

Sample Excerpts from Comments Submitted During Public Review Period for PMPU Discussion Draft

BAYWIDE COMMENTS

Sample excerpts from comments related to mobility:

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

California Coastal Commission

“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 the Ferry Landing to the rest of Coronado, and potentially expanding the service year-round. It is our understanding that the Port participates in bus service along Harbor Drive and Coronado would also request to receive that benefit.”

City of Coronado

“I am writing to encourage development of transient docking throughout the bay as this is severely lacking today. I am a small boat owner and other than the Coronado docks, there is virtually no place to dock a boat for a few hours to enjoy bayside attractions (one of the transient parking sites you show in Fig. PD3.2 is at the Crab Shack and they only allow docking for dining in their facility).”

Ron Reedy

“The PMPU should include the following efforts: Require Port tenants that employ a large workforce to prepare and implement TDM [Transportation Demand Management] plans.”

City of San Diego

“The PMPU should include the following efforts: Develop a circulator system to connect mobility hubs with visitor destinations and employment centers.”

City of San Diego

“The SDPTA supports expanding Dock and Dine and water transportation hubs throughout San Diego Bay in connection with Mobility Hubs but only if there is no net-loss of parking.”

San Diego Port Tenants Association

Sample excerpts from comments related to maritime:

“...while the Port Act prioritizes maritime use and deep water berthing within Port Tidelands, and the SDUPD publicly supports maritime with events and with recent grants, this support of the industry outside current footprints is not reflected in the Draft. The Draft provides for the expansions of visitor serving and retail businesses, but it is silent on expanding the critically important maritime operations.”

Working Waterfront Group

Sample excerpts from comments related to environmental stewardship:

“Just as the Discussion Draft outlines several climate change planning and adaptation policies for resilient land-based structures, it should outline policies to ensure resiliency of the Bay’s aquatic ecosystems...The PMPU could include policies to ensure that the tidelands can accommodate the needs of the diverse habitats to thrive under likely climate scenarios.”

San Diego Regional Water Quality Control Board

“The PMP should include policy language that requires a net increase of wetland habitat acreages in the Bay, focusing on intertidal, subtidal and marsh habitats.”

Southwest Wetlands Interpretive Association (along with Audubon Society, Sierra Club, Climate Action Campaign, Environmental Health Coalition, Environmental Center of San Diego)

“The conservation element should be woven throughout the document, presented as an option in all planning districts, with more planning district-level details about where enhancement might occur. The Ecology Goals should include goals for proactively pursuing grant funding for restoration, for restoring and augmenting habitat, for encouraging habitat augmentation, where compatible, within Port leases. The Discussion Draft does reflect the Port's intent to minimize additional impacts, to the extent possible, but given the extent of modification and habitat loss in San Diego Bay, a more proactive approach that would increase terrestrial and marine habitats is warranted. The Port is in an excellent position to facilitate and protect habitat in the future with this plan.”

U.S. Fish and Wildlife Service

PLANNING DISTRICT COMMENTS

Sample excerpts from comments related to development intensity:

Planning District 1

“All of our concerns, and the reasons for our collective negative stance on the PMPU, stem from the great population density increase that will arise if these changes are implemented. The increased traffic, in an area already greatly impacted by traffic due to base commutes and new multi-family housing starts, coupled with the proposed narrowing and reduction of lanes on Scott, do create a very real safety, evacuation and emergency vehicle hazard.”

Mari Hamlin Fink (Point Loma resident)

“I strongly object to any development that significantly increases the hotel height limitation or increases the density of hotel accommodations at Shelter Island.”

Michael Blessent (Point Loma resident)

“Summary of Objections: Additional 1,600 rooms throughout Shelter Island East and West, a nearly 200% increase from current occupancy.”

SavePointLoma.com form letter

“Summary of Objections: Bayfront uses that focus on “visitor-serving” and “attracting visitors” but that fail to recognize the impact on the existing adjacent residents.”

SavePointLoma.com form letter

Planning District 10:

“Summary of Objections: Increased density in commercial uses in the North Coronado Subdistrict”

SaveCoronado.com form letter

“Summary of Objections: Bayfront uses that focus on “visitor-serving” and “attracting visitors” but that fails to recognize the impact on the existing adjacent residents.”

SaveCoronado.com form letter

“An emergency evacuation of Coronado would be a nightmare further exacerbated by more vehicle trying to get off the island.”

