000 construction workers, I stand for high paying jobs that support San Diego's economy. Projects like the Inn at the Cays are valuable for local San Diego County families by creating important jobs. The Inn at the Cays project and retaining the visitor-serving commercial recreational zoning designation for the project site will support our local workers and economy.

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

Chad Boggio
Secretary Treasurer
Bricklayers & Allied Craftworkers Local 4

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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Respectfully,

TERESA RUIZ
Secretary
Bricklayers & Allied Craftworkers Local 4

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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Respectfully,

Lupe Aldaco
President
Bricklayers & Allied Craftworkers Local 4

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Dear Chairwoman Ann Moore,

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Respectfully,

Christopher Brisson
Field Representative
Bricklayers & Allied Craftworkers Local 4

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/15/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Dear Chairwoman Ann Moore,

As a resident of our San Diego region, and as a friend of the San Diego County Building and Construction Trades Council, I urge you to support the Inn at the Cays and keep the current land use designation for the northeastern portion of the Grand Caribe Isle in Coronado.

As a member of the San Diego County Building and Construction Trades Council that represents 22 unions and more than 35,000 construction workers, I stand for high paying jobs that support San Diego's economy. Projects like the Inn at the Cays are valuable for local San Diego County families by creating important jobs. The Inn at the Cays project and retaining the visitor-serving commercial recreational zoning designation for the project site will support our local workers and economy.

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

George Gastil
City Councilmember-Elect
City of Lemon Grove

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/17/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Dear Chairwoman Ann Moore,

As a Friend of IBEW Local 569, I urge you to support the Inn at the Cays and keep the current land use designation for the northeastern portion of the Grand Caribe Isle in Coronado.

As a member of the San Diego County Building and Construction Trades Council that represents 22 unions and more than 35,000 construction workers, I stand for high paying jobs that support San Diego's economy. Projects like the Inn at the Cays are valuable for local San Diego County families by creating important jobs. The Inn at the Cays project and retaining the visitor-serving commercial recreational zoning designation for the project site will support our local workers and economy.

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

James Daley
Friend of 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Dear Chairwoman Ann Moore,

As a member of I.A.T.S.E. Local 122, and an affiliate of the San Diego County Building and Construction Trades Council, I urge you to support the Inn at the Cays and keep the current land use designation for the northeastern portion of the Grand Caribe Isle in Coronado.

As a member of the San Diego County Building and Construction Trades Council that represents 22 unions and more than 35,000 construction workers, I stand for high paying jobs that support San Diego's economy. Projects like the Inn at the Cays are valuable for local San Diego County families by creating important jobs. The Inn at the Cays project and retaining the visitor-serving commercial recreational zoning designation for the project site will support our local workers and economy.

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

Mark Ramos
Stagehand
I.A.T.S.E. Local 122,

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/15/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Dear Chairwoman Ann Moore,

As a member of IBEW Local 569 and an affiliate of the San Diego County Building and Construction Trades Council, I urge you to support the Inn at the Cays and keep the current land use designation for the northeastern portion of the Grand Caribe Isle in Coronado.

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

Barry Ohm
Inside Wireman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/15/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

James Waldon
Retired
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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Respectfully,

Brittany Wineteer
Inside Wireman Apprentice
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

Kyle Palmer
Journeyman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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Respectfully,

Michael Taylor
Electrical Foreman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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Respectfully,

Mauricio Ortiz
Journeyman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

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San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

Anthony Lopez
Electrician
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/17/2020

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San Diego Unified Port District
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As a member of the San Diego County Building and Construction Trades Council that represents 22 unions and more than 35,000 construction workers, I stand for high paying jobs that support San Diego's economy. Projects like the Inn at the Cays are valuable for local San Diego County families by creating important jobs. The Inn at the Cays project and retaining the visitor-serving commercial recreational zoning designation for the project site will support our local workers and economy.

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

Drew Fairbanks
Journeyman Wireman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/15/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Dear Chairwoman Ann Moore,

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Respectfully,

Virgil Saunders
Jw
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/17/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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Respectfully,

Valentin Sanchez
Inside Wireman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/15/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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Respectfully,

Cinna Brown
Electrician
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/13/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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Respectfully,

Gretchen Newsom
Political Director
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/14/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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Respectfully,

Jennifer Wilson
Electrician/Business Agent
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/15/2020

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San Diego Unified Port District
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San Diego, CA 92101

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Respectfully,

David Morton
Gf
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/15/2020

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Respectfully,

Eddie Ureta
Jw Electrician
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/15/2020

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Respectfully,

William Stedham
Business Agent
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/15/2020

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Respectfully,

Joel Basore
Electrician / Recording Secretary
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/15/2020

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Respectfully,

Sergio Ruelas
Electrician
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/15/2020

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Respectfully,

Chad Barclay
Journeyman Wireman/Vice President
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/15/2020

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Respectfully,

Jeremy Abrams
Business Manager
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/15/2020

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San Diego, CA 92101

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Respectfully,

Joshua Walters
Electrician
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/15/2020

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Respectfully,

Joseph Page
Asst. Business Manager
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/15/2020

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San Diego Unified Port District
3165 Pacific Highway
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Respectfully,

Lynn Minor
Compliance Officer
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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Respectfully,

Genaro Davila
Electrician
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

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San Diego Unified Port District
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San Diego, CA 92101

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Respectfully,

Micah Mitrosky
Environmental Organizer
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

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San Diego Unified Port District
3165 Pacific Highway
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Respectfully,

Hector Murrieta
Organizer
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

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Respectfully,

Francisco Murrieta
Journeyman Inside Wireman
IBEW Local 569

Cc: Commissioner Michael Zucchet
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Respectfully,

Nephi Hancock
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

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San Diego, CA 92101

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As a member of IBEW Local 569 and an affiliate of the San Diego County Building and Construction Trades Council, I urge you to support the Inn at the Cays and keep the current land use designation for the northeast portion of the Grand Caribe Isle in Coronado.

As a member of the San Diego County Building and Construction Trades Council that represents 22 unions and more than 35,000 construction workers, I stand for high paying jobs that support San Diego's economy. Projects like the Inn at the Cays are valuable for local San Diego County families by creating important jobs. The Inn at the Cays project and retaining the visitor-serving commercial recreational zoning designation for the project site will support our local workers and economy.

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

Nathan Brown
Cw
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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Respectfully,

Jon Shields
Inside Wireman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

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Respectfully,

Joseph Estrada
Journeyman Wireman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

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Respectfully,

Robert Koser
Electrician, Memeber
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

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Respectfully,

Jose Durazo
Electrical Apprentice
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

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Respectfully,

Roberto Parra
Apprentice Electrician
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
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Commissioner Marshal Merrifield
Commissioner Robert Valderama

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Respectfully,

Charles Psillos
Electrician
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

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Respectfully,

Fernando Romero-Garcia
Inside Wireman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
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Commissioner Marshal Merrifield
Commissioner Robert Valderama

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Respectfully,

Tammy Spinks
Electrican
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
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Commissioner Robert Valderama

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Respectfully,

Jose Cuevas
Journey Man Electrician
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
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Respectfully,

Sara Simpson
Journeyman Inside Wireman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
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Respectfully,

William Cox
Electrician
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
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Respectfully,

Arturo Dominguez
Journeyman Electrician
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
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IBEW Local 569

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Respectfully,

Ryan Cruz
Insidewireman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/17/2020

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Respectfully,

Erin Brady
Apprentice Electrician
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

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Respectfully,

Darko Rankovich
Apprentice
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
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Commissioner Robert Valderama

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Respectfully,

Victor Fernandez
Inside Wiremen
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
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Respectfully,

Cameron Porter
Electrician
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
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Respectfully,

Travis Kohmescher
Inside Wireman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
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Respectfully,

Michael Dizon
Inside Wireman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
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San Diego, CA 92101

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As a member of IBEW Local 569 and an affiliate of the San Diego County Building and Construction Trades Council, I urge you to support the Inn at the Cays and keep the current land use designation for the northeast portion of the Grand Caribe Isle in Coronado.

As a member of the San Diego County Building and Construction Trades Council that represents 22 unions and more than 35,000 construction workers, I stand for high paying jobs that support San Diego's economy. Projects like the Inn at the Cays are valuable for local San Diego County families by creating important jobs. The Inn at the Cays project and retaining the visitor-serving commercial recreational zoning designation for the project site will support our local workers and economy.

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

David Arguilez
Inside Wireman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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Respectfully,

Michael Kenney
Foreman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/15/2020

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Respectfully,

Nicholas Guth
Journeyman Wireman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

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Respectfully,

Oliver Roman
Sound Technician/Low Voltage
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

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Respectfully,

Clayton Algood
Apprentice Inside Wireman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

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Respectfully,

Samuel Miller
Journeyman Wireman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

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Respectfully,

Mark Cinotto
Executive Board
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

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Respectfully,

Raymond Coda
JW
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

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Respectfully,

Thomas Flowers
Journeyman Electrician
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

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Respectfully,

Christopher Hernandez
Electrician
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
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Respectfully,

Miguel Fimbres
Journeyman Wireman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
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Respectfully,

Dave Cullinan
Journeyman Wireman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
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Commissioner Robert Valderama

11/17/2020

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Respectfully,

Dennis Browne
General Foreman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

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Respectfully,

Armando Ramos
Inside Wireman Journeyman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

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Respectfully,

David Arnel
Unemployed Inside Wireman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
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Respectfully,

Jamie Roberts
Compliance Officer
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

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Respectfully,

Derek Antonizio
Journeyman Electrician
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
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Respectfully,

Paul Peluso
Journeyman
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
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Respectfully,

Elizabeth Niemann
Journeyman Sound Technician
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
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Respectfully,

Johnny Thol
Apprentice
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
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3165 Pacific Highway
San Diego, CA 92101

Dear Chairwoman Ann Moore,

As a member of IBEW Local 569 and an affiliate of the San Diego County Building and Construction Trades Council, I urge you to support the Inn at the Cays and keep the current land use designation for the northeast portion of the Grand Caribe Isle in Coronado.

As a member of the San Diego County Building and Construction Trades Council that represents 22 unions and more than 35,000 construction workers, I stand for high paying jobs that support San Diego's economy. Projects like the Inn at the Cays are valuable for local San Diego County families by creating important jobs. The Inn at the Cays project and retaining the visitor-serving commercial recreational zoning designation for the project site will support our local workers and economy.

The Inn at the Cays is exceptional in this regard as the developers have committed to providing high quality jobs, both during construction and afterwards, for operations of the new facilities. Jobs that include local hire, prevailing wages, and good benefits for workers are a benefit, not just to the workers and their families themselves, but to the local economy, which compound the benefits to the Coronado Cays and surrounding Port communities.

We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

Duncan Abrams
Electrician
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/17/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Dear Chairwoman Ann Moore,

As a member of Iron Workers Local 229 and an affiliate of the San Diego County Building and Construction Trades Council, I urge you to support the Inn at the Cays and keep the current land use designation for the northeast portion of the Grand Caribe Isle in Coronado.

As a member of the San Diego County Building and Construction Trades Council that represents 22 unions and more than 35,000 construction workers, I stand for high paying jobs that support San Diego's economy. Projects like the Inn at the Cays are valuable for local San Diego County families by creating important jobs. The Inn at the Cays project and retaining the visitor-serving commercial recreational zoning designation for the project site will support our local workers and economy.

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

Daniel Wisma
Organizer
Iron Workers Local 229

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Dear Chairwoman Ann Moore,

As a member of Bricklayers & Allied Craftworkers Local 4 and an affiliate of the San Diego County Building and Construction Trades Council, I urge you to support the Inn at the Cays and keep the current land use designation for the northeast portion of the Grand Caribe Isle in Coronado.

As a member of the San Diego County Building and Construction Trades Council that represents 22 unions and more than 35,000 construction workers, I stand for high paying jobs that support San Diego's economy. Projects like the Inn at the Cays are valuable for local San Diego County families by creating important jobs. The Inn at the Cays project and retaining the visitor-serving commercial recreational zoning designation for the project site will support our local workers and economy.

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

Heide Rodriguez
Secretary
Bricklayers & Allied Craftworkers Local 4

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/15/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Dear Chairwoman Ann Moore,

As a member of IBEW Local 569 and an affiliate of the San Diego County Building and Construction Trades Council, I urge you to support the Inn at the Cays and keep the current land use designation for the northeast portion of the Grand Caribe Isle in Coronado.

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

Jason Berkshire
Electrician
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

Joshua Lopez
Apprentice
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/17/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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Respectfully,

Christian Carlson
Electrician
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/17/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

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Respectfully,

Steven Tucker
Electrician
IBEW Local 569

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/15/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Dear Chairwoman Ann Moore,

As a member of Mothers Out Front and an affiliate of the San Diego County Building and Construction Trades Council, I urge you to support the Inn at the Cays and keep the current land use designation for the northeast portion of the Grand Caribe Isle in Coronado.

As a member of the San Diego County Building and Construction Trades Council that represents 22 unions and more than 35,000 construction workers, I stand for high paying jobs that support San Diego's economy. Projects like the Inn at the Cays are valuable for local San Diego County families by creating important jobs. The Inn at the Cays project and retaining the visitor-serving commercial recreational zoning designation for the project site will support our local workers and economy.

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

Sandy Naranjo
California Organizing Manager
Mothers Out Front

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/17/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Dear Chairwoman Ann Moore,

As a member of Painters & Allied Trades DC 36 and an affiliate of the San Diego County Building and Construction Trades Council, I urge you to support the Inn at the Cays and keep the current land use designation for the northeast portion of the Grand Caribe Isle in Coronado.

As a member of the San Diego County Building and Construction Trades Council that represents 22 unions and more than 35,000 construction workers, I stand for high paying jobs that support San Diego's economy. Projects like the Inn at the Cays are valuable for local San Diego County families by creating important jobs. The Inn at the Cays project and retaining the visitor-serving commercial recreational zoning designation for the project site will support our local workers and economy.

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

Tony De Trinidad
Business Rep
Painters & Allied Trades DC 36

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Dear Chairwoman Ann Moore,

As a member of Painters & Allied Trades Union and an affiliate of the San Diego County Building and Construction Trades Council, I urge you to support the Inn at the Cays and keep the current land use designation for the northeast portion of the Grand Caribe Isle in Coronado.

