Port Master Plan



Final Draft
December 2023

PORT of SAN DIEGO

PORT of SAN DIEGO

Port Master Plan

SAN DIEGO UNIFIED PORT DISTRICT

FINAL DRAFT PMPU

PORT of SAN DIEGO

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Amendments

The 1980 Port Master Plan was certified by vote of the California Coastal Commission (CCC) on January 21, 1981. Subsequent amendments are listed below. These are included for reference.

AMENDMENT TITLE	BPC RES. NO.	CCC CERT. DATE
Coronado Tidelands	83-133	12 Apr 1984
Convention Center and Option Site Hotel	84-290	14 Mar 1985
Bay Mooring and Anchorage Management Plan	84-304	25 Apr 1985
Chula Vista Bayside Park Extension	84-379	27 Aug 1985
Crosby Street Site	86-365	27 Feb 1987
Shelter Island Roadstead	88-212	15 Nov 1988
Coronado Boatyard/The Wharf	89-383	11 Apr 1990
East Harbor Island Hotel	90-170	14 Sep 1990
Seaport Village Street Relocation	92-74	11 Jun 1992
NASSCO Ways Modification	92-118	11 Jun 1992
Solar Turbines Incorporated	92-190	13 Oct 1992
Lindbergh Field Immediate Action Program	92-406	13 Apr 1993
Driscoll Boatyard Expansion	93-033	14 May 1993
National City Marina	94-152	11 Aug 1994
Design Refinements to IAP	95-223	15 Dec 1995
San Diego Convention Center Expansion	95-389	12 Jan 1996
A-9 Cruiser Anchorage	95-266	11 Apr 1996
Convair Lagoon	96-135	12 Nov 1996
Imperial Beach Oceanfront	97-187	10 Dec 1997
Chula Vista Industrial Business Park Expansion	97-227	10 Mar 1998
South Embarcadero Redevelopment Program I	98-136	15 Oct 1998
North Embarcadero Alliance Visionary Plan	2000-83	14 Mar 2001
Former Naval Training Center Land Transfer	2000-166	12 Jun 2001
D Street Fill Mitigation Site	2001-86	11 Sep 2001
South Embarcadero Redevelopment Program 2	2001-72	12 Dec 2001
National Distribution Center, National City	2001-99	12 Dec 2001
South Bay Boat Yard, Chula Vista	2001-190	12 Dec 2001
Glorietta Bay Redevelopment	2001-65	05 Feb 2003
America's Cup Harbor	2002-120	12 Jun 2003
Fifth Avenue Landing Spinnaker Hotel	2004-66	12 Aug 2004
Old Police Headquarters	2006-29	10 Aug 2006
National City Aquatic Center	2006-162	15 Feb 2007
Broadway Pier Cruise Ship Terminal	2009-37	03 Feb 2009
Chula Vista Bayfront Master Plan	2010-79	09 Aug 2012
San Diego Marriott Marquis & Marina Facilities Improvement	2011-179	15 Nov 2012
San Diego Convention Center Phase III Expansion & Expansion Hotel	2012-136	10 Oct 2013

AMENDMENT TITLE	BPC RES. NO.	CCC CERT. DATE
Glorietta Bay Marina/Boat Launch Facility Improvements	2015-116	14 Jan 2016
Shelter Island Boat Launch Facility Improvements	2016-08	08 Jun 2016
National City Street Closures	2016-141	09 Aug 2017
Bayside Performance Park Enhancements	2018-020	09 Nov 2018
San Diego Bay Native Oyster Living Shoreline Pilot Project	2021-032	16 Apr 2021

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PORT of SAN DIEGO

One Bay, Rich Diversity

THE DISTRICT'S MISSION

The Port of San Diego will protect the Tidelands Trust resources by providing economic vitality and community benefit through a balanced approach to the maritime industry, tourism, water and land recreation, environmental stewardship, and public safety.

1 Introduction

PORT of SAN DIEGO

CHAPTER 1

Introduction

1.1 About the Port Master Plan

This Port Master Plan (Plan) sets a comprehensive vision for the San Diego Unified Port District (District). As trustee for these public lands, the Board of Port Commissioners (BPC) and District staff manage a diverse array of activities within a dynamic region. District maritime and water-dependent uses stretch along the entire water's edge, highlighting San Diego's cherished waterfront character. This Plan governs the use, design, and improvement of these public trust lands. Since its original adoption in 1964, the Plan has demonstrated continued progress towards the District's legislative responsibilities to protect and promote coastal-dependent uses, protect the environment, and provide and ensure coastal access around San Diego Bay (Bay). The Plan establishes specific goals, objectives, policies, and standards to direct future development, facilitate a diverse range of uses and activities, and provide a broad range of proposed public improvements. The development of the Plan has reinforced existing partnerships and fostered new partnerships with adjacent jurisdictions and regional, State, and federal agencies through a cooperative planning approach.

1.1.1 Plan Organization

This Plan is organized in the following chapters:

- Chapter 1, Introduction, provides a discussion regarding the history of the District, legislative framework, and the Integrated Planning Process.
- Chapter 2, User Guide, provides a reader-friendly roadmap to help District staff, developers, tenants, stakeholders, and the public follow and better understand implementation.
- Chapter 3, Elements, addresses six key topic areas—Water and Land Use, Mobility, Ecology, Safety and Resiliency, Environmental Justice, and Economics—and sets the policy direction for future development, protection of the environment, and a broad range of proposed public improvements.

- Chapter 4, Baywide Development Standards, establishes requirements for the physical development of property.
- Chapter 5, Planning Districts, directs the pattern of development through specific policies and standards for geographically delineated districts.
- Chapter 6, Plan Implementation and Development Conformance, provides guidance for the District to prioritize policies and programs in the Plan and informs review of development and uses that may not be in conformance with the Plan.

A standardized format is used throughout the Elements chapter. Each element contains introductory text describing the purpose of and need for the element and the background regarding the element topic. The elements chapter identifies Baywide goals, along with related objectives and policies. A goal is a broad statement that guides action, an objective is a statement of a desired end, and a policy is a rule or course of action that indicates how an objective will be achieved.

Chapter 5, Planning Districts includes a description of the existing setting of the area, as well as maps to illustrate water and land use designations, mobility modes, coastal access linkages, view corridors, and walkways. It also includes a description of subdistricts and location-specific special allowances, planned improvements, and development standards and identifies developments that are appealable to the California Coastal Commission (CCC).

Section 30711 of the California Coastal Act (Coastal Act) establishes the required contents of a Port Master Plan as follows:

- Description of the proposed uses of land and water areas, where known;
- Description of the projected design and location of port land areas, water areas, berthing, and navigation ways and systems intended to serve commercial traffic in the area of jurisdiction of the port governing body;
- An estimate of the effect of development on habitat areas and the marine environment; a review of existing water quality, habitat areas, and quantitative and qualitative biological inventories; and proposals to minimize and mitigate any substantial adverse impact;
- Discussion of proposed projects listed as appealable in Section 30715 and described in detail sufficient to allow a determination of their consistency with the policies of Chapter 3 of the Coastal Act (commencing with Section 30200); and
- Description of provisions for adequate public hearings and public participation in port planning and development decisions.