Robert D. Morig (Coronado resident)

“The Coronado Ferry Landing is in close proximity to hundreds of single-family residences, all of which would be impacted by increased traffic, noise, and intensity of use. A hotel project would have a very negative affect on the quality of several thousand people residing within a half-mile of the site.”

Jack Monger (Coronado resident)

"It is Coronado's small town and "Mayberry-by-the-Sea" character that make it such an attractive destination for tourists and residents alike. The proposals, such as a hotel on the Ferry Landing site or more commercial property and parking will significantly increase congestion in a part of Coronado that is not designed to support it and may actually diminish its appeal as a tourist destination that, as the SanDiego.org website describes, is "Just across the bridge and a world away.""

Glen Crawford

Sample excerpts from comments related to height limits:

Planning District 1

"Summary of Objections: Exceeding Point Loma's 30-foot height limit in District 1 and all subdistricts."

- SavePointLoma.com Form Letter

"The proposal for relaxing the building height limits to aid in the addition of 1300 new hotel rooms on Shelter Island ignores the physical constraints of Shelter Island Drive and the surrounding roadways to handle the kind of traffic which will be added to support those rooms."

Steve Corney (Point Loma resident)

"I am very concerned about any plan that would relax the height limit on hotels on Shelter Island; the height rules are in place for the good of everyone and should be used to ensure that all builders play by the same rules."

Kelly Powell (Point Loma resident)

"PLEASE respect the 30' height limit on Shelter Island. California voters overwhelmingly approved Prop D and they continue to support it."

Korla Eaquina

Planning District 3

"Proposed new parking structure height should not exceed the existing Naval Facilities Command Building and should not compromise the views for Sapphire Tower residents towards the Bay."

Faruk and Paula Taysi (San Diego residents)

"Any property developments for the area of the Wyndham hotel and 1220 Pacific Highway must remain with the height limits of the current structures; the new development cannot be taller than the existing buildings."

Teddy Fang and Tony Thompson (San Diego residents)

“Regarding the District's acquisition of the US Naval Facilities at 1220 Pacific Highway, any development between the Grande North Townhouses and Wyndham cannot compromise the views for Sapphire Tower residents towards the Bay. There should be no additional height to any new or altered building.”

Stan Kim

Planning District 10

“Development should be small in scale and limited to Coronado’s 40’ height limit.”

Harold Myers (Coronado resident)

“No exceeding Coronado's 40-foot height limit on the Coronado Ferry Landing property.”

John E Hickman (Coronado resident)

“Summary of Objections: The Port exceeding Coronado’s 40-foot height limit in all subdistricts.”

SaveCoronado.com Form Letter

Sample excerpts from comments related to maritime:

Planning District 1

“San Diego Marlin Club location not planned for commercial recreation. The San Diego Marlin club was established in 1931 and is the oldest in San Diego. They are the only public certified weigh station on the bay and host many events and offer services to anglers. The SD Marlin Club should be offered the same opportunity that the yacht clubs have had to improve their location to new standards and get offered a long-term lease.”

Coastal Conservation Association of California

“The San Diego Marlin Club is one of sport fishing’s treasures, both locally and nationally. I would urge you all to read the comments sent to you from the Marlin Club which gives in depth information about the history of the club as well as the contribution that it makes to the fishing community and the local economy. In conclusion, I am passionate in my view that the San Diego Marlin Club needs to remain a viable part of the landscape of San Diego Bay.”

Fisherman’s Landing Corporation

“The removal of The San Diego Marlin Club would be removing a rich history from San Diego and would change the fishing community in a negative way.”

Danny Lynch

“Also, please don’t get rid of our fishing history by removing the Marlin Club. It’s scales and visuals add greatly to the community.”

Josh Billauer & Family

“The Marlin Club must remain at its current location. The club is a hub to a richly connected community. The work of the club benefits our community greatly. Removing the club will only degrade Shelter Island's history of sport & commercial fishing. We must preserve the Marlin Club.”

Todd Victor Mora

“Please Include in the Master Plan the Following: Continued support of our maritime industry related businesses”

SavePointLoma.com form letter

“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 noncommercial 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.”

