



Frequently Asked Questions about the Port Master Plan Update (And how it affects commercial fishermen)

- 1) **What is a Port Master Plan?** A long-range planning document which guides the future of the Port consistent with the provisions of the California Coastal Act.
- 2) **What is the Port Master Plan Update (PMPU)?** The Port of San Diego ("Port") is undertaking a thorough, public revision of its current Port Master Plan. This will result in a new Master Plan that will shape development and policies (including a variety of uses) in the Port's many districts for the foreseeable future..
- 3) **Is Commercial Fishing a prioritized use under the California Coastal Act?** Yes. Commercial Fishing ("CF") (berthing and land-side infrastructure) is currently allowed in two of the Port's Planning Districts: Districts 3, including Tuna Harbor--which includes the G Street Mole and the Santa Monica Seafood Building, ("TH") and District 1, including Driscoll's ("Driscoll's Wharf").
- 4) **What is the San Diego Fishermen's Working Group (SDFWG)?** The SDFWG is a California Nonprofit Public Benefit Corporation that was founded in 2010. It is designed to give an informed and unified voice to CF in the greater San Diego region. It is comprised of a nine person elected board of directors, plus alternates, representing most gear types and with vessels based in or operating out of Tuna Harbor, Driscoll's, Mission Bay, and CF vessels using launch ramps.
- 5) **Why does the PMPU matter to CF?** There are many economic, political and environmental forces working against the future of CF. If you want to see CF space, infrastructure and services preserved or improved, then you should pay attention to and be involved in the PMPU process.
- 6) **What are the big issues for CF uncovered during the PMPU process?**
 - At TH, CF land has disappeared without adequate explanation, going from 5.4 land acres in the 80's to 4.00 now. The SDFWG has been working to restore the full 5.4 acres. A preliminary recommendation is to restore CF area at Grape Street.

- Make sure CF remains the PRIMARY USE of CF designated areas
- Limit the amount of other (“secondary”) uses to those that do not interfere, create conflicts or are incompatible with CF operations. The recommendation, which appears to have support from the Board of Port Commissioners, is 75% CF for land and water. Secondary uses will be limited to 25% of land and water space *PROVIDED there is no demand for the use of that space for CF.*
- Identify the types of secondary uses that would be allowed:
 - Water: No more than 25% for aquaculture, Tugs and tow vessels, Spill clean-up vessels, but only if no CF need. NO rec vessels or sportfishing.
 - Land: recommend 100% CF for ground floor uses in multi-story buildings, 25% of upper floors for selected other uses that do not interfere, create conflicts or are incompatible with CF operations.
- The above uses will be approved and/or enforced through a Port review committee with significant CF membership.

7) **What are the differences in current management of the facilities and docks at TH and Driscoll’s?**

TH is managed by the Port, and has rates protected by the Port Tariff; Driscoll’s is managed privately through a Port lease to an operator. However, there is less than 4 years remaining on this lease. It is believed that any future lessee of the Driscoll’s Wharf area will have to comply with the updated PMP.

8) **Are the two CF Harbors currently allowed secondary uses?**

Under the current PMP there is no provision for secondary uses within the TH area. Driscoll’s Wharf is allowed to have non-CF uses in water areas under the Coastal Development Permit and Lease with the Port, but it is likely that Driscoll’s will have to comply with the updated PMP when the lease ends in 2023.

9) **Are there differences in Tuna Harbor and Driscoll’s that support different rules or allowed uses between the two?**

The SDFWG needs to hear from as many Driscoll’s fishermen as possible to decide our recommendation. Two big differences we see are that there is no % limit on non-CF water uses, which creates no incentive for Driscoll’s to make that marina attractive to CF vessels. And, there would be no review committee to assure that non-CF uses do not interfere, create conflicts or are incompatible with CF.

10) **What is next for the PMPU?**

The DRAFT Plan will be released to the public on or about April 25 which begins a 90-day comment period. The SDFWG needs to provide final comments, including on whether rules and policies for CF designated areas should apply to both Driscoll’s and TH – or why they should be different. The updated PMP will eventually have to be approved by the Coastal Commission, which will be required to ensure the primacy of CF is intact. A SDFWG meeting is scheduled for May 8 to discuss.