1.2 Background

The District was created in 1962 by the California State Legislature to manage and hold in trust certain tidelands and submerged lands within and around the Bay. When this statutory grant took effect, State lands within the Bay that had been previously granted to the Cities of Chula Vista, Coronado, National City, and San Diego were transferred to the District. By subsequent action in 1990, tidelands and submerged lands along the Pacific Ocean previously granted to the City of Imperial Beach were also transferred to the District. The lands granted to the District are commonly referred to as Tidelands because they are located below the historic mean high tide line. Over time, the District has also acquired additional upland parcels and has been granted other land through exchanges. These properties are also part of the District's jurisdiction.

San Diego Unified Port District Member Cities:

- City of Chula Vista
- City of Coronado
- City of Imperial Beach
- City of National City
- City of San Diego

The District is governed by the seven-member BPC, which comprises appointees by the city councils of the District's adjacent jurisdictions. These are the cities that conveyed the San Diego Bay granted lands to the District, and each city appoints one commissioner, except for the City of San Diego, which appoints three commissioners.

The District oversees a unique mix of water and land uses, including industrial uses and public safety, commercial recreation and visitor-serving uses, and recreational and natural resource areas. The District is also responsible for issuing leases for tenant businesses and for managing a diverse portfolio to generate revenues that support its various public amenities and coastal access around San Diego Bay.

1.2.1 History of the District's Port Master Plan

The District's first Port Master Plan was adopted by the BPC in January 1964. An extensive master plan revision program was completed in 1972. Additional updates of the Port Master Plan occurred in 1975 and 1976. When the California Legislature passed and Governor Edmund (Jerry) Brown signed the Coastal Act, further opportunity was provided to amend the Port Master Plan to bring it into conformance with the appropriate provisions of the Coastal Act.

In 1981, CCC certified the District's Port Master Plan and found that the Plan conformed to the policies of Chapters 3 and 8 of the Coastal Act. Since then, multiple Port Master Plan Amendments (PMPA) have also been approved and certified to modify or amend written policies, maps, and acreage tables to update the Plan for those specific areas. This document represents the first comprehensive update to the originally adopted Port Master Plan.

1.3 Legislative Framework

This Plan's goals, objectives, policies, and standards were developed in accordance with the Coastal Act, Public Trust Doctrine, and San Diego Unified Port District Act (Port Act), which are the foundation of the Plan's legislative framework (refer to *Figure 1.1, Legislative Framework*). These three important laws provide the authority for the goals, objectives, and policies contained in the elements, as well as the specific standards and proposed improvements contained in the planning districts.

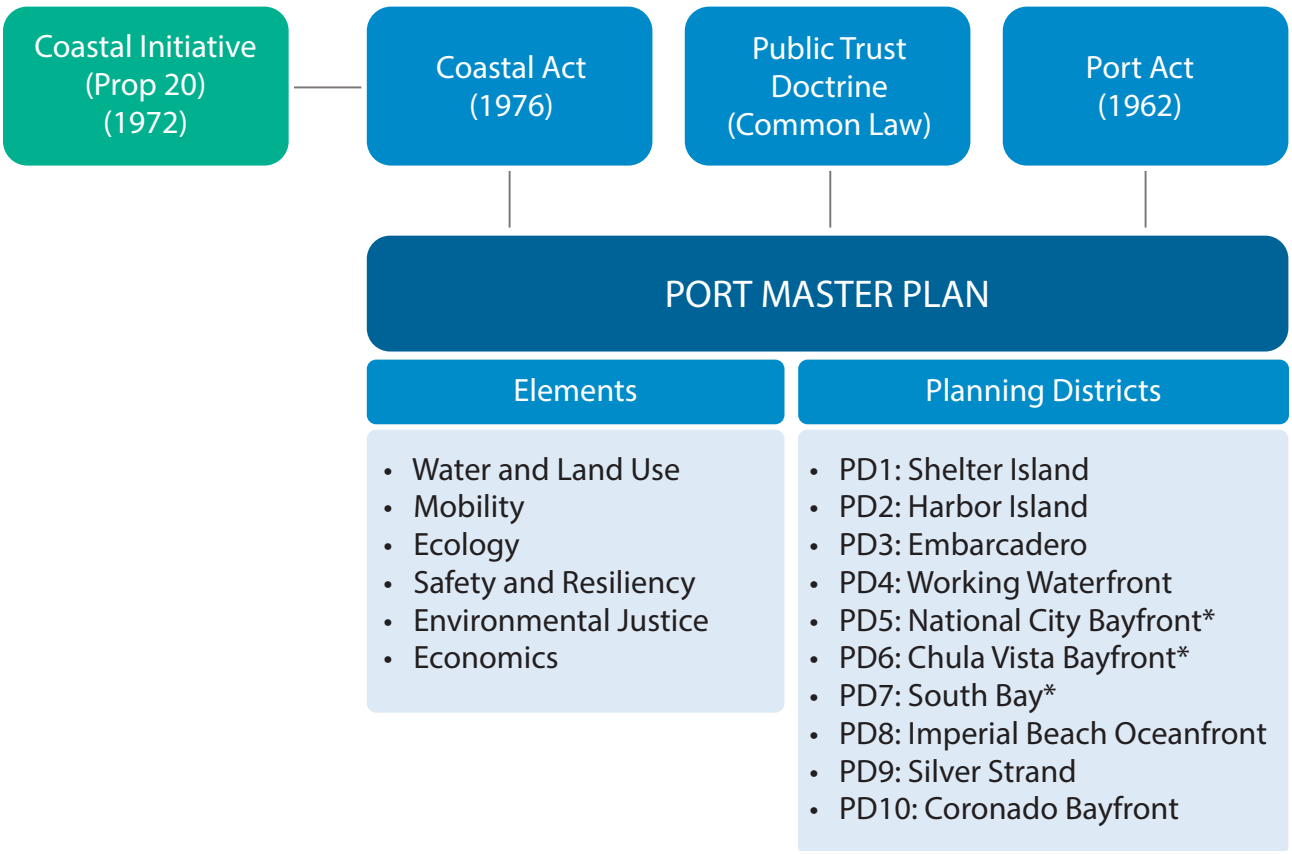
1.3.1 California Coastal Act (California Public Resources Code Section 30000 et seq.)

In 1976, the California Legislature passed, and Governor Brown signed, the Coastal Act, establishing the California coastal zone, which generally encompasses the land and water area of the State of California extending seaward to the State's outer limit of jurisdiction and extending inland generally 1,000 yards from the mean high tide line (Coastal Act, Section 30103, paraphrased), and establishing policies for its access, protection, and development. Chapter 8 (titled "Ports") of the Coastal Act specifically applies to certain California ports, including the District, and was codified in recognition of the fact that activities and development related to ports may have adverse effects on coastal resources or coastal access but are necessary for the continued economic prosperity of the State.

Chapter 8 of the Coastal Act specifies that applicable California ports, including the District, must prepare and adopt a port master plan and, subsequently, submit it to CCC for review and certification as to conformance with the Coastal Act. After such certification by CCC, either in its entirety or in part, coastal development permit (CDP) or Coastal Act exclusion authority for development occurring within the District's jurisdiction resides with the District. Furthermore, for portions of the District's jurisdiction delineated in this Plan, BPC is authorized to grant CDPs consistent with Chapter 8 of the Coastal Act, and the District staff is authorized to issue Coastal Act exclusions consistent with the District's CDP Regulations (adopted July 1, 1980, by Resolution No. 80-193 and subsequent amendments). The granting of a Coastal Act Approval (i.e., CDP or Coastal Act exclusion) ensures that the development is consistent with the adopted and certified Plan, as required by the Coastal Act and detailed in the District's CDP Regulations.