California Coastal Commission

“After polling Driscoll's-based fishermen and others who have a stake in the future of commercial fishing ("CF") in San Diego, the SDFWG strongly feels the following Draft PMP language for District 1 (currently Driscoll's Wharf), is insufficient to secure and sustain the primacy of CF operations and infrastructure... The SDFWG recommends to the BPC that the draft language in PDI.62 be removed. All CF areas within the Port's jurisdiction should be subject to the same Land and Water Use ratios and policies. The SDFWG understands that for District 1, this change would likely be effective upon the termination of the current lease, or upon any earlier action by the Coastal Commission to void the existing Coastal Development Permit.”

San Diego Fishermen's Working Group

“The Port has been reaching out to many of its stakeholders and constituents regarding Commercial Fishing. The SDPTA opposes designating one group to the exclusion of all other groups. The SDPTA opposes the administrative process that is described on Page 111 in the PMPU which specifically refers to the San Diego Fisherman’s Working Group (SDFWG). Furthermore, the SDPTA opposes any advocacy groups involvement in the negotiations involving the Port, the Master Tenant, and any users as it pertains to the Master Plan. It is more appropriate for the Port to set an administrative process through a Port Policy instead of the Master Plan.”

San Diego Port Tenants Association

“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.”

Driscoll – Quality Marine Services

Sample excerpts from comments related to mobility:

Planning District 1

“I oppose the narrowing of Scott Street and Shelter Island Drive, with shared bike lanes and the addition of “mobility hubs” and/or parking structures in residential neighborhoods, and any improvements that force existing property owners to pay for improvements. Neighborhoods are for neighbors, not for the public. Installing urban features in an established suburban neighborhood is unfair to the taxpayer who never intended to live in a city-like environment and this plan does not take into consideration the impact these changes have on the residents who pay some of the highest property taxes in the city.”

Van Thaxton

“Summary of objections: Adding “mobility hubs” and/or parking structures in residential neighborhoods”

SavePointLoma.com form letter

“Summary of objections: The narrowing of Scott Street and Shelter Island Drive, with shared bike lanes”

SavePointLoma.com form letter

“I urge you to strongly consider reverse diagonal parking on Shelter Island Drive opposite of the park. (Page 129 Figure PD1.4) 1. Conventional diagonal parking will be dangerous, with the unloading of vehicles into traffic. By backing into the spaces, park users will be able to safely unload their car trunks and vehicles into the park instead of into the street.”

Brad Herrin

Planning District 10

“The City would also encourage multiple forms of water-based transport servicing Coronado and the greater Bay consistent with the Port Act.”

City of Coronado

“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.”

City of Coronado

“Please include in the Master Plan: Expanded public access that would increase reliance on water forms of mass transit including expanding ferry service to different destinations and return of military boat taxis to decrease military vehicular traffic on Coronado”

[SaveCoronado.com Form Letter](#)

Sample excerpts from comments related to the La Playa Piers:

“The historic docks are critical landmarks in this area. The piers are open to the public and there are always children walking out to get a better vantage of the bay, artists painting or sketching them, joggers using them as landmarks to pace themselves, families going out on them to take pictures and people resting in their cool shade. The piers should be grandfathered in, they are all beautifully maintained and provide access out over the water to all in a way no other spot in San Diego does. The piers are 75+ years of rich cultural history and they must be preserved for future generations to enjoy.”

[Cameron Driscoll Lilley](#)

“The removal of historic La Playa Piers. These add to the charm and character of our community built upon the marine industry.”

[Meredith Pung](#)

“Leave the private La Playa piers. The docks should be saved since they have been grandfathered in since the Port, and its governing authority, was not established until the early ‘60s and therefore the Coastal Commission mandates were not in effect prior to that time. The docks date back to the ‘40s. Please leave them intact, the public has access to these piers during the daytime hours until dusk as the signage states on the piers.”

[Dee Van Horne](#)

“These docks and piers have been in our community longer than Shelter Island, and longer than the Port Authority! They are built, preserved, insured and loved by their owners – often times being handed down thru the generations. They serve as the backdrop for our special moments - locals take their wedding portraits, and Christmas photos on these piers. Kids fish from them. Families picnic under their natural shade, and liveaboards tie off at them when coming ashore for supplies. They are as much a part of our neighborhood as the path itself.”

[Kate Ledsam Evans](#)

“Summary of objections: The removal of historic La Playa Piers”

[SavePointLoma.com form letter](#)