As a member of the San Diego County Building and Construction Trades Council that represents 22 unions and more than 35,000 construction workers, I stand for high paying jobs that support San Diego's economy. Projects like the Inn at the Cays are valuable for local San Diego County families by creating important jobs. The Inn at the Cays project and retaining the visitor-serving commercial recreational zoning designation for the project site will support our local workers and economy.

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Respectfully,

Matt Kriz
Business Representative
Painters & Allied Trades Union

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/17/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Dear Chairwoman Ann Moore,

As a member of Procal and an affiliate of the San Diego County Building and Construction Trades Council, I urge you to support the Inn at the Cays and keep the current land use designation for the northeast portion of the Grand Caribe Isle in Coronado.

As a member of the San Diego County Building and Construction Trades Council that represents 22 unions and more than 35,000 construction workers, I stand for high paying jobs that support San Diego's economy. Projects like the Inn at the Cays are valuable for local San Diego County families by creating important jobs. The Inn at the Cays project and retaining the visitor-serving commercial recreational zoning designation for the project site will support our local workers and economy.

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

APRIL HATTON
Electrician
Procal

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Dear Chairwoman Ann Moore,

As a member of Roofers, Waterproofers Local #45 and an affiliate of the San Diego County Building and Construction Trades Council, I urge you to support the Inn at the Cays and keep the current land use designation for the northeast portion of the Grand Caribe Isle in Coronado.

As a member of the San Diego County Building and Construction Trades Council that represents 22 unions and more than 35,000 construction workers, I stand for high paying jobs that support San Diego's economy. Projects like the Inn at the Cays are valuable for local San Diego County families by creating important jobs. The Inn at the Cays project and retaining the visitor-serving commercial recreational zoning designation for the project site will support our local workers and economy.

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

Paul Colmenero
Bus Mgr / Fin Sec Treasurer
Roofers, Waterproofers Local #45

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Dear Chairwoman Ann Moore,

As a member of Roofing and Waterproofing Local #45 and an affiliate of the San Diego County Building and Construction Trades Council, I urge you to support the Inn at the Cays and keep the current land use designation for the northeast portion of the Grand Caribe Isle in Coronado.

As a member of the San Diego County Building and Construction Trades Council that represents 22 unions and more than 35,000 construction workers, I stand for high paying jobs that support San Diego's economy. Projects like the Inn at the Cays are valuable for local San Diego County families by creating important jobs. The Inn at the Cays project and retaining the visitor-serving commercial recreational zoning designation for the project site will support our local workers and economy.

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

Edwin Guzman
Union Member
Roofing and Waterproofing Local #45

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/15/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Dear Chairwoman Ann Moore,

As a member of Smart local 206 and an affiliate of the San Diego County Building and Construction Trades Council, I urge you to support the Inn at the Cays and keep the current land use designation for the northeast portion of the Grand Caribe Isle in Coronado.

As a member of the San Diego County Building and Construction Trades Council that represents 22 unions and more than 35,000 construction workers, I stand for high paying jobs that support San Diego's economy. Projects like the Inn at the Cays are valuable for local San Diego County families by creating important jobs. The Inn at the Cays project and retaining the visitor-serving commercial recreational zoning designation for the project site will support our local workers and economy.

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

Dustin Bucheit
Journeyman
Smart local 206

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

11/16/2020

Chairwoman Ann Moore
San Diego Unified Port District
3165 Pacific Highway
San Diego, CA 92101

Dear Chairwoman Ann Moore,

As a member of UA #230 Plumbers & Pipefitters and an affiliate of the San Diego County Building and Construction Trades Council, I urge you to support the Inn at the Cays and keep the current land use designation for the northeastern portion of the Grand Caribe Isle in Coronado.

As a member of the San Diego County Building and Construction Trades Council that represents 22 unions and more than 35,000 construction workers, I stand for high paying jobs that support San Diego's economy. Projects like the Inn at the Cays are valuable for local San Diego County families by creating important jobs. The Inn at the Cays project and retaining the visitor-serving commercial recreational zoning designation for the project site will support our local workers and economy.

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We urge you to support local workers and support the Inn at the Cays by retaining the visitor-serving commercial recreation zoning designation for the northeast portion of Grand Caribe Isle.

Respectfully,

Bernadette Butkiewicz
Organizer
UA #230 Plumbers & Pipefitters

Cc: Commissioner Michael Zucchet
Commissioner Dan Malcolm
Commissioner Gary Bonelli
Commissioner Rafael Castellanos
Commissioner Marshal Merrifield
Commissioner Robert Valderama

Port Master Plan Update
Revised Draft PMPU Comments

Comments received during the four-week public review period:

October 20, 2020 – November 17, 2020

Comments from Individuals and Resident Groups
PD 10 – CORONADO BAYFRONT

DocuSign Envelope ID: 47E8CCF5-A5DD-428A-9312-1411EFAC3ECA

Coronado Point Condominium Owners Association

c/o RG Investment Real Estate Services Inc.
8888 Clairemont Mesa Boulevard, Suite M, San Diego, CA 92123

Port of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 92101
Sent by e-mail to pmpu@portofsandiego.org

RE: Comments on the Revised Port Master Plan Update for the North Coronado Sub district

Dear Commissioners and Port Planning Department,

I represent the Coronado Point Condominiums Homeowners Association. Coronado Point is an 80 unit condominium complex at 1101 1st Street, Coronado which is immediately to the West of the Ferry Landing Marketplace. I am writing on behalf of Coronado Point Homeowners who are the closest neighbors to this Port property and have a keen interest in the Port's plans for this site. Our homeowners participated extensively in commenting on the Port's original draft of the PMPU.

We appreciate that the Port has made some important changes in the revised draft plan which were urged by our homeowners in their comments on the original draft master plan. They include no net new hotel rooms, no new commercial development and respect for the City of Coronado's 40' building height limit in the North Coronado Sub district. However, we continue to have several concerns and ask that the Port make additional changes in the PMPU as discussed below.

Preserve The Ferry Landing Marketplace

We are concerned about the fate of The Ferry Landing Marketplace ("FLM"). We would like to see it preserved in the same size and character as is possible. FLM is a cherished landmark with unique and charming architecture which is appreciated by our homeowners, by others in the neighborhood and by the many people who visit Coronado. FLM has a distinctive red peaked roofs, twinkly lights, meandering pathways, angles which preserve sight lines to the Bay and grassy parklike sections. The peaked red roofs provide a visual reference to the Hotel Del Coronado at the other end of town and are in sync with the red roofs and Victorian architectural details the City has approved on other buildings in the 1st Street neighborhood, including Coronado Point. This has created a unifying visual theme in the neighborhood. Replacing FLM by a development with a different character would destroy this visual cohesiveness.

Sadly, the Port's tenant has allowed FLM to deteriorate, failed to make needed repairs and permitted unsightly alterations to the original design in order to satisfy the

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objectives of various sub-tenants. The West side of the complex has been particularly defaced by an alteration. We would like to see the FLM restored to its original design, maintained and preserved. It once had a vibrant mix of tenants, with popular restaurants at different price points, and interesting retail. It could be so again if it were restored to its original appealing design.

We understand that the revised PMPU would permit modification or replacement of the complex to the same or lesser size and in the same general footprint. While that standard would permit restoration to the original design it neither requires nor prioritizes it.

Moreover, from conversations with Port Staff it appears that the Port and its tenant favor and intend a total replacement of the FLM complex because they believe it would maximize revenue from the site. While the standards in the revised PMPU limit the size of any replacement and require that any development be "context sensitive" there is a great deal of leeway and uncertainty in how those standards could be interpreted. Port staff seems to interpret "same size" as meaning the same gross square footage. This means if some parts of the complex were smaller or lower, other parts could be larger or taller. The only height limit is 40' which would be too high and out of character in this part of the site. The "context sensitive" standard is intended to be helpful but could be interpreted many ways.

Two years ago architectural renderings of a possible replacement for FLM (and the entire site) produced by an architect for the current tenant were published in our local newspaper. These plans, which showed a contemporary design alternative for a FLM replacement, caused great concern at Coronado Point and in this neighborhood. Under the loose standards in the revised PMPU, it seems possible that something similar could be approved. Such a development would completely change the character of our neighborhood from the way its development has been guided over about 40 years and be a jarring departure from its design cohesiveness.

We urge the Port to require the restoration, maintenance and preservation of the original FLM. If restoration and preservation becomes impossible, we would like to see design standards which require the same style and similar design details as the present complex.

Visitor Serving Uses

The proposed plan amendments emphasize visitor serving uses. (See Sections 5.10.2 (A), 5.10.2 (C) and 5.10.2(C)-III.) However, this proposed redevelopment is in the middle of a mostly residential area in a primarily residential city. The plan should be revised to also emphasize **resident serving uses**. If commercial uses were also aimed at residents it would give stores and restaurants a more continuous stream of business throughout the week rather than concentrated primarily on weekend visitors.

Consolidated Parking Facility

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The revised PMPU (Section5.10.2 (C)-1.c.) requires (it is not optional) a "single parking facility that consolidates public parking with parking that serves the commercial uses". The term facility is defined as "buildings, structure, pieces of equipment or services that collectively provide singular purpose". This language would seem to require a parking structure that would combine all the parking which is now spread over 3 separate parking areas. This suggests a large, massive structure limited only by the overall height limit of 40'. This structure would either be on 1st Street or visible from 1st Street. Such a structure would be an eyesore in this primarily residential area.

Moreover, there would likely be parking fees such as in other Port projects which would tend to cause parking to move to adjacent streets. Parking fees could be an impediment to low income visitors who would like to visit the Bayfront. We do not see the need for a parking structure as there is more than adequate parking now and we oppose any parking structure on 1st Street.

In addition, we note that such a consolidated parking structure is not required for a Local Gateway Mobility Hub which is the designation the PMPU gives to the Ferry Landing site. The Table on page 156 indicates that, under such designation, consolidated parking is optional, not required.

Vision Statement

The Vision Statement in Sections 5.10.2 A makes reference to "modifications to commercial amenities" and "planned improvements and development envisioned for this area". We seek clarity about the meaning of these references because, as stated above, we seek modifications which would restore the existing commercial amenities and we believe that no new commercial development is intended. We would appreciate a clarification of this vision statement.

Thank you for the opportunity to comment of the Port's Master Plan.

DocuSigned by:
0918B812A581441...

Phillip Marsden
Secretary,
Coronado Point Condominiums Homeowners Association

CORONADO VILLAGE
HOMEOWNERS ASSOCIATION
1447 1st Street
Coronado, CA 92118

November 16, 2020

Via Email

Commissioners of the Unified Port of San Diego
3165 Pacific Highway
San Diego, CA 92101

Re: Comments to Proposed Draft Master Plan – Unified Port of San Diego – North Coronado Subdistrict (the "Ferry Landing")

Dear Port Commissioners:

Please accept these comments to the most recent draft of the Proposed Master Plan of the Unified Port of San Diego (the "PMPU") for the Ferry Landing. While the residents of Coronado, and particularly those living in the Ferry Landing neighborhood, appreciate that the Port incorporated some of the concerns expressed last year regarding development of the Ferry Landing, the latest draft PMPU insufficiently addresses many fundamental concerns, is not drafted within the environmental justice framework that the Coastal Commission has directed, and provides inadequate public access and recreational opportunities at the Bayshore.

We ask the Port to revise the PMPU to address these concerns by (a) setting aside the entirety of the Eastern portion of the Ferry Landing as recreational open space while maintaining the current free and abundant parking; (b) removing the ability of the Port or any leaseholder to erect a parking structure on the site; and (c) requiring any remediation of existing structures to be accomplished to reflect the warm character and low-impact nature of the existing build, while maintaining site lines and views of the Bayshore.

Summary of Comments

The PMPU for the Ferry Landing as currently contemplated:

- Does not provide sufficient open recreational spaces adjacent to easy and free parking to promote every facet of our community's access to Bayshore activities.
- Posits development inconsistent with the residential character of the neighborhood as well as the preservation of existing vistas and views by permitting excessive height limitations; and

- Does not contain sufficient restrictions that require the Port or any leaseholder to engage in limited remediation to the property that is consistent with the historical significance of the neighborhood, i.e., the unifying principle that connects the Ferry Landing on the Bay to the Hotel Del Coronado.

The Draft PMPU is Inconsistent with the California Coastal Commission's Strategic Plan

The PMPU does not comport with several fundamental goals outlined in the California Coastal Commission (the "CCC")'s five-year strategic plan adopted on November 6, 2020.

1. It Fails to Fulfill Goal 2: Maximize Public Access and Recreation for All

Goal 2 of the CCC strategic plan prohibits any private coastal uses that inhibit public access. The CCC outlined the objectives to achieve these goals in the plan including Objective 2.1, which ensures that all public access ways are open and available, Objective 2.2, which affirmatively protects existing public access and recreational opportunities, Objective 2.3, which mandates the reduction of barriers to public access and Objective 2.4, which encourages lower-cost visitor-serving opportunities and facilities.

As currently drafted, the PMPU does not set aside sufficient recreational space and access at the Ferry Landing. Indeed, the PMPU should designate the Eastern portion of the Ferry Landing site (the current dirt lot) as "Recreation Open Space" and should provide for the establishment of a permanent picnic area, which would serve visitors, and the public generally, and, because it adjoins a sandy beach, it provides ready and quick access to the Bayshore. In addition, the "dirt lot" is adjacent to free and accessible parking – abundant and free parking is key to recreational activities as it supports the offloading of boats and other watercraft. Instead, the current draft is silent as this use, other than suggesting that a parking structure may be erected somewhere on the site and that the existing "footprint" of buildings must be maintained. The PMPU should be amended to designate this area *solely* for public recreational use (with the exception of widening the promenade to accommodate and promote the use of the promenade for pedestrians and bikers).

