



## PROJECT SUMMARY

**Applicant:** San Diego Unified Port District (Port District)  
**Project Title:** Preserve and Encourage Commercial Fisheries in San Diego Bay  
**Grant Request:** \$450,000  
**Sites:** Driscoll's Wharf, North San Diego Bay and  
Tuna Harbor/G Street Commercial Fishing Facility (South Embarcadero)

### Overview:

The Port District is a regional public agency established in 1962 by an act of the California State Legislature to consolidate management responsibilities for San Diego Bay. As a trustee of these lands, the Port District is responsible for carrying out the principles of the Public Trust Doctrine, which includes protecting the environment and promoting the public's enjoyment of these lands. The Port Act outlines the purposes of establishment and the use of its powers stating that the Port District shall promote commerce, navigation, fisheries, and recreation.

The Port District's jurisdiction comprises 2,860 acres of water around San Diego Bay and has 2,508 acres of filled tidelands. The tidelands include 34 miles of shoreline, 3 marine terminals, shipyards/boatyards, public parks, boat launch ramps, hotels, restaurants and commercial fishing facilities with over 250 Master tenants and 500 subtenants.

The Port District is governed by a seven member Board of Port Commissioners; one commissioner each is appointed by the city councils of Chula Vista, Coronado, Imperial Beach and National City, and three commissioners are appointed by the San Diego City Council. The Board establishes policies under which the Port District's staff – supervised by the President/CEO – conducts its daily operation.

### Description of Need for Conservancy Assistance:

The Port District is unlike city and county governments in that it does not receive direct tax dollars from residents and businesses. Instead, the Port District relies on cargo and cruise operations and the leasing of waterfront land to generate revenue. However, the Port District is facing more requests for its services than it has the financial ability to provide. Accordingly, a strategy has been developed in order to guide the allocation of these limited resources. If ever it was thought that the Port District was a financially robust agency, that period has clearly passed. With the increase in homeland security requirements, cost of living, and investment in infrastructure, the Port District is continually balancing regional economic benefits, recreational opportunities, environmental stewardship and public safety, while protecting the Tidelands Trust

resources. The Port District has augmented its financial resources to achieve its goals through grants, partnerships and other financial assistance.

To assist in meeting its trust responsibilities, the Port District is requesting financial assistance from the Conservancy to preserve and encourage the economic viability of commercial fisheries in the San Diego Region. This goal will be accomplished by developing and improving facilities that will support the operational and other needs of the commercial fishermen in a manner that provides environmental stewardship and commercial benefit to the region.

Commercial fishing activity has a long history on San Diego Bay and is provided for in the Port Master Plan. Berthing, fresh fish market, unloading, and net mending activities are encouraged to be exposed to the public view and to be a part of the working waterfront and Port District identity. The necessity for marine-oriented uses to remain economically viable has moved development trends toward the consolidation of small parcels and mixed-use developments. The redevelopment and enhancement of the commercial fishing support facilities will be supported by a variety of uses, public access and parking. With approval from the Conservancy, the Port District will select a foremost, professional waterfront planner with national and international experience to conduct a comprehensive site planning effort (Plan) for commercial fisheries on San Diego Bay. As part of the Plan, the consultant will perform a thorough business and market analysis that will include related income-producing opportunities both on or off site. In addition, segments and linkages for the California Coastal Trail (San Diego Bay Trail) will be included as part of this analysis.

In order to comprehensively manage a project as important as improvements to the commercial fishing facilities, the project has been divided into two phases. The first phase consists of planning and design, which provides the framework for this entire project. The second phase includes implementation and construction.

#### **Brief Explanation of Consequences of not getting Conservancy Assistance:**

It is the intent of this proposal to preserve existing and encourage new commercial fisheries. It is anticipated that this revitalization will draw back to San Diego Bay commercial fishermen who have left for more modern facilities. The Port Master Plan states that facilities for the commercial fishing industry are not to be reduced or eliminated unless the demand for the facilities no longer exists or adequate alternative space has been provided. Without the assistance of the Conservancy, the wharf will continue to deteriorate and San Diego Bay will continue to lose commercial fishermen. The Port District does not have sufficient financial resources to assist with the commercial fisheries project for at least five years. The Driscoll's Wharf facility as a tenant leasehold does not generate sufficient income to support capital improvements to the wharf.

#### **Site Description/characteristics, including lease/ownership arrangements (Including identifying any public trust lands owned by the State Lands Commission, if any):**

##### Commercial Fishing Study Areas

The Port Master Plan (certified by the Coastal Commission on January 21, 1981) allocates about 61 acres of water and 14 acres of land to Commercial Fishing Activity. Sites provided include, in Planning District 1, the Driscoll's Wharf facility located in the America's Cup Harbor Basin; in Planning District 3, berthing along the seawall in the crescent area adjacent to Harbor Drive and within the "G" Street Mole Tuna Harbor facility.

