

# Port of San Diego

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# Port Master Plan Update



**Planning & Green Port**  
Planning Department

Wednesday, August 28, 2019  
Community Discussion – Point Loma

# Port of San Diego Jurisdiction

34

miles of waterfront

2,403

acres of land

3,535

acres of water



Port Tidelands



Submerged Tidelands





**Shelter Island**

Harbor Island

Embarcadero

Tenth Avenue Marine Terminal

Coronado Bayfront

National City Bayfront

Chula Vista Bayfront

Silver Strand

South Bay

Imperial Beach Oceanfront

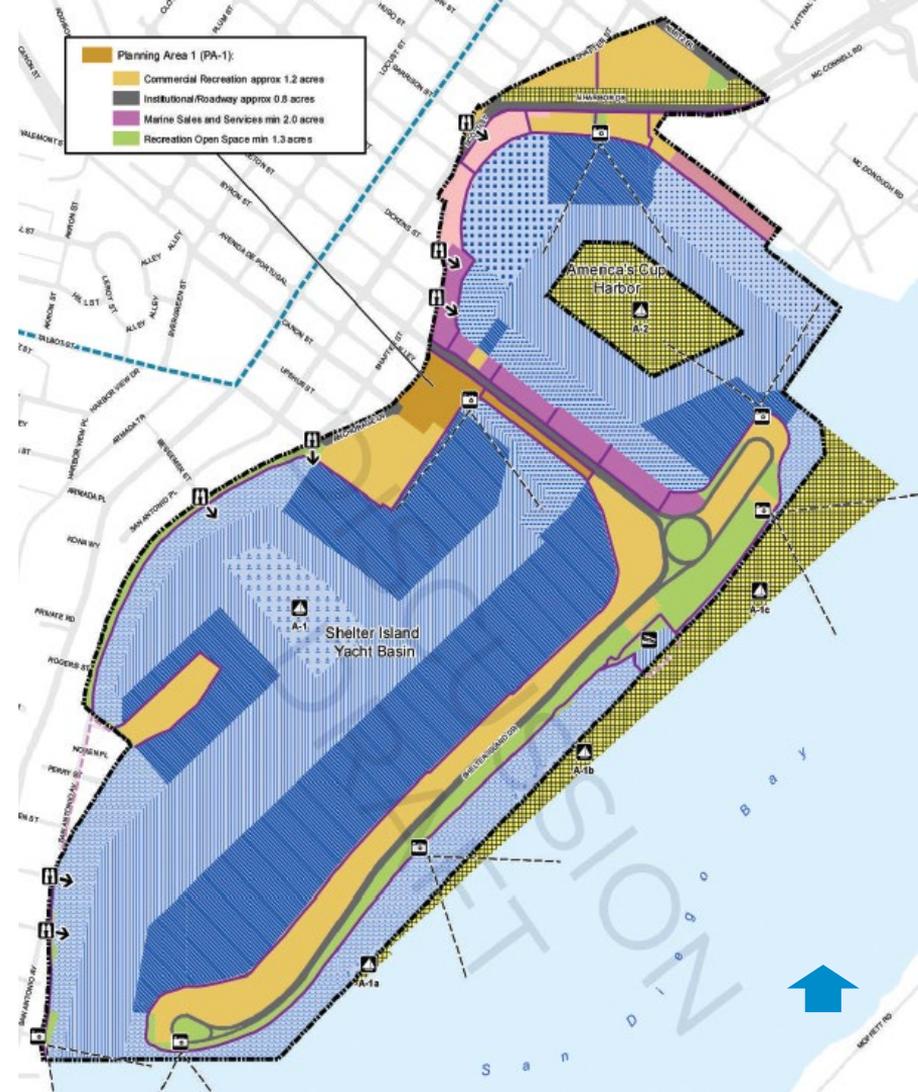
# Port Master Plan Planning Districts



# What is proposed in the PMPU?

## *East & West Shelter Island*

- Enhance La Playa Trail trailhead (i.e., add seating, public art, or shade structures – NO RESTROOMS)
- Increase or decrease of up to 10% in vessel slip quantity
- Potential increase in hotel rooms, retail and meeting space
- Reconfigure island segment of Shelter Island Drive to expand park space
- Increased water mobility opportunities