2. It Fails to Fulfill Goal 5: Advance Diversity, Equity, and Environmental Justice

Goal 5 of the CCC strategic plan requires the consideration of environmental justice when making permitting or land-use decisions for coastal property. Environmental justice is defined as "the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." In fact, the CCC plays a key role in making California's coast accessible for all Californians, regardless of their ethnicity, gender, socio-economic status or place of residence. Part of this goal is to create a framework for identifying and analyzing project impacts on underserved and disadvantaged communities, which the CCC will take into account when

evaluating any coastal planning. Inherent in this goal is the rejection of policies that would limit *entirely free* and *readily accessible* use of the Bayfront. This is particularly relevant to the Ferry Landing where free and abundant parking adjoins the Bayshore promenade.

However, the draft PMPU is inconsistent with these principles because it anticipates the commercialization of this property (and a paid parking structure) without setting aside sufficient open space and designating such space as "Recreation Open Space" for the public's use and enjoyment. Individuals from underserved communities cannot afford to patronize high-priced restaurants adjoining the Bayshore. A picnic area where the public could bring their own food to enjoy the scenic Bayshore views, vistas and ready access to the sandy beach is the only use of this area that is consistent with the goal of providing equitable access to these precious and scarce resources. Similarly, any proposed use of any part of the Ferry Landing to be set aside as "performance space" or a "cultural arts center" should be rejected as such use would be a barrier to the underserved communities who wish access to and enjoyment of the Bayshore and would limit access to those individuals who "patronize" the arts for purposes of attending a "performance space" that limits access to only a few members of the community.

The PMPU's contemplation of a parking structure would inhibit the purely recreational use of this area. While unstated, a large parking structure obviously requires that a parking fee be paid for its use. The Ferry Landing currently provides ample and free parking. A parking structure would also inhibit the ability of the public to park and remove their boats, kayaks, paddleboards, fishing gear, umbrellas and other water-serving recreational uses. To eliminate this parking area is to necessary inhibit the use of the area for recreational purposes.

Finally, if this pandemic has taught us nothing else, it has taught us that access to open and fresh air for families to enjoy should be the priority, not the erection of enclosed restaurants most families cannot afford.

<u>The PMPU Threatens the Environment</u>

The Port has failed to attend to the remediation of the flooding that occurred at the Ferry Landing and has allowed the erosion of the beachfront and adjoining boardwalk to remain unrepaired – *two years after the initial damage from the December 2018 flood*. Any further development along the waterfront will invariably lead to significant additional erosion and damage. The constant flow of garbage along the persistent flooding "flow zone" from 1st Street into the Bay will only worsen with any further development. Any additional development not only threatens the mammals, fish, waterfowl and other organisms that support our eco-system and environment, but also directly jeopardizes the human residents and homes in the immediately adjacent neighborhood. The rapidly aging infrastructure also places incalculable burdens on the sewer and electrical infrastructure which will not support the predicted 14% population increase in the next 20 years10 – this population increase comes with no further buildable land – in other words, our population will continue to grow and become more dense, but there will be no place for people to live.

The PMPU as Revised Remains Inconsistent with the Historical Character of the Neighborhood

Finally, the draft PMPU fails to recognize that Coronado is primarily a residential neighborhood entirely unsuitable for additional commercial development, over-development or development inconsistent with current building heights and restrictions. In the introduction to the City of Coronado's General Land Use Plan (the "City Plan"), which was adopted in 1986 and last revised in 2003, it is noted: It is the fundamental goal of the Coronado City Council and the function of the City's "General Plan Policy Document" to preserve and improve Coronado primarily as a beautiful, pleasant residential community in which to live, work, shop and pursue leisure-time activities. The Port's plans also violate the City of Coronado's Sustainability policy, which requires as a guiding public mission that all development within the City minimize the ecological footprint through conserving energy, providing efficient and sustainable transportation options, conserving water, and maintaining a healthy and extensive urban forest.

While the citizens on whose behalf this letter is written firmly object to any new Ferry Landing development, we support and encourage better maintenance and remodeling and modernization of the area. Site lines and building heights must be maintained to the existing footprint – including the existing height lines. The character – the red roofs and angles – must be respected as it ties the Ferry Landing neighborhood to the historic Hotel Del. Charm and beauty are the priority – not sharp angles, brightly colored steel and modernized "urbanism" as depicted in the draft drawings the existing leaseholder has widely distributed. A refreshed remodel of the Site should include a change in leasehold management to one that is committed to maintain both these minimal standards and the charm – and to achieve "understated elegance" while at the same time maintaining rigorous standards of cleanliness. We also encourage the continued maintenance of modest-cost dining alternatives, such as the existing KFC and Burger King franchises and other local affordable establishments (Spiros, Village Pizza), which give residents, tourists and existing employees and military personnel and their families *affordable* dining options. The existing, abundant and *free* parking must be maintained.

Thank you for considering modifying the PMPU to ensure that Bay access is not only preserved but encouraged for all Californians and our precious Bay is preserved as we move into this next century.

Very truly yours,

Jennifer B. Rubin
President
Coronado Village Homeowners Association

cc: Lesley Nishira
Melody Lasiter, California Coastal Commission
Mayor Richard Bailey

Port Master Plan Update

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Email address *

ccroll@san.rr.com

What is your first name? *

Larry

What is your last name? *

croll

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92118

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I support the modified draft for Coronado

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Email address *

mherron@herronlawapc.com

What is your first name? *

Matthew

What is your last name? *

Herron

What is the name of your organization/company/community group? (if applicable)

herronlaw, apc

What is your ZIP code? *

92101

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

The PMPU omits discussion about the Coronado Yacht Club and its short term lease. The property should be public. The earlier draft at least mentioned this subject but was mistaken in the statement there was a long term lease. I commented in my email about the past draft as follows:

This is to point out a material error in the Draft Master Plan regarding the Coronado Yacht Club.

At page 231, the Draft Master Plan states "The golf course, marina and yacht club in Glorietta Bay are under long term commitments with the City of Coronado" but this is not true as to the yacht club.

Actually the long term lease expired years ago and the yacht club only holds a 5 year lease entered into in 2014 which is ready to expire. A copy of the lease obtained from your records is attached.

The lease should not be extended but instead the property should be subject to a bid process for a public marina and boat house for the reasons outlined in the letter to Commissioner Bonelli last year, which is also attached.

There is no justification for the private use of this property any further.

I also wrote the commissioners in my letter of May 30, 2018 that there was no reason the Yacht Club property should remain private. The San Diego Reader ran a story on this situation.

Dropping this subject from your Master Plan is not a solution. The public should know the actual facts, and suggesting at page 356-57 of the PMPU that Glorietta Bay access is fully open the public is materially misleading. Please correct these items.

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Email address *

jdeans1@san.rr.com

What is your first name? *

Judy

What is your last name? *

Deans

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92118

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

It is not clear about the height levels 40’ or 30’. If a building is replaced, do they have an option of going 40 feet or would it be comparable in height?
It is not clear as to the description of a garage in the area. Coronado does not need more traffic on first Street and it seems that this would exacerbate the problem.

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Email address *

jeff@jefftylercoronado.com

What is your first name? *

Jeff

What is your last name? *

Tyler

What is the name of your organization/company/community group? (if applicable)

Coronado Cultural Arts Commission & Personal

What is your ZIP code? *

92118

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Overall plan looks good, however in previous discussions including with Garry Bonelli, we requested and were assured that a suggested TBD "Performing Arts Venue/Facility" would be considered in conjunction with the Ferry Landing area remodel or any other Coronado - SD Port District real estate. This would be a major benefit to the entire set of Port District communities.

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Email address *

mfe2027@gmaili.com

What is your first name? *

Peggy

What is your last name? *

Eddy

What is the name of your organization/company/community group? (if applicable)

Coronado Resident on First Street

What is your ZIP code? *

92118

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

If reviewing the latest iteration of the Port's master plan for Coronado and specifically the Ferry Landing, I am dismayed that the language in the newest version would permit the destruction of the red roofed buildings and allow the construction of buildings(and possibly a parking lot that could be as high as 40 feet) which are a version of the Genslar design which most of us detested years ago.
The language is so loosely written that it appears the Port and the leaseholder can completely destroy the appeal of the Ferry Landing to tourists and residents alike. There is no requirement either that the leaseholder repair the current structures which are badly in need of a facelift-they look like the shops at Seaport Village. However, I can understand why no money will be spent now if the future plan is to remove all of the red roofed buildings and put in structures that will inhibit views, add traffic and ruin what charm there is at the Ferry Landing. With some creativity, investment, and talented marketing of the retail spots, this could be a vibrant, thriving and monetarily rewarding area to the leaseholders--who, by the way, don't live here and wouldn't have to deal with the added traffic, noise, and loss of the small village atmosphere should they prevail. DO NOT DESTROY THE FERRY LANDING!

Rather than continue drafting words and going back and forth for public comment, why not have a meeting of the residents here with the leaseholder, several architects, the port representative and together come up with a SHARED vision for the Ferry Landing? Public hearings and written complaints aren't working-cooperation and moderated dialogue could work wonders if we work together rather than stay with this back and forth.
Please go back to the drawing board!

Respectfully submitted,

Peggy Eddy
Very concerned Coronado resident

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Email address *

srraffer@gmail.com

What is your first name? *

Sharon

What is your last name? *

Raffer

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92118

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

I appreciate the communications and documents available to the public in regard to the Port's Master Plan. Thank you for the thoroughness throughout the report, and for the revisions as they effect Coronado.

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Email address *

toddswork@yahoo.com

What is your first name? *

Colleen

What is your last name? *

Nadeau

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92019

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Please preserve The Landing in Coronado. It needs some updating but it has great charm.

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Email address *

hansenmickey@hotmail.comD

What is your first name? *

David

What is your last name? *

Hansen

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92118

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

After careful review of the Coronado Master Plan, I am most worried about the 40 foot height restriction. This is far higher than what is currently in the Port owned land and will impact the views of local residents, who enjoy their vistas of the Bay and the skyline from their homes. If you block the views , even if the view is from a second floor bedroom, it would be a shame, as the view opens up the horizon and puts us closer to nature. The Bay is truly beautiful! It is filled with fish, sea life, dolphins, birds.

So, please do not increase the height or the footprint of the commercial development along the Bay, just so the Port can get richer, but instead make us all richer inside by keeping us closer and in contact with our Bay.

Thank you for doing the right thing.

Dave Hansen
Coronado resident

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Email address *

mcwconsult9@gmail.com

What is your first name? *

Michael

What is your last name? *

White

What is the name of your organization/company/community group? (if applicable)

User

What is your ZIP code? *

92118

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

In reference to parking and vehicular access to areas in Coronado. First I don't see any data on the area of or the number of parking places adjacent to port area. Generally there is plentiful parking for every day activities at most places around Coronado close to the Port area. On special days 4th of July, Memorial Day, Veterans Day and other "holidays" and "celebrations" parking can become problematic anywhere on the Coronado Island. This serves as limiting factor to the use of the area. Increase in parking opportunities by building parking structures, designated pay parking lots are counter productive. Limiting the number of vehicles that can access the area is a good idea. At these "special days" the crowding, congestion and concentration of vehicles on the roads and highways is of a critical volume. Any attempts at increasing parking spaces would be counter productive because it would just bring more traffic into the Island. The current parking configurations have a self limiting effect on traffic. Also attempts to increase pay parking areas within a quarter mile of the Port shoreline would restrict free public access to the Harbor and should be discouraged.

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Email address *

Ltwaters@comcast.net

What is your first name? *

Leslie and Joe

What is your last name? *

Waters

What is the name of your organization/company/community group? (if applicable)

Coronado Village townhomes owner

What is your ZIP code? *

92118

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

My husband, Joe, and I have been Coronado Village townhome residents for one year and as such, have a limited view of the harbor from our property. As you would expect, this view contributes heavily to the personal enjoyment along with the value of our property. Our view is already limited and impacted by the Il Fornaio restaurant structure. We are adamantly opposed to any further new development as well as any redevelopment of existing properties to a higher height on the south side of the Port property. To put a parking garage of any size anywhere adjacent to this property would be an obscene eyesore.

Like most residents of Coronado, we enjoy the scenic open space and recreational activities that can take place right in our neighborhood. New development would tremendously impact our enjoyment, and that of our neighbors and all visitors to this special place. In our opinion, the open space south of Il Fornaio (now a dirt lot) would be an excellent spot for a beautiful park or additional space for recreational activities.

While we understand that the existing Ferry Landing commercial buildings are sorely in need of renovation, we are not in favor of any increase in height allowed as part of this Port Master Plan.

Sincerely,
Leslie and Joe Waters (1405 1st Street)

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Email address *

sydney7910@att.net

What is your first name? *

Sydney

What is your last name? *

Stanley

What is the name of your organization/company/community group? (if applicable)

What is your ZIP code? *

92118

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Thank you to San Diego Port Board and staff for the opportunity to provide timely input and listening to the community of Coronado and our City Council. You included many of the revisions that over 500 residents supported in our last big Coronado community meeting and the communities input reflected in letters to you from many citizens and the Coronado City Council. No new hotel rooms for Coronado Tidelands in the Bayfront and Silver Strand districts and recognition of our legal 40' height limit is MOST IMPORTANT to our community. Thank you. Please note: Any planned improvements/changes that are contemplated in the North Coronado and South Coronado sub districts are still governed by the TOZ (Tidelands Overlay Zone) and the MOU between the Port and the City - which include specific development criteria of the total ratio for development- that shall not be less that 65% contiguous public parkland and open space nor more than 35% commercial/recreation, outlines the standards and definitions for computing open space and commercial scope of development, parking, landscaping, and view corridors and shoreline access and cannot be repealed without a majority vote of registered Coronado voters. Our community seeks balance and does not want to be overrun by more cars and traffic. The location of any parking structure that is mentioned needs A LOT of attention. If you wish to place this type of structure on the Coronado Tidelands governed by the TOZ - then you must be prepared to remove other buildings as the current structures were planned within the developmental density and land coverage requirements of the TOZ - a legal Coronado ordinance understood by the California Coastal Commission.
Finally, the continued balance of affordable restaurants and high end restaurants is most important for the mix of families that will want to continue to visit the Coronado Tidelands from the region and elsewhere.
Thank you for continuing the collaborative work that will bring forth a good plan that can be accepted by all.
Sydney Stanley
Coronado Resident

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Email address *

kupka.helen@gmail.com

What is your first name? *

Helen

What is your last name? *

Kupka

What is the name of your organization/company/community group? (if applicable)

Coronado homeowner and Chair of Cultural Arts Commission

What is your ZIP code? *

92118

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Helen Kupka

Port of San Diego
Attn: Planning Department
3165 Pacific Highway
San Diego, CA 921010

Re: Comments on the Revised Draft of the Port Master Plan Update – 2020

To Whom It May Concern

The City of Coronado and the Board of the Port Commissioners signed a set of guidelines in 1979 via a Memorandum of Understanding (MOU) that provided specific guidelines for the development of the Coronado Bayfront. The impetus of the MOU was to preserve the residential quality of our community while providing facilities for the enjoyment of everyone, residents of Coronado and visitors alike.

