

Q. What is the Port of San Diego and how does it generate revenue?

A. The Port of San Diego is an innovative champion for the 34 miles of San Diego Bay waterfront along Chula Vista, Coronado, Imperial Beach, National City and San Diego.

Created in 1962 by the California State Legislature, the Port manages diverse waterfront uses on and along San Diego Bay to promote navigation, fisheries, recreation, and commerce. The Port Act states that tidelands and submerged lands are only to be used for statewide purposes (in other words, the Port must take into account the needs of all Californians and may not implement traditional neighborhood or municipal uses). The Port provides economic vitality and public benefit by balancing the interests of the maritime industry, tourism, water and land recreation, environmental stewardship, and public safety.

Self-funded, the Port does not assess or collect taxes. Instead, it reinvests the revenues from businesses on our dynamic waterfront into financing and maintaining public amenities such as parks, promenades, public piers, and public art. Specifically, the Port's revenues from businesses on and along the bay (such as restaurants, hotels, marinas, ship builders, maritime cargo importers and exporters, etc.) are used to provide public benefits, including lower cost visitor and recreational facilities.

These revenues have helped to create and maintain over 20 parks, five fishing piers, four public viewing piers and platforms, three boat launch ramps, free mooring and docking and numerous public art displays, which are all free to the public.

In addition, the revenues are also used to provide public infrastructure such as streets, sidewalks, public restrooms, and landscaping, and to fund environmental projects, such as:

- Ten local non-profit environmental education programs reaching approximately 26,000 youth within the San Diego Bay watershed;
- Restoration efforts at Grand Caribe Isle, including the planting of 280 native plant species in partnership with the San Diego Audubon Society;
- Water quality and biological monitoring efforts for ten in-water construction projects within San Diego Bay;
- A comprehensive Sea Level Rise Vulnerability Assessment and Coastal Resiliency Report which identifies an adaptive management framework to reduce coastal flooding; and
- A Climate Action Plan which establishes goals to reduce greenhouse gas (GHG) emissions 10 percent by 2020 and 25 percent by 2035, relative to a 2006 baseline.

Finally, revenues generated by businesses on and around the bay also help fund the Harbor Police Department, which patrols the tidelands and the San Diego International Airport.

Q. Why does the Port have a Port Master Plan?

A. The Port of San Diego is one of four California ports required to have a Port Master Plan. A Port Master Plan is required by the San Diego Unified Port District Act and the California Coastal Act. The Port of Los Angeles, Port of Long Beach and Port Hueneme are also required to have port master plans in accordance with the California Coastal Act. The Port Master Plan is essentially the Port's water and land use law, and any amendment to that requires a legislative action.

Q. Why is the Port updating its Port Master Plan?

A. A Port Master Plan is required by the San Diego Unified Port District Act and the California Coastal Act. The Port's existing plan was certified (as a whole) in 1981 by the California Coastal Commission and since then there have been many location-specific amendments but never a comprehensive update. The Port is updating the Port Master Plan to reflect changes in the needs and priorities of Californians, advances in technology, and the region's growth since the first plan was approved in 1981 - nearly 40 years ago.

Q. Where are the hotels, restaurants, pavilions, mobility hubs going to be located?

A. The Port Master Plan is a water and land use plan. In other words, the plan specifies what types of uses are allowed (parks and open space, commercial development, wetlands, marina, etc.) and where they are allowed. For example, a hotel, a restaurant, a pavilion or a mobility hub could be located at a particular site if it is allowed by the water or land use designation for the site and meets certain development standards specified in the plan.

Conversely, the Port Master Plan does not address any specific project proposals. Any future project proposal on a site would need to fit into the allowable water and land uses and development standards for it to move forward or the project proponent would need to propose an amendment to the plan to change the use designation and/or standards to allow for the development.

Q. What are the next steps in the planning process and are there additional opportunities for feedback?

- A.**
- Releasing the Port Master Plan Update Discussion Draft was a significant milestone in the Port Master Plan Update (PMPU) process, but there are still more milestones before the Port Master Plan is officially "updated."
 - The Board of Port Commissioners will give Port staff direction to revise the Draft Port Master Plan Update. Then, Port staff will implement such direction in a revised draft plan that will be made available to the public for review. That revised plan will be used as the project description for the Programmatic Environmental Impact Report (EIR) that is required by the California Environmental Quality Act (CEQA).
The EIR will prepare studies that analyze impacts such as traffic, and natural resources.
There will be another opportunity for public comment during the CEQA process, as the public will be able to review and submit written comments on the Draft Programmatic EIR.
 - If the EIR is certified and if the PMPU is approved by the Board of Port Commissioners, the Port can begin the certification process with the California Coastal Commission. Port staff is targeting certification by the Coastal Commission by the end of 2021. There will be another opportunity for public comment during the certification process, as all Coastal Commission meetings are public, and community members can attend and provide comment.
 - Finally, the Board of Port Commissioners monthly meetings are public meetings and community members are encouraged to attend and provide public comment (written or verbal). The agendas are posted on the Port's website prior to each meeting. For more information, visit the Port's web page about Board Meetings.

Q. Is the Shelter Island Boat Launch Ramp, and its adjacent parking and uses, going away?

A. Improvements to the Shelter Island Launch Ramp were finished in December 2018. The PMPU does not propose to remove the boat launch ramp, boat trailer parking, or other uses (such as the Outboard Boating Club). In addition, the PMPU Discussion Draft could allow for a water taxi and/or ferry dock at the boat launch.