There are four categories of development on Tidelands in the coastal zone: appealable, non-appealable, excluded, and emergency. The types of development listed in Section 30715 of Chapter 8 of the Coastal Act are considered appealable development and are subject to Chapter 3 (titled "Coastal Resources Planning and Management Policies") of the Coastal Act. For appealable development, a port master plan must include policies that ensure consistency with both Chapters 3 and 8 of the Coastal Act. In addition, development located on wetlands, estuaries, or "existing recreation areas," as delineated in the original 1975 Coastal Plan (Coastal Plan–delineated development), must also comply with Chapter 3 even if the proposed development is not the type listed in Section 30715 (see *Section 1.3.1(A), Coastal Initiative - Proposition 20*). All other types of development that do not qualify for an exclusion from a CDP or an emergency CDP are non-appealable, and a port master plan must include policies that ensure that such developments are consistent with Chapter 8.

For appealable development, BPC issues an appealable CDP, which may be appealed to CCC by the applicant, an interested party, or two CCC commissioners. All development and associated Coastal Act approvals, whether appealable or non-appealable, must be consistent with the certified port master plan. Adjacent jurisdictions must, for informational purposes, incorporate the certified port master plan into their own local coastal program.



**PD5, PD6, and the Pond 20 portion of PD7 are not part of this updated Plan.*

Figure 1.1 Legislative Framework

For illustrative purposes only.

1.3.1(A) Coastal Initiative (Proposition 20) and the 1975 Coastal Plan

In 1972, the State of California adopted a Coastal Initiative (Proposition 20) that established temporary regional coastal commissions and one statewide commission. These commissions were tasked with preparing a coastal plan with coastal policy and planning recommendations for the State. The Coastal Plan was certified in 1975, and many of these recommendations were brought forward into the Coastal Act, including the establishment of CCC. Part IV of the 1975 Coastal Plan provided specific policy recommendations to each region, with accompanying maps (refer to *Figure 1.2, San Diego Region Map from 1975 Coastal Plan*) that identify various landmarks and coastal resources. Chapter 8 (titled "Ports") of the Coastal Act describes these maps as a resource for identifying wetland, estuary, and recreation areas in the coastal zone. The San Diego region map is still used in coastal development permitting today for the District because all development proposed in the identified wetlands, estuary, and recreation areas on *Figure 1.2* must comply with policies in Chapters 3 and 8 of the Coastal Act.

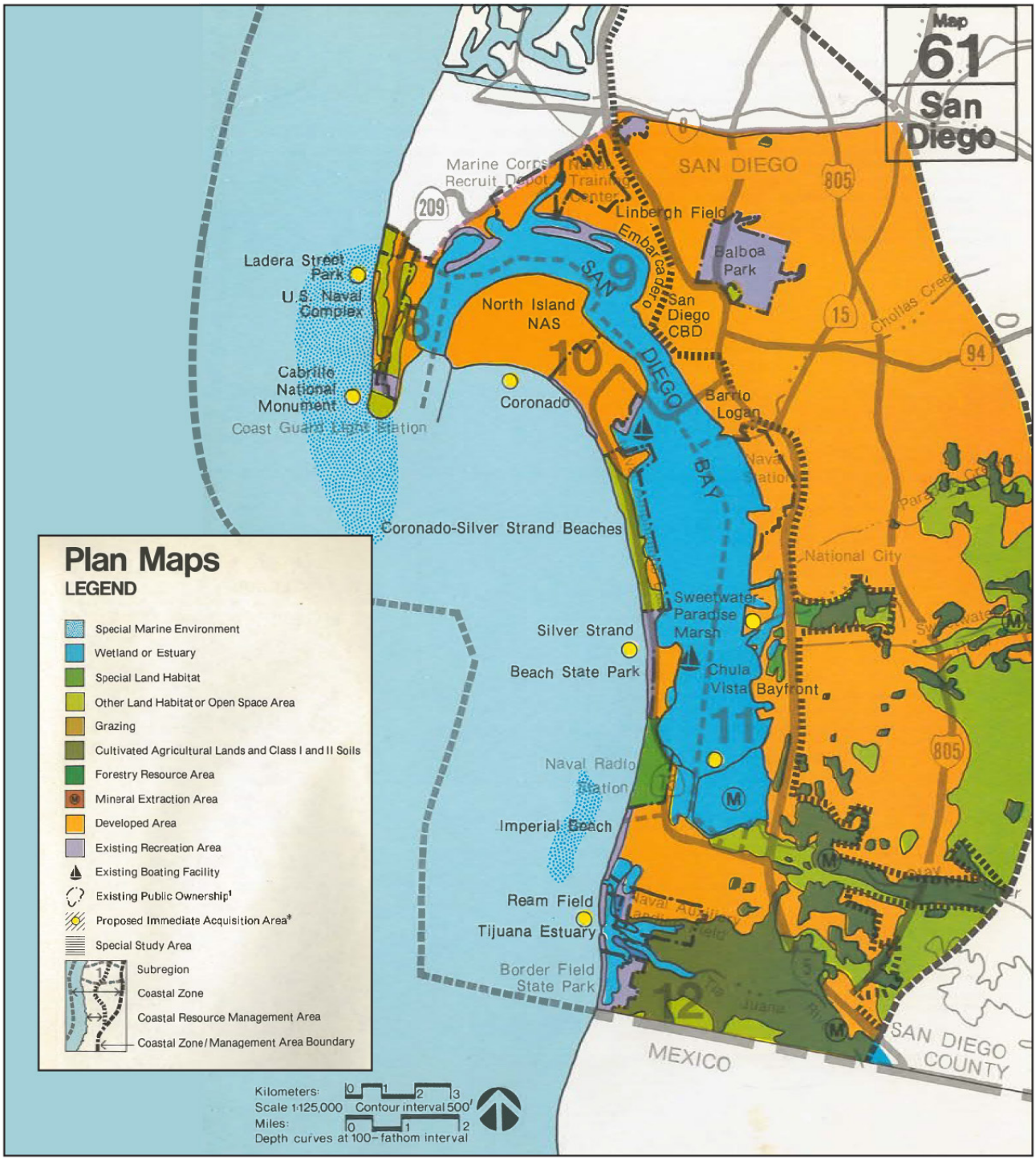


Figure 1.2 San Diego Region Map from 1975 Coastal Plan

1.3.2 Public Trust Doctrine

The Public Trust Doctrine dates to Roman law and has evolved into a common-law principle whereby a sovereign entity owns all its navigable waterways and the lands lying beneath them as trustee for the benefit of the people. Traditionally, the Public Trust Doctrine specified that Public Trust lands were to be used for commerce, fisheries, and navigation. However, the Public Trust Doctrine is not static and evolves as public perceptions and needs evolve. Consequently, Public Trust uses have expanded to include natural habitat protection and recreation. When the Public Trust Doctrine is administered, all categories of modern Public Trust uses—commerce, environmental stewardship, fisheries, navigation, and recreation–have equal footing. One use is not favored over another.

The State of California acquired title as trustee to Public Trust lands and waterways upon its admission into the Union by the U.S. Congress on September 9, 1850. Since then, the State of California has, through legislative grants and other legislative means, delegated administration of certain Public Trust lands and waterways to special districts and municipalities. The terms, conditions, and allowable uses of Public Trust land grants vary and are governed by the specific grants and statutes, as well as the Public Trust Doctrine. In addition, the Legislature delegated the State's residual and review authority for granted lands to the California State Lands Commission (CSLC). Ultimately, the State Legislature and courts are the final arbitrator over Public Trust lands and waterways.