There are many aspects of the PMPU that I agree with, especially the designation of the northern portion of Grande Caribe Isle as Recreation Open Space. Although I realize that the current leaseholder's rights will remain intact until 2034, I would think it logical that no commercial buildings, major construction or a hotel would be approved for that parcel during the period of the lease.

I am writing as a citizen of Coronado, however I also serve as Chair of the Coronado Cultural Arts Commission. Our commission is currently compiling an inventory of facilities that can serve as meeting, arts events or performance spaces. Aside from limited access to the high school auditorium, Coronado has no performance space with adequate seating that is available to the general public. I believe that any re-imagining of the Ferry Landing should include consideration of such a space. I completely support not expanding the current developable area and the imposition of height restrictions to limit the obstruction of views. However, I believe a reasonably-sized venue (300-500 seats) would enable events that would benefit the adjacent restaurants and stores as well as Coronado residents and visitors.

Thank you for considering my comments on the Port Master Plan Update.

Helen Kupka
Cultural Arts Commission of Coronado
Ex-President, Coronado Cays Homeowners Association

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Email address *

morgan.miller@1991.usna.com

What is your first name? *

Morgan

What is your last name? *

Miller

What is the name of your organization/company/community group? (if applicable)

Coronado resident

What is your ZIP code? *

92118

Please input your comments/feedback on the Port of San Diego's Revised Draft PMPU below and click submit. *

Thank You for removing all new hotel plans for the Coronado Landing. Our tiny island is already too crowded, too much traffic, & too dense.

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From: Brianne Page
Sent: Thursday, October 22, 2020 10:01 AM
To: Port Master Plan Update
Subject: FW: Revised port plan comment

-----Original Message-----
From: blossom sanger <blossom@san.rr.com>
Sent: Thursday, October 22, 2020 9:57 AM
To: Brianne Page <bpage@portofsandiego.org>
Cc: blossom sanger <blossom@san.rr.com>
Subject: Revised port plan comment

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Thank you to all concerned for listening to a fearful and concerned community. Your changes are excellent and I look forward to seeing the beauty of our community grow its shoreline to be enjoyed by all , still with concern for the changing shoreline and our limited confined space in Coronado.
I hope this will proceed smoothly through all the stages to come. Blossom Sanger M.D.

blossom sanger
blossom@san.rr.com

From: Lesley Nishihira
Sent: Tuesday, October 27, 2020 1:07 PM
To: Lily Tsukayama; Ashley Wright; Anna Buzaitis
Subject: FW: No new hotel rooms in Coronado

From: Kim Tolles
Sent: Tuesday, October 27, 2020 12:20:09 PM (UTC-08:00) Pacific Time (US & Canada)
To: blair.king@coronado.ca.us; mheinze@coronado.ca.us; mdonovan@coronado.ca.us; Garry Bonelli
Cc: manager@cchoa.org; dt92118@gmail.com
Subject: No new hotel rooms in Coronado

Blair:

I was encouraged to see this week's Coronado Times article on the City Council meeting and your statement that the new draft of the Port Master Plan Update says "no new hotel rooms in Coronado."

However, **there is only one provision in the Port Master Plan that explicitly states no new hotel rooms in Coronado, and that is the section that applies to the Ferry Landing Subdistrict**.

Section 5.10.2(C)-III,"Visitor-Serving Commercial Uses, Overnight Accommodations," applicable to the Ferry Landing (page 353), has two sections.

The first section, PD10.12, states that existing hotel rooms and associated retail and restaurant space can be modified or replaced as long as they are the same or lesser square footage and in the same general footprint.

A second section, PD10.13 explicitly states: "No new hotel rooms are planned or allowed."

This is the only place in the Master Plan sections applicable to Coronado that you see the language of PD10.13.

The "Overnight Accommodations" section that applies to the Loews Hotel (Crown Isle Subdistrict, Section 5.9.3(C)-III, "Visitor-Serving Commercial Uses," PD9.11, page 336) consists of only one section that contains language identical to PD10.12, limiting modifications to hotel rooms and associated retail and restaurant spaces to the same or lesser square footage. There is no second provision, like that contained in PD10.13 of the Ferry Landing provisions, that explicitly states that there are no new hotel rooms planned or allowed in this subdistrict.

Finally, there are no "Overnight Accommodations" sections that apply to Grand Caribe Isle, as there are no existing hotels in this planning subdistrict. However, it has been stated many times and understood by all that **the "no new hotel rooms" ban applies to all Port tidelands within the city limits of Coronado**, including the Loews Hotel and Grand Caribe Isle.

For the sake of transparency and finality, the City needs to clarify that the "no new hotel rooms" language applies to **all Port tidelands within the city limits of Coronado.**

Thank you,

Kim Tolles

From: David E Knop <dknop@san.rr.com>
Sent: Friday, November 6, 2020 11:03 AM
To: Port Master Plan Update
Cc: marilyn field; Phillip Marsden; Claude Hicken; J Deans; Hoa Admin; Pete Ceccherini; Tom Gorey
Subject: Port Revised PMPU - Ferry Landing Marketplace

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Sirs,

I have reviewed portions of the subject document and I am concerned that the revised standards permit the Port to approve a complete replacement of the Ferry Landing Marketplace and build a consolidated parking structure on 1st Street or a replacement retail/restaurant development which potentially could be taller than currently allowed.

It is my view that the revised standards contained in the subject document allow structures and functions that may not fit the current nature of this neighborhood and are therefore, unsuitable.

I ask the Port to consider improvements to fit and not blight our established neighborhood.

David E. Knop
1101 1st Street, nit 106
coronado, CA 92118

From: tcg2596@aol.com
Sent: Monday, November 9, 2020 9:32 AM
To: Port Master Plan Update
Cc: Lesley Nishihira
Subject: Comments, Revised PMPU PD 10 North Coronado Subdistrict

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

These are comments and suggestions re: Revised PMPU PD 10 North Coronado subdistrict. They are submitted for consideration in finalizing the PMPU. There are areas in the Revised PMPU where the language appears ambiguous or contradictory. Clarifying these areas in the final product will reduce the potential for multiple interpretations in the future and more clearly express the intent of the document.

1) **Para 5.10.2(C)-1 Landside Access** Mobility Hubs, paragraphs PD 10.1 and PD 10.1(a) conflict with the Baywide Standards in Section 4. The PD 10 location meets the requirements for a Local Gateway Mobility Hub but does not meet the requirements for the larger Regional Hub specified in Baywide Development Standards 4.1.1 (B) # 1 and 2. To create alignment with the Baywide standards the reference to "or larger hub" should be deleted.

2) **Para 5.10.2(C)-1 Landside Access** Mobility Hubs. Subparagraph PD 10.1c. Delete this paragraph. The term 'facility' is defined in the Glossary (p.383) as a 'building, structures, pieces of equipment or services". Parking requirements can and are met with existing surface parking lots. Using 'facility' as defined implies that this is not the case and a structure is required.

3) **Para 5.10.2(C)-III Visitor Serving Commercial Uses** Retail and Restaurant. The language in paragraph PD 10.11 is ambiguous. There are references to building "size" in multiple PD 10 statements which appear to use the same terms to potentially mean different things. Adding the word 'height' so that the sentence reads....'to the same or lesser size and height....' would clarify the ambiguity. The city of Coronado has a building height restriction of 40' which is reflected in PD 10.17. This limit would apply to the hotel site described in PD 10.12 but is not appropriate for the retail and restaurant buildings in the Ferry Landing area just as the 40' standard is not applied universally to buildings in Coronado with lesser heights required in some areas. Using the same wording in PD 10.11 and PD 10.12 with the only number being the 40' in PD 10.17 creates this unnecessary ambiguity. Making the language explicit would clarify that 'same or lesser size' incorporates height as a dimension of size. This would be consistent with the general understanding of 'same size'. And conform to PD 10.19 statement that.... 'development shall be sensitive in size, scale and design; be in character with the adjacent community.....'where 'scale' clearly represents height. Leaving these various PD's as written will generate multiple interpretations that can be avoided by clarifying now the specific intent of the plan.

4) Para 5.10.2(D)-1 Public Realm Standards
Views. PD 10.16 There is an additional location which presents a view across the bay. From the North side of 1st between B, east of Burger King and the access road just west of the Animal Shelter. This view is currently obstructed by an apparent non conforming development This structure should

be removed in any future development plan to open this corridor as a view across the bay. Recommend adding a section 'f' to para PD 10.16 to protect this view in future plans.

Tom Gorey
1101 1st #215
Coronado

From: Cameron Silver <silver5@cox.net>
Sent: Tuesday, November 10, 2020 9:56 AM
To: Port Master Plan Update
Subject: Save the ferry landing

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please do not destroy our wonderful ferry landing. The open space and small town feel is what we like. My kids can ride their bikes to get a slice of pizza or an ice cream and sit in the grass to enjoy the beautiful San Diego sky line or military boats . It's such a patriotic feeling watching the naval ships come and go. Don't be greedy just for the sake of money . Some traditions are meant to be kept as is.
SAVE OUR FERRY LANDING. DONT TEAR IT DOWN. ITS OUR FAVORITE PLACE IN THE WORLD.

From: Ed Robitaille <edrobitaille48@gmail.com>
Sent: Tuesday, November 10, 2020 12:39 PM
To: Port Master Plan Update
Subject: Coronado Ferry bldgs

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Do not destroy the ferry bldgs. As a Coronado landmark they should be restored.

Ed Robitaille
69 Catspaw Cpe.
Coronado Ca.

From: Marilyn Rees <marilyn.rees@icloud.com>
Sent: Tuesday, November 10, 2020 2:59 PM
To: Port Master Plan Update
Subject: Port option to redo the Ferry Landing.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please don't change the configuration of shops at Coronado's Ferry Landing. If it is torn down and redone, it will look like any other mall in San Diego that attempts to provide a charming place to walk around and spend $$.
We have the charm. Let's not jump to a conclusion in this CoVid-19 era.

Marilyn

From: Pat Rauber <patrauber@gmail.com>
Sent: Tuesday, November 10, 2020 8:39 AM
To: Port Master Plan Update
Subject: Ferry Landing

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please stop thinking about changing the building design at the Landing. It truly reflects the image of Coronado and pleases tourists as well as inhabitants of Coronado. It has commercial value as well as a place for the locals to hang out! We thought the Port had agreed to keep things as they are.Stop causing us stress again!!!
Patricia Rauber

Sent from my iPad

From: Suzanne Hutcheson <smmacf@gmail.com>
Sent: Tuesday, November 10, 2020 4:14 PM
To: Port Master Plan Update

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

After building up Sports areas has be voted on, I would love to keep Coronado quiant before in snks into ocean. Thanks, no ugly money making tall parking structures. Use ferry.

From: Amy Youngblood <amylyoungblood@gmail.com>
Sent: Wednesday, November 11, 2020 5:25 PM
To: Ann Moore; mzuchhet@portofsandiego.org; Dan Malcolm; Garry Bonelli; Rafael Castellanos; Marshall Merrifield; Robert Valderrama; Port Master Plan Update
Subject: No to Ferry Landing Development -Comments accepted until Tuesday, November 17, 2020

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"Everything you say should be kind and well thought out" Colossians 4:6

Please, No parking Structure. No Further Development in the Ferry Landing area of Coronado

We want smaller carbon footprints in Coronado. I reject the notion that the Port Authority's "goals" should includes streamlining the permit processes to more effectively allow for developers to advance their projects.

Is there no sacredness in preservation? In honoring the small town? As a young person I would take the Ferry to Coronado to enjoy a space NOT OVER-DEVELOPED.
I reject the notion that our Port Authority needs to break down barrier for *developers*. **How about you protect the long term interest of the public?**

I am in agreement with my neighbor, Ms Viera;
the San Diego Convention Center walls off many blocks of downtown water access/view corridors. The downtown ballpark is well positioned for buildings to look down onto the field, but would the loyal, ticket holding fans have preferred the Bay View rather than the skyscrapers?
We know what the developers prefer. **I expect the Port Authority to block developers from making poor decisions that the public must live with for generations. I am not in favor of the over-development the Port has allowed across the Bay and appears to want to encourage here in Coronado.**

Thank you for respecting the public needs and wants open spaces. NOT more development
Respectfully,
Amy Youngblood

https://coronadotimes.com/news/2020/10/20/port-master-plan-update-revised-draft-released-for-public-review/

https://www.portofsandiego.org/waterfront-development/port-master-plan-update

From: Jauhree Walker <jauhreewalker@hotmail.com>
Sent: Wednesday, November 11, 2020 2:52 PM
To: Port Master Plan Update
Subject: Revised Port Master Plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Port Commissioners,

The revised plan should not include a four story parking garage. Also it is important that the architectural design of the Ferry landing be consistent with the character of Coronado. Please keep the height limit as is and provide space for recreational activities.
Please do not destroy our village atmosphere.

Thank you for your consideration.

Jauhree Walker

From: Jeri Hickman <search4u@roadrunner.com>
Sent: Wednesday, November 11, 2020 11:25 AM
To: Port Master Plan Update; Garry Bonelli
Subject: Coronado Ferry Landing Site-NO DEVELOPMENT

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The red roof buildings have become a Coronado symbol. We want them restored rather than destroyed! Please be considerate of the locals who know and support this community.

