

Integrated Planning Port Master Plan Update

PRESENTATION AND DIRECTION TO STAFF ON THE PORT MASTER PLAN UPDATE:

- A. FOLLOW-UP ITEMS FROM THE FEBRUARY 12, 2019 WORKSHOP
- B. PLANNING COMMITMENTS AND PREVIOUS STUDIES FOR NORTH EMBARCADERO SUB-DISTRICT
- C. DRAFT POLICY CONCEPTS AND RECOMMENDED LAND AND WATER USE CONFIGURATION FOR NORTH EMBARCADERO SUB-DISTRICT

TODAY'S WORKSHOP:

Workshop Introduction

A. Follow-up Items from Feb 12th Workshop

- Staff Presentation
- Board Clarifying Questions
- Public Comment
- Board Discussion

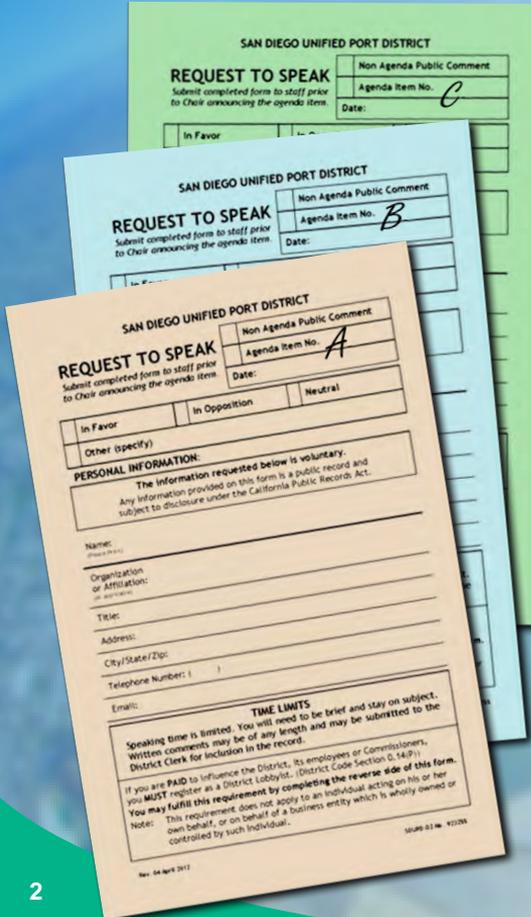
B. North Embarcadero Planning Commitments & Previous Studies/Concepts

- Staff Presentation
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Conclusions and Next Steps



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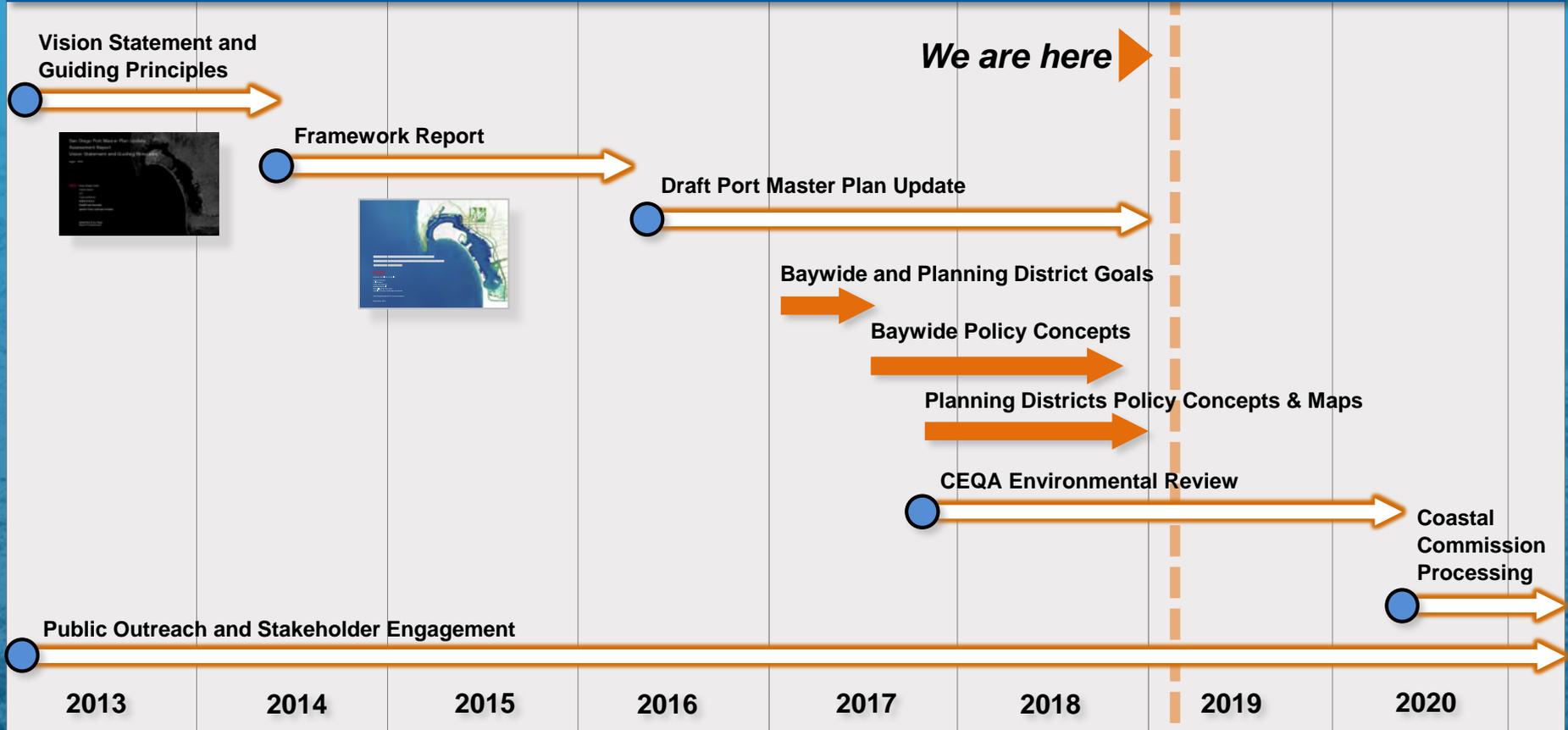
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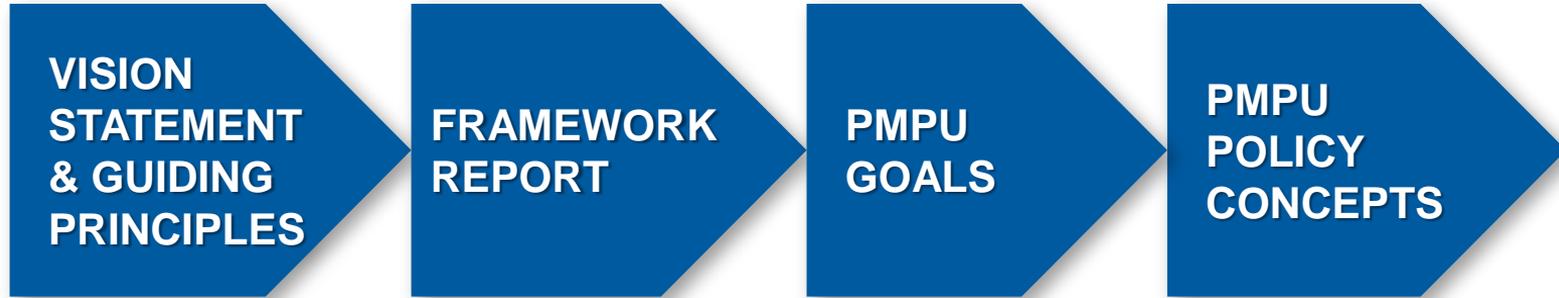
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INTEGRATED PLANNING PROCESS

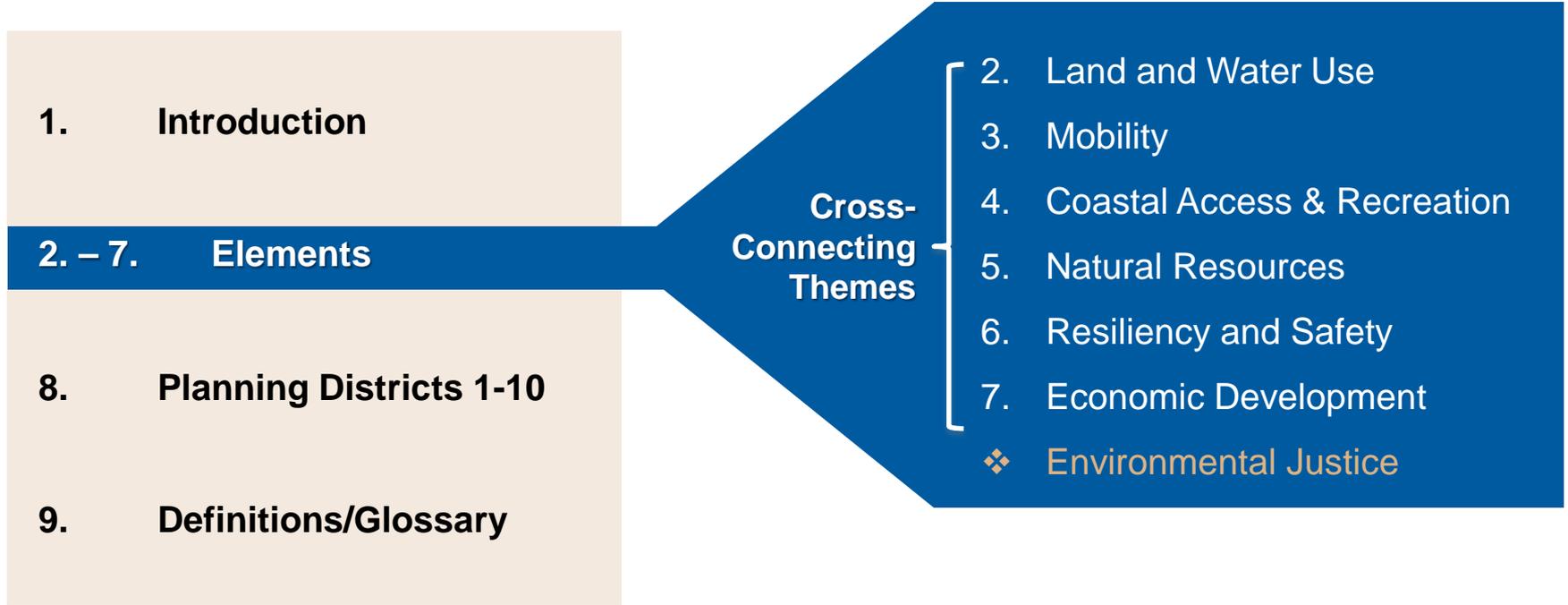





OBJECTIVES

- Market Ready
- Streamline Permit Process
- Certainty with Flexibility
- Balance Development with Natural Resources while Enhancing Fiscal Sustainability

Port Master Plan Update: Document Contents



Port Master Plan Update: Document Contents

1. Introduction

2. – 7. Elements

8. Planning Districts 1-10

9. Definitions/Glossary

1. Shelter Island
2. Harbor Island
3. Embarcadero
4. Working Waterfront
5. National City Bayfront
6. Chula Vista Bayfront
7. South Bay
8. Imperial Beach Oceanfront
9. Silver Strand
10. Coronado Bayfront



PROJECTS



POLICIES





San Diego

National City

Chula Vista

Coronado

San Diego

Imperial Beach

S a n D i e g o B a y
P a c i f i c O c e a n

Port Planning Districts

Planning District 3: Embarcadero



Planning District 3 – Embarcadero

Current State

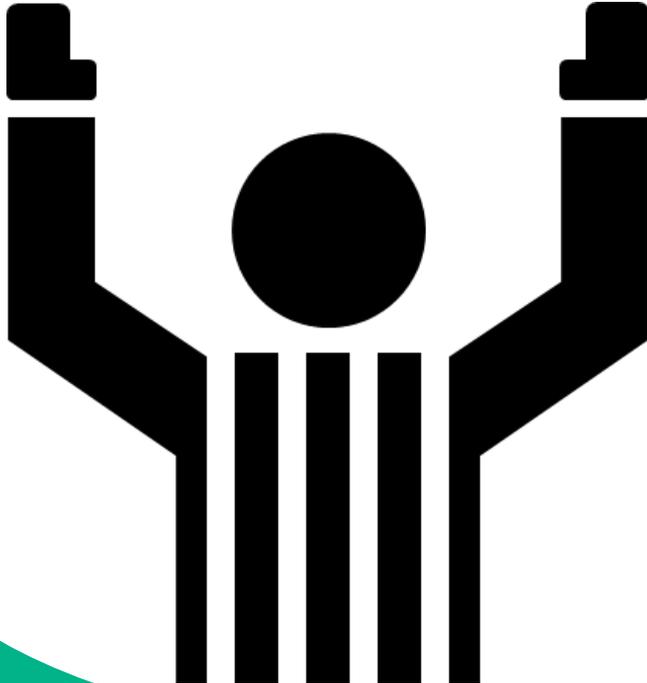
- Over three miles of waterfront lined with an assortment of commercial, visitor-serving, recreational, and even industrial uses
- Conveniently located south of the San Diego International Airport and close to Downtown San Diego
- Close proximity to regional roadways and freeways
- Linear public access areas with shoreline path and play areas
- Panoramic scenic vistas of San Diego Bay and city lights

Future State

- A ‘front door’ to San Diego welcoming travelers arriving by sea, land, or air
- A vibrant, waterfront experience with broad mix of coastal-dependent uses and activities showcasing and celebrating San Diego’s diverse waterfront
- Home of the Next Great Waterfront Street
- An active entertainment, recreation, and hospitality destination that is a highlight along the Green Necklace and picturesque San Diego Bay

GOALS

Planning District 3



- A “front door” to San Diego for travelers arriving by sea, land, or air, offering a vibrant mix of visitor-serving commercial and recreational activities, and internationally-recognized attractions that showcase and celebrate the history of San Diego’s waterfront
- Celebrated water areas that support historic ship, ferry and excursion vessel, recreational vessel, and commercial fishing berthing, and that preserve deep-water dependent cruise ship berthing
- An active experience that provides people meaningful waterfront gathering places and access to a broad mix of land and water-based entertainment, recreation, hospitality, and visitor destinations

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Public Outreach and Stakeholder Engagement

Follow-up Items from Feb 12th Workshop: Public Outreach – Embarcadero Planning District



Public Outreach – Embarcadero Planning District

Engagement Strategy

- Multiple touch points, with different engagement techniques
- Engagement included questions related to the entire Embarcadero Planning District, as well as specific questions for the North and Central Embarcadero sub-districts

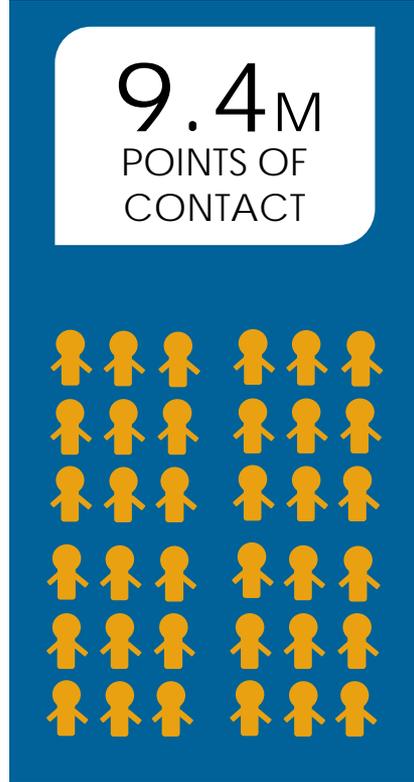
1. Online Survey

- Survey was open from December 13th through January 31st
- 3,330 participants

2. Public Open House

- Hosted an open house at the Port building
- Over 70 participants attended

Public Outreach and Stakeholder Engagement – 2013-2019



Grape Street Commercial Fishing Piers

Follow-up Items from Feb 12th Workshop:

Options to Increase Commercial Fishing Acreage –

Option 1

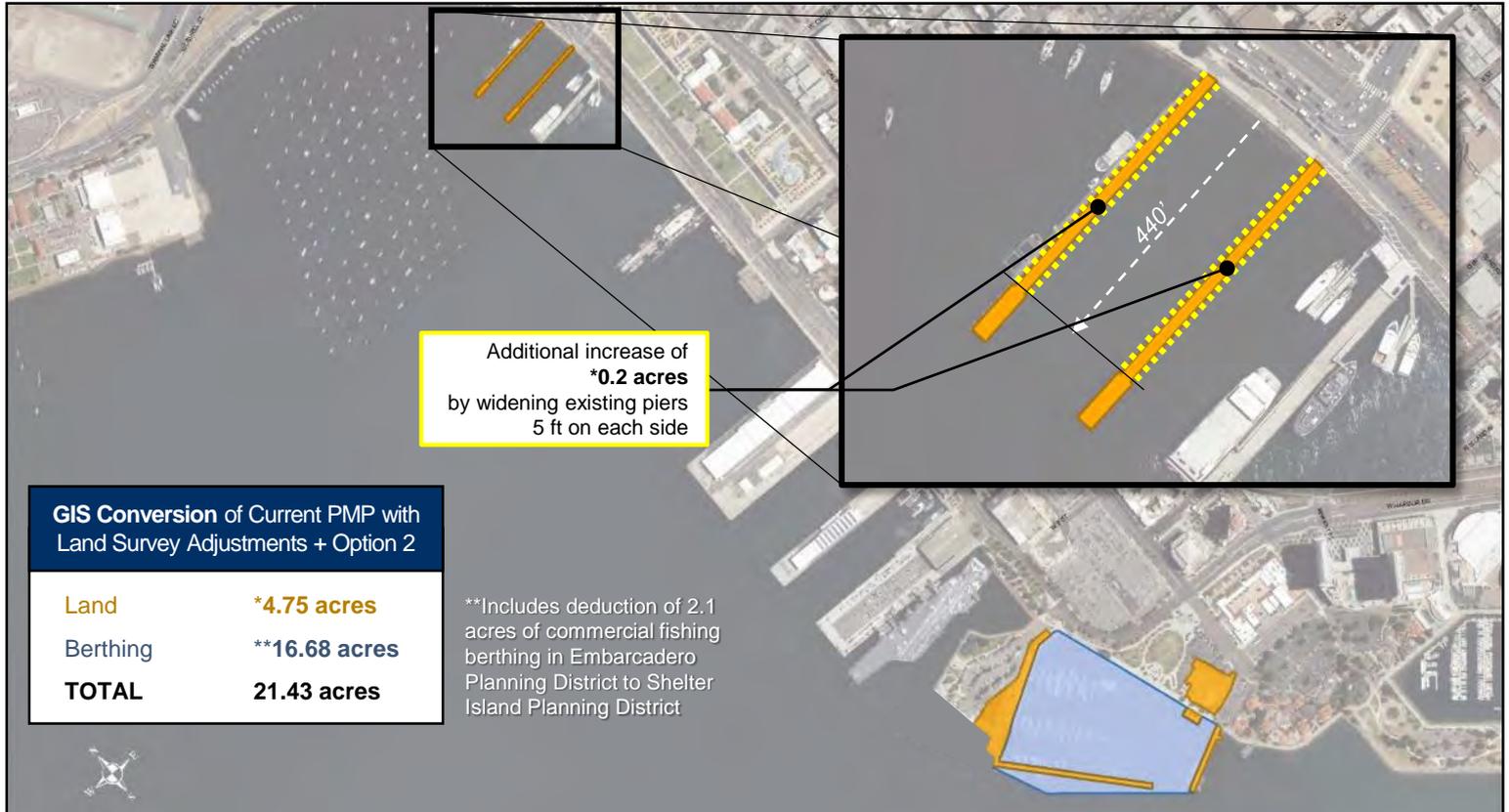


Planning District 3 – Commercial Fishing Designations

Follow-up Items from Feb 12th Workshop:

Options to Increase Commercial Fishing Acreage –

Option 2



GIS Conversion of Current PMP with Land Survey Adjustments + Option 2

Land	*4.75 acres
Berthing	**16.68 acres
TOTAL	21.43 acres

**Includes deduction of 2.1 acres of commercial fishing berthing in Embarcadero Planning District to Shelter Island Planning District

Planning District 3 – Commercial Fishing Designations

Draft Policy Concepts: Commercial Fishing Designated Areas

TABLE 2 – Embarcadero Planning District – Options for Increasing Commercial Fishing Acreage

Commercial Fishing (CF) Designation	Current Port Master Plan	<u>OPTION 1</u> GIS Conversion of Current Port Master Plan, with Survey Adjustment + Two Existing Grape Street Piers	<u>OPTION 2</u> GIS Conversion of Current Port Master Plan, with Survey Adjustment + Two Existing Grape Street Piers + Expansion of the Two Grape Street Piers
Land	5.4 ac	4.55 ac	4.75 ac
Berthing	13.1 ac	16.68 ac*	16.68 ac*
Embarcadero Planning District Totals	18.5 ac	21.23 ac*	21.43 ac*

* Includes deduction of 2.1 acres of commercial fishing berthing in Embarcadero Planning District to Shelter Island Planning District.

Draft Policy Concepts: Commercial Fishing Designated Areas

	Low End	High End
Maintain Existing (Option 1)	\$3,735,000	\$5,150,000
Expand and Enhance (Option 2)	\$24,000,000	\$31,000,000

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Previous Commitments

Commitments

Existing Port Master Plan

- Allows for Interim Parking on Navy Pier until the Navy (prior owner) determines their use of the pier is no longer necessary, at which time the Port will accept a proposal to convert Navy Pier into a Park
- Parking to be shifted to a nearby site
- A stated planning goal of the Port is to convert Navy Pier into a 5.7 acre memorial park

Commitments

U.S.S. Midway's Coastal Development Permit and Lease

- Midway must provide minimum parking requirements
- Port to allow for interim parking on Navy Pier until October 1, 2015
- Midway is required to provide parking off tidelands when the District ceases to operate parking on Navy Pier unless a PMPA is certified to allow for continued parking and the District continues to operate public parking on the pier
- Midway to establish a monetary set aside to secure upland parking
- Midway to submit plans to convert the pier to a park

Commitments

MOU with Lane Field San Diego Developers and San Diego Navy Broadway Complex Coalition

- Achieve labor peace for Lane Field
- Establish a 150-foot Setback Park/Plaza in front of Lane Field
- District must allocate funding sufficient to complete the remainder of the Setback Park/Plaza on 1220 Pacific Highway
- Use good faith efforts to acquire 1220 Pacific Highway

Commitments

MOU with Lane Field San Diego Developers and San Diego Navy Broadway Complex Coalition

- The District must analyze on equal footing with a project in an EIR for the NEVP PMPA (i) one alternative for an average 205-foot setback adjacent to North Harbor Drive as presently aligned, running from Hawthorn to the prolongation of "B" Street; and (ii) one alternative for the realignment of North Harbor Drive to the east of its present location, with the 205-foot-average setback to the immediate west of the realigned North Harbor Drive, to the immediate east of the promenade planned under the NEVP adjacent to San Diego Bay, and again running from Hawthorn to the prolongation of "B" Street.

Commitments

NEVP Phase I Coastal Development Permit

- **Port to process an EIR and Port Master Plan Amendment**
- **Designate additional park/plaza for the loss of the 2.5-acre oval park currently shown in the certified Port Master Plan**
 - Establish a 1.66-acre Lane Field Setback Park/Plaza that will be expanded by 0.5 acres if the Port acquires 1220 Pacific Highway for a contiguous 2.16-acre Setback Park
 - Establish a 1.25-acre Waterfront Destination Park west of North Harbor Drive. The park/plaza of Broadway Terminus, which is 0.37 acres, counts toward the 1.25-acre requirement, leaving 0.88 acres to be designated
 - Timeframes for construction and identification of funding sources for the Water Destination Park must be included

Commitments

NEVP Phase I Coastal Development Permit

- **EIR for the Waterfront Destination Park, at a minimum, must include:**
 - Two Waterfront Park locations (1) esplanade near Navy Pier between Navy Broadway Complex and the waterfront, including closing Harbor Drive to vehicles (Emergency & Shuttle are acceptable) and (2) esplanade across from or near the County Administration Building
 - A qualitative and quantitative evaluation of the District's ability to provide an alternative Waterfront Destination Park in each location
 - Preferred location for the Waterfront Park

Commitments

NEVP Phase I Coastal Development Permit

- **The EIR and Port Master Plan Amendment must also:**
 - Remove the oval park from the Port Master Plan and add the Waterfront Destination Park
 - Add the Lane Field Setback Park/Plaza to the Port Master Plan and incorporate it in Coastal Walk if feasible
 - Replace any parking removed from the Development of the Waterfront Destination Park
 - Clarify the “Park/Plaza” land use designation to differentiate between grassy “park” and hardscape “plaza”
 - Provide a comprehensive evaluation of the parks, plazas, or other public open spaces in the North Embarcadero area and the size and functionality of existing planned spaces

Commitments

NEVP Phase I Coastal Development Permit

- **The EIR and Port Master Plan Amendment must also:**
 - Reduce automobile circulation in the North Embarcadero area
 - Identify opportunities to enhance pedestrian-oriented circulation along the waterfront, including North Harbor Drive
 - Convert Navy Pier to a Park
 - Identify future uses for the Grape Street piers under certain circumstances
 - Implement the Embarcadero Shuttle

Public Outreach for the Embarcadero Planning District

What We Heard

Harbor Drive

- Emphasize pedestrian safety, with less importance on drive lanes, but still want to have a signature waterfront drive experience

Location of Open Space

- Prefer open space that is west of Harbor Drive
- Emphasize open space locations with direct visual and physical connections to the water

Type of Open Space

- Emphasize a diversity in the types of spaces and activities that are available while making it safe and active

What We Heard

Dining and Eating

- A variety of restaurants, including low-price, quick snacks, as well as up-scale, view oriented eateries

Pedestrian Access

- Easy walking along the waterfront with great views to the water, but separate anything with wheels

Parking

- Open to parking in mobility hubs that are within 5-10 minute walk to the waterfront that are connected to transit

What We Heard

Overlooks/views of the water

- Maintain and enhance views of the waterfront with unobstructed pedestrian views, and new elevated views=

Bicycle friendly

- Protected bike lanes, with pedestrian only sidewalks

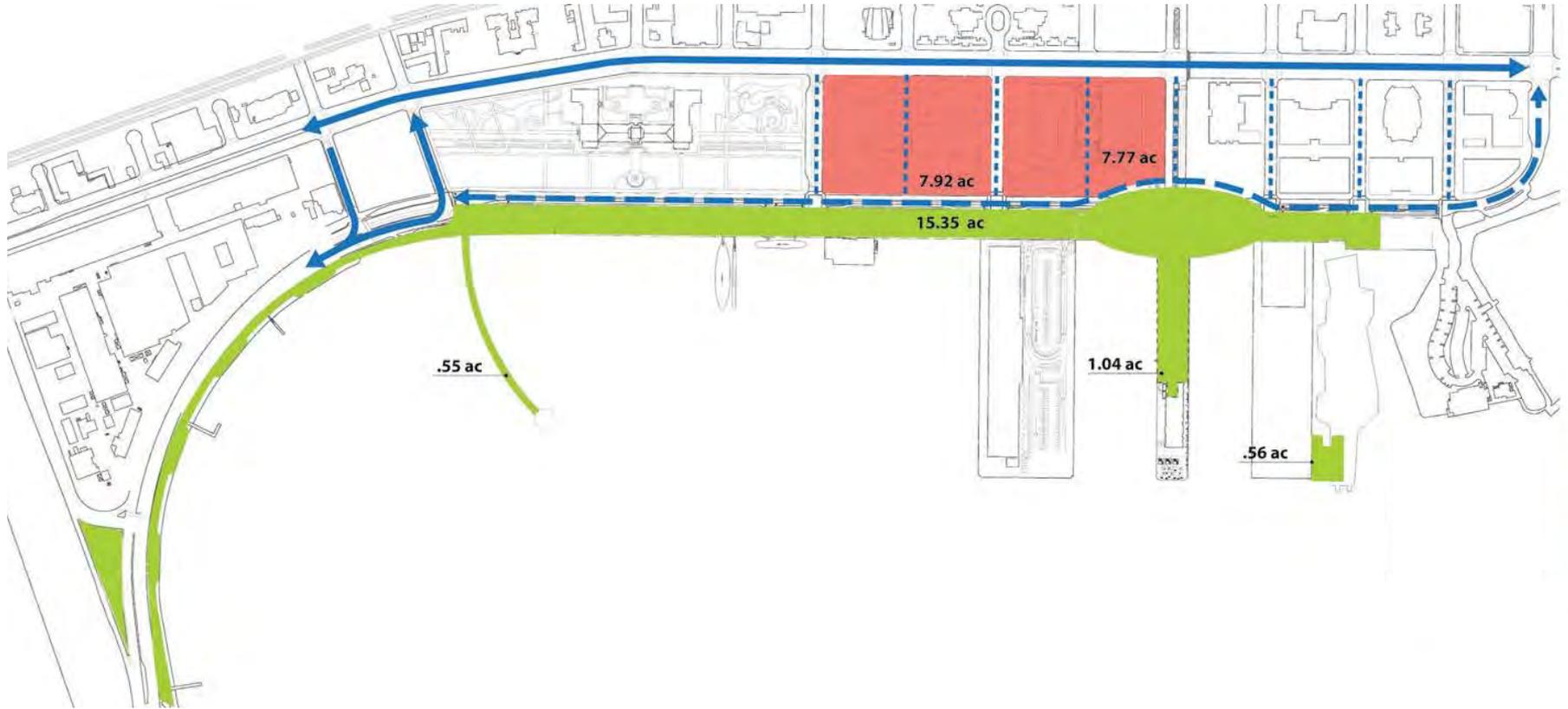
Seating areas with shade

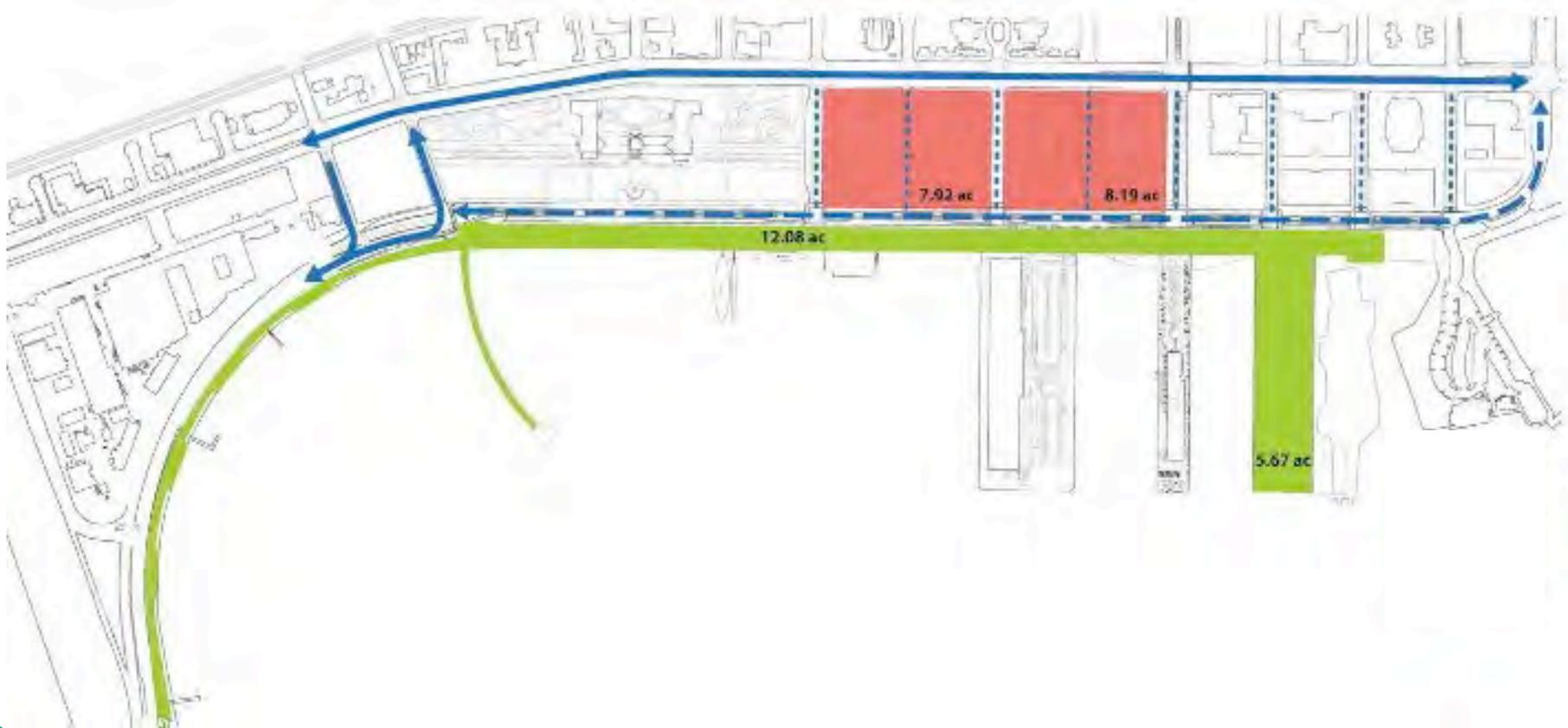
- Shaded areas to rest while walking and enjoying the waterfront