The Driscoll's Wharf Commercial Fishing facility (4904-4922 North Harbor Drive), is located within the America's Cup Harbor Basin and part of the Shelter Island area. It is bordered by the U.S. Naval ASW Training Base to the north, the Shelter Island peninsula and Yacht Club Basin to the south, and the Point Loma commercial village and residential community to the west. It is approximately 1/2 mile from the San Diego International Airport and 3-1/2 miles from downtown San Diego.

The Driscoll's Wharf facility is a tenant leasehold containing 105,634 sq. ft. (2.43 acres) of land and 290,143 sq. ft. (6.66 acres) of water. The landside parcel configuration is approximately 880 ft. long by 120 ft. wide. It contains four (4) wood framed two-story buildings completed in 1985 totaling approximately 35,000 sq. ft. The site contains a two-story storage platform, a net mending area along the shoreline walkway and approximately 184 parking spaces. The water parcel is approximately 818 ft. long by 332 ft. wide. Waterside facilities include four (4) mooring piers with capacity for approximately 123 boats and an off-loading pier that were developed in the 1940's and renovated in the 1980's. The antiquated design, age and deferred maintenance of the fixed piers are contributing to a condition near functional obsolescence. Commercial fishing slip rent control mandated by the State Coastal Commission, land use restrictions and development configuration limitations have restricted the tenant's ability to financially support the redevelopment of the piers to a modern floating dock system.

The Port District operated Tuna Harbor Commercial Fishing facility is located at the foot of G Street and part of the Center City Embarcadero area. It is bordered by the G Street Mole and U.S.S. Midway Aircraft Carrier Museum to the north, the U.S. Naval Supply Center redevelopment site and Harbor Seafood Mart to the east, and the Seaport Village retail center to the south. It is approximately 1-1/2 miles from the San Diego International Airport and is part of the Embarcadero waterfront of downtown San Diego. The Tuna Harbor Commercial Fishing facility has a modern floating dock system providing approximately 127 mooring slips.

### **General Scope of Work:**

#### Commercial Fishing Comprehensive Planning, Feasibility Study & Implementation Plan

The comprehensive planning endeavor will evaluate the physical characteristics of the sites in an effort to protect, restore and expand recreational, commercial, and industrial activities and the operational needs of commercial fishing. The planning process will include analyzing design alternatives, infrastructure, traffic/circulation, parking, public access and potential public and private alternatives while formulating recommendations. Preferred alternatives are to be realistic, economically and financially feasible, and flexible with evolving market trends.

#### Project Goal

To preserve and encourage the economic viability of commercial fisheries in the San Diego Region by developing and improving facilities that will support the operational and other needs of the commercial fishermen in a manner that provides environmental stewardship and commercial benefit to the region.

- **Pre-design and Programming**
  - Needs analysis of fisheries
  - Financial model analysis

- Comprehensive identification of commercial fishing functional, technical and space requirements
- **Definition of Design Conditions**
  - Physical, metocean and environmental characterization of the site
  - Stakeholder outreach
  - Facility demand projections
  - Public access and promenade analysis (including linkages to the California Coastal Trail)
  - Environmental enhancement opportunities
  - Commercial fisheries enhancement opportunities
  - CEQA/Coastal analysis
- **Development of Alternatives**
  - Preliminary conceptual design alternatives
  - Crafting a consensus, design review and refinement of alternatives
  - Final conceptual design of alternatives
  - Revenue generating opportunities
- **Evaluation of alternatives and feasibility report**
- **Preliminary design of the preferred alternative**

The comprehensive site plan will be submitted summarizing the findings, description of methods and tools used, conceptual design of the alternatives, and evaluation results. In addition, a preliminary design of the preferred alternative will be submitted including:

1. Project information
2. Project description
3. Specifications
4. Cost estimate
5. Drawings, including docks profiles
6. Project schedule
7. Implementation plan

**Project Financing (Comprehensive Planning and Design):**

San Diego Unified Port District Contribution:

○ Cash	\$ 50,000	
○ In-Kind	<u>\$ 50,000</u>	
Subtotal:		\$100,000

California Coastal Conservancy Grant: \$450,000

Total Estimated Project Cost (Phase 1): \$550,000

### **Consistency with Conservancy's Strategic Plan Goals(s) & Objective(s):**

Under the Urban Waterfronts Program, this project will support the goals of the Coastal Conservancy and California Coastal Act by working with local government to protect, restore and expand coastal-dependent recreational, commercial and industrial facilities, in a manner that provides environmental stewardship and commercial benefit to the region. The project also includes the expansion of opportunities for public access and use of urban waterfronts in conjunction with the construction and restoration of facilities.