The District is a grantee of certain tidelands and submerged lands (Tidelands) of San Diego Bay. This Plan balances consideration of the Public Trust Doctrine categories through a framework that will help guide future protection and development on Tidelands.

1.3.3 San Diego Unified Port District Act (Appendix I of the California Harbors and Navigation Code)

Before the District was formed, the Cities of Chula Vista, Coronado, Imperial Beach, National City, and San Diego each managed segments of San Diego Bay. In 1962, the California Legislature, finding that only a specially created unified district could effectively develop and operate the harbors and ports of the Bay, codified the Port Act. The Port Act created the District to develop and manage the waters and tidelands of San Diego Bay, in public trust, "for multiple purpose use for the benefit of the people" (Port Act, Section 2). Specifically, the District was established by the Legislature for the acquisition, construction, maintenance, operation, development and regulation of harbor works and improvements, including rail and water, for the development, operation, maintenance, control, regulation, and management of the harbor of San Diego upon the tidelands and lands lying under the inland navigable waters of San Diego Bay, and for the promotion of commerce, navigation, fisheries, and recreation (Port Act, Section 4). In accordance with Section 4 of the Port Act, the District may also use its authority to protect, preserve, and enhance:

- Physical access to the Bay;
- Natural resources of the Bay; and
- Water quality in the Bay.

Section 19 of the Port Act requires the District to adopt a Port Master Plan for harbor and port improvement and for the use of all Tidelands. Section 87 of the Port Act enumerates the Public Trust uses allowed within the District's jurisdiction, such as harbors, commercial and industrial uses, airport and aviation facilities, transportation and utility facilities, public facilities, restaurants, visitor-serving retail, lodging, open space, habitat restoration, and ecological preservation. Section 19 of the Port Act requires that the District adopt a port master plan for improvements and the use of the Public Trust lands. Accordingly, under the Port Act, the port master plan is the mechanism that dictates where such allowable uses are to be located and how they shall be improved.

1.4 Port Master Plan Update

Beginning in 2013, the District embarked on a multifaceted and integrated approach to begin the first comprehensive update to its Port Master Plan. This approach is known as the "Integrated Planning Process." This updated Plan is based on a set of long-range planning principles that form a framework for future planning on Tidelands. The principles and framework were all identified and developed as a part of the Integrated Planning Process, which also included robust and extensive public outreach and stakeholder engagement.

1.4.1 Integrated Planning

Through the Integrated Planning Process, the District aimed to modernize methods for water and land planning and provide a guide for future users and development on Tidelands. The District identified objectives for the Integrated Planning Process that included streamlining the permit process, balancing demands for development with protection of natural resources, maintaining and enhancing coastal access, and promoting fiscal sustainability.

The Integrated Planning Process was built on the importance of transparency and inclusivity. With these key principles in mind, the process resulted in comprehensive and balanced engagement by BPC, stakeholders, and the public. Each phase of the five-stage process to update this Plan included public workshops, presentations, and physical documents that served as milestones:

- Vision Process – Vision Statement, Guiding Principles, and Assessment Report: A high-level assessment of Baywide assets and extensive public engagement resulted in a foundational Vision Statement and Guiding Principles for the Integrated Planning Process.
- Vision Process – Framework Report: The Guiding Principles informed the development of a core set of comprehensive ideas and concepts, memorialized in a Framework Report, that provided structure for the development of this Plan.
- Update to Port Master Plan: BPC directed staff to draft this Plan document. As a part of this phase, a Discussion Draft of this updated Plan and a Revised Draft Port Master Plan Update were circulated for public review.
- California Environmental Quality Act (CEQA) Environmental Review: A Program Environmental Impact Report was prepared for this updated Plan. [Details to be included when BPC considers the Program EIR.]
- California Coastal Commission Certification: [Details to be included when CCC considers and certifies the updated Port Master Plan.]

1.4.2 Visioning Process

On August 14, 2014, the District celebrated an important milestone in the District's visioning process when BPC accepted the Integrated Planning Vision Statement, Guiding Principles, and Assessment Report.

On November 17, 2015, BPC accepted the Framework Report, which represented the culmination and completion of an extensive outreach and visioning effort. The Framework Report includes guidance for the following key areas: land use, water use, mobility, public access and recreation, natural resources, safety and resilience, environmental justice, and economic development. The Framework Report served as a guiding document for the comprehensive update to this Plan.

Collectively, the Vision Statement, Guiding Principles, Assessment Report, and Framework Report are referred to as the Integrated Planning Vision.

August 2014: Beginning of the Integrated Planning - Initial Vision Statement

Promote the Bay as a central environmental, economic, and recreational resource for all people of California. At the same time reinforce the differences in character and culture between each of the constituent cities and equitably balance available resources between maritime and commerce, job growth, recreation, the military and the need to protect and restore natural resources and the protection of public health along with man-made investments. The Port of San Diego strives to be regarded as a 21st Century, state-of-the-art facility and institution.

1.4.3 Public Engagement

Consistent with the Integrated Planning Process and as a part of this update, the District undertook a multiyear, award-winning comprehensive public outreach and stakeholder engagement process to keep BPC, stakeholders, and interested members of the public informed of the process. The Integrated Planning Process's five phases (outlined above) included a variety of engagement opportunities and methods that helped reach a wider audience and promoted increased participation.

The importance of public outreach and stakeholder engagement has consistently been emphasized as an essential component of the Integrated Planning effort to ensure that this Plan reflects the needs and desires of tenants across Tidelands, visitors to the waterfront, the surrounding communities, and other stakeholders. This engagement approach provided multiple opportunities, including focused stakeholder meetings, public meetings and workshops, open house events, public and interagency tours of Tidelands, online surveys, and announcements through news and media outlets, for the public to provide input and remain informed on the process.



2015 photo of public meeting for the update of the Port Master Plan.

1.4.4 Transformative and Holistic Planning

The District's Port Master Plan was last comprehensively updated in 1981. Since then, growth both across Tidelands and in the region has placed new demands on coastal access, water and land uses, the ecosystem of the Bay, and District infrastructure on Tidelands. This Plan was prepared to address these concerns and balance the desires of the District, stakeholders, and tenants both now and in the future.

The Integrated Planning Process built on existing District past planning efforts and resulted in a new shared vision for the future with holistic planning principles and standards to guide the implementation of that vision. This Plan represents a shared vision for Tidelands and promotes transformational planning principles for the benefit of future generations.

As part of the District's visioning process, new and creative ideas were developed using the Integrated Planning Assessment, public input, and direction provided by BPC. The result of this effort included a series of preliminary development concepts that explored how to best use the water, streets, pathways, parks, open space areas, and view corridors in a holistic and comprehensive manner. Many of these preliminary planning concepts addressed more than one topical category and supported multiple goals and objectives. These concepts incorporated one or more cross-connecting themes:

- Healthy Bay and Healthy Communities (e.g., natural resource protection strategy, environmental justice directives, climate change resiliency, pollution reduction strategies);
- Improved Mobility and Coastal Access (e.g., specific mobility strategies with a strong focus on multimodal systems and land use integration; ways that regional infrastructure needs can be planned, funded, and built in partnership with other public agencies to ensure efficient development and operation of District lands; optimization of coastal access to the Bay); and
- Regional Economic Engine (e.g., public-private partnerships, regional public-public agency initiatives, capital improvements, innovative funding mechanisms).