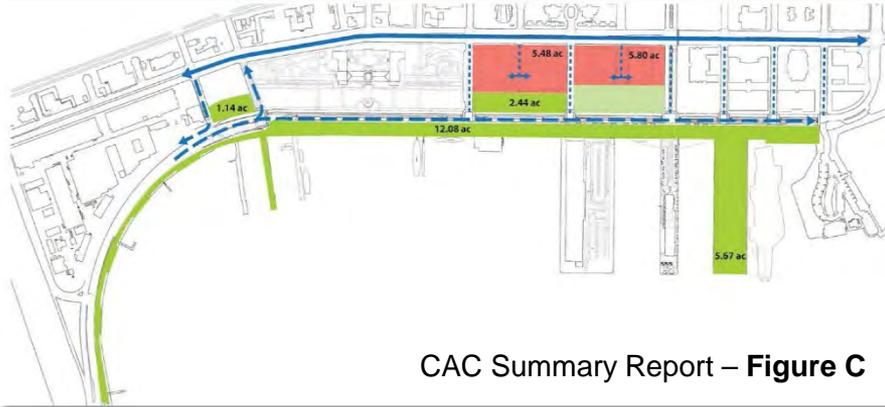
20 years of North Embarcadero Planning

Previous Studies: Understanding

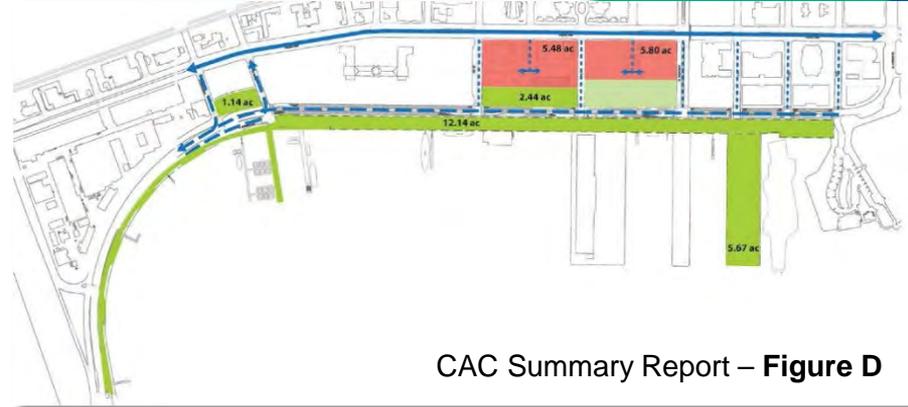
- **North Embarcadero Alliance Visionary Plan, 1998**
- **EEK Schematic Design Plan, 2005**
- **CAC Summary Report (7 Alternatives), 2011**
 - Figure B (Alternative 1)
 - Figure C (Alternative 2)
 - Figure D (Alternative 3)
 - Figure E (Alternative 4)
 - Figure F (Alternative 5)
 - Figure G (Alternative 6)
 - Figure H (Alternative 7)
- **Baucentrum Plan, 2012**
- **Jim Frost Plan (Unified Harbor Drive), 2014**
- **North Embarcadero Next (“NExt”) (9 Configurations), 2017**
 - 74' Roadway Section w/ 150' Setback Park Study
 - 74' Roadway Section w/ 205' Setback Park Study
 - 53' Roadway Section w/ 205' Setback Park Study to West of Realigned Harbor Drive
 - 53' Roadway Section w/ South Waterfront Destination Park
 - 53' Roadway Section
 - 44' Roadway Section w/ North Waterfront Destination Park & 150' Setback Park Study
 - 44' Roadway Section w/ North Waterfront Destination Park
 - 53' Harbor Drive Roadway w/ a 205' Setback Park Study to the East
 - 44' Harbor Drive Roadway w/ a North Waterfront Destination Park



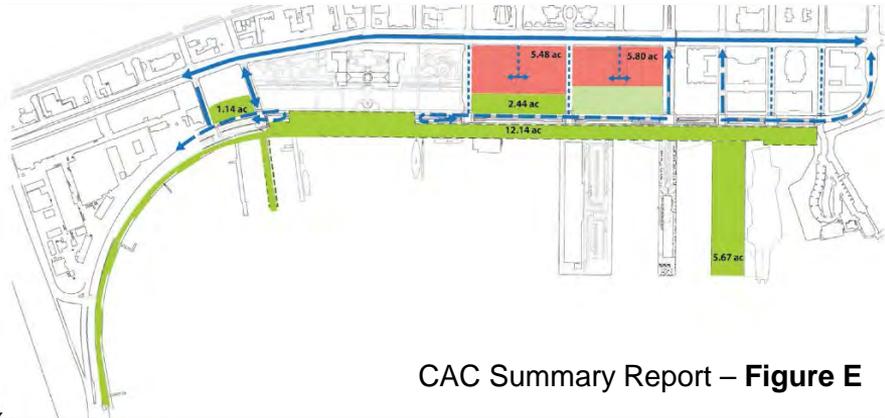




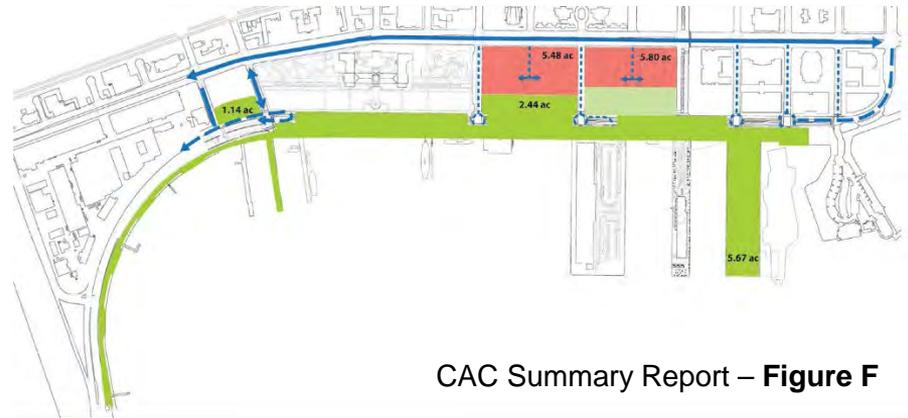
CAC Summary Report – **Figure C**



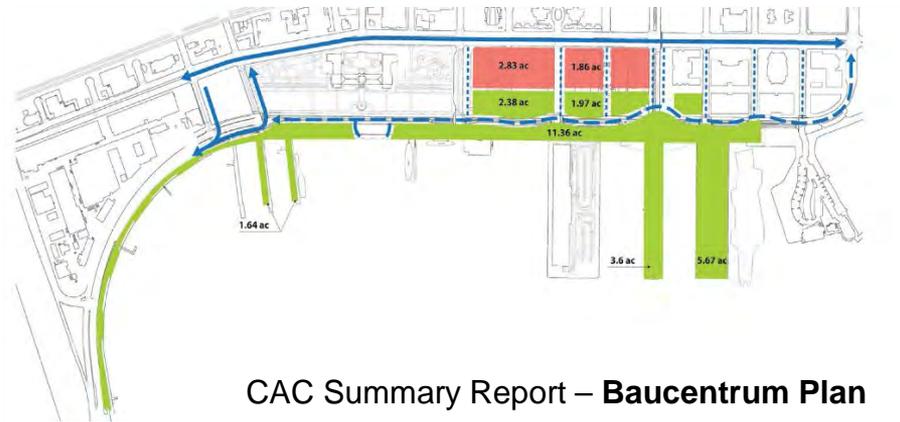
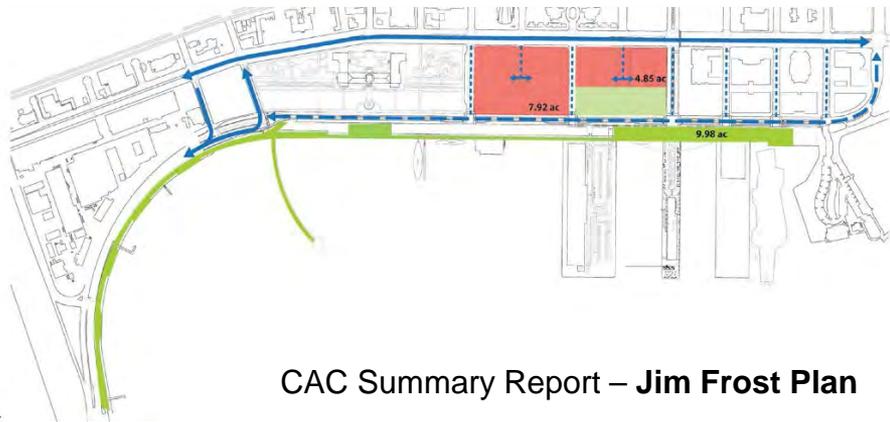
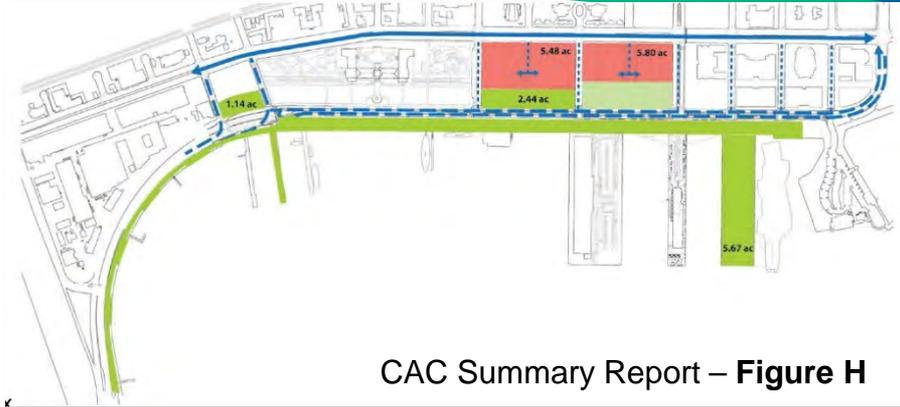
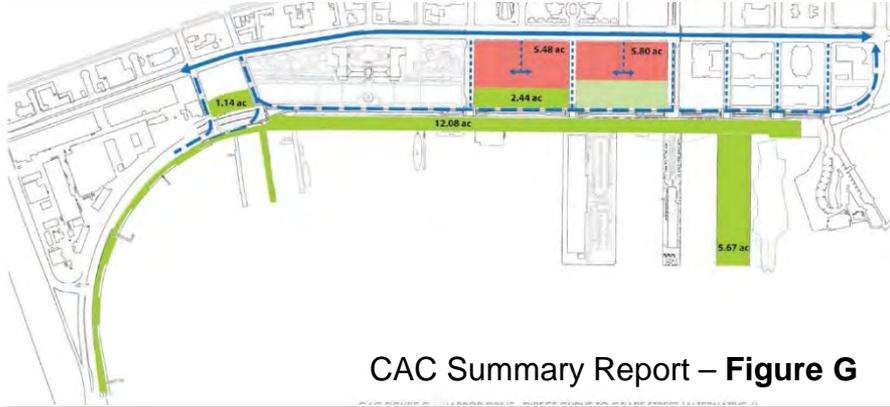
CAC Summary Report – **Figure D**

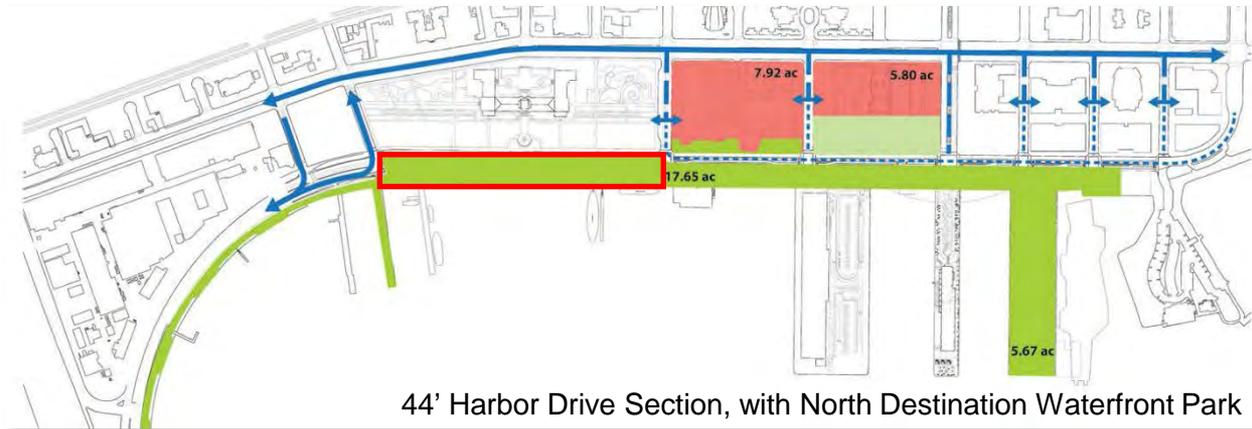
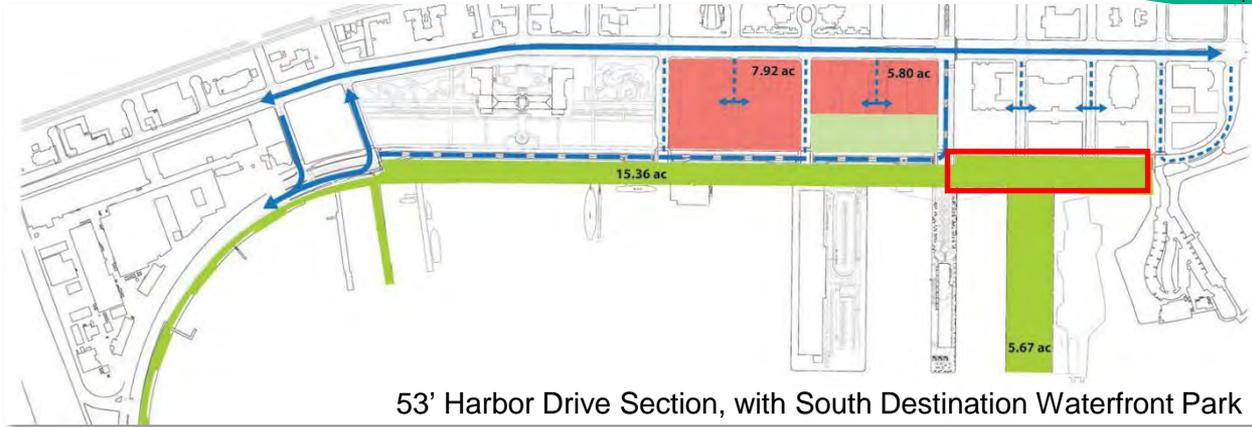