John and Jeri Hickman
120 C Ave. #306
Coronado, CA 92118
(619) 888-4945

From: jkingsmore6@gmail.com
Sent: Wednesday, November 11, 2020 9:05 PM
To: Port Master Plan Update
Subject: KEEP CORONADO THE SAME

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Please do not destroy the coronado ferry landing and please do not add a parking structure. Think about people over your greed (for once!).

Sent from my iPhone

From: L. Charlie Ruthven <charliet19@gmail.com>
Sent: Wednesday, November 11, 2020 7:13 AM
To: Port Master Plan Update
Subject: Coronado ferry landing

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please do not allow the destruction of the ferry landing. It's beautiful.

From: Pat Miller <pkgreek@hotmail.com>
Sent: Wednesday, November 11, 2020 10:43 PM
To: Port Master Plan Update
Subject: Please don't destroy the landing.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sent from my iPad

From: marlene bartlett <heydoyourhomework@gmail.com>
Sent: Friday, November 13, 2020 9:58 AM
To: Port Master Plan Update
Subject: 40 foot parking garage at the Ferry Landing

Categories: Blue Category

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Dear sir or ma'am,

You need to visit the Ferry Landing at time other than July 4th and maybe Memorial/Labor Days as a parking structure is NOT needed. Please reconsider your plans, Marlene Bartlett

From: David Buss <david.h.buss@gmail.com>
Sent: Friday, November 13, 2020 6:24 PM
To: Port Master Plan Update
Subject: Coronado Ferry Landing Marketplace

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please keep the current Marketplace intact and allow renovation but not demolition.

Vice Adm (Ret) David H. Buss, US Navy
869 J Avenue
Coronado, Ca 92118

11/13/2020

Planning Department
Port of San Diego

Re: Revised PMPU - Coronado Bayfront PD 10

Thank you for listening! I appreciate the Port abiding by Coronado's Tidleland's Overlay Zone and I approve of the revised PMPU regarding the Coronado Ferry Landing.

Here are three suggestions for future planning.

1. Public open space should be adjacent to the shoreline.

2. Restaurants and other commercial spaces should be repositioned further back from the shore in order to enhance views and improve recreational access to the bay.

3. A single ground level parking lot should be located adjacent to 1st Street.

Thank you for your continued efforts to enhance the public's enjoyment of the bay.

Harold Myers
749 C Ave
Coronado, CA 92118
harold.myers@gmail.com

From: Kirsten Hadzicki <khadzicki@gmail.com>
Sent: Friday, November 13, 2020 2:26 PM
To: Port Master Plan Update
Subject: Coronado Ferry Landing

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

I would like to express my support for the renovation of the Coronado Ferry Landing. I do not support its destruction and replacement. I also do not support any type of parking structure at the site. Single story buildings are best for preserving the public's view and access to the bay.

Thank you,

Kirsten Hadzicki
379 Escondido Ln
Coronado, CA 92118

From: Sabby Jonathan <sabby@jonathanandassociates.com>
Sent: Friday, November 13, 2020 11:21 AM
To: Port Master Plan Update
Subject: Port Master Plan Update

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sir/Madam,

As a resident of downtown San Diego, I urge the Port of San Diego ("Port") to provide more time for community input regarding the Port Master Plan Update ("PMPU").

Between COVID-19 and the recent election, which resulted in three new Port Board Commissioners, a new Mayor, and a new District 3 Council Member, it makes sense to hit the pause button, and ensure that new decision makers have sufficient time to get up to speed on this important (and complicated) issue.

Thank you for your consideration,

Sabby Jonathan

From: Barbara Smith <suzabar@hotmail.com>
Sent: Saturday, November 14, 2020 2:55 PM
To: Port Master Plan Update
Subject: don't waste time and money renovating the Ferry Landing

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Sent from Mail for Windows 10
It's fine the way it is. Find a better use for the money.

From: Robert Valderrama
Sent: Saturday, November 14, 2020 4:34 PM
To: commissioners mailbox
Subject: FW: Responding to Port Plan

From: Julia Viera
Sent: Saturday, November 14, 2020 4:33:54 PM (UTC-08:00) Pacific Time (US & Canada)
To: Ann Moore; mzucchet@porofsandiego.org; Dan Malcolm; gbonelli@prtofsandiego.org; Rafael Castellanos; Marshall Merrifield; Robert Valderrama; susie.eaglenews@gmail.com
Subject: Responding to Port Plan

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To Port of San Diego Commissioners and Port Planners, with a copy to the Editor, Coronado Eagle:

This is strongly worded because The Port continues to fail to understand Coronado residents' determination to protect our historic island's Bay Front.

We will never accept a parking garage, any more buildings above one story, development of the open space east of Il Fornaio, a hotel, or enlarging the red-roofed commercial buildings.

Reminder: Our waterfront is a public asset the Port is charged with managing in the PUBLIC'S best interests. It is not the Port's Cash Cow.

The San Diego Bay Front has been pillaged for private interests. The Port of San Francisco Waterfront Plan, developed by 28 citizens appointed by elected officials, working over a five-year period, is a successful guideline. First the working waterfront is protected: fishing, shipbuilding and repair, break bulk and container cargo docks, cruise ship and excursion boat terminals, ferry boats, the maritime museums, yacht mooring, clubs and commercial services devoted to water related activities, and above all the U.S. Navy. Next, a little of the waterfront's rough history is preserved--like not taking out the much-loved Anthony's. San Diegans were so saddened by that offense.

After destroying Anthony's, the San Diego Port's two worst moves are the ball park which is turned so the seats face bland buildings instead of the expansive bay vistas, and the Convention Center, which could be anywhere, but is walling off a huge expanse of maritime views.

So, this is the message: Hands off Coronado's much loved Bay Front, until there is understanding of and sensitivity for the wishes of this unique island home town.

Julia Viera, 563 Alameda Blvd., Coronado 92118, 619-435-4496

From: Leslie Waters <ltwaters@comcast.net>
Sent: Sunday, November 15, 2020 2:03 PM
To: Port Master Plan Update; Ann Moore; Michael Zucchet; Dan Malcolm; Garry Bonelli; Rafael Castellanos; Marshall Merrifield; Robert Valderrama
Cc: Jbrubin89@gmail.com; editor@eaglenewsca.com
Subject: Port Master Plan at Coronado Ferry Landing

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Port Commissioners,
My husband, Joe, and I have been Coronado Village townhome residents for one year and as such, have a limited view of the harbor from our property. As you would expect, this view contributes heavily to the personal enjoyment along with the value of our property. Our view is already limited and impacted by the Il Fornaio restaurant structure. We are adamantly opposed to any further new development as well as any redevelopment of existing properties to a higher height on the south side of the Port property. To put a parking garage of any size anywhere adjacent to this property would be an obscene eyesore.

Like most residents of Coronado, we enjoy the scenic open space and recreational activities that can take place right in our neighborhood. New development would tremendously impact our enjoyment, and that of our neighbors and all visitors to this special place. In our opinion, the open space south of Il Fornaio (now a dirt lot) would be an excellent spot for a beautiful park or additional space for recreational activities.

While we understand that the existing Ferry Landing commercial buildings are sorely in need of renovation, we are not in favor of any increase in height allowed as part of this Port Master Plan.

Sincerely,
Leslie and Joe Waters (1405 1st Street)

From: Michael H Combs <mhcombs@pacbell.net>
Sent: Sunday, November 15, 2020 6:16 PM
To: Port Master Plan Update
Subject: PMPU/North Coronado Sub District/Ferry Landing Retail & Restaurant Space

WARNING: The sender of this email could not be validated and may not match the person in the "From" field!

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The Port's Revised Draft Summary is not definitive and therefor incomplete in its description of the proposal for the North Coronado Sub District (The Ferry Landing retail & restaurant space). Your proposal to modify or replace in kind existing retail and restaurant space to the same or lesser size is incompatible with the proposed building height limits of 40 feet. No existing retail or restaurant space at The Landing exceeds one story in height (approximately 10 feet).

5.10.2 (C)-I: Mobility Hubs PD10.1: to "Be integrated within a single parking facility that consolidates public parking with parking that serves the commercial uses."
- A parking facility obstructs & does not protect public view to the Bay. A parking structure will block the view. Anything other than a street level parking lot will diminish the objective of protecting public view and access to the Bay. Also, parking should remain free at the Ferry Landing as it is now, consistent with the free street parking the City of Coronado has now instituted. Parking at the ferry landing should provide for commercial delivery trucks, private party buses and limousines. The Port of San Diego encourages all visitors to the ferry landing and this includes private parties, weddings, commercial photo shoots…you name it, it comes in large SUV's, party buses, and stretch limos. Currently there is no parking on the street or at the ferry landing for these guests of the port. The Ferry Landing should provide parking for these large vehicles.

A Mobility Hub is not necessary at the ferry landing. City buses and trolleys regularly service the ferry landing which has a designated curbside loading spot at the ferry landing. The Port of San Diego should not be encouraging more inbound vehicular traffic to the ferry landing. Public transportation including use of the ferry should be encouraged, including by not expanding parking with a parking structure and/or a Mobility Hub.

5.10.2 (C)-II, Coastal Access PD10.9: "Maintain existing areas for hand-launched non-motorized watercraft in the following locations..."
- Please add to the list the sandy beach at the foot of D Ave which is currently designated as a scenic vista area. This beach should be re-designated as a "park/beach" instead of open space. This would allow for stricter ordinances that affect the use of the small beach. (This beach is actually not that small in comparison to the other beaches included in the North Coronado Sub District). Currently, motorized watercraft and sail boats are being launched in this area jeopardizing the safety of swimmers and beachgoers.

5.10.2 (C)-III, Visitor Serving Commercial Uses PD10.11: "Modify or replace in-kind, existing retail and/or restaurant space to the same or lesser size and in the same general footprint."
- It is not clear, does this also include maintaining the existing building height? If not, then the plan should be modified to include keeping the same building height as today.

5.10.2 (D)-II, Building Orientation and Character PD10.19: "Development shall be context sensitive in size, scale and design; be in character with the adjacent community..."
- If the existing retail space at the Ferry Landing is to be redeveloped, it should be clearly stated that the buildings be restored to the **original** design, in keeping with the current character of the area. This includes **height**, size, scale and design.

Thank you for considering my suggestions.

Respectfully,

From: Sandy Combs <sxcombs@pacbell.net>
Sent: Sunday, November 15, 2020 11:09 AM
To: Port Master Plan Update
Subject: Comments on Revised PMPU - Coronado North

WARNING: The sender of this email could not be validated and may not match the person in the "From" field!

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First, my thanks for listening to and revising the PMPU to remove the placement of new hotel rooms and other items which were strongly objected to here in Coronado. I have read the October revision and there are several items that are of concern on which I want to comment:

5.10.2 (C)-I: Mobility Hubs PD10.1: to "Be integrated within a single parking facility that consolidates public parking with parking that serves the commercial uses."
- A parking facility that could be as high as 40' will not protect public view to the Bay. It will block the view. Anything other than a street level parking lot will diminish the objective of protecting public view and access to the Bay.

5.10.2 (C)-II, Coastal Access PD10.9: "Maintain existing areas for hand-launched non-motorized watercraft in the following locations..."
- Please add to the list the sandy beach at the foot of D Ave which is currently designated as a scenic vista area. This beach should be redesignated as a "park/beach" instead of open space. This would allow for stricter ordinances that affect the use of the small beach. Currently, motorized watercraft and sail boats are being launched in this area jeopardizing the safety of swimmers and beachgoers.

5.10.2 (C)-III, Visitor Serving Commercial Uses PD10.11: "Modify or replace in-kind, existing retail and/or restaurant space to the same or lesser size and in the same general footprint."
- It is not clear, does this also include maintaining the existing building height? If not, then the plan should be modified to include keeping the same building height as today.

5.10.2 (D)-II, Building Orientation and Character PD10.19: "Development shall be context sensitive in size, scale and design; be in character with the adjacent community..."
- If the existing retail space at the Ferry Landing is to be redeveloped, it should be clearly stated that the buildings be restored to the **original** design, in keeping with the current character of the area. This includes **height**, size, scale and design.

Thank you for the opportunity to comment on the latest revisions of the PMPU.

Sincerely,

Sandy Combs
Coronado resident

From: Lesley Nishihira
Sent: Monday, November 16, 2020 8:13 AM
To: Port Master Plan Update
Subject: FW: Board rec'd - Formal opposition to Port's master plan re Coronado

-----Original Message-----
From: commissioners mailbox <commissioners@portofsandiego.org>
Sent: Monday, November 16, 2020 8:05 AM
To: Rafael Castellanos <rc@smcdslaw.com>; Robert Valderrama <dukieval@aol.com>
Cc: Commissioner Services Staff <Commissioner_Services_Staff@portofsandiego.org>; ELG - cc Assistants <ELG_-_cc_Assistants@portofsandiego.org>; Lesley Nishihira <lnishihi@portofsandiego.org>
Subject: Board rec'd - Formal opposition to Port's master plan re Coronado

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

_____
From: Julie Lowell
Sent: Sunday, November 15, 2020 8:35:18 AM (UTC-08:00) Pacific Time (US & Canada)
Subject: Formal opposition to Port's master plan re Coronado

Please officially note my opposition to the Port's master plan re Coronado. The plan is I'll conceived, lacks adequate infrastructure, is opposed by Coronado residents, is not in keeping with community standards or desires, and will increase pollution and greenhouse gas emissions.

Thanks,
Julie Lowell
340 H Avenue
Coronado

Sent from my iPhone

From: Mike Biehler <biehlermw@gmail.com>
Sent: Monday, November 16, 2020 7:49 PM
To: Port Master Plan Update
Subject: Ferry landing project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I will support the update/upgrade to the current ferry landing structures. I will never support the complete demolition. I will protest any tall parking structure as that will undermine any Coronado tranquility “feel”. Please take this into consideration before any final approval.

Respectfully,
Mike Biehler

Sent from my iPhone

November 16, 2020

To: Board of Port Commissioners, Port of San Diego

We object to the current (October 2020) Port Master Plan draft as it relates to the Coronado Ferry Landing.

Coronado is a special place. When you arrive by ferry, you find it is a small city with its own identity. It is a city filled with many traditions that we share with the people who visit us.