The discovery and application of these cross-connecting themes helped create a bridge between the District's overall vision and the specific strategies and actions that are identified here in this Plan. The goals, objectives, and policies in this Plan integrate these cross-connecting themes, as well as a holistic approach to guide future planning decisions and collaboration with our agency, business, and public partners.

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2

User Guide

PORT of SAN DIEGO

CHAPTER 2

User Guide

This User Guide provides an overview of the types of content within this Plan, how to navigate the document, and provides guidance for use of supporting technical data.

- *Section 2.1* describes this Plan's organization with brief descriptions of content.
- *Section 2.2* discusses Planning Districts excluded from this Plan.
- *Section 2.3* discusses considerations for Plan interpretation.

2.1 Plan Organization

This document is organized into six chapters, a glossary, and appendices, as follows:

- Chapter 1: Introduction
- Chapter 2: User Guide
- Chapter 3: Elements
- Chapter 4: Baywide Development Standards
- Chapter 5: Planning Districts
- Chapter 6: Plan Implementation and Development Conformance
- Glossary
- Appendices

The sections are described in more detail below.

Chapter 1: Introduction

The Introduction provides an overview of the District's mission, the legislative background on the formation and governance of the District, the characteristics and boundaries of Tidelands, and the legislative framework of the Coastal Act, the Public Trust Doctrine, and the Port Act. The chapter includes the Vision and Guiding Principles for this Plan, as well as background related to the Integrated Planning Process and public engagement. Finally, Chapter 1 summarizes the transformational ideas, resulting from the Integrated Planning Process that guided formation of the goals, objectives, policies, and standards in this Plan.

Chapter 2: User Guide

This User Guide provides an overview of the content within this Plan, how to navigate the document, and provides guidance for use of supporting technical data.

Chapter 3: Elements

The elements in this Plan contain goals, objectives, and policies that apply throughout Tidelands. The elements also provide the policy foundation and direction for the future development and planned improvements that are contemplated in each planning district. Each element includes a set of goals that are broad statements guiding action, and subsequent objectives and policies to support each goal in achieving that vision into the future. The Plan includes six elements and the order of the elements in this document does not reflect a prioritization of one element, goal, objective, or policy over another. All elements have equal standing. The six elements are listed below:

- Chapter 3.1: Water and Land Use
- Chapter 3.2: Mobility
- Chapter 3.3: Ecology
- Chapter 3.4: Safety and Resiliency
- Chapter 3.5: Environmental Justice
- Chapter 3.6: Economics

A standardized format and hierarchy are used throughout this Plan, where each element contains overall goal(s), followed by objective(s), and policies:

- A goal is a broad statement that guides action, in accordance with the District's vision for the Tidelands;
- An objective is a statement of a desired end; and
- A policy is guidance for a course of action that indicates how an objective will be achieved. The element policies are intended to help achieve the District's objectives of this Plan, by prescribing guidance for development that aligns with the District's mission and obligations under the Public Trust Doctrine, Port Act, and the Coastal Act. There are a range of policy types included in each of the six elements, with varying levels of specificity.

Chapter 4: Baywide Development Standards

The Baywide Development Standards establish requirements for the physical development of a site. They address details of how development may occur on individual development sites and provide standards for quality design that enliven and enrich the Tidelands experience for businesses, workers, and visitors.

Chapter 5: Planning Districts

The District's jurisdiction is divided into ten planning districts that group Tidelands into identifiable and functional units. Planning district boundaries conform closely to established municipal boundaries, following logically grouped geographic areas.

The Planning Districts provide the basis for the specific improvements identified for each of the planning districts. Each planning district section includes the following:

- An overview of the planning district's setting and subdistricts, if applicable. Each subdistrict section includes the District's vision for that area. The profile and vision are included for the overall planning district when that planning district does not have any subdistricts;
- Special allowances for unique topical or site-specific situations;
- Improvements to enhance mobility, land-based public access, and coastal access, including the identification of projects falling under the appealable category pursuant to Coastal Act Section 30715;
- Standards that provide subdistrict-specific requirements for uses, activation, management, and development to supplement the Baywide element policies;
- A table summarizing water and land use acreages;
- A water and land use map, or maps, that identify designated water uses and land uses;
- Mobility and coastal access maps identifying the general location of mobility hubs and water access points; and
- Views and walkways maps identifying the general location of Scenic Vista Areas, View Corridor Extensions, and walkways.

Chapter 6: Plan Implementation and Development Conformance

Chapter 6 provides guidance for plan implementation and interpretation, including requirements related to development consistency with this Plan, nonconforming uses and developments, and initiation of a Port Master Plan Amendment (PMPA). As required by the Coastal Act, this Plan also includes a description of the District's public hearing process, which may be applicable to various stages of the development process.

Glossary

The Glossary included provides a list of terms with associated definitions specific to this Plan.

Appendices

The Appendices include:

Appendix A: Embarcadero Planning District (PD3) Water and Land Use Map Options
Embarcadero Planning District (PD3) Water and Land Use map options prepared pursuant to past commitments the District has with the CCC, the San Diego Navy Broadway Complex Coalition, and Lane Field San Diego Developers. These commitments obligate the District to study specific land use configurations as part of this Plan's Program EIR.

Appendix B: Excerpts from the Previously Certified Port Master Plan for the National City Bayfront and Chula Vista Bayfront Planning Districts
Excerpts from the previously certified Port Master Plan for Planning District 5: National City Bayfront, Planning District 6: Chula Vista Bayfront, and the corresponding section on Plan Interpretation.

2.2 Planning Districts not included in this Plan

Two planning districts, the National City Bayfront Planning District (PD5) and the Chula Vista Bayfront Planning District (PD6), and associated use designations have not been included and are not a part of this master plan update. PD5 and PD6 are contained in *Appendix B*. These existing planning districts and associated use designations were not revised or readopted as part of the Port Master Plan Update.

At the time of publication of this Final Draft Plan, the Environmental Impact Report (EIR) and associated Port Master Plan Amendment for the National City Bayfront Planning District, the project often referred to as the "National City Balanced Plan," has been certified and adopted, respectively, by the BPC and Port Master Plan Amendment has been submitted to CCC for its consideration. The previously certified Port Master Plan National City Bayfront Planning District (formerly PD5) text and Precise Plan is included as Appendix B, for reference, and will be updated when the pending amendment is certified by the CCC.

The Chula Vista Bayfront Planning District (currently PD7 but proposed to be PD6 in the updated Port Master Plan) has already undergone an extensive update and planning process, known as the Chula Vista Bayfront Master Plan (CVBMP). The EIR and PMPA for CVBMP were approved by the District in 2010 and certified by the CCC in 2012. The previously certified Port Master Plan Chula Vista Bayfront Planning District (formerly PD7) text and Precise Plan are included as Appendix B for reference.

2.3 Considerations for Plan interpretation

For purposes of the Port Master Plan, the plan may provide guidance for adjacent cities, but the development standard and land use plan policies only pertain to properties within the District, and exclude those within the adjacent cities or federal lands. For roadway, mobility and utility improvements on Tidelands, the District will attempt to coordinate with the adjacent jurisdictions.

2.3.1 Planning Districts and Subdistricts

For planning districts not containing subdistricts, reference to subdistrict visions, policies, and standards shall apply to the entire planning district.

2.3.2 Data Accuracy

2.3.2(A) Baywide and Planning District Maps

Baywide and planning district maps are based on the best available Geographic Information Systems mapping at the time of this Plan's adoption and certification. The maps are not based on site-specific surveys and therefore should not be relied upon for survey purposes or civil engineering level analysis for proposed or existing development and activities.