CAC Summary Report – **Figure E**

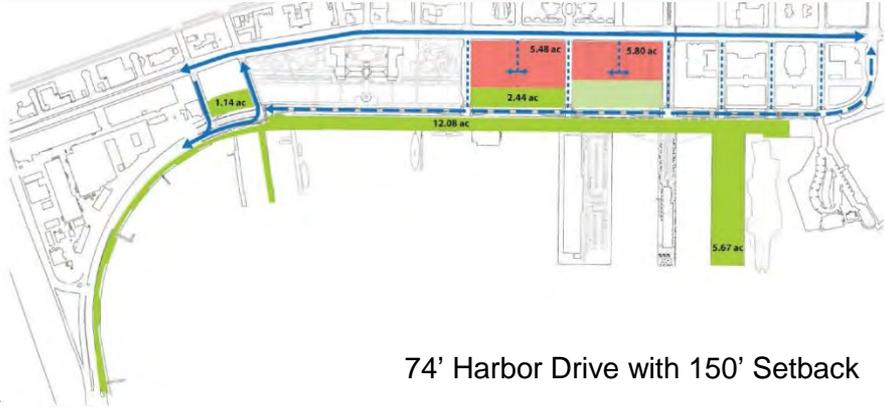


CAC Summary Report – **Figure F**

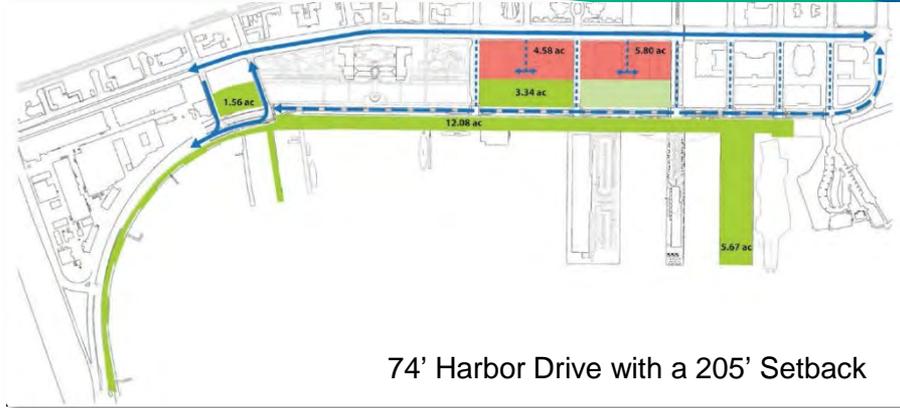




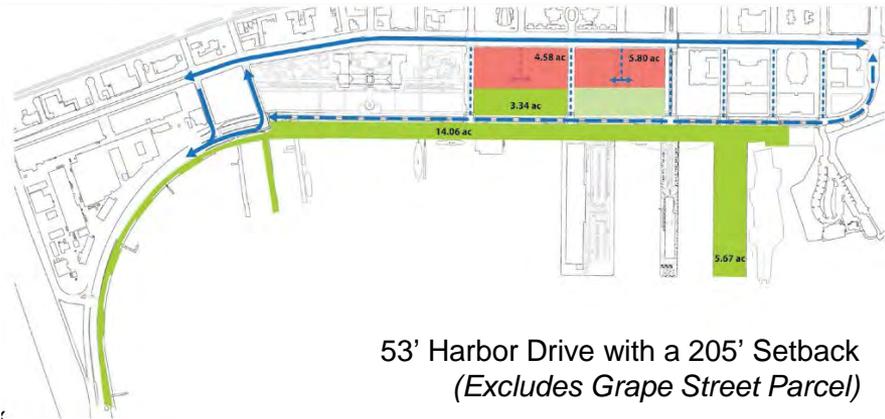
2017 – Destination Waterfront Park Alternatives



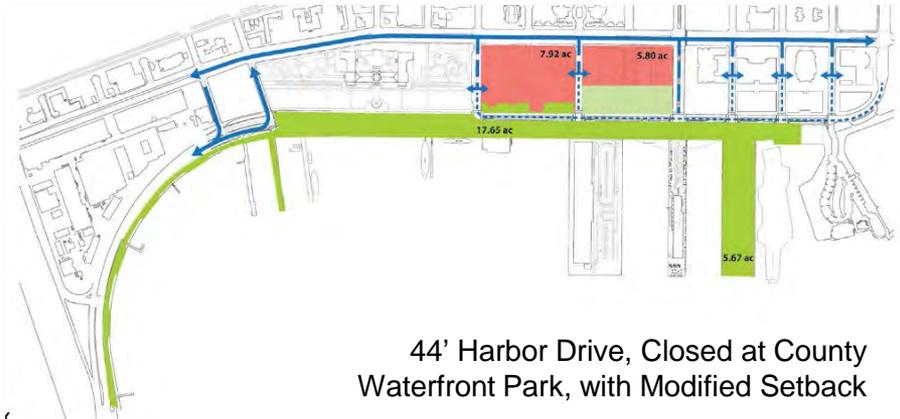
74' Harbor Drive with 150' Setback



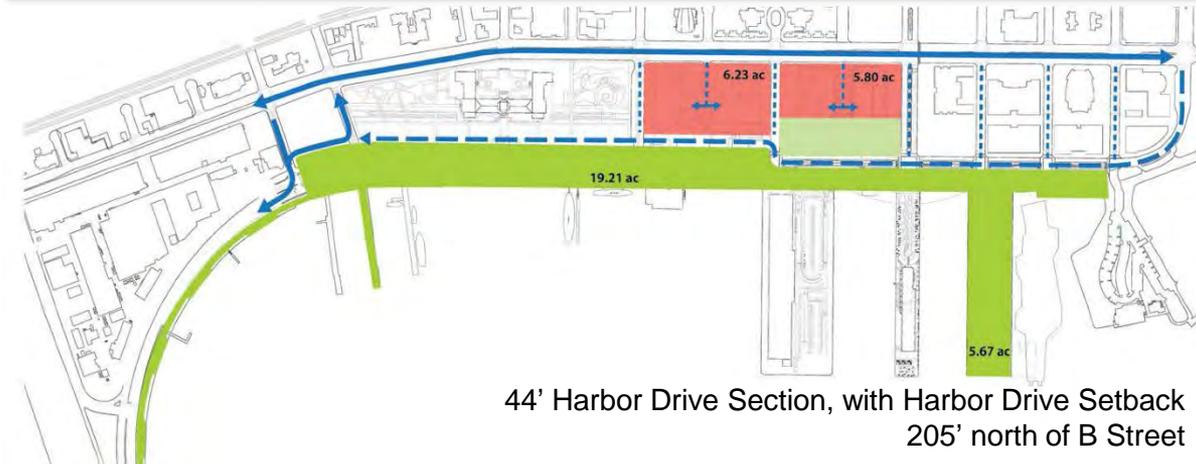
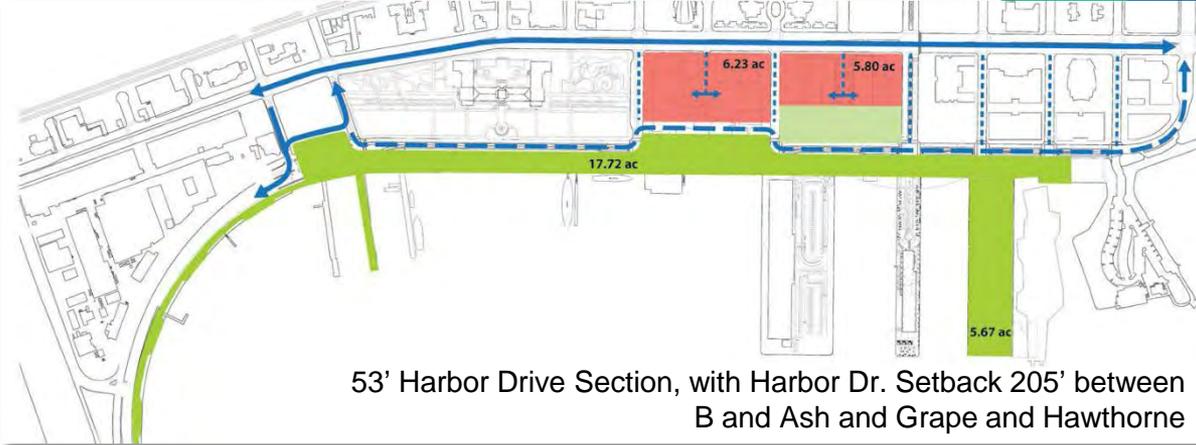
74' Harbor Drive with a 205' Setback



53' Harbor Drive with a 205' Setback
(Excludes Grape Street Parcel)



44' Harbor Drive, Closed at County Waterfront Park, with Modified Setback



2017 – 205ft Harbor Drive Setback

What have we learned?

Common Themes

Harbor Drive Configuration

- Accommodate vehicles/emphasize pedestrians
- Recommend reallocation and reduction of Harbor Drive
- Accommodate parking/loading

Parking

- Most promote mobility hubs
- Accommodate near-term parking on Navy Pier

Common Themes

Tenant Access/Service

- Flexible plazas accommodate tenant access
- Loading zone access that is proximate to facilities
- Consider the need for employee and volunteer parking that is proximate to facilities

Configuration of Esplanade and Promenade

- Locate promenade adjacent to the water with a typical width of +/- 30'
- Contemplate an esplanade that varies in width between 105' to 130'

Common Themes

Broadway Pier

- Enhanced as a public space that accommodates cruise ship berthing

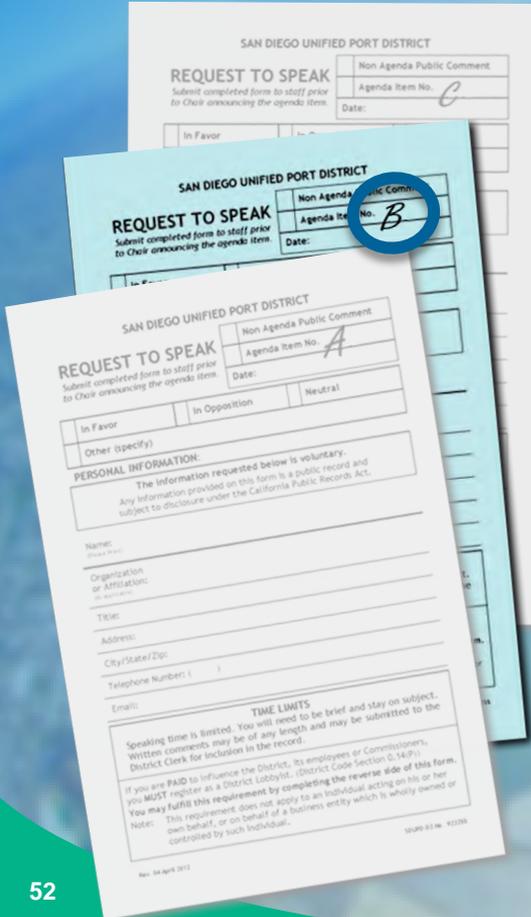
Navy Pier

- Becomes a public space but should consider accommodate near term parking

Grape Street Piers

- Consolidated into a single pier that is destination / public space

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Establishing a Vision for the North Embarcadero

To enable a successful Port Master Plan Update

Mobility Hubs on the North Embarcadero

*To enable the completion of the North Embarcadero
we must first re-locate and improve parking*

Mobility Hubs

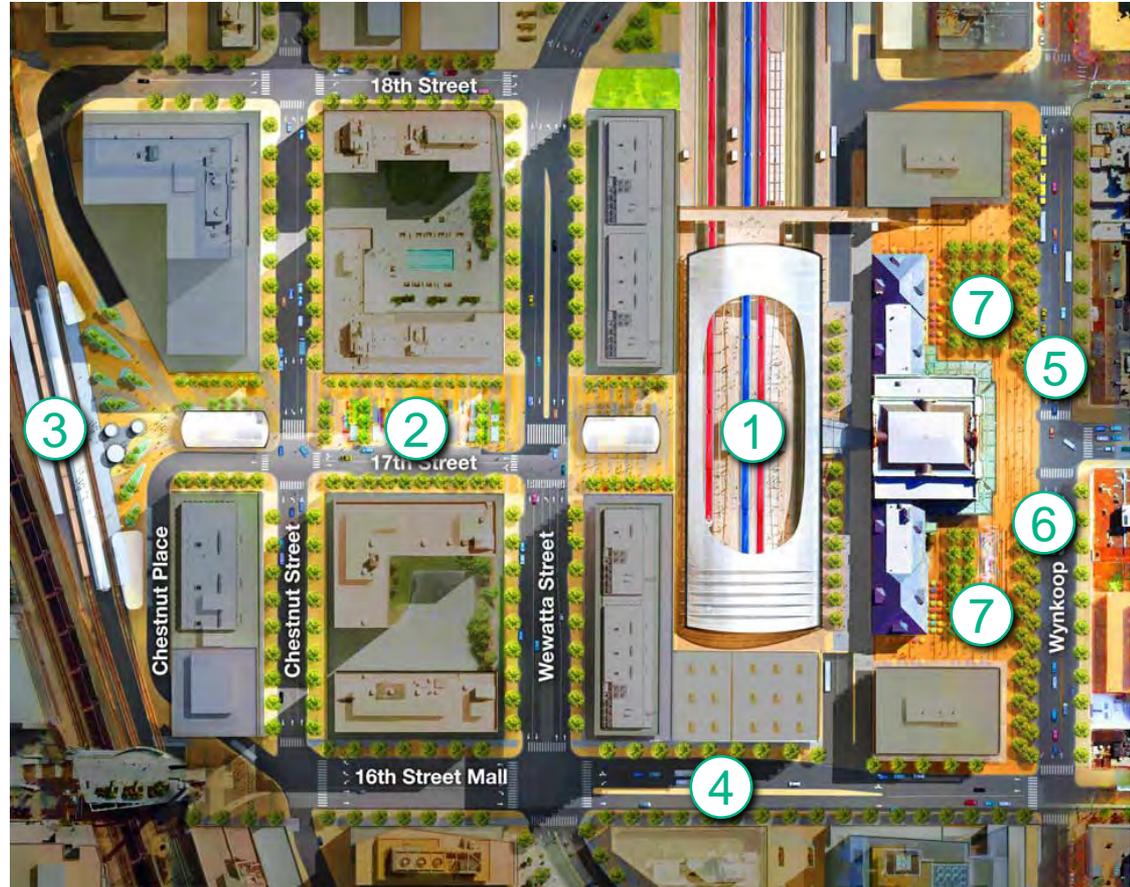
- Introduce mobility hubs within 5-10 minute walking distances from points of interest
- Emphasize connectivity between bayfront circulator, mobility hubs, and points of interest
- Prioritize near-term readily available locations for mobility hubs
- Maintain flexibility and ability to adapt to ever-changing market conditions

Mobility Hubs

Case Study:

Denver Union Station

1. Commuter Rail
2. Regional Bus Center
3. Lightrail/Transit
4. Free Mall Shuttle
5. Ride Share
6. Dedicated Bike Lanes
7. Community Open Space