We feel that your plans to raze the current Ferry landing buildings are ill advised. In addition, the thought of erecting a tall parking structure in this area makes us think that you don't understand the character of this community and what appeals to tourists and is important to the residents.

Currently the Ferry Landing is in need of some repairs and revitalization. However, demolishing the current buildings is not a responsible fiscal plan. The buildings are a part of the charm of the City of Coronado. We have owned our property in Coronado since 2005. We patronize the shops and restaurants frequently. Our guests from out of state always enjoy visiting the Ferry Landing shops. Instead of incurring the costs of razing the current buildings and building new structures, an investment should be made to refurbish the existing structures which are part of the architectural charm of Coronado.

The Ferry landing area is used by the residents of Coronado and visitors to the City for many purposes; the Farmers Market, the traditional Christmas/Holiday season celebrations, family gatherings & picnics, small music group outdoor entertainment. Our concern is that it becomes another Seaport Village. It might be a novelty to visit one time but then become an expensive "has been" full of empty shops. It doesn't have to be that way. The current buildings should be refurbished to maintain the charm of the Ferry Landing.

The plan to put a parking ramp in this area is certainly not a plan which has consideration of the environment of the area or the concerns of the residents of Coronado. The current volume of traffic on the island with the military commuters and beach visitors already creates an environmental issue and a quality of daily living for residents. Visitors from San Diego can use the ferry; it is convenient and cost-effective way to visit the island and precludes more traffic congestion and pollution on Coronado.

Please refurbish the existing buildings. Make it a lovely place filled with nice shops and good restaurants. Do not try to make it a glitzy destination shopping center with a parking ramp. That is not why people visit Coronado. Additional traffic on the island and especially in this area would be unsafe and environmentally unfriendly.

Please listen to the residents of Coronado regarding the planning for the Ferry Landing.

Respectfully submitted,

Ray & Mary Turcotte

1101 1st St., Unit #115

Coronado, CA. 92118

From: hkhenry@aol.com
Sent: Tuesday, November 17, 2020 10:10 PM
To: Port Master Plan Update
Cc: Ann Moore; Garry Bonelli; Marshall Merrifield; Robert Valderrama; Rafael Castellanos; Dan Malcolm; jekblad@coronado.ca.us
Subject: Comments on the Revised Port Master Plan Update As It Applies to The Ferry Landing Marketplace in Coronado

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To: Port Commissioners and Port Planning Staff Members

It is my hope within the next fifty years when existing buildings are repaired or replaced, they retain their present heights, general locations and configurations including their peaked red roofs, as required by the original design, that resemble the Hotel Del and and buildings that are adjacent to the Ferry Landing.

I am not exactly sure why Section 5.10.2 (C)-1c.of the Revised P.M.P.U. requires a forty foot high parking facility, which in all probability, will become a very expensive and essentially worthless "white elephant."

Within the past several years, the Port authorized "charging for parking" in two of the three Ferry Landing parking lots, and with reduced tenant revenues, reversed their decision to "charge for parking," in order to return Ferry Landing tenant revenues to their previous levels.

This alone, "makes the case" for not having a forty foot high parking facility that could conceivably become a planning "foot in the door" opportunity for an unwanted hotel type of facility for this location.

Respectfully submitted,

H. Kirk Henry
1101 1st. Street, #214
Coronado, CA, 92118

From: Karen Trecartin <kgtrep@sbcglobal.net>
Sent: Tuesday, November 17, 2020 3:13 PM
To: Port Master Plan Update
Subject: Coronado Ferry Landing

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The Newly revised version of the ports Proposal Master Plan has changes to the Coronado Ferry Landing that appose.

Why I appose this is because it **should not be replaced** with your new plans, but **should be restored.**

The parking lots there currently more than enough parking spaces. We do not need a 40' consolidated parking facility.

The open space we now have offers green space for concerts, picnic's, enjoying the view of the bay and downtown San Diego and Farmers Market.

I have lived in Coronado for 30 years and remember when the space was a boat yard.

Thank you for your consideration

Karen Trecartin

From: Marilyn Field <mfield1@san.rr.com>
Sent: Tuesday, November 17, 2020 4:52 PM
To: Port Master Plan Update
Cc: Ann Moore; Garry Bonelli; Marshall Merrifield; Robert Valderrama; Michael Zucchet; Rafael Castellanos; Dan Malcolm
Subject: Comments on Revised Port Master Plan - North Coronado Subdistrict

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Commissioners and Staff of the Port of San Diego,

I am writing to offer comments on the revised Port Master Plan Update. But first I am requesting that you extend the comment period. The Plan is an important document that will for decades guide the Port and affect the many communities that comprise the Port and additionally many people throughout the region, the State and elsewhere who visit Port properties. It is worth taking the time to get all the input you can before you finalize the Plan rather to follow an arbitrary timeline. The one month comment period has been insufficient given the length - 400 pages - and complexity of this document. It requires the time and patience to make many cross-references to the Glossary, the Building standards, the Mobility standards and elsewhere to understand what this document will require or not require, permit or not permit. It is time consuming to analyze even just one section well enough to be able to comment. Lack of time precludes most of us from reading more that the particular section that affects us the most. This is frustrating for people who would like to understand and comment on the Port's plans throughout the Port tidelands.

Ferry Landing Marketplace

I am asking that the Port's plan be revised to prioritize the restoration, maintenance and preservation of the Ferry Landing Marketplace. With its peaked red roofs and Victorian architectural details, it charmingly evokes the Hotel Del and Coronado's Victorian history. The Ferry Landing buildings blend perfectly with the neighborhood of which they are a part. All the neighboring condos have similar design details which gives visual unity to the neighborhood. Demolishing and replacing them would be a loss to the community and would destroy the character of the neighborhood; preserving them would honor the more than 40 year history of a cohesive neighborhood design theme and preserve a symbol of Coronado recognized throughout the San Diego region.

It is true that the Ferry Landing buildings have not been well maintained and their unique design has been diminished by unfortunate alterations. But they could be restored to their original design and with better tenant selection the Ferry Landing could again become the vibrant and thriving destination and neighborhood amenity it once was.

The revised Port plan permits modification of the Ferry Landing complex which would permit repair and restoration of the complex but does not require or encourage it. It states in Section 5.10.2 (A) that it envisions modifications to existing commercial amenities without increasing development intensity. We greatly appreciate that the plan specifies no increase of development intensity. However, the plan permits the Fery Landing complex to be replaced in-kind, subject to certain limits. We know that the tenant favors replacement in kind and envisions a complex of modern structures which would look more at home in a big city venue than in Coronado. We know this because the tenant's proposed architectural plans were published in Coronado's local newspaper about 2 years ago. The limits in the revised PMPU as to size of any replacement in kind and the design standards might constrain such a proposal but the standards are vague; it is possible they could be interpreted to permit something similar to the tenant's original plan which would be jarringly out of place in Coronado. Without specific direction that the Ferry Landing complex should be restored and

preserved, it is likely that demolition and replacement in-kind will happen. Please add language which requires the restoration, maintenance and preservation of the Ferry Landing complex as long as it is physically possible to do so.

Please Broaden Vison to Include Resident Serving Uses As Well As Visitor Serving Uses

Sections 5.10.2 (A) and (C) of the revised plan require that commercial amenities and other uses are to be visitor serving. Please broaden this vision to include local residents as well. The Ferry Landing complex is in the middle of a residential neighborhood and should also serve the residents of that neighborhood. This could also serve the purpose of making sub-tenants more profitable because this could provide a more steady stream of revenue rather than revenue that is dependent on visitors which is generally concentrated on the weekends. There are business which could serve both residents and visitors such as specialty food shops which residents must now travel off-island to find.

Please Do Not Require or Permit a Multi-story Consolidated Parking Structure

The revised Plan requires a "single parking facility that consolidates public parking with parking that serves the commercial uses". This requirement is odd because the Plan designates the Ferry Landing site as a Local Gateway Mobility hub. The standards for a Local Gateway Mobility Hub permit, but do not require, consolidated parking (see Table p. 156).

The term "facility" is defined to include a structure. The general height limit in the Plan for the North Subdistrict is 40'. A structure designed to consolidate all the parking which is now in 3 different sites would have to be a multi-story structure which could potentially be 4 stories tall. All parking structures are eyesores and such a structure an unattractive addition to the site. In particular, it would be visual blight on 1st Street. Even if it is not located directly on 1st Street it would be visible in the neighborhood. Moreover, such a structure is unnecessary because at present there is more than enough parking to meet demand and it is free which permits access for lower income visitors. A fee would tend to cause more people to seek parking on neighborhood street which already have very limited parking.

Mobility Hub Designation

The revised Plan designates The Ferry Landing complex as a Local Gateway Mobility Hub but also permits it to be uprated to be a Regional Gateway Mobility Hub in the event there were ever a Regional transport connection. This seems like overkill. The Ferry Landing appears to meet the definition of Connector Mobility Hub which has fewer requirements, for example 3 car lengths of dedicated curb space rather that 5 car lengths of dedicated curb space. Please explain why the Ferry Landing is not designated a Connector Mobility Hub.

The Ferry Landing site fronts on the 1st Street residential neighborhood which is already overburdened with traffic of all types: vehicles, including buses, bicycles and pedestrians. The Port's plan should not add any requirements which would encourage more such traffic.

Respectfully submitted,
Marilyn Field

From: Mary Beth Biehler <bethonradio@gmail.com>
Sent: Tuesday, November 17, 2020 12:37 PM
To: Port Master Plan Update
Cc: Ann Moore; Garry Bonelli; Marshall Merrifield; Robert Valderrama; Rafael Castellanos; Dan Malcolm
Subject: Coronado Ferry Landing and Marketplace

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To the Port Authority,

I am writing to object to some of the plans to revamp the Ferry Landing. While I agree that the Ferry Landing needs updating and better tenants, I do object to the complete redevelopment. The current design could be made much more attractive if the Ferry Landing was properly maintained and had a better selection of retail/restaurants.

I am, however, vehemently opposed to plans for a 40 foot parking structure which would completely change the complexion of the entire area by destroying views and facilitating additional traffic and crowds to the area. I can't think of a place less suited to a parking structure than the Ferry Landing, and Coronado overall.

Coronado is unique. It still retains charm and a small town feeling. That's why the people who live in Coronado love it. It's the same reason that people visit it. It's a place to get away from the hustle and bustle of the much more cosmopolitan San Diego.

There are times when drastic change isn't the remedy. It's possible to make the Ferry Landing a much more attractive draw without taking permanent actions that will forever change Coronado Island.

Sincerely,

Beth McDonald Biehler

Comments on Current Draft PMPU
November 17, 2020

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

Attn: Port Commissioners and Staff

Re: PMPU Revised Draft October 2020

Planning District 10, Coronado Bayfront North Subdistrict, The Ferry Landing

Dear Port Commissioners and Staff:

After reviewing the plan, I was disappointed that my comments and the thousands of other public comments received by the Port on the first discussion draft PMPU were not adequately addressed in the current PMPU.

Although I was pleased to read "no new hotel rooms" will be allowed, residents are still concerned that **District 10, Coronado Bayfront North Subdistrict,** primarily the **Ferry Landing** and the areas around it, will be overdeveloped in a manner that places significant impacts on our community and the environment.

These concerns stem from the lack of information and detail, vague terminology, questionable improvements, and poor visual representations that are difficult for the public to interpret.

The PMPU needs to be revised due to the following:

Terminology

Terminology used such as "modify" or "replace in kind", "generally depicted", "to the same or lesser size", in the same "general footprint", "possibly", "typically", etc. are vague and lack specificity.

Terms allow too much flexibility for Port leaseholders and developers to overdevelop with more focus on "financial sustainability" and less on "environmental sustainability".

Use of Open Space

Requirements such as kiosks and retail for areas designated as recreational "open space" do not meet the California Government Code definition of open space as "*land or water areas free from development with low intensity uses that respect natural environmental characteristics".*

Visitor-Serving Commercial Uses

Planned Improvements for Visitor-Serving and Commercial Uses need to be more specific for **Retail and Restaurant,** the primary building structures located at the Ferry Landing.

Clearer definition and distinction of terms such as **"modify" or "replace-in-kind"** need to be listed in the Glossary.

The word "**Modify"** is listed the Glossary and defined **"To change or alter"** in reference to commercial uses.

"Replace "in-kind" is not listed and should include the following definition:

In-Kind Replacement: *The replacement of a structure with another structure that is smaller than or identical to the original structure in footprint area, width, length, and use, and replacement of new materials that match, exactly, the existing materials, scale, dimensions, texture and color of existing improvements.* *Law Insider Dictionary*

Coastal Access Maps

Figure PD10.3 and Figure PD10.4 are poor illustrations of planned improvements and public realm standards for coastal access, mobility, views and pathways.

Maps for planned improvements for landslide access, coastal access, and visitor-service commercial uses need to be included.

All maps need to be replaced with enlarged illustrations showing more detail and supported with more explanation.

Port Jurisdiction

Tideland maps for **District 10, *Figures PD10.1***, are confusing. Dotted lines outlining the boundaries under Port jurisdiction include areas within the boundaries under the City of Coronado's jurisdiction are included in the "Planning Subdistrict" but designated "Not Within Tidelands".

More information about acquisition of additional property outside the Port's jurisdiction needs to be included in the PMPU. If the Port has plans to acquire city owned property for their planned improvements, then full disclosure is required.

Any expenditure of tidelands trust funds for a capital improvement project on, or adjacent to public trust lands in the tidelands must be disclosed.

Considerations for adding city property outside the tidelands in a separate amendment, ordinance, or by other means, must be disclosed in the PMPU in order to meet the Port's goals of transparency, public engagement, and commitment to *"ensure communication and collaboration with community members".*

Parking and Mobility Hubs

Adequate free parking currently exists at the Ferry Landing. Requirements for a consolidated parking facility integrated with a local mobility hub should be removed.

The current transit connector located outside the tidelands boundaries already meets the **Accessibility Requirement** in the PMPU by providing a direct connection to waterside facilities,

Improvements and modifications to the current connector could easily be made by providing bike parking, 66 feet of linear curb length, coordination with micro mobility providers, and additional signage and informational kiosks.