Maps shall only apply within the District's jurisdiction. While geographic data may be represented outside of District boundaries, the District takes no responsibility for the accuracy or management of the data.

2.3.2(B) Planning District Acres and Acreage Tables

Acreages for individual designations identified in each planning district's water and land use acreage table are rounded to one-hundredth of an acre. Planning district and Baywide acreage totals are sums of the rounded individual designation acreages.

2.3.3 Defining the Line Between Land and Water

For mapping purposes in this Plan, the District defines the line between land and water areas using either "Top of Bank" or the "Tidal Zone", as further described below:

2.3.3(A) Top of Bank

The District uses Top of Bank to define the water and land area division for developed and hardened areas (e.g. rip-rap, promenades, etc.). There is an established Top of Bank boundary for all District property, for purposes of planning and delineating between water and land use designations in this Plan.

2.3.3(B) Tidal Zone

The District uses Tidal Zone to define the water and land area division for undeveloped/natural areas (e.g. beaches and mudflats). This area is bounded by the Mean Higher High Water (MHHW) line and the Mean Lower Low Water (MLLW) line. The MHHW line is the 19-year average height of higher high tides, and the MLLW line is the 19-year average height of lower low tides. These averages are calculated using the National Tidal Datum Epoch from 1983-2001 (or the most current National Tidal Datum Epoch that the District incorporates into their mapping efforts) and measured by the geographically closest tide station.

The Tidal Zone represents the area that is intermittently submerged and exposed due to tidal flows. Tide levels change daily and seasonally due to the gravitational pull of the moon and to a lesser extent the sun. High tide and higher high tides represent the tidal elevations where the Tidal Zone would be most submerged, and low tide or lower low tides represent the tidal elevations where the Tidal Zone would be least submerged. The boundary points for the Tidal Zone are the MLLW and MHHW; however, it is important to note that with changes to mean sea level or increased storm surge intensity, it is possible that an observed high tide elevation or low tide elevation may occur beyond the tidal zone boundaries. There will likely be multiple National Tidal Datum Epoch updates during the life of this Plan.

2.3.4 Figures, Illustrations, Diagrams, Photos

Figures, illustrations, diagrams, and photos in this Plan are intended for illustrative purposes only. They should be consulted in conjunction with the applicable text. Proposing a similar design to what is depicted in an illustration, diagram, or photo will not guarantee development acceptance or approval.

2.4 Equity and the Port Master Plan

During the Integrated Planning process, environmental justice was identified as a cross-connecting theme as it addresses historic and systemic issues that transcend one singular topic. While this Plan includes an Environmental Justice Element with Baywide policies that specifically address environmental justice issues and the disproportionate environmental burdens that adjacent portside communities experience, environmental justice and broader equity issues span beyond a single element. Throughout this Plan, there are goals, policies, narratives, and planned improvements that address environmental justice issues and how the District envisions advancing equity across Tidelands.

The table below demonstrates the different environmental justice and equity-related policy topics included in this Plan and where those policies are located in the document.

Table 2.1 Equity Topics Throughout the PMPU

TOPIC	WATER AND LAND USE	MOBILITY	ECOLOGY	SAFETY & RESILIENCY	ENVIRONMENTAL JUSTICE	ECONOMICS	PD4: WORKING WATERFRONT
Honor history of Tidelands	√				√		
Access to the coast and the water	√	√		√	√		√
Access to and throughout Tidelands	√	√		√	√		√
Designated truck routes		√			√		√
Recreational opportunities and open space areas	√			√	√		
Opportunities for recreational and subsistence fishing	√				√		
Free and lower cost opportunities for recreation and overnight accommodations	√				√		
Clean air strategies and sustainable operations		√	√	√	√		√
Opportunities for natural habitat and ecological value	√		√		√		√
Environmental education opportunities			√		√		√
Meaningful public participation					√		
Workforce development						√	
Diverse businesses						√	

3

Elements

PORT of SAN DIEGO

CHAPTER 3

Elements

The elements set Baywide goals, objectives, and policies that provide the foundation and direction for the development and improvements contemplated in each planning district.

The element policies are intended to help achieve the goals and the objectives of this Plan by prescribing guidance for development that aligns with the District's mission and obligations under the Coastal Act, Public Trust Doctrine, and Port Act. A standardized format is used throughout this Plan, as follows.

- Each element contains an overall goal(s), followed by an objective and policies, where:
  - The goal is a broad statement that guides action, in accordance with the District's vision for Tidelands.
  - The objective is a statement of a desired end.
  - A policy is guidance for a course of action that indicates how the District's objective will be achieved. A range of policies are included in each of the six elements, with varying levels of specificity.

Plan Elements

The following list is a general summary of the focus for each of the six elements:

WLU

Water and Land Use Element

Guides growth and development throughout Tidelands by establishing water and land use designations and a diverse range of corresponding allowable uses, emphasizing the importance of coastal access.

M

Mobility Element

Enhances the network of waterside and landside mobility connections for the movement of goods and the movement of people across Tidelands.

ECO

Ecology Element

Establishes policies to enhance, protect, conserve, and restore natural resources and healthy environments on Tidelands.

SR

Safety and Resiliency Element

Guides the protection and sustainability on Tidelands through public safety and security, emergency preparedness, and resilience to climate change.

EJ

Environmental Justice Element

Establishes policies to provide disadvantaged communities with equitable opportunities to access and enjoy Tidelands and to participate in the District's planning and public involvement processes.

ECON

Economics Element

Supports the economic vitality of the region through financial sustainability, thriving businesses, and a growing and diverse economic portfolio.

Relationship with Other Port Master Plan Elements

The objectives and policies in each element are related to the objectives and policies in other elements throughout this Plan. No one element stands alone, and various topics, such as improved public access and improved environmental quality, may be referenced in multiple elements. Text boxes are also included in each element to identify policies that are cross-referenced with others to provide context to the reader. In general, several principal topics can be referenced across multiple elements, as depicted in the following table:

Table 3.1 Relationship of Port Master Plan Elements

TOPIC	ELEMENTS					
	Water and Land Use	Mobility	Ecology	Safety and Resiliency	Environmental Justice	Economics
Providing and protecting physical public access	√	√	√	√	√	√
Promoting inclusive public participation	√	-	-	-	√	-
Fostering a healthy environment and addressing climate change	√	√	√	√	√	√
Promoting and providing lower cost visitor and recreational facilities	√	-	-	-	√	√
Providing and improving mobility connections	√	√	-	√	√	-
Protecting and celebrating commercial fishing and recreational fishing	√	-	√	√	-	√
Coordinating with Department of Defense and leveraging the District's Strategic Port Designation	√	√	√	√	-	√
Identifying financing mechanisms	√	√	√	-	-	√
Providing environmental education	-	-	√	-	√	-

Furthermore, the policies in all the elements are intended to be balanced with each other and with the District's management responsibilities under the Coastal Act, Public Trust Doctrine, and Port Act. As an example, many of the policies contained in this document support and promote coastal-dependent uses while also integrating public coastal access.

Together the elements promote the District's long-term vision, provide direction for physical development and the protection of resources, and guide decisions regarding the District's future.