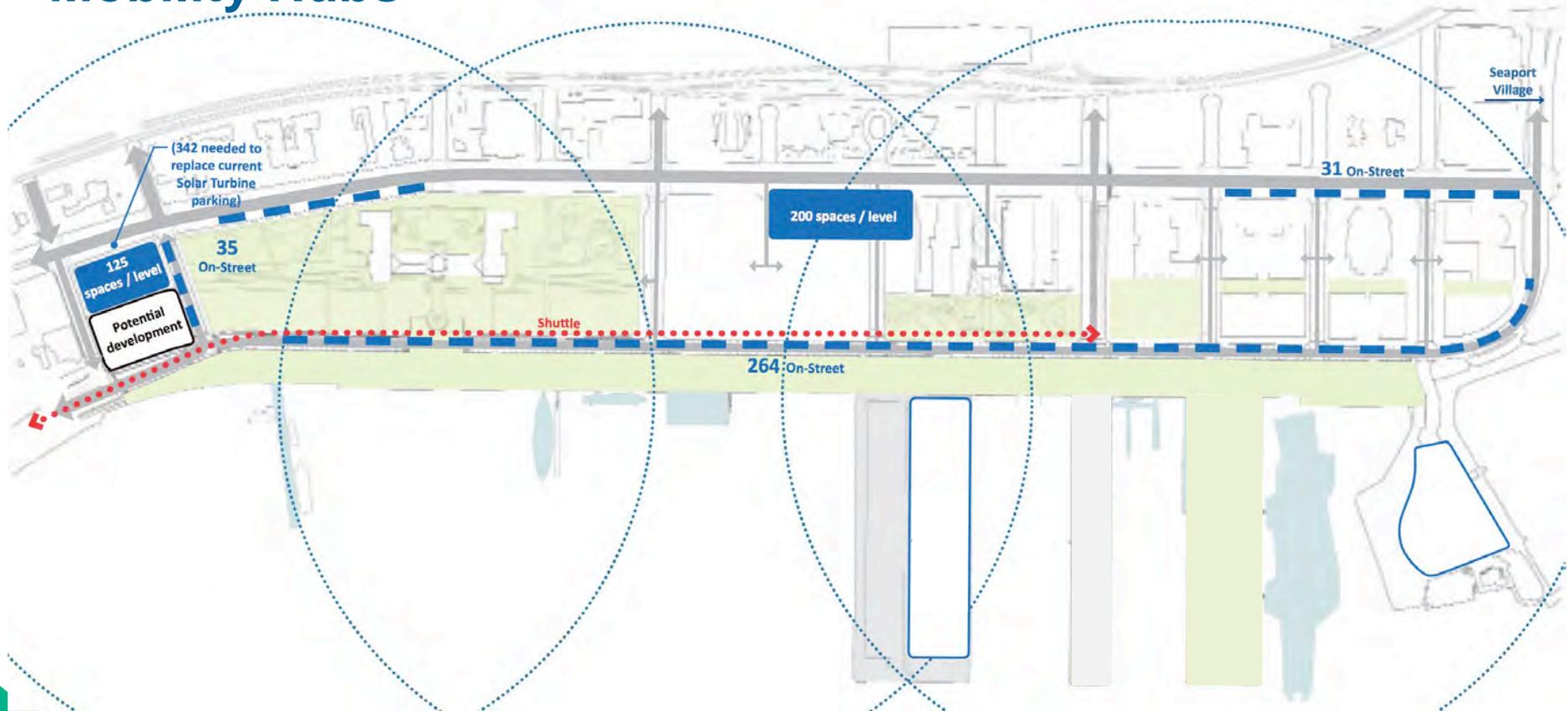


Mobility Hubs

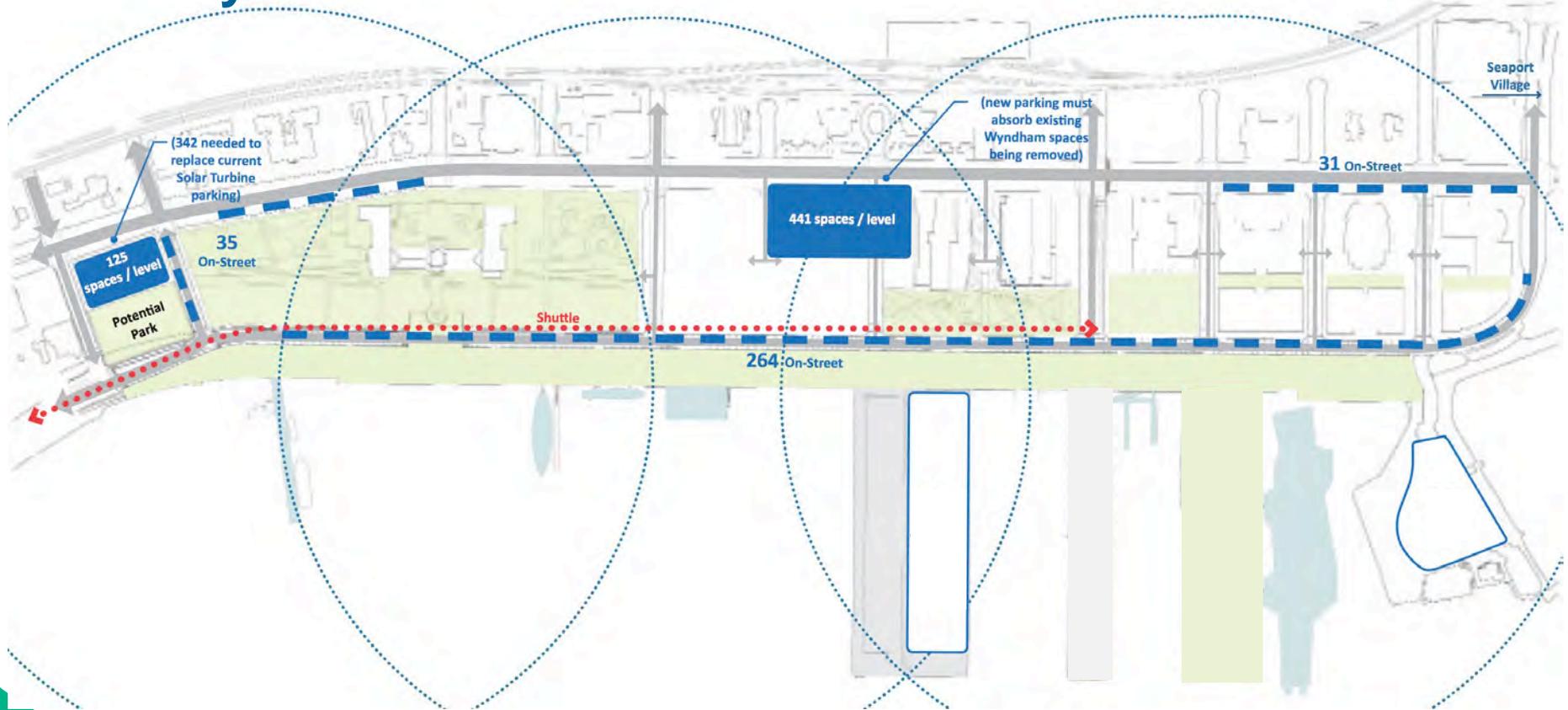
Case Study: Denver Union Station



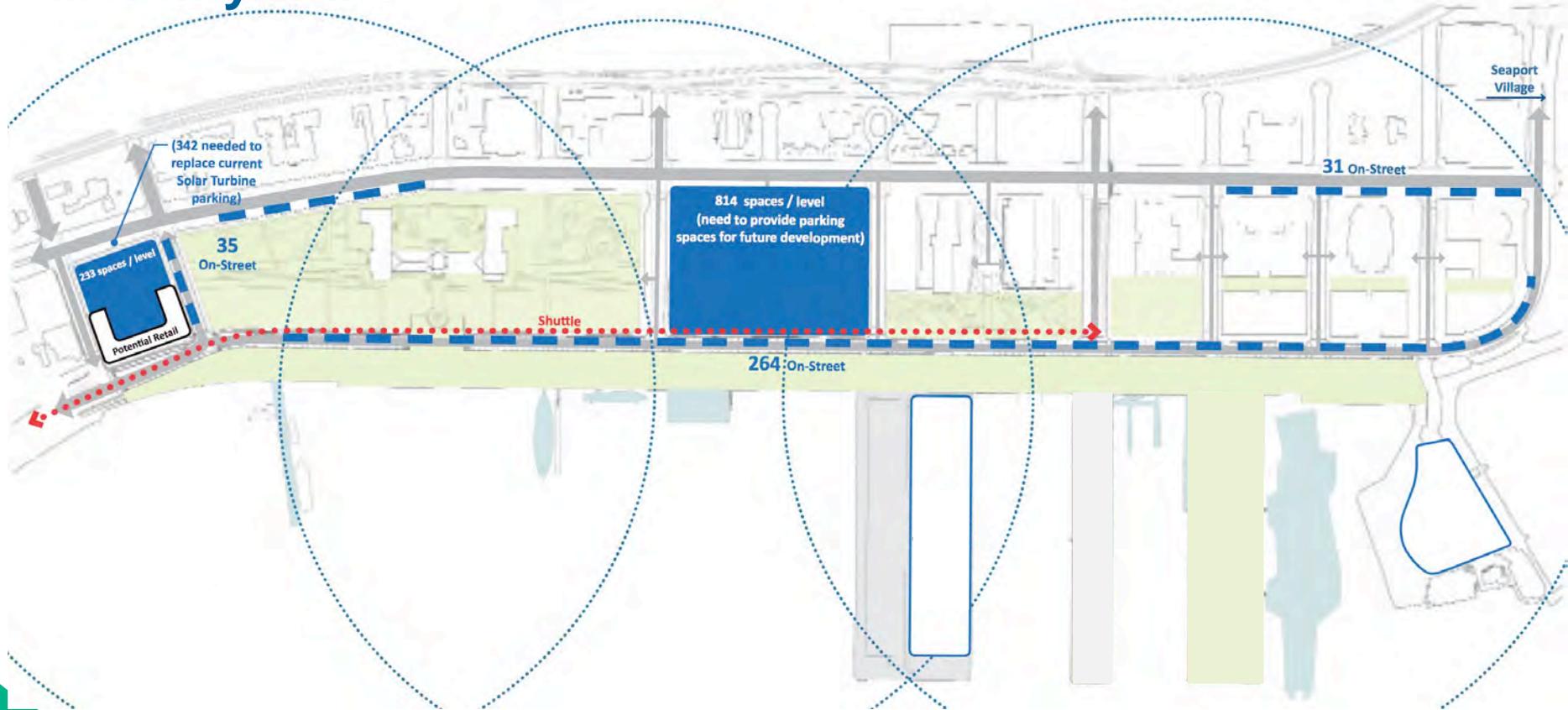
Mobility Hubs



Mobility Hubs



Mobility Hubs



Re-allocating Harbor Drive

To maximize the amount of Recreation Open Space we must re-prioritize and reduce the width of Harbor Drive

Re-allocating Harbor Drive

Transit

- Introduce a bayfront circulator with dedicated transit lanes in each direction

Mobility

- Enhance system-wide mobility by re-allocating Harbor Drive to balance all mobility modes, while maintaining north/south drive lanes

Parking

- Maintain parallel parking / loading / valet capabilities along Harbor Drive



Re-allocating Harbor Drive

Bicycles

- Introduce dedicated north | south bike lanes

Esplanade

- Maximize the width of the Esplanade by narrowing Harbor Drive

Experience

- Enhance Harbor Drive as a pedestrian oriented Signature Waterfront Street



Re-allocating Harbor Drive

Basis for Design

Downtown Mobility Plan EIR

- Assumed full buildout of Downtown land uses, San Diego Convention Center Phase II Expansion and the Airport's 2008 ADP
- Two-lane configuration was assumed for Harbor Drive, south of Grape St
- Pacific Highway was also assumed to be reduced from six to four lanes
- Both Corridors were found to operate at acceptable levels
- EIR was certified in 2016

Re-allocating Harbor Drive

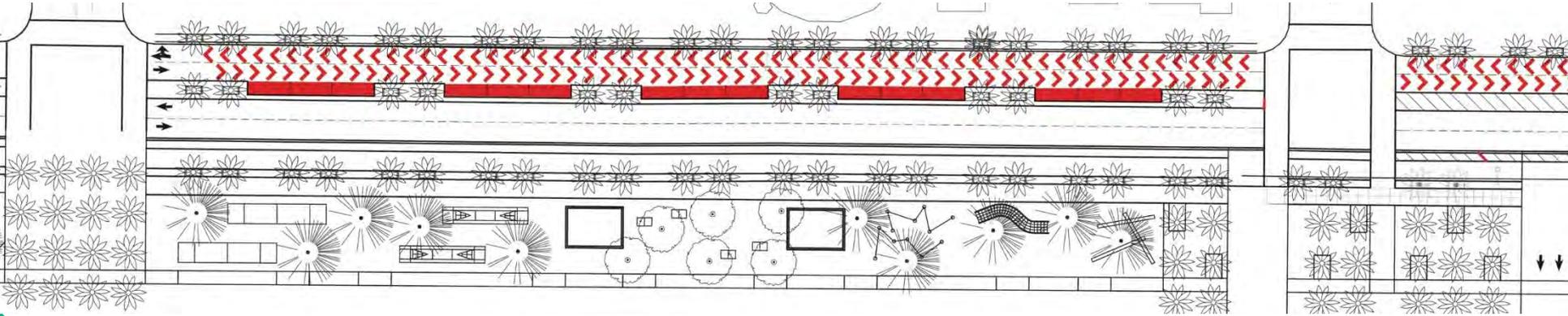
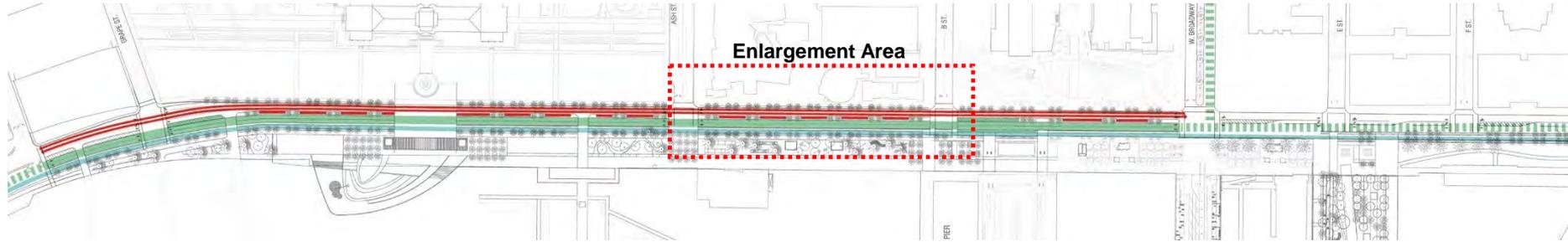
Basis for Design

North Harbor Drive Mobility and Access Study

- Assumed PMPU land uses, adjacent Community Plan land uses, Manchester Pacific Gateway, 1HWY1, and Airport 2018 ADP
- Two-lane configuration for Harbor Drive was assumed with transit right-of-way
- Pacific Highway was assumed to be reduced from six to four lanes
- Both corridors were found to operate at acceptable levels

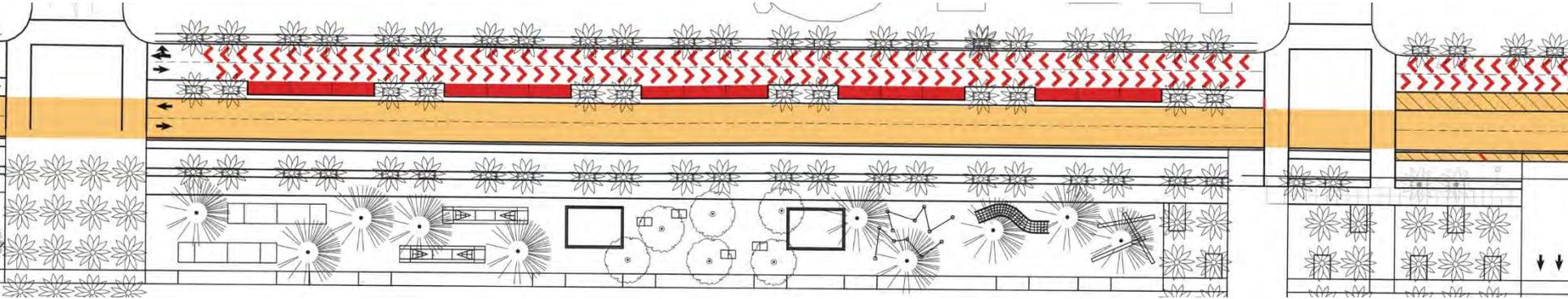
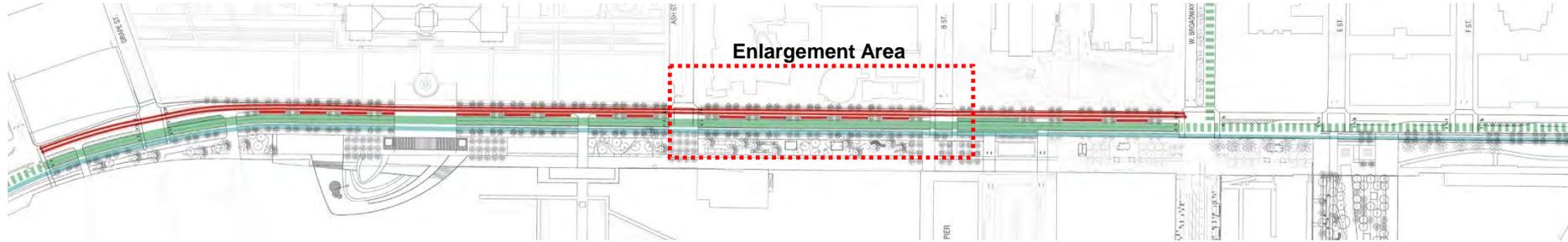
Re-allocating Harbor Drive