Impacts of Adjacent Area Developments

Development plans for a high density, mixed use project across the street from the Ferry Landing at the Smart & Final marketplace, aimed to help Coronado meet a portion of our state housing mandate to add 1,000 new units, need to be considered in the planning process and improvements.

The detrimental impacts with an increase in traffic, noise, pollution, additional costs for city services and infrastructure, risks to public health, safety and welfare, and to the environment with two developments in close proximity to our tidelands will be significant.

* * *

The Port's stated mission is *"providing economic vitality and community benefit through a balanced approach to the maritime industry, tourism, water and land recreation, environmental stewardship and public safety".*

Unfortunately, the planning improvements seem to focus more on "visitor serving" and "attracting visitors" by the numerous "activation features" described in the PMPU. Media installations, games, performances, and entertainment that attract large crowds, traffic congestion, loud music and noise, impacting the peace, quiet and comfort of the surrounding community, should not be allowed.

A case in point was the Port's "Wonderfront Music Festival", a three day "activation event" that drew thousands of people to the waterfront, along with extremely loud music exceeding the allowable noise decibel levels of municipalities around the bay.

Despite specific operational hours and noise requirements written into the event's permit, festival organizers did not abide by the rules and regulations of the Port, or those of local municipalities. Coronado and other bayside residents and business owners called repeatedly, logging nearly a hundred noise complaints with Port officials to compel festival organizers to "turn down the noise".

Low intensity events such as farmer markets and small outdoor music performances are more appropriate, reduce health and safety risks encountered with large public gatherings, and place less negative impacts on the surrounding community and our environment.

The City of Coronado expressed the same concern in their comment letter regarding the first discussion draft PMPU (July 2019):

The Planning District Characteristics for Planning District 10 focus on "visitor-serving" and "attracting visitors" but fails to recognize the existing adjacent residents. The PMPU should be revised to not only focus on visitors, but also on adjacent residents".

Cultural Arts Facility

Residents in the area of the Ferry Landing just recently learned of the Coronado Arts Commission request for consideration of a cultural arts facility at the Coronado Bayfront. This request was made without notification or full support from area residents who would be the most impacted with a large facility in our neighborhood.

After reading the planning standards in the PMPU, it appears allowances were made to fulfill this request by designating cultural arts as "public art", "recreation" and "coastal enhancing", with "uses and facilities for permanent and temporary public art installations on the water".

In addition, planning standards for a four-story parking garage and local gateway hub, that "may consolidate parking for public destinations ("open space, recreation, **public art** within the catchment area"), and by designating a cultural arts facility on the water as a secondary land use for the North Subdistrict, all indicate consideration has been given by the Port to add a Coronado Cultural Arts facility in their development plans for the Ferry Landing.

This type of special interest facility is not an appropriate recreational use for our tidelands under the Common Law doctrine of the Public Trust:

"*Uses that do not accommodate, promote, foster or enhance the statewide public's need for essential commercial services or their enjoyment of tidelands are not appropriate uses for public trust lands. These would include commercial installations that could as easily be sited on uplands and strictly local or "neighborhood-serving" uses that confer no significant benefit to Californians statewide".*

Further, a local cultural arts facility on the water does not abide by the California Coastal Commission's directive:

"To ensure that all spaces adjoining the Bay are preserved for the free and open public and recreational use of such spaces. Any proposal to convert such space to any use other than recreational use is objectionable, violates California public policy and reflects the attempt to convert the public's right to use and enjoyment of the Bay to the use of only a select few (individuals who patronize the arts and who can afford to do so). Such a proposal likewise violates the principles of environmental justice that underscore the PMPU as directed by the Coastal Commission". Comment submitted by Jennifer Rubin, Esq. to Coronado Cultural Arts Commission, November 5, 2020

What needs to be included in the PMPU are planned improvements with clearly written building standards that protect the environment, preserves the Ferry Landing, and matches the character of the surrounding community. A "wood and glass" architectural style, proposed previously in the Gensler drawings, and activation features that detract and impact the surrounding community and our tidelands, are not appropriate for this site.

Preservation of the Ferry Landing's iconic architectural style with the peaked red rooftops complimenting the adjacent buildings and historic Hotel Del Coronado, our expansive bay views and existing wide open corridors and pathways, and supported by sustainable planning and practices is what the community wants, and what our tidelands need.

Coronado Ferry Landing Site

Sustainable Development Not Overdevelopment

* *Preserve the existing expansive views*
* *Preserve the existing free parking areas*
* *Maintain the existing building footprint, scope, and size*
* *Maintain the same building height, size and orientation to the waterfront*
* *Maintain the same architectural style*
* *Maintain the existing public access, walkways and pathways*
* *Maintain the existing open space for outdoor recreational uses*
* *Maintain the current connector mobility hub*
* *Restrict large activation features and allow only low intensity events and activities*
* *Require sustainable building practices and designs*
* *Protect public health, welfare and safety*
* *Protect and restore our natural environment*

"Sustainable development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

Our Common Future, also know as The Brundtland Report

"The San Diego Bay is a precious regional asset meant for everyone to enjoy. While other cities may benefit from increased economic development along the bayfront, Coronado is an active and environmentally conscious community that would benefit more from greater open space and enhanced public access to the bay."

"I am optimistic if we all share our opinions, the Port of San Diego will listen, and we will end up with a revitalized Ferry Landing that complements our community."

Mayor Richard Bailey, Coronado Eagle, October 26, 2020

I'm hopeful the Port Commissioners and staff will listen and consider my comments and those of other Coronado residents, and request staff to revise the PMPU prior to final approval.

The following **Addendums** are included to provide more examples of the specific changes I think are needed in the PMPU for **Planning District 10, Coronado Bayfront.**

Further, during these difficult times when restrictions have been placed on in-person meetings and collaboration with other agencies, I request that the Board extend the comment period on the PMPU for another 30 days. This would allow stakeholders the opportunity to have more time to review the document and provide informed comment.

Thank you for considering my request to ensure our bay and tidelands are protected and preserved for our future generations.

* * *

ADDENDUMS

Addendum A: Provides suggested revisions to the description and wording of the planning standards contained in Chapter 5.10, District 10, the Coronado Bayfront, specifically for the Ferry Landing and the areas around it.

Addendum B: Provides additional suggestions for revision of the PMPU.

Addendum C: Provides the criteria for all development in the tidelands as specified in the **Coronado Tidelands Overlay Zone (TOZ).**

Addendum D: Provides suggestions of sustainable building practices for development in our tidelands.

ADDENDUM A

Changes to the PMPU

5.10.2 North Coronado Subdistrict

5.10.2(A) Vision

Maintain North Coronado's existing character and strong connections to the water through physical and visual coastal access and coastal-focused recreational activities 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.

The District's vision includes preservation of the expansive bayfront views and existing water mobility system and walkways to ensure coastal access and protection of the environment. North Coronado will continue to provide visitors and local residents alike with the opportunity to explore Tidelands through low-intensity commercial amenities, open space recreation areas, pathways, and access to the Bayshore Bikeway,

Planned improvements focus on enhancing the area's water and land mobility, including ~~enhancements to waterside promenades and pathways,~~ maintaining existing pathways and bikeway, new public docking and watercraft launching areas, and ~~a mobility hub with a water-based transfer point~~, a viable transit connector to waterside facilities. Modifications to existing commercial amenities will further strengthen the area's public access and connection to the water without increasing development intensity.

5.10.2(B) Special Allowances

No special allowances are included for the North Coronado Subdistrict

5.10.2(C) Planned Improvements * Incorporate suggestions in Addendum B and C

This section describes the extent of planned improvements for landside access, coastal access, and visitor-serving commercial uses.

5.10.2(C)-I Landside Access

Mobility Hubs and Connectors

PD10.1 ~~Develop a Local Gateway Mobility Hub, or larger hub~~ Renovate existing local connector transit stop, as shown in *Figure PD10.3* as depicted. ~~The mobility hub~~ The connector shall:

a. Meet the criteria for a connector in accordance with the requirements of *Chapter 4 Baywide Development Standards*
b. ~~Provide or~~ Preserve existing wayfinding and pathway connections to connect the water-based transfer points and short-term public docking at the Ferry Landing and the existing pier east of the Ferry Landing; and
c. ~~Be integrated within a single parking facility that consolidates public parking with parking that serves the commercial~~ uses. Maintain existing free parking areas that serve commercial uses and provide a direct connection, through quality walks for for all destinations within the immediate area

NOTE: Include changes indicated in **RED** to Chapter 4, *Baywide Development Standards* in the PMPU.

Bayshore Bikeway

PD10.2 Maintain continuous public coastal access to the Coronado Bayfront via the Bayshore Bikeway.

5.10.2(C)-II Coastal Access

Water-Based Transfer Points and Short-Term Public Docking

PD10.3 Modify, or replace in-kind, the existing water-based transfer points and the existing short-term public docking at the following locations, as ~~generally~~ depicted in *Figure PD10.3*

a. At the Ferry Landing; and

b. At the existing pier east of the Ferry Landing.

PD10.4 Develop a water-based transfer point at the existing pier facing northeast, as ~~generally depicted~~ shown in *Figure PD10.3*

PD10.5 Develop a water-based transfer point at the southern portion of Tidelands Park, near the beach north of the San Diego-Coronado Bridge, ~~as generally depicted~~ as shown in *Figure PD10.4*. This water-based transfer point should be developed for small recreational watercraft, such as dinghies.

PD10.6 Develop one short-term public docking slip on the existing dock facing northeast, ~~as generally depicted~~ as shown in *Figure PD10.3.*

Anchorages

PD10.7 Modify, or replace in-kind, the moorings within Coronado Anchorage (A-4).

PD10.8 Allow for modifications to moorings to allow for a cumulative increase of up to 20 moored vessels at existing Coronado Anchorage (A-4), provided the boundaries of the anchorage do not change, and there is no unmitigated increase in shading or fill.

Hand-Launched Non-motorized Watercraft

PD10.9 Maintain existing launch areas for hand-launched nonmotorized watercraft in the following locations, as generally depicted in Figure PD10.3:

a. At the beach south of the Ferry Landing; and

b. At Tidelands Park beach.

Step-Down Areas

PD10.10 Provide natural step-down areas integrated into the design of the adjacent Recreation Open Space areas. Step-down areas should provide direct physical access to the water to enable the public to touch the water and in the following locations, ~~as generally shown~~ as depicted in *Figure PD10.3:*

a. As part of improvements at the beach south of the Ferry Landing; and

b. North or south of Tidelands Park beach.

5.10.2(C)-III Visitor-Serving Commercial Uses

Retail and Restaurant

PD10.11 ~~Modify, or~~ Replace in-kind existing retail and/or restaurant space ~~to the same or lesser size and in the same general footprint~~

NOTE: Include legal description of "In-Kind Replacement" in the **PMPU Glossary**

Overnight Accommodations

PD10.12 Modify, or replace in-kind, existing hotel rooms, including associated retail, restaurant, and/or meeting space to the same or lesser size, in the same ~~general~~ footprint east of Second Street.

PD10.13 No new hotel rooms are planned or allowed.

5.10.2(D) Development Standards

In addition to *Chapter 4, Baywide Development Standards,* the following standards apply to development in the North Coronado Subdistrict. The standards provide requirements for development. Standards must meet the development criteria specified in the *Coronado Tidelands Overlay Zone (TOZ).*

5.10.2(D)-I Public Realm Standards

Pathways

PD10.14 ~~Provide a~~ Maintain the continuous waterside promenade, to offer public coastal access along the waterfront in accordance with the requirements in *Chapter 4, Baywide Development Standards.*

a. Waterside promenades shall be required as part of all development that abuts the waterfront and that is not a coastal-dependent use, as well as in any other location where a waterside promenade is ~~generally~~ depicted in *Figure PD10.4*.

b. In the North Coronado Subdistrict, waterside promenades shall have a minimum width of ~~20~~ feet 30 feet west of the Ferry Landing, and ~~15 feet~~ 30 feet east of the Ferry Landing, ~~as generally~~ as depicted in *Figure PD10.5.*

Views

PD10.15 Preserve ~~scenic vista areas~~ existing views in accordance with the requirements of *Chapter 4, Baywide Development Standards*, in the following locations ~~as generally~~ as depicted in *Figure PD10.4:*

a. Existing views of downtown San Diego ~~the sandy beach located~~
b. Existing views of downtown San Diego and
c. Existing views of the working waterfront from Tidelands Park.

PD10.16 Preserve existing view corridors to protect views from public rights-of-way in accordance with the requirements of Chapter 4, Baywide Development Standards, in the following locations ~~as generally~~ as depicted in *Figure PD10.4:*

a. At the end of Orange Avenue;
b. At the end of C Avenue;
c. At the end of B Avenue;
d. Second Street; ~~and~~
e. Third Street; and
f. Existing surrounding views

5.10.2(D)-II Building Standards

Structure Height and Setbacks

PD10.17 Structures shall not exceed 40 feet in height, and not block existing views.

PD10.18 ~~Buildings shall be set back 20 feet from the waterside promenade, as generally depicted in Figure PD10.5~~. Buildings shall be setback in the same existing location. The setback area shall include landscaping, public access, and bicycle and pedestrian facilities, such as bike racks, ~~or movable~~ fixed seating, and/or other possible improvements, as specified the development criteria in the *Coronado Tidal Overlay Zone TOZ.*

Building Orientation and Character

PD10.19 ~~Development shall be context-sensitive in size, scale, and design; be in character with the adjacent community; and should result in comprehensive, integrated development of commercial and public areas in a cohesive landscaped setting, consistent with the following standards:~~ Buildings shall be built in-kind in the same size, scale and design as the existing buildings; be in character with the adjacent community; and should result in a comprehensive, integrated development of commercial and public areas in a cohesive landscaped setting, consistent with the following standards:

a. Buildings shall ~~be oriented~~ maintain their existing orientation toward the waterfront.

b. Buildings shall include ~~active uses on the ground floor adjacent to the waterfront~~ low intensive active uses that don't impact the residential community or the environment, and

c. ~~Development is encouraged to provide substantial landscaping throughout the site. However, a minimum of 15 percent shall be required. Required parking spaces shall not be considered as a portion of the required landscaping~~ Landscaping shall meet the requirements of the development criteria as specified in the Coronado Overlay Zone (TOZ). Existing parking spaces shall not be considered as a portion of the required landscaping.