While the Shelter Island Planning District Water and Land Use Map shows a Recreation Open Space designation over the existing parking lot adjacent to the Shelter Island Launch Ramp, this is consistent with the existing Port Master Plan Shelter Island Precise Plan, which has a Park/Plaza designation on this same area. Parking is an allowed use in all land use designations and it is not the Port's intent to remove this parking lot.

Q. Is a dog park proposed on Shelter Island?

- A.** No, the Public Trust Doctrine and Port Act do not allow for municipal types of uses such as dog parks. When the Port was created by an act of the state legislature in 1962, it was granted the state tidelands and submerged lands to manage for the benefit of all people of the State of California (a dog park is a neighborhood use – deemed to benefit primarily those who live nearby in neighborhoods).

Q. Why isn't the Marlin Club in the PMPU?

- A.** The Water and Land Use Maps in the PMPU show the water and land use designations (e.g. marine sales and services, recreational berthing, commercial recreation) for given areas in and around San Diego Bay. The PMPU Discussion Draft does not show the specific details of where various leaseholders (tenants) or other businesses exist, or the names of those entities, as part of these maps.

Q. Is the La Playa Trail going to be paved?

- A.** No, the PMPU does not propose to pave the La Playa Trail. In fact, the PMPU Discussion Draft includes policies to keep La Playa Trail in its natural condition as unpaved:

The La Playa Trail shall remain unpaved and not be expanded to more than six feet in width, in order to maintain the atmosphere and character of a natural trail.

Further, the PMPU Discussion Draft describes the La Playa Trail as a “nature trail.” A “nature trail” by definition in the PMPU Discussion Draft is an unpaved walkway.

Q. Will restrooms be installed at the trailhead of the La Playa Trail?

- A.** In the PMPU Discussion Draft, the specific area standards for the La Playa Trail allow for pedestrian amenities and public safety features along the La Playa Trail. While restrooms can be interpreted as being a type of pedestrian amenity, it is not the Port's intent to allow restrooms along the trail or at the trailhead (where the trail begins) and this will be further clarified in the Revised Draft PMPU.

Q. Why did the Port Master Plan Update discuss the removal of the La Playa piers? Additionally, is the intent to open the La Playa piers 24 hours/7 days a week?

- A.** When the Port's first Port Master Plan was certified in 1981 by the California Coastal Commission, it was with the condition that the La Playa piers, both the piers and floating docks, would either be demolished or made 100% available to the public. As stated in their letter regarding the PMPU Discussion Draft, the California Coastal Commission reaffirms their requirement that the piers must either be removed or opened 100% to the public.

In the PMPU Discussion Draft, the Port is proposing removal of all but the La Playa Yacht Club Pier. If the Port were to propose the option to make the piers 100% available to the public, this would also mean that the docks at the edge of each pier would also be made available to the public. This would not imply, however, that the La Playa Piers must remain open 24 hours/7 days a week; they would be open between sunrise and sunset, similar to all Port public parks and facilities.

The U.S. Naval Observatory maintains sunrise and sunset times, and they are also available through the National Weather Service.

Q. Is the PMPU only about new development?

- A.** The intent of the Port Master Plan is to protect and restore the natural environment, allow for and encourage a diverse range of uses around San Diego Bay, provide and ensure coastal access to explore and enjoy, and to protect and promote coastal-dependent (such as fishing, maritime, cargo shipping, cruise lines) and coastal-related uses within the Port's control. The Port Master Plan provides a mix of goals, policies, and standards to guide existing uses and activities, as well as future development, activation, and management of tidelands.

While new development is one component of what the PMPU addresses, there are other uses and issues that the PMPU addresses as well, related to protection and conservation of natural resources, shoreline protection, and supporting collaboration and partnerships with other agencies. Baywide policies and goals about specific topics can be found in the Elements sections of the PMPU Discussion Draft, which cover Ecology, Economics, Environmental Justice, Safety and Resiliency, Mobility, and Water and Land Use.

Q. What is a mobility hub?

- A.** A mobility hub is a connection point at which visitors and workers accessing San Diego Bay and the waterfront can change from one mode of transportation to another. This can include landside options such as cars, public transit, bikes, etc. or waterside modes such as transient docking and water taxis and ferries.

The Mobility Element includes a table that identifies some of the amenities or other requirements that the different types of mobility hubs may offer.

Q. How does this plan account for sea level rise?

- A.** The Safety and Resiliency Element includes policies that address sea level rise, including shoreline protection with respect to coastal flooding or inundation.

Q. Why doesn't the PMPU include height limits?

- A.** In each planning district in the PMPU, it is the Port's intent to follow the neighboring jurisdictions' height limit and it is anticipated that this will be further clarified in the Revised Draft PMPU. For example, if the height limit in Point Loma is 30 feet, then the Port's intent would be to restrict development to 30 feet for Port property in Point Loma.

Q. Why does the Port want to narrow Scott Street?

- A.** It is the desire of the Port to narrow Scott Street in order provide a multi-use path – a path for walkers, joggers, bicycles, etc. – along the southeast side of the street. It is the understanding that this desire brings concerns from the community regarding traffic. However, before moving forward with a plan to narrow the street, the Port would conduct an in-depth analysis of traffic concerns. Additionally, as only a portion of the Scott Street is within the jurisdiction of the Port, the Port would need to coordinate with the City of San Diego. There would be multiple opportunities for public input.