Cars and Parking



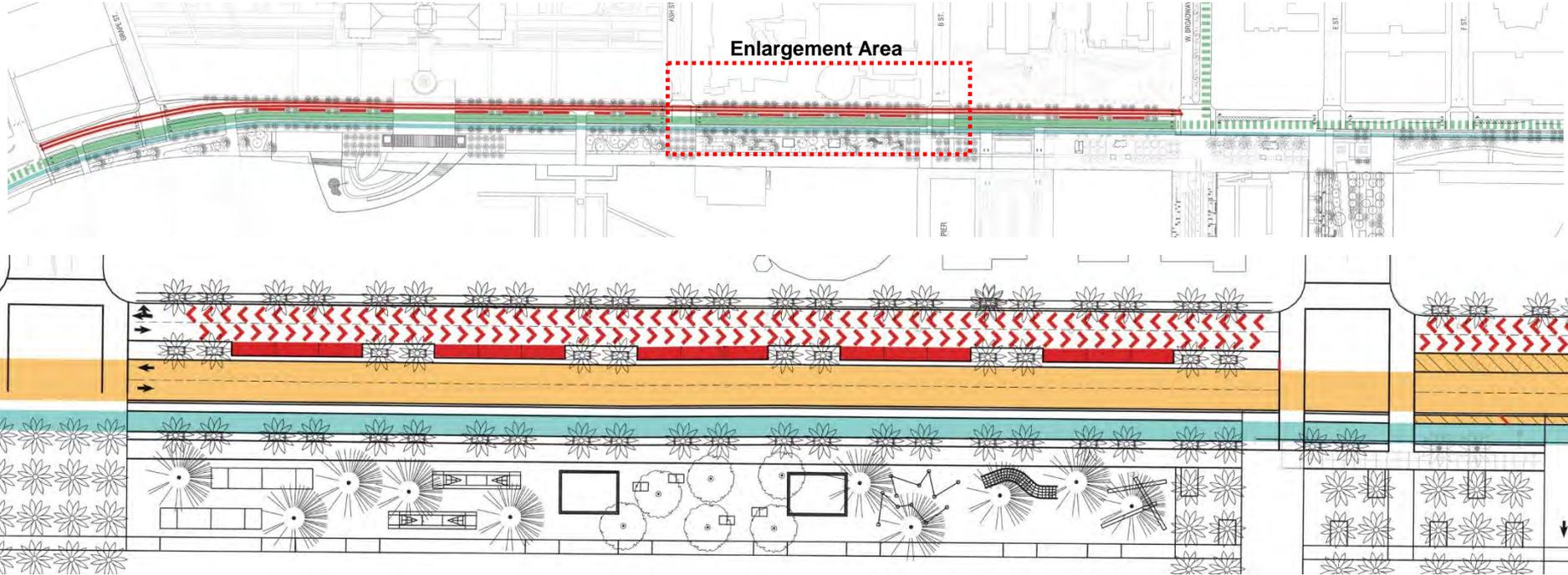
Re-allocating Harbor Drive

Bayfront Circulator

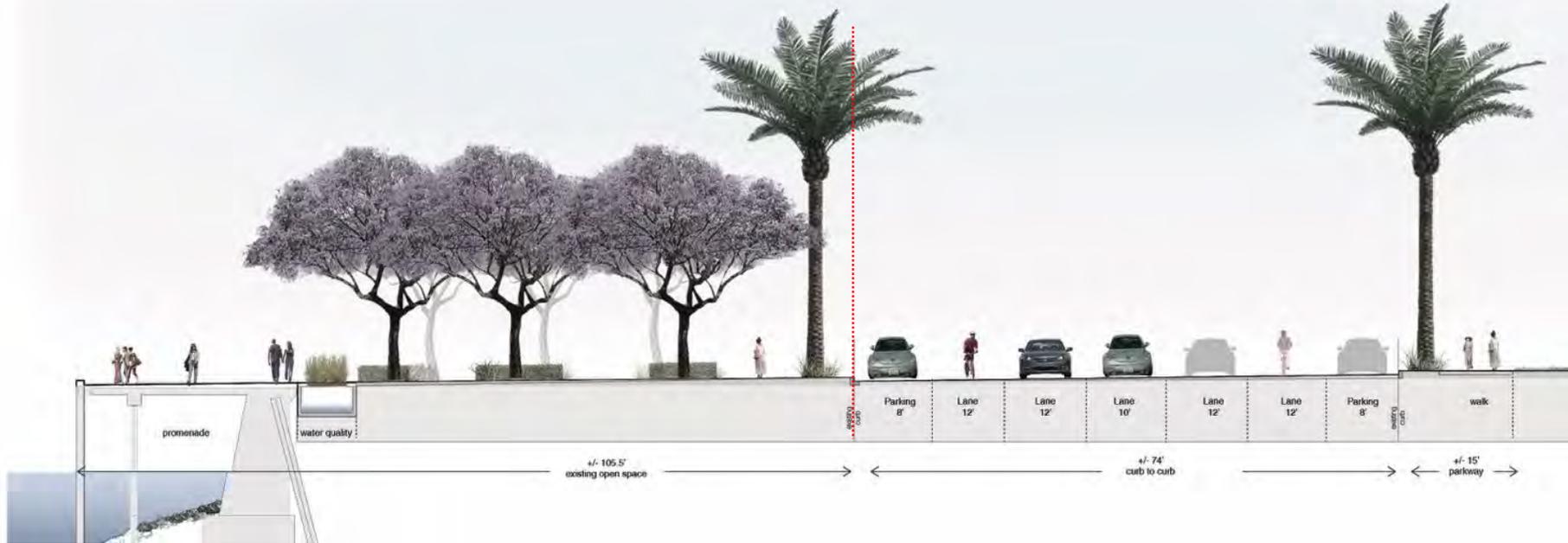


Re-allocating Harbor Drive

Bikes



Re-allocating Harbor Drive

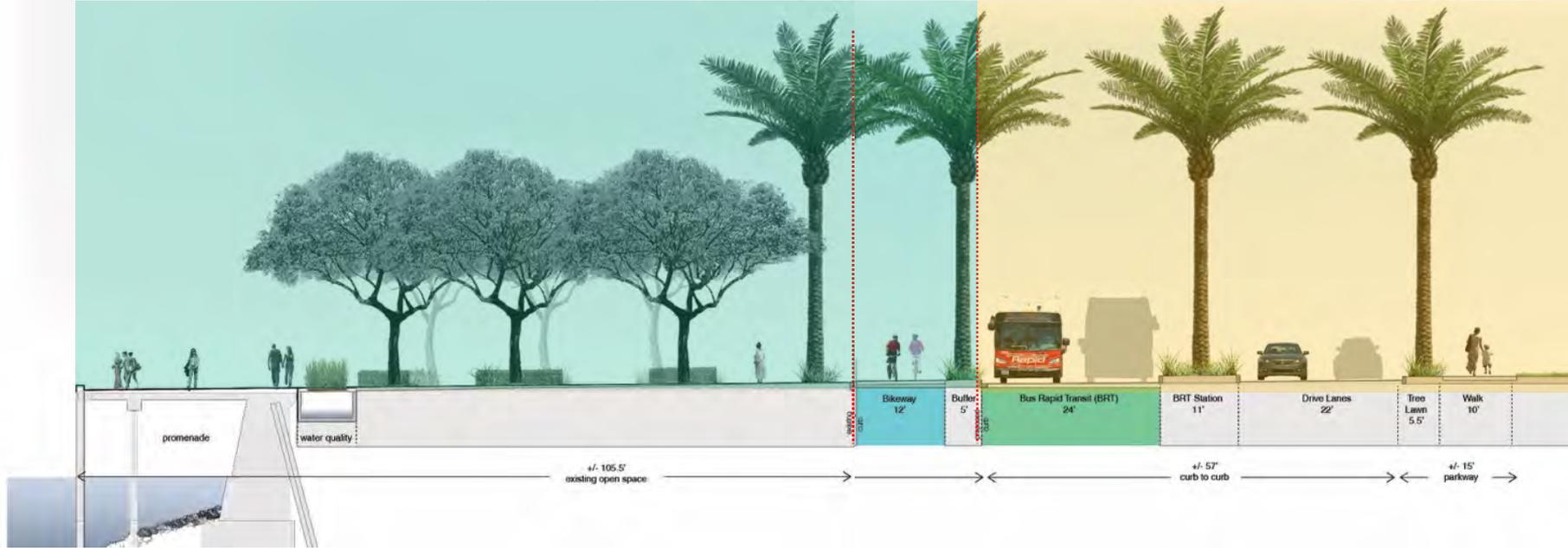


Existing Harbor Drive Street Section

Re-allocating Harbor Drive

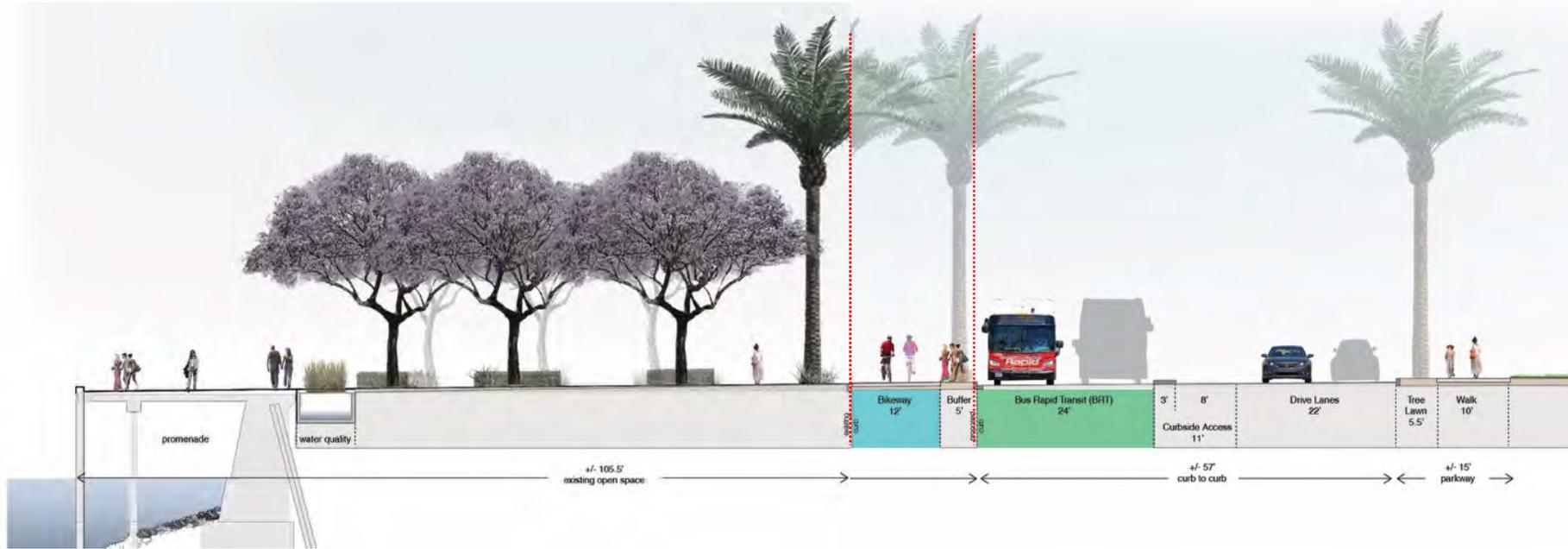
Recreation Open Space (ROS)

Public Realm



Conceptual Harbor Drive Street Section

Re-allocating Harbor Drive



Conceptual Harbor Drive Street Section

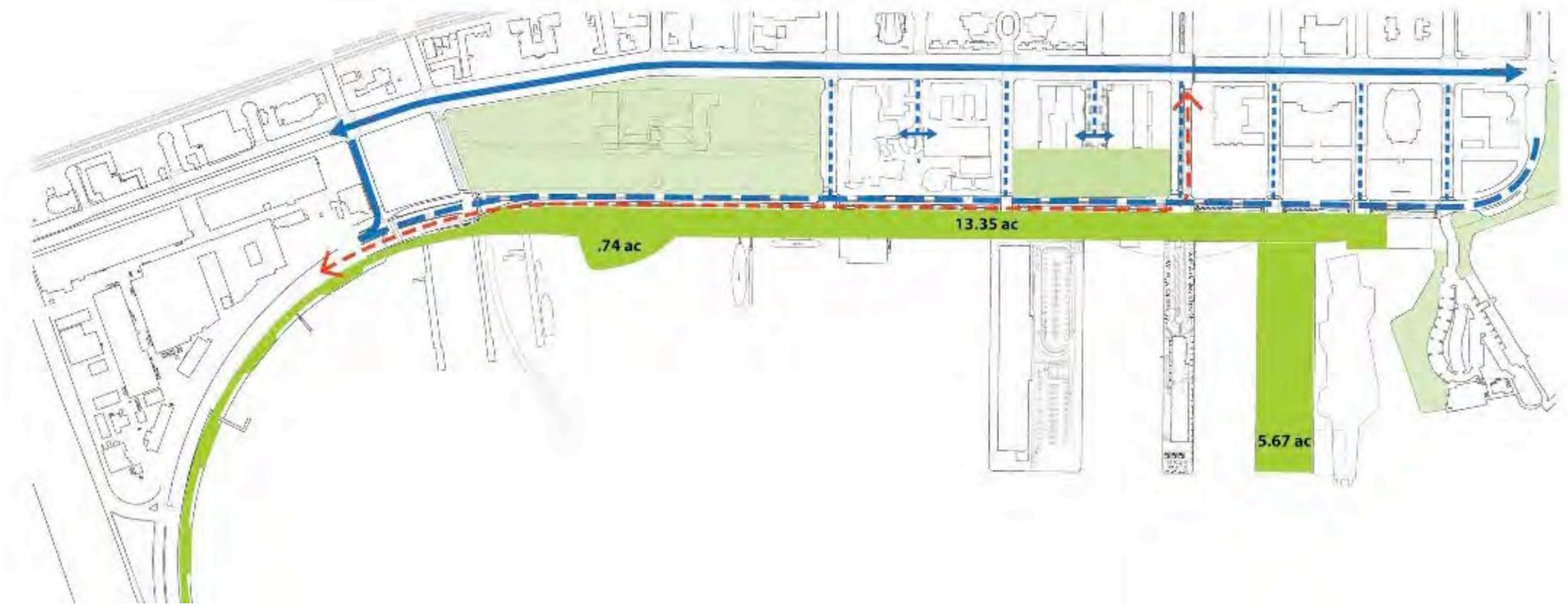
A Vision for the North Embarcadero

As Mobility Hubs and the reconfiguration of Harbor Drive is complete, an expanded and enhanced North Embarcadero is possible

Recreation Open Space

- Bayfront open space is prioritized over open space located east of Harbor Drive
- Maximize the quantity of open space located west of Harbor Drive, while maintaining or exceeding the quality of the completed Phase 1 improvements
- Maximize public access to water and views of the bay along the entire length of the North Embarcadero
- Provide flexible and dynamic spaces to create a vibrant and active waterfront

Recreation Open Space

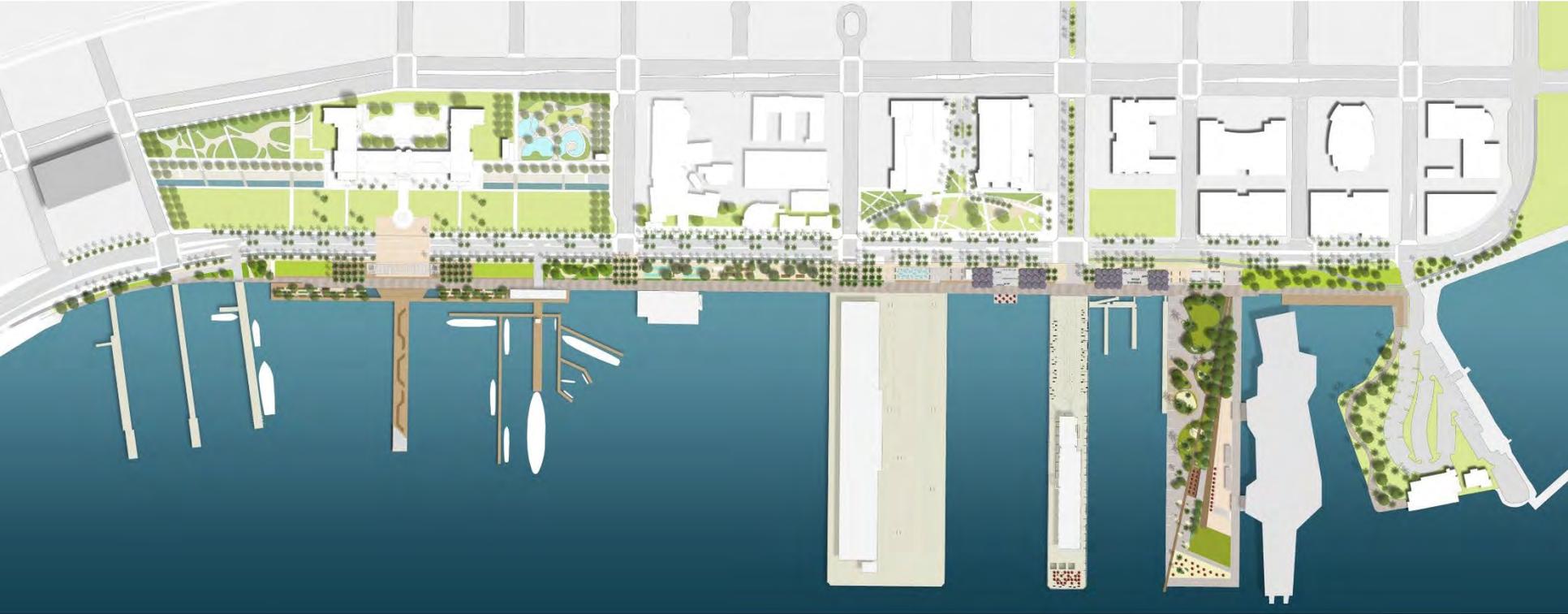


Establishing A Vision – Tuna Pier Concept



Graphics are for illustrative purposes only

Establishing A Vision – Community Terrace Concept



Graphics are for illustrative purposes only

Navy Pier

- Create a signature waterfront park located on Navy Pier
- Consider near-term parking on pier while introducing Recreation Open Space
- Maximize locations with physical and visual connectivity to the water