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CHAPTER 3.1

Water and Land Use Element

WLU

3.1.1 Purpose

The purpose of the Water and Land Use Element is to guide future water and land uses and development on Tidelands. Specifically, this element establishes a balanced range of complementary uses that are intended to support the District's role as a steward of Tidelands. The Water and Land Use Element has been developed in conformance with the Coastal Act and the Port Act (which is rooted in the Public Trust Doctrine) and was created to meet the District's goal of protecting priority uses, which have been established in part based on their functional dependency to the water. The Water and Land Use Element establishes water and land use designations and corresponding allowable uses in each designation. The goals, objectives, and policies included in this element support:

- Honoring the unique relationship between the diverse character of Tidelands and the water;
- Balancing the requirements of the Port Act and Coastal Act; and
- Improving the public's access to, and experience on, Tidelands and the water.

The goals, objectives, and policies contained in this element provide a framework for the District to:

- Provide a diversity of water and land uses;
- Enhance coastal access throughout Tidelands;
- Retain and expand priority coastal uses;
- Provide coastal and landside improvements; and
- Encourage coordination with agency stakeholders.

These concepts are reflected in the Water and Land Use Element's eight goals, with objectives and policies to support each goal.

The Water and Land Use Element plays a critical role in implementing the Plan's vision of *"One Bay, Rich Diversity."* This vision is reinforced through Baywide and planning district goals, objectives, and policies.

3.1.2 Background

The District's authority extends over Tideland areas within five adjacent jurisdictions: Chula Vista, Coronado, Imperial Beach, National City, and San Diego. The District's property includes a wide range of land uses, including maritime, visitor-serving commercial, industrial, and public recreation. The District's jurisdiction is predominately urban in character with the remaining areas generally consisting of open space and/or conservation areas. The urbanized areas include a range of development from high-density commercial uses to undeveloped recreation open space areas. Additionally, much of the urbanized area is leased to developers and operators and was developed through the issuance of CDPs.

3.1.2(A) Legislative Framework

The Coastal Act, the Public Trust Doctrine, and the Port Act guide the District in carrying out its core mission. Section 4, Establishment of the Port District, of the Port Act states that the District was formed "for the acquisition, construction, maintenance, operation, development, and regulation of harbor works and improvement...and the promotion of commerce, navigation, fisheries and recreation." In addition, Section 4 (b) of the Port Act states that the District "may use the powers and authority granted pursuant to this section to protect, preserve, and enhance all of the following: (1) The physical access to the bay. (2) The natural resources of the bay, including plant and animal life. (3) The quality of water in the bay."

Section 87 of the Port Act identifies uses that are allowed within the District's jurisdiction and that were promulgated specifically for a Statewide purpose. Those uses, include, but are not limited to, the establishment and improvements of harbors, marinas, wharves, docks, piers, slips, quays, hotels, restaurants, parking, commercial and industrial uses, recreational opportunities, and all other works for the promotion of commerce, navigation, and environmental stewardship. Under the Port Act and the Public Trust Doctrine, it is the District's mission to develop a balance of such uses.

Under the Coastal Act, coastal-dependent uses are prioritized above coastal-related uses on or near the shoreline. Further, the Coastal Act prioritizes coastal-dependent and coastal-related uses over other uses, such as coastal-enhancing uses. Coastal-enhancing uses, while not a formal Coastal Act category, are a use type that has been carried forward in the Plan since it was originally certified by CCC in 1981.



Refer to *Section 1.3, Legislative Framework (Chapter 1, Introduction)* for more information regarding the District's mandates and the foundational relationship of the Coastal Act, the Public Trust Doctrine, and the Port Act to the Water and Land Use Element.

The use of District funds is often subject to the BPC's or the District's Executive Director's discretion. Policies in this element that require the use of funds to allow, support, or promote development, projects, partnerships, or programs are subject to this discretion.

3.1.3 Goals, Objectives, and Policies

WLU GOAL 1

Balance the District's responsibilities under the Port Act with Coastal Act responsibilities and priorities

WLU Objective 1.1

Provide a diversity of water and land uses that are consistent with the Port Act

The type and range of water and land uses in this Plan are primarily derived and must be consistent with the authority granted to the District through the Port Act and its origins with the Public Trust Doctrine. Refer to *Section 1.3, Legislative Framework (Chapter 1, Introduction)* for more detail.

WLU Policy 1.1.1

The District shall provide water and land use maps that illustrate the general pattern and relationship of various water and land use designations consistent with the Port Act. Refer to:

- *Figure 3.1.1, Baywide Water and Land Use Designations*;
- *Table 3.1.2, Allowable Use Types for Water Use Designations*; and
- *Table 3.1.3, Allowable Use Types for Land Use Designations*.

WLU Policy 1.1.2

Water and land uses shall be developed in accordance with:

- *Figure 3.1.1, Baywide Water and Land Use Designations*;
- *Table 3.1.2, Allowable Use Types for Water Use Designations*; and
- *Table 3.1.3, Allowable Use Types for Land Use Designations*.

Uses not specified in *Table 3.1.2, Allowable Use Types for Water Use Designations* and *Table 3.1.3, Allowable Use Types for Land Use Designations*, shall not be permitted unless otherwise allowed pursuant to *Section 6.3, Development Conformance (Chapter 6, Plan Implementation and Development Conformance)*.

WLU Policy 1.1.3

Secondary uses shall be allowed only limited development potential to provide protection for primary uses under the following conditions:

a. Secondary uses are permitted in water and on land only as identified in *Table 3.1.2, Allowable Use Types for Water Use Designations* and *Table 3.1.3, Allowable Use Types for Land Use Designations*.

b. Development of specific secondary uses shall comply with applicable regulations (refer to *Section 3.1.8, Secondary Use Calculations*).

c. Secondary uses must be consistent with the standards included in *Chapter 4, Baywide Development Standards*, and *Chapter 5, Planning Districts*, including any development standards within the applicable planning district or subdistrict.

WLU Policy 1.1.4 All development shall be in accordance with the applicable standards included in *Chapter 4, Baywide Development Standards* and *Chapter 5, Planning Districts*, including any development standards within the applicable planning district or subdistrict.

WLU Policy 1.1.5 Unique conditions within a planning district or subdistrict, are specified within the applicable "Special Allowances" subsection for that planning district (refer special allowances sections included in *Chapters 5.1 through 5.10*).

Special allowances provide specific detail on allowable uses, conditions, or operations in specific locations on Tidelands. They are intended to address unique situations in either a planning district or a subdistrict.

WLU Policy 1.1.6 Allowable water and land uses within the District shall be in accordance with one of the five Public Trust–related categories or ancillary uses that support and accommodate Public Trust uses (refer to *Table 3.1.2, Allowable Use Types for Water Use Designations* and *Table 3.1.3, Allowable Use Types for Land Use Designations*):

a. Commerce
b. Environmental Stewardship
c. Fisheries
d. Navigation
e. Recreation

WLU Objective 1.2

Identify each water and land use's functional dependency to the water

WLU Policy 1.2.1 Allowable water and land uses listed in *Table 3.1.2, Allowable Use Types for Water Use Designations* and *Table 3.1.3, Allowable Use Types for Land Use Designations*, shall be categorized based on their locational and functional dependency to the water, consistent with the Coastal Act priorities, as follows:

a. Coastal-dependent: Any development or use that requires a site on or adjacent to marine or coastal waters to be able to function.
b. Coastal-related: Any development or use that is dependent on a coastal-dependent development or use.
c. Coastal-enhancing: Any development or use that does not require a location directly near marine or coastal waters to be able to function but that provides visitor-serving functions and contributions that enhance the Public Trust responsibilities of the District.

Any additional water and land uses added to the *Table 3.1.2, Allowable Use Types for Water Use Designations* and *Table 3.1.3, Allowable Use Types for Land Use Designations*, under a future amendment to the Plan shall be categorized accordingly.