ADDENDUM B:

Maps and Figures:

Maps and illustrations included in the current PMPU are too general and lack detail required for public understanding.

Illustrations should be shown in more detail with structures shown in relation to each other and to the surrounding areas.

Figures showing the additional 10 feet of allowable height for rooftop additions such as telecommunications equipment, solar, and other rooftop structures and equipment need to be included.

Total height for all buildings that don't block existing views should be restricted to 40 feet.

All rooftop additions should be hidden from public view and from residential views in the surround area.

Use of peaked roofs and building orientation similar to the architectural style of the Ferry Landing should be considered.

Actual photographs showing structure height, scale, and orientation should be considered (see 2020 photo of Seaport Village, page 269)

Long and Short Term Planning

Proposed Projects

Any potential primary and secondary projects, such as a Cultural Arts Center at the Ferry Landing need to be identified and allow for public comment.

Projects adjacent to the tidelands under consideration by the Port need to be identified and allow for public comment.

Any potential primary and secondary projects, such as a Cultural Arts Center at the Ferry Landing need to be identified and allow for public comment.

Amendments and Ordinances:

Additional details on Amendments and Ordinances need to be included in the PMPU such as:

* Descriptions of the implementation procedures, public notification, and certification process.

* Proposed projects that are consistent with the certified Plan and do not require an amendment or ordinance need to be identified.

Public Access to Port Documents:

Amendments and Ordinances need to be electronically available to the public.

Direct and searchable links to the documents need to be added and prominent on the Port's website under specific headings such as **PUBLIC RECORDS** that make sense to the public, agencies, and other stakeholders.

Titles of Addendums and Ordinances need to match those listed in the PMPU and easily searchable by familiar key words such as by city, district, date, subject, etc.

Amendments should include relatable "Actions" similar to those in the codes for Dana Point:

https://qcode.us/codes/danapoint/revisions.html

Documents not available as an electronic PDF need to be noted. Older documents not in electronic format need to be electronically scanned and saved in an electronic version (pdf) for preservation and easier accessibility on the Port's website.

ADDENDUM C

Coronado TOZ - TIDELANDS OVERLAY ZONE
Chapter 86.39

TOZ – TIDELANDS OVERLAY ZONE

86.39.030 Development Criteria

All development in the TOZ shall comply with the following requirements in addition to the provisions of underlying zoning:

A. The total ratio for development of the entire TOZ shall not be less than 65 percent public parkland and public open space nor more than 35 percent commercial/recreation.

B. A minimum of 20 contiguous acres of the TOZ, exclusive of parking areas, roads, non-playing facilities, and public shoreline access ways shall be improved and maintained for public park and playing facilities.

C. No more than one motel or hotel shall be permitted in the TOZ. Said motel or hotel shall be of the non-convention type, shall be low rise, and shall contain a maximum of 300 rooms.

D. Public access to the existing shoreline shall be preserved throughout the TOZ by, at minimum, a 30-foot public access way along the shoreline suitable for pedestrian and bicycle use.

E. No structure in the TOZ shall exceed 40 feet in height.

F. No development in the TOZ shall have a floor area ratio (the numerical value obtained by dividing the total floor area of a structure by the total lot area on which it sits) of greater than 100 percent, nor a structural coverage of greater than 60 percent. For purposes of computing floor area ratio and structural coverage, the acreage included in the 20 contiguous acre park and the acreage included in the 30-foot public access way along the existing shoreline throughout the TOZ shall not be counted as part of any lot area.

G. Coastally dependent commercial/recreation development shall be preferred over other forms of new commercial/recreation development.

H. All new development in the TOZ shall be pursuant to a plan for development of the entire property owned or controlled by the applicant within the TOZ, and shall provide for the concurrent development of parks, public open space, and public facilities with any other permitted new development on property owned or controlled by the applicant.

I. Parking for new development in the TOZ shall conform to the standards of the Coronado Code, the San Diego Unified Port District, the Department of Navigation and Ocean Development, or the Coastal Commission, whichever is more restrictive.

J. Landscaping in the TOZ shall blend commercial/recreational areas with the public park and public open space areas, and all new development in the TOZ shall require a landscape plan approved by the Coronado Design Review Board or a City Council appointed community committee.

K. Pursuant to the authority of Section 87 of Appendix I of the Harbors and Navigation Code of California, direct vehicular access shall be provided, if feasible, from the Coronado Bridge toll station area to adjacent tideland area within the TOZ so that traffic impacts on City streets and services will be minimized. Such direct access shall be infeasible only if the City Council makes such finding supported by substantial evidence that specific economic, social or other factors make direct access infeasible.

L. Existing view corridors from City streets ends shall be preserved in all new development in the TOZ. (Ord. 1469)

86.39.040 Inclusion in local coastal program.

The provisions of this TOZ shall be included in Coronado's local coastal program for approval by the Coastal Commission. (Ord. 1438)

86.39.050 Exceptions.

The provisions of this TOZ shall not apply to any development which has received all required discretionary approvals and building permits and on which substantial liabilities incurred in good faith as of the effective date of the initiative measure codified in this chapter.

86.39.060 Amendment.

The TOZ may be amended, repealed, or modified only by majority vote of the voters of Coronado voting at an election thereon.

86.39.070 Severability.

If any provision of this chapter shall be found invalid by a court of law, said determination shall not affect the remaining portions of this chapter which shall remain in full force and effect. The initiative measure codified in this chapter shall, if passed by the voters, or enacted by the City Council, become effective according to law. For purposes of determining qualification for exception pursuant to CMC 86.39.050 only, the effective date of the initiative measure codified in this chapter shall be deemed to be the date upon which the measure codified in this chapter passed at the polls or was enacted by the City Council, whichever occurs first.

The Coronado Municipal Code is current through Ordinance 2020-05, passed August 18, 2020.
Disclaimer: The City Clerk's Office has the official version of the Coronado Municipal Code.
Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

ADDENDUM D:

Sustainable Building Practices

The Port has an opportunity to be true “environmental champions” by addressing the significant consequences of climate change, pollution, and transmittable diseases such as COVID-19, that impact our environment, health, and economic viability, in the next draft of the Port Master Plan.

Open space should be a key planning consideration in order to provide safe distancing and healthy outdoor recreational areas, and to protect our waterfront from the impacts of sea level rise.

Extensive use of trees and shrubs should be included to provide shade and green areas for families to escape the heat, reduce the amount of storm water runoff, reduce erosion, flooding, and pollution in our waterways, and provide food, protection, and homes for our birds and other wildlife.

Indoor food establishments should be scaled down and designed with more spacious outdoor seating to provide a safe eating environment, and should also meet GREEN RESTAURANT® CERTIFICATION STANDARDS.

Energy conserving and sustainable features such as solar and wind power should be included in all building plans, and designed to meet CALGreen energy efficiency standards with the intent and purpose of reducing energy consumption and the Port’s carbon footprint.

Traffic and pollution should be reduced by adding new clean energy water taxies and bus services along the tidelands.

Further, all Port vehicles should be electric or run on low carbon fuels.

“Sustainable architecture using design strategies that reduce the negative environmental impact from a built environment are critical. Sustainable design is no longer the way of the future—it's all-important at present and will reward the communities that embrace it”. *Sustainable Design Strategies, Howard Wisconsin Website*

*

From: Deborah Bell <bell@msn.com>
Sent: Thursday, November 19, 2020 9:16 PM
To: Port Master Plan Update
Subject: Stop overdevelopment of Coronado

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please don't proceed with the latest plans to revise (& destroy) the Coronado ferry landing area. Specifically:

- Do NOT permit a consolidated parking garage
- no buildings over 1 story!
- don't replace the ferry landing buildings - restore them, keeping one story & red roofs
-

This waterfront is a public asset for our enjoyment and appreciation of the view, maximizing open space. Traffics is already a major problem here and a garage to accommodate more would worsen the problem. Anything over 1 story would greatly deteriorate the village feel of that are. Put a park in the open space south of Il Fornaio for all to enjoy, or for non- motorized recreational sports.

Thanks for considering-
Deborah Bell
Coronado CA

December 5, 2020

To: Public Records, Port of San Diego
PublicRecords@portofsandiego.org

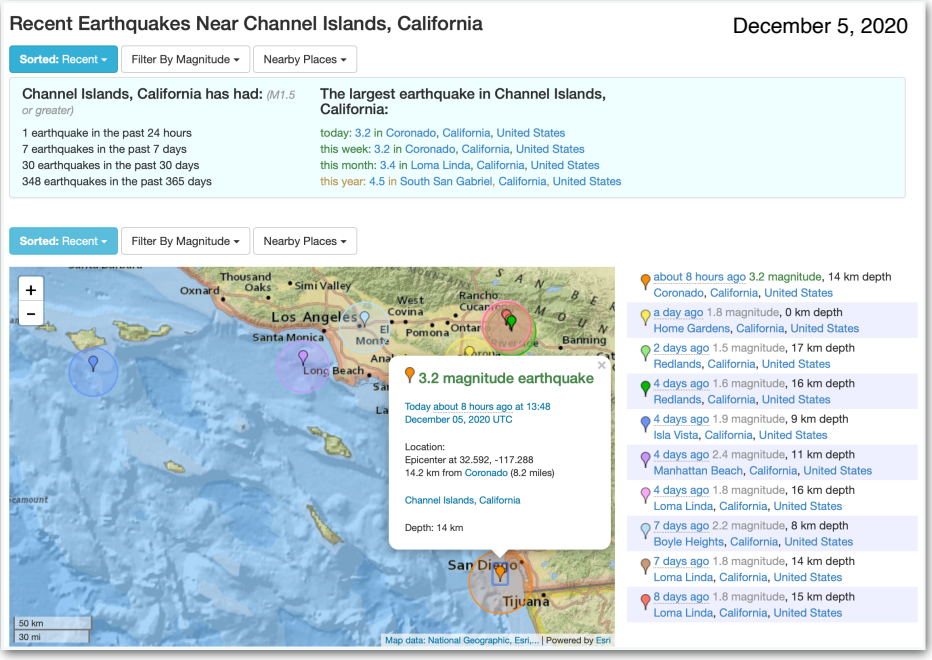
From: Stephanie Kaupp, Coronado
Email: skaupp1@san.rr.com

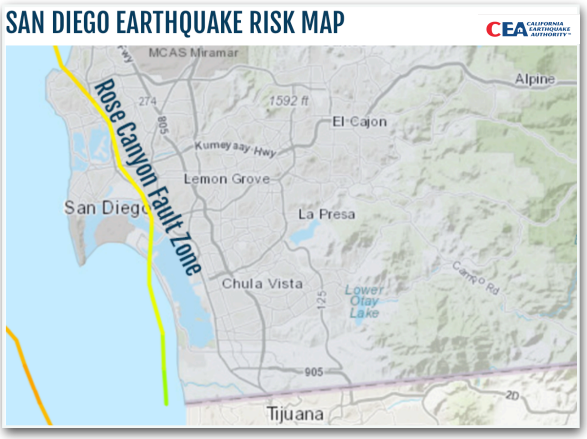
Re: Planning District 10, Coronado Bayfront
Additional Comments for December 7, 2020
PMPU Revised Draft Board Workshop

Dear Port Commissioners:

With the recent earthquake activity in our area, the Board and staff need to give more consideration to the design and use of the public realm and development of our tidelands in the PMPU. The Port's policy of "applying an adaptive management approach to mitigate, prepare for, respond to, and recover from human-caused and natural hazards through an iterative cycle of planning, monitoring, evaluating, and adapting", as described in the **Safety and Resiliency Element,** is nonsensical in the event of a major earthquake.

A more logical and sustainable approach is proactive planning with goals, objectives and policies "to protect and maintain critical infrastructure, public assets, and coastal access" by preserving open space and restricting development in areas with a high seismic risk such as, the Coronado Bayfront.





Dormant Rose Canyon Fault in San Diego Could Produce Deadly Earthquake
Times of San Diego - March 5, 2020

A new report finds that the long-dormant Rose Canyon Fault could produce a massive earthquake in San Diego that would kill hundreds of people and cause billions of dollars in property damage.

The local chapter of the Earthquake Engineering Research Institute said in the study released Wednesday that San Diego County faces an 18% probability of a temblor of 6.7 magnitude or greater over the next 30 years along the fault, which stretches from La Jolla through downtown San Diego and across Coronado.

The report studied the potential impact of a 6.9-magnitude quake centered off Del Mar and found it would kill 800 people, damage 120,000 buildings, likely shut Interstate 5 and the Coronado Bridge, cut many utility lines and displace 36,000 households. Property losses would total $38 billion.

"The region's large population coupled with the poor seismic resistance of its older buildings and infrastructure systems, make San Diego vulnerable to earthquakes," the report warned.

UC San Diego researchers first warned in 2017 that the fault was more dangerous that previously thought, though there has not been a major quake along it since 1862, when the Pt. Loma lighthouse and buildings in Old Town were damaged.

The authors outlined a series of steps to increase the San Diego region's resilience to a major earthquake.

"This report intends to paint a broad picture of the regional seismic risk profile to highlight the threat of the Rose Canyon Fault Zone and the many opportunities for earthquake mitigation to make the San Diego region more resilient to seismic hazards," according to the report.

The Oakland-based Earthquake Engineering Research Institute is a nonprofit professional organization dedicated to reducing earthquake risk.

* * *

Please direct staff to revise the PMPU and include the following (as shown in **RED**), along with the other changes noted in my comment letters dated **November 17, 2020** and **December 3, 2020**.

5.10.2 North Coronado Subdistrict

5.10.2(B) Special Allowances

~~No special allowances are included for the North Coronado Subdistrict~~ Due to the significant number of active fault zones that run in the North Coronado Subdistrict, recreational and other non-occupancy land uses such as open space shall take precedence over development.

* * *

Thank you in advance for addressing these comments during the Board workshop on the Revised Draft PMPU.

Sincerely,

Stephanie Kaupp
Coronado, CA