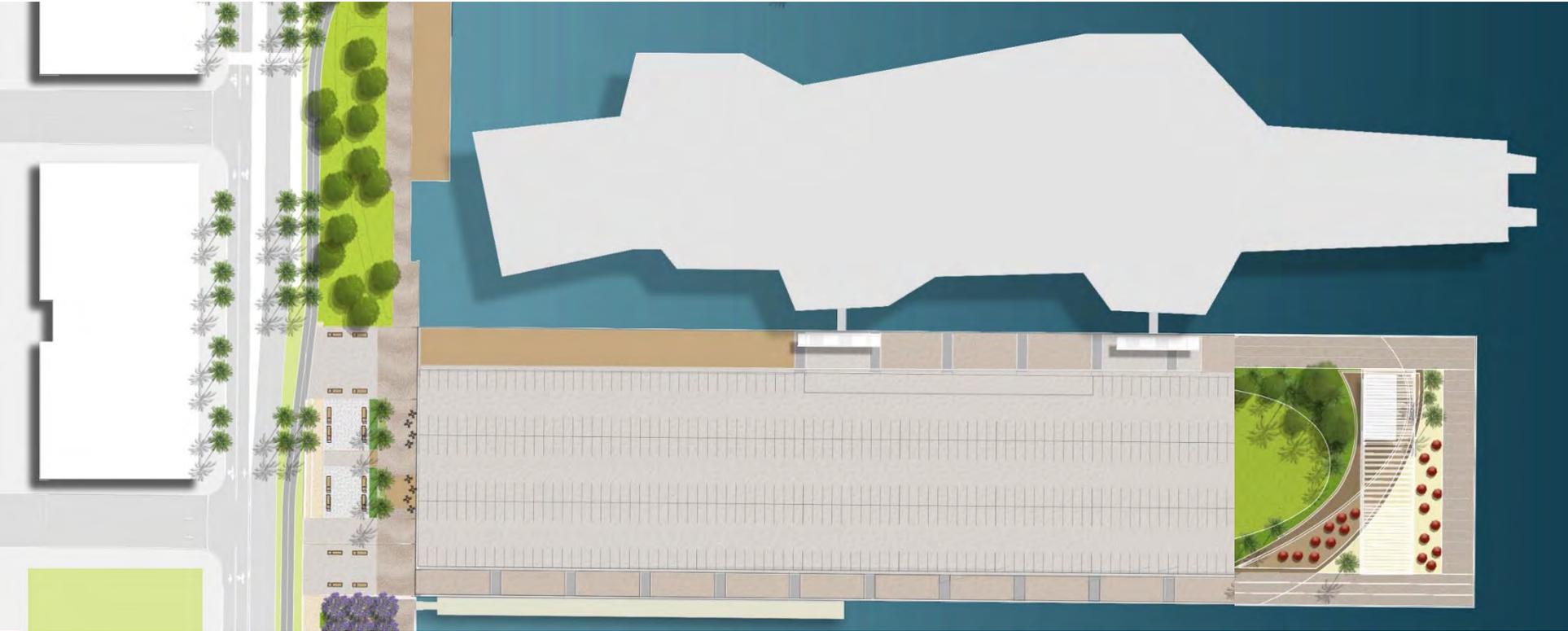
Navy Pier – The Commons Concept



Note: Ultimate condition to occur once on-site parking has been relocated to a proximate Mobility Hub

Graphics are for illustrative purposes only

Navy Pier – The Commons Concept (Interim)



Note: Ultimate condition to occur once on-site parking has been relocated to a proximate Mobility Hub

Graphics are for illustrative purposes only

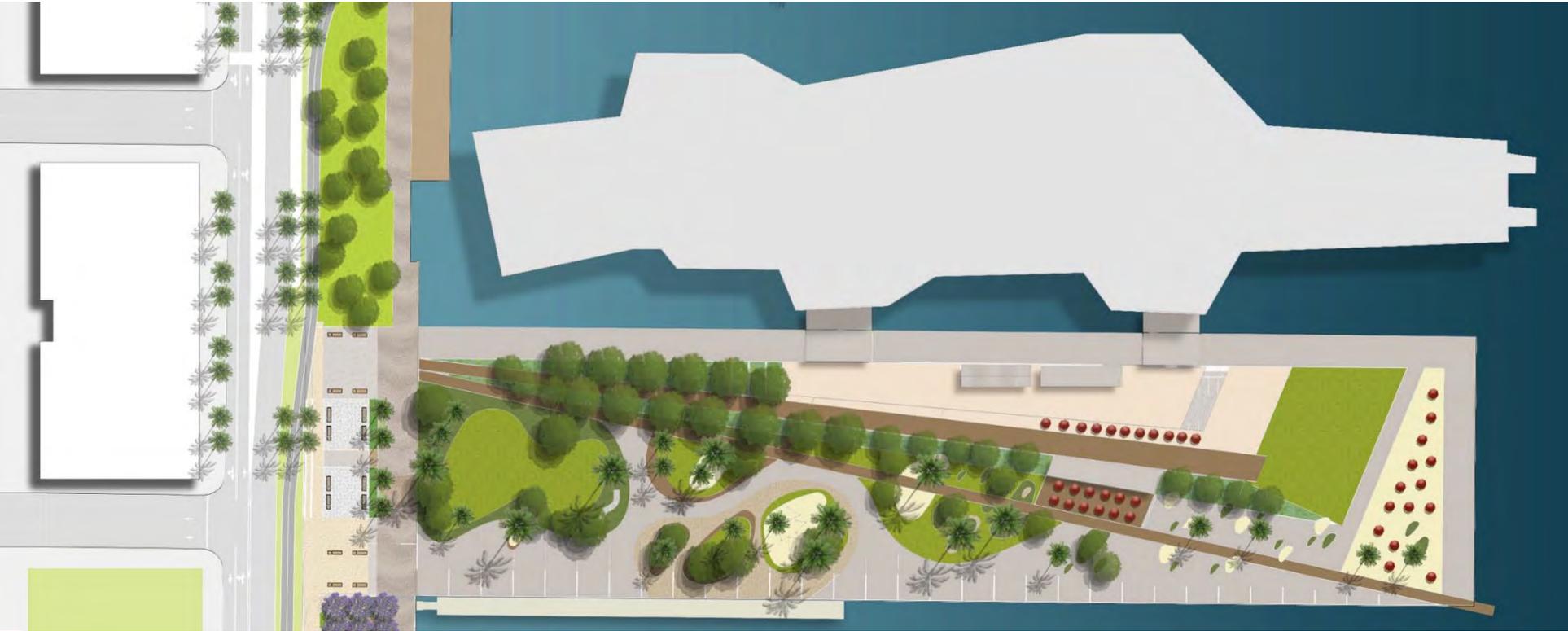
Navy Pier – Runway Concept



Note: Ultimate condition to occur once on-site parking has been relocated to a proximate Mobility Hub

Graphics are for illustrative purposes only

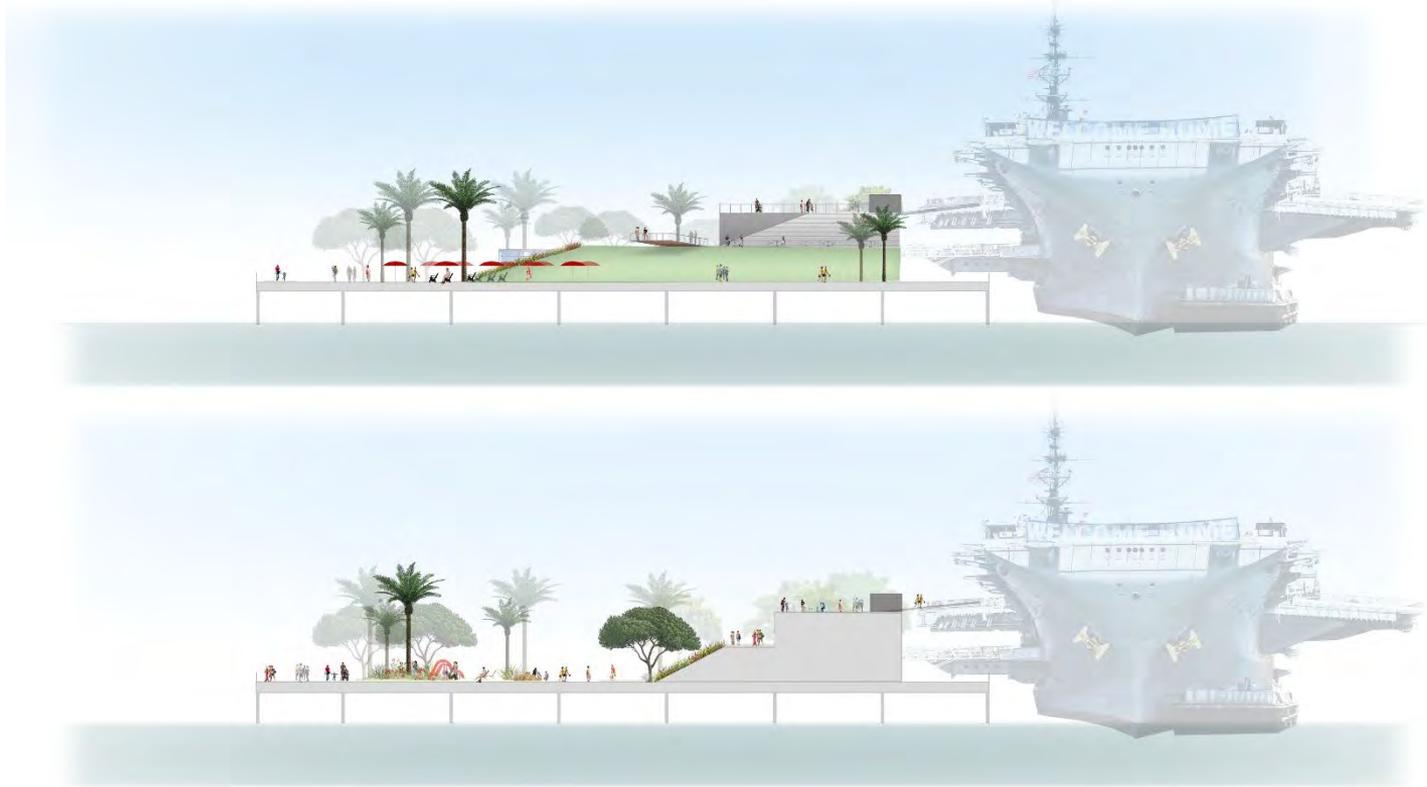
Navy Pier – The Overlook Concept



Note: Ultimate condition to occur once on-site parking has been relocated to a proximate Mobility Hub

Graphics are for illustrative purposes only

Navy Pier – The Overlook Concept



Commitments Summary

Waterfront Destination Park

- Contemplates the completed North Embarcadero and Navy Pier as one contiguous Waterfront Destination Park

Park / Plaza

- Introduces Recreation Open Space as the primary land-use category
- Re-affirms the vision of a large contiguous waterfront park, that is comprised of a series of rooms with varying degrees of hardscape and planting, to provide spaces for all types of potential users

Recreation Open Space (ROS)

- Introduces over 1 acre of additional ROS

Commitments Summary

Mobility

- Introduces mobility hubs connected by the Bayfront Circulator to off-set existing parking removed to implement the North Embarcadero
- Re-allocates Harbor Drive to balance all mobility types, while emphasizing pedestrians movements and safety

Piers

- Converts Navy Pier to ROS that honors the area's Military Heritage, and can connect to a potential Veterans Park on the G Street Mole
- Converts existing Grape Street Piers to Commercial Fishing use designation
- Introduces a new public pier as part of the Window to the Bay west of the County Waterfront park, which also serves as an expanded Waterfront Destination Park

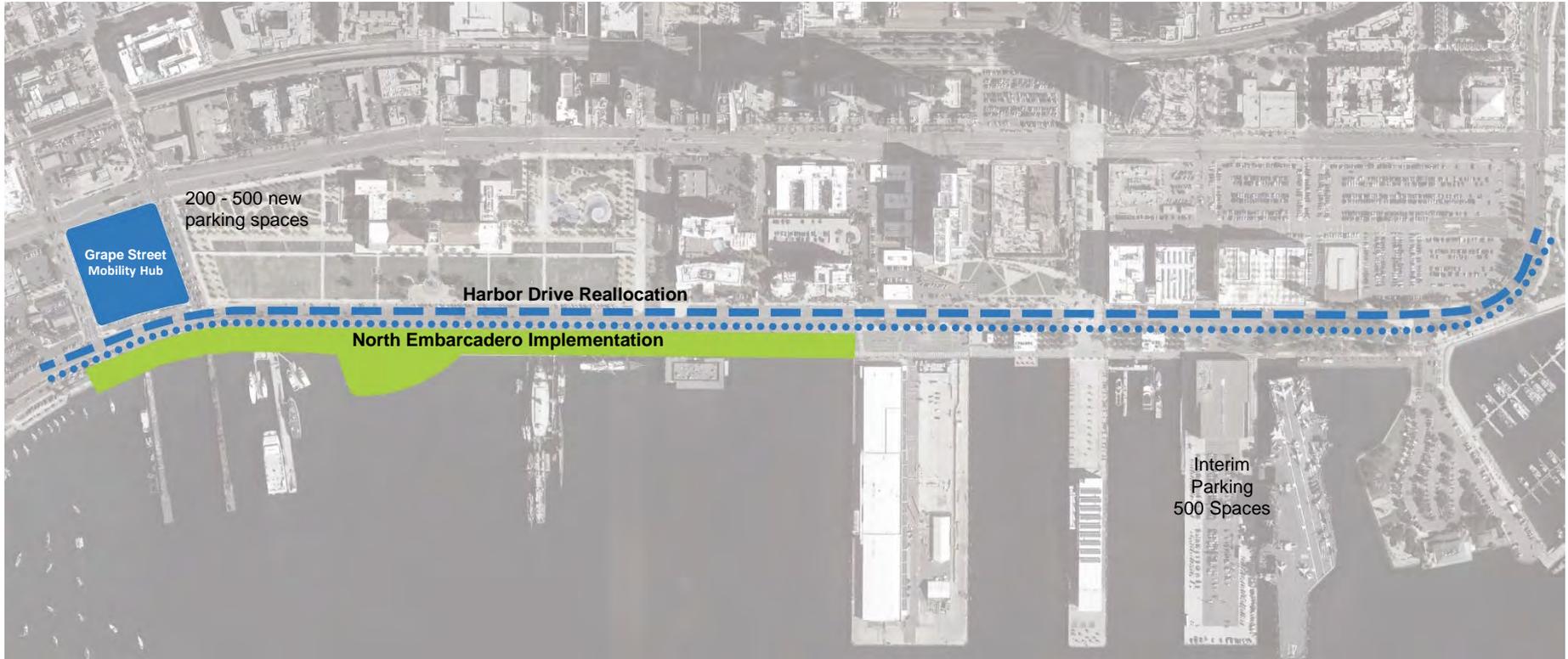
A Conceptual Implementation Strategy for the North Embarcadero