# What is staying the same in the PMPU?

## Existing Uses

- Boat Launch
- Yacht Clubs
- Anchorages
- Fishing Pier
- Sportfishing
- Marine Sales and Service (e.g., boat repair, boat sales)
- Commercial Fishing



# Primary themes heard from Point Loma residents on the Discussion Draft PMPU

- Heights & development intensity
- La Playa Trail
- Walkways around perimeter of yacht clubs
- Roadway reconfigurations
- La Playa Piers

## Coastal Commission Comments on PMPU Discussion Draft

**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).

# The La Playa Piers



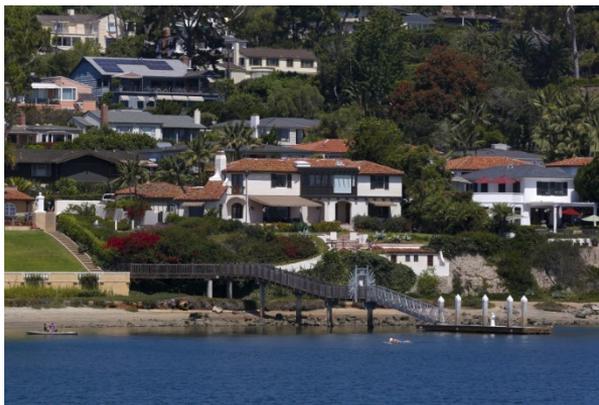
THE LACY PIER



THE WYATT PIER



THE DONNELLY PIER



THE ARLINGTON/DALY PIER



THE LA PLAYA YACHT CLUB PIER

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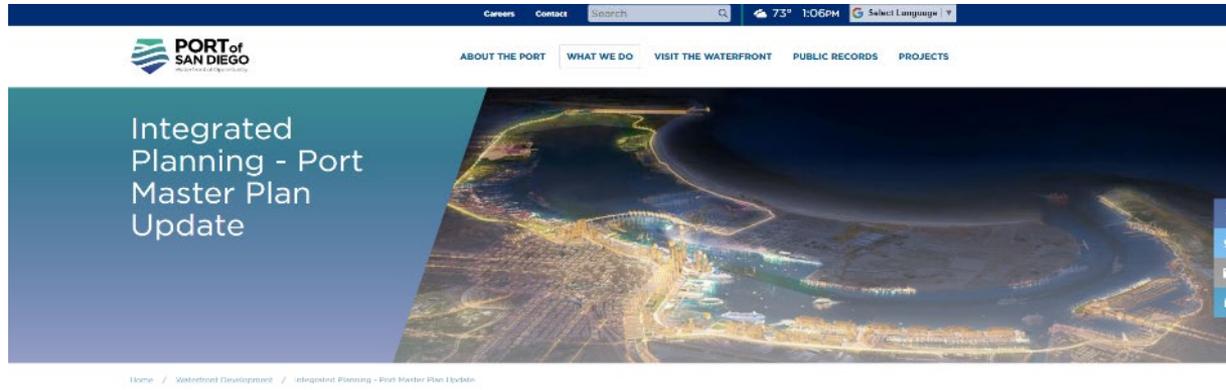
# Community Discussion GROUND RULES

- All perspectives are valued
- One person speaks at a time
- Be concise
- Focus on new input

# Comments

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# Stay Informed...



## The Future of the Port

The Port of San Diego has been conducting an Integrated Planning initiative that is often referred to as "the future of the Port." This is in the final policy document phase of the projected multi-year, five-phase planning process. The process includes public outreach, stakeholder engagement, and public input on the draft policy document, along with additional public outreach at every step of the way.

- **Sign up for the PMPU notification list:**
  - Visit the Integrated Planning webpage at [www.portofsandiego.org](http://www.portofsandiego.org)
  - "Click Here to Sign Up for Email Updates"

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