### **Consistency with Port Master Plan Policies:**

It is the intent of the San Diego Unified Port District Master Plan to:

- Encourage the development of the local fish market fishery;
- Protect water-dependent uses;
- Insure physical access to the Bay;
- Provide access along the waterfront wherever possible with promenades and paths, where appropriate, and elimination of unnecessary barricades.
- Foster and encourage the development of commerce, navigation, fisheries and recreation by the expenditures of public monies for the preservation of lands in their natural state, reclamation of the tidelands, the construction of facilities and the promotion of its use.

### **Compliance with CEQA:**

The San Diego Unified Port District is the lead agency under the California Environmental Quality Act (CEQA). The Driscoll Wharf facility was evaluated as part of the America's Harbor Master Plan Environmental Impact Report.

### **Site Map/photos:**

Following are aerial photographs of both Driscoll's Wharf and Tuna Harbor. See additional photos attached.

### **Letters of Support:**

The following organizations/individuals have provided letters of support (see attachment):

California Coastal Commission, Port Tenants Association, The Working Waterfront on San Diego Bay, Western Fishboat Owners Association, American Tunaboat Association, Chesapeake Fish Co., Catalina Offshore Products, San Diego Watermen's Association, Scott Breidenthal (sea urchin diver), San Diego County Professional Fishermen's Association, Aqua-Tech Dive Center, Harbor Marine Supplies, Harbor Island Fuel Dock, California Lobster & Trap Fishermen's Association

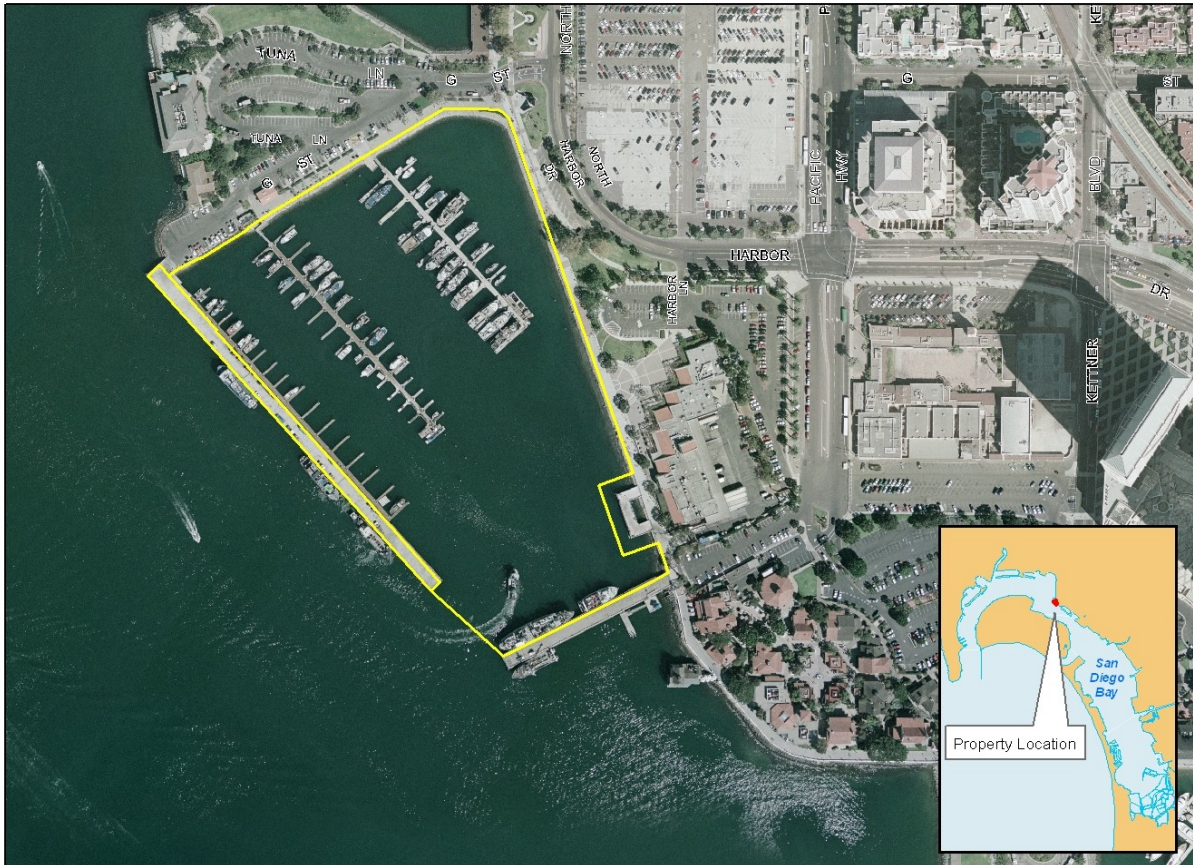
Driscoll's Wharf



Geographic Information Systems (GIS)

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Tuna Harbor Commercial Fishing Facility



Geographic Information Systems (GIS)

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