Sequencing

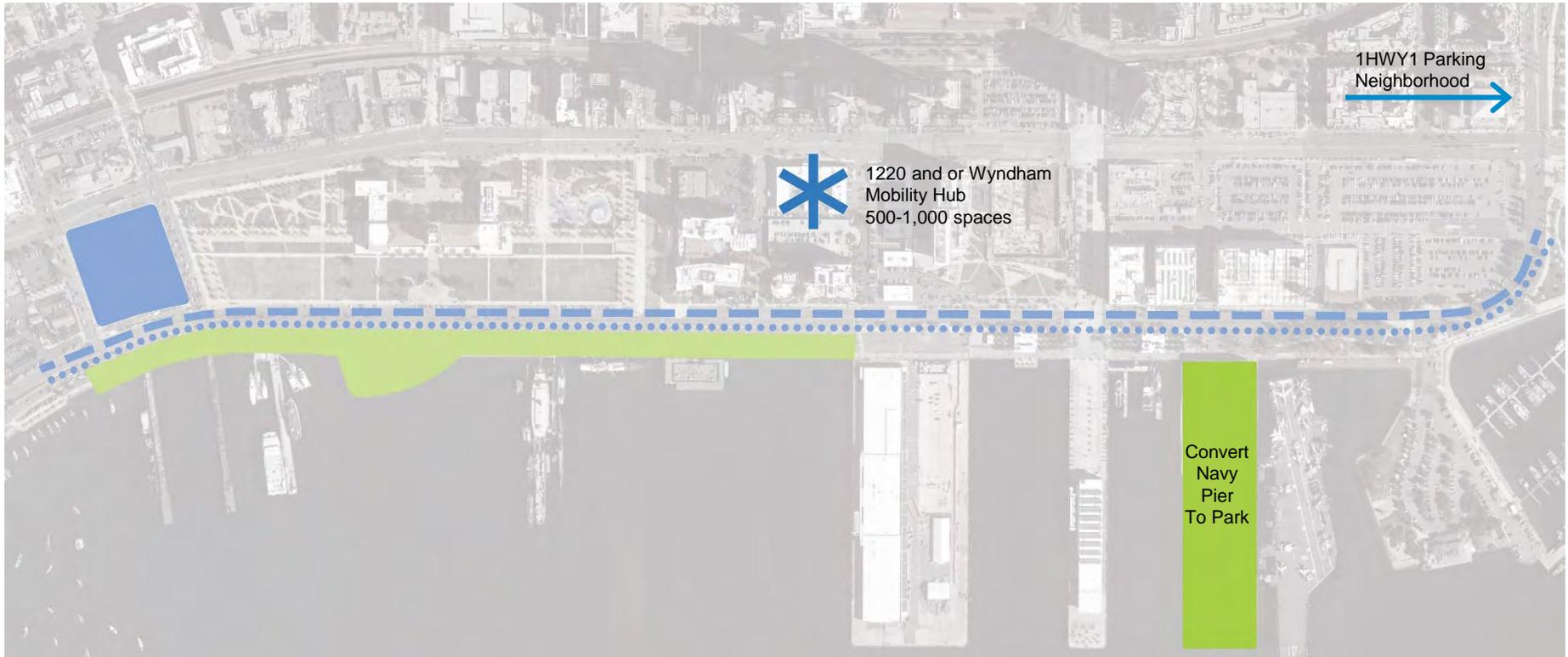
Resolve parking requirements to enable the creation of open space

- Sequence components to minimize the timeframe required to implement the vision
- Minimize double touching a site when feasible
- Balance near-term needs with long-term vision
- Ensure the viability of existing and future port tenants and important cultural resources

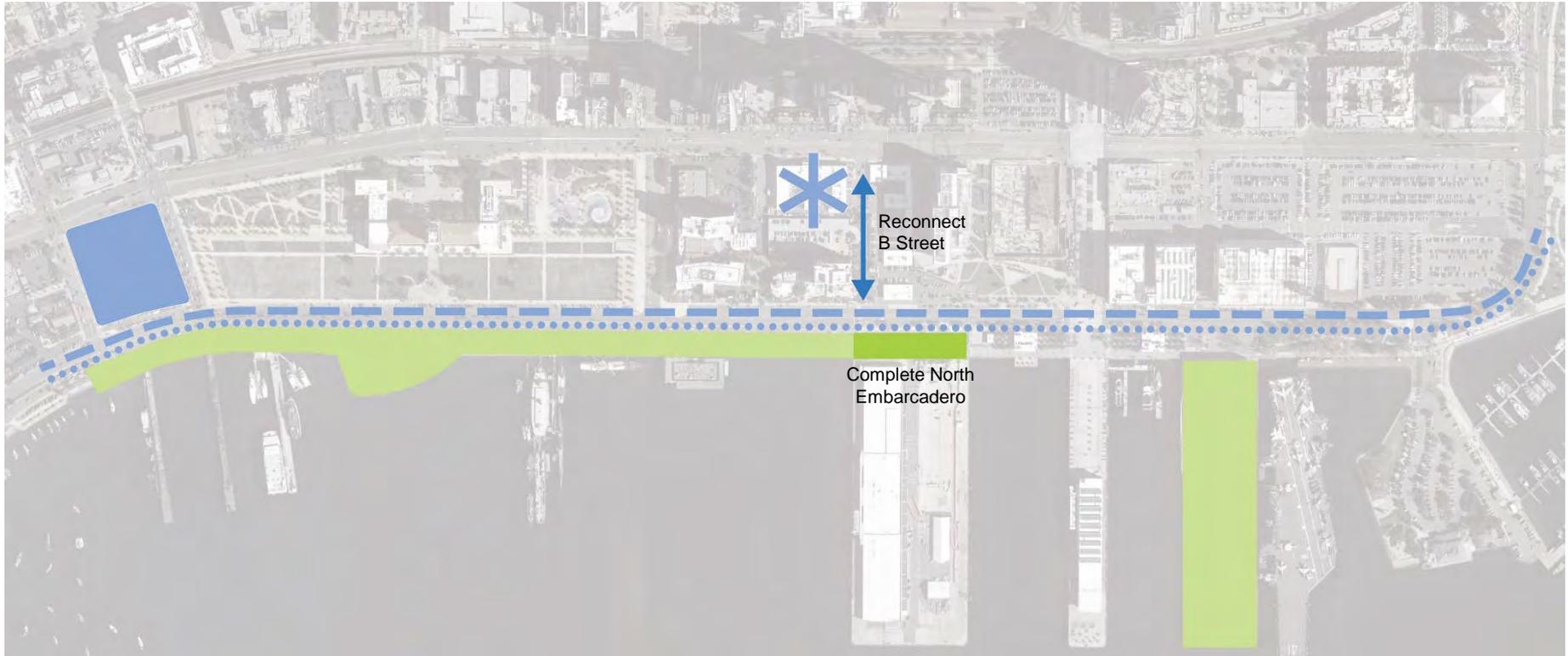
Sequencing 1 – Grape | North Embarcadero



Sequencing 2 – 1220 | Wyndham | Navy Pier



Sequencing 3 – B Street | North Embarcadero



North Embarcadero Sub-District - Draft Policy Concepts

North Embarcadero – Sub District Draft Policy Concepts



North Embarcadero – Sub-District Draft Policy Concepts

Mobility

- Enhance system-wide mobility by re-allocating Harbor Drive to balance all mobility modes
- Enhance all pedestrian crosswalks
- Enhance Harbor Drive as the signature waterfront street
- Introduce mobility hubs within 5-10 minute walk from attractions
- Emphasize connectivity between bayfront circulator, mobility hubs, and attraction.
- Prioritize the acquisition of the 1220 leasehold to reconnect B-Street between Pacific Highway and Harbor Drive

North Embarcadero – Sub-District Draft Policy Concepts

Recreation Open Space

- Open space located west of Harbor Drive is emphasized over open space located east of Harbor Drive
- Create a singular waterfront experience, with distinct places and experiences
- Maximize the quantity of open space located west of Harbor Drive, while maintaining or exceeding the quality of the completed Phase 1 improvements
- Maximize public access to water and views of the bay along the entire length of the North Embarcadero

North Embarcadero – Sub-District Draft Policy Concepts

Recreation Open Space

- Provide flexible and dynamic spaces to create a vibrant and active waterfront
- Introduce a waterfront destination park that draws users to, and extends their stay at the waterfront
- Introduce 6-10 activating nodes
- Re-locate existing parking to enable the creation of the Esplanade
- Provide a continuous 30' wide promenade, if not physically possible, the promenade shall be as wide as possible, but not less than 16'

North Embarcadero – Sub-District Draft Policy Concepts

Broadway Pier

- Activate Broadway Pier through programming
- Enhance the Broadway Pier surface to emphasize and enhance daily pedestrian experiences

Grape Street Pier

- Maintain existing Grape Street piers as a commercial fishing facility
- Expand existing waterfront adjacent facilities to provide a minimum of 30,000 sq. ft. of new public open space

North Embarcadero – Sub-District Draft Policy Concepts

Navy Pier

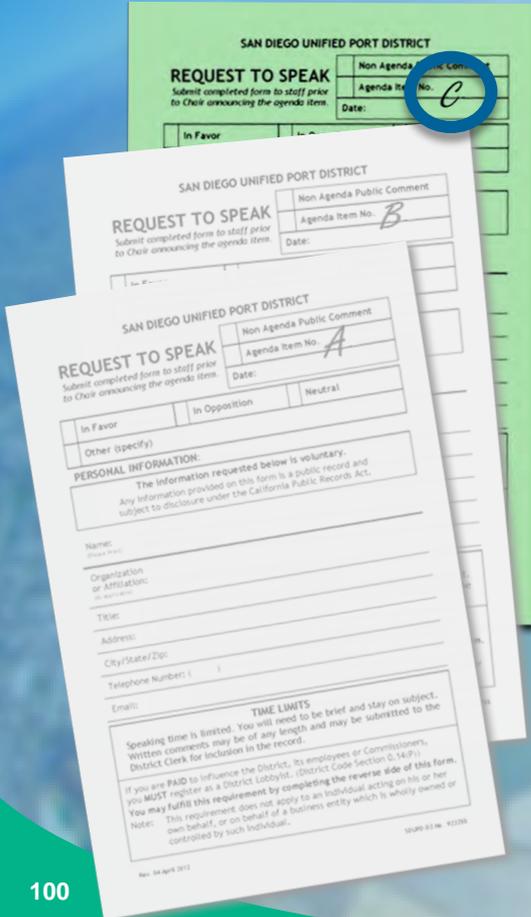
- Consider near-term parking while introducing park space on the Pier
- Convert Navy Pier to a park, once parking needs have been off-set
- Emphasize locations with physical and visual connectivity to the water
- Honor the military through the design of the Navy Pier Park
- Maintain a continuous bayfront promenade along the entire perimeter of Navy Pier
- Consider accessibility and service for existing museum operations
- Protect the E Street view corridor
- Consider introducing elevated overlooks and viewing areas

North Embarcadero – Sub-District Draft Policy Concepts

Port Tenants

- Consider accessibility and servicing requirements for all amenities and tenants
- Emphasize user experience (this includes accessible parking, loading, tenant servicing, and ADA compliance)
- Protect Maritime operations when implementing the bayfront Esplanade

TODAY'S WORKSHOP:



Workshop Introduction

A. Follow-up Items from Feb 12th Workshop

- Staff Presentation
- Board Clarifying Questions
- Public Comment
- Board Discussion

B. North Embarcadero Planning Commitments & Previous Studies/Concepts

- Staff Presentation
- Board Clarifying Questions
- Public Comment
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C. North Embarcadero Policy Concepts & Land and Water Use Configuration

- Staff Presentation
- Board Clarifying Questions
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- Board Discussion

Conclusions and Next Steps



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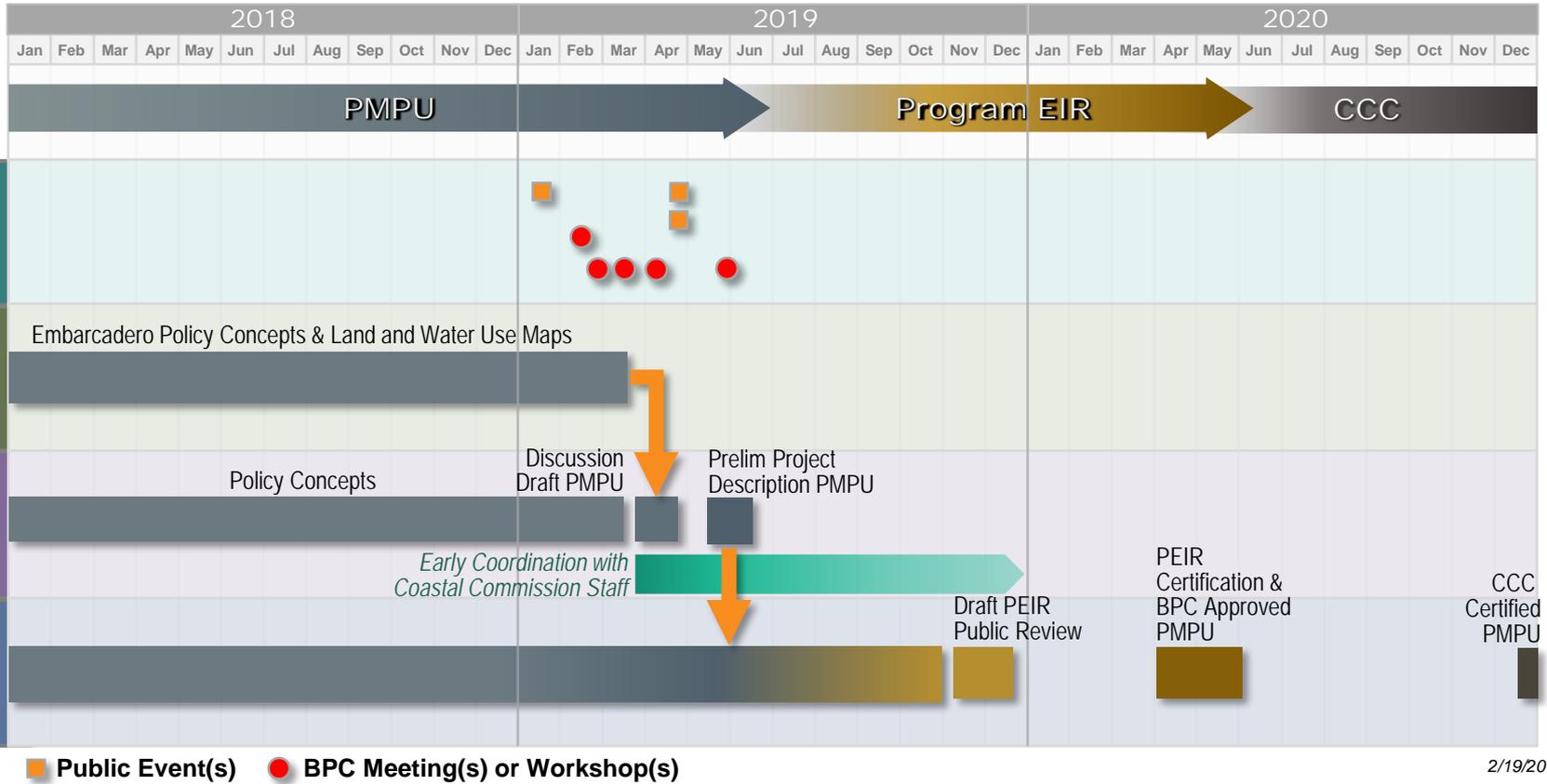
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Conclusions and Next Steps

Next Steps – Public Outreach

- **Board Workshops**
- **Public Open House Events**
- **Interactive Discussion Sessions with:**
 - Key Agencies, including Coastal Commission
 - Community and Professional Organizations
- **Stakeholder Meetings**

Integrated Planning: Port Master Plan Update Drafting Process



Integrated Planning Port Master Plan Update

PRESENTATION AND DIRECTION TO STAFF ON THE PORT MASTER PLAN UPDATE:

- A. FOLLOW-UP ITEMS FROM THE FEBRUARY 12, 2019 WORKSHOP**
- B. PLANNING COMMITMENTS AND PREVIOUS STUDIES FOR NORTH EMBARCADERO SUB-DISTRICT**
- C. DRAFT POLICY CONCEPTS AND RECOMMENDED LAND AND WATER USE CONFIGURATION FOR NORTH EMBARCADERO SUB-DISTRICT**