These categories have origins and historical application on Tidelands dating back to 1981, when the first Coastal Act–compliant Port Master Plan was certified by CCC. For more detailed information, refer to *Section 1.3, Legislative Framework (Chapter 1, Background)*.

WLU Objective 1.3

Prioritize coastal-dependent and coastal-related uses

Pursuant to Section 30255 of the Coastal Act, coastal-dependent uses are prioritized over coastal-related uses on or near the shoreline. Further, Section 30001.5 of the Coastal Act prioritizes coastal-dependent and coastal-related uses over other uses, such as coastal-enhancing uses. Coastal-enhancing uses are a coastal use category that has been carried forward in the Port Master Plan since it was originally certified by CCC in 1981.

WLU Policy 1.3.1

The District shall prioritize allowable uses based on their location and functional dependency to the coast. The priority is as follows:

a. Coastal-dependent
b. Coastal-related
c. Coastal-enhancing

These categories will be used to identify the type and extent of planned improvements or contributions that will be required of development, based on a development's mix of coastal-dependent, coastal-related, and coastal-enhancing uses (refer to *WLU Goal 7*). These planned improvements facilitate public health and safety and the public welfare and provide public coastal access.

WLU GOAL 2

Celebrate the diverse character of the Tidelands

WLU Objective 2.1

Delineate planning district areas organized around their unique character and physical, recognizable location

This Plan divides the District's jurisdiction into ten delineated planning districts that have been defined in a manner that aggregates areas into physically recognizable units that conform closely to established municipal boundaries. The planning districts reflect the unique character and diversity of different areas and provide location-specific requirements for improvements and standards. The vision, special allowances, planned improvements, and development standards for each planning district are described in *Chapter 5, Planning Districts*.

Water and land use acreage tables have been provided for each planning district, along with maps identifying land use designations, mobility options, and requirements for views and pathways.

WLU Policy 2.1.1

The planning districts shall be established based on their physical, recognizable location and consideration of established municipal boundaries and shall be organized in the following manner (refer to *Figure 3.1.1, Baywide Water and Land Use Designations*):

- Planning District 1: Shelter Island
- Planning District 2: Harbor Island
- Planning District 3: Embarcadero
- Planning District 4: Working Waterfront
- Planning District 5: National City Bayfront – not a part of this Plan
- Planning District 6: Chula Vista Bayfront – not a part of this Plan
- Planning District 7: South Bay – Pond 20 portion not a part of this Plan
- Planning District 8: Imperial Beach Oceanfront
- Planning District 9: Silver Strand
- Planning District 10: Coronado Bayfront

WLU Policy 2.1.2

Planning districts shall be organized by subdistricts, as necessary, to differentiate their distinct character. For planning districts not containing subdistricts, reference to subdistrict visions, policies, and standards shall apply to the entire planning district.

WLU Objective 2.2

Implement new development in a manner that blends with and enhances the surrounding character and qualities

WLU Policy 2.2.1

The District and its permittees shall implement planned improvements and special allowances to facilitate public health, safety, and welfare and provide public coastal access and enjoyment of the waterfront (refer to *Chapter 5, Planning Districts, Planned Improvements*).

WLU Policy 2.2.2

To maintain a planning district's distinct character, all development shall be in accordance with the associated subdistrict vision (refer to *Chapter 5, Planning Districts, Subdistrict Vision*) or planning district vision (refer to *Chapter 5, Planning Districts, Vision*), where applicable.

Planning districts have specific development standards that address building standards (e.g., height, orientation, stepbacks, and setbacks) and public realm standards (e.g., promenade width and walkway dimensions). These standards are intended to implement the unique vision of each individual planning district.

WLU Policy 2.2.3

Phased development shall be coordinated in a manner to ensure that landside and water access improvements are integrated in a cohesive and complementary fashion (refer to *Chapter 5, Planning Districts, Planned Improvements*).

WLU Objective 2.3

Honor the maritime and cultural history of Tidelands

WLU Policy 2.3.1 The District and its permittees shall support opportunities for strategic placement of interpretive informational signage and commemorative artifacts that convey Tideland's maritime and cultural history.

WLU Policy 2.3.2 The District and its permittees shall share the history of Tidelands by engaging in strategic engagement activities with the public.

WLU Objective 2.4

Honor the natural environment's contributions to San Diego Bay's ecological systems

WLU Policy 2.4.1 There shall be no net loss of Conservation/Intertidal and Conservation Open Space acreage throughout Tidelands.



For more policies related to protection of natural resources on Tidelands, see the Ecology Element.

WLU GOAL 3

Enhance access to the water (or to the coast) and to the public realm



As established in Section 30001.5 of the Coastal Act, the goals of the State are to enhance the coastal zone environment, increase public access to and along the coast, and maximize public recreational opportunities, in addition to encouraging coordinated planning and development with regional and State initiatives.

Consistent with the Coastal Act, this element, together with *Chapter 4, Baywide Development Standards*, establishes public realm standards that are intended to be applied Baywide, whereas more site-specific standards are established in *Chapter 5, Planning Districts*.

WLU Objective 3.1

Protect and provide physical access to the water and the public realm

WLU Policy 3.1.1 A network of pathways and water-based transfer points shall connect the comprehensive waterfront open space network and public realm areas on Tidelands.



During visioning, "green necklace" was identified as a goal/principle. Since then, it has been further developed into the open space network. Refer to Chapter 1 for background on the visioning process

WLU Policy 3.1.2

The District—independently, assigned through partnerships with the District, or through CDPs issued by the District—shall plan, design, and implement a comprehensive waterfront open space network that provides access to and throughout the public realm on Tidelands and enhances proximate connections to the water for the public and priority coastal uses. These improvements shall be developed in accordance with:

a. *Chapter 4, Baywide Development Standards*; and
b. *Chapter 5, Planning Districts*, including any development standards within the applicable planning district or subdistrict.

WLU Policy 3.1.3

The District and its permittees shall maintain, protect, and enhance existing public coastal-dependent recreational facilities, such as, but not limited to, boat ramps and piers that provide coastal access.

WLU Policy 3.1.4

Permittees of coastal-enhancing development shall provide direct access to the water's edge and increase physical accessibility to the water by providing overlooks, step-down areas, or similar opportunities for the public to access the water, especially in areas where those opportunities do not exist.

WLU Policy 3.1.5

Protect and, where feasible, expand waterside amenities, such as water-based transfer points, overnight transient docking, free or lower cost short-term public docking, anchorages, launch areas for nonmotorized watercraft, and boat launch facilities.

WLU Policy 3.1.6

A waterside promenade shall be provided as part of development that abuts the waterfront, in accordance with:

a. *Chapter 4, Baywide Development Standards*; and
b. *Chapter 5, Planning Districts*, including any development standards within the applicable planning district or subdistrict.

WLU Policy 3.1.7

Nonwaterside development with obstructed public access shall provide physical connections (e.g., walkways) to the water, in accordance with:

a. *Chapter 4, Baywide Development Standards;* and
b. *Chapter 5, Planning Districts*, including any development standards within the applicable planning district or subdistrict.

WLU Policy 3.1.8

Development adjacent to Recreation Open Space shall comply with, height limit, setback, and stepback requirements in accordance with:

a. *Chapter 4, Baywide Development Standards*; and
b. *Chapter 5, Planning Districts*, including any development standards within the applicable planning district or subdistrict.

WLU Objective 3.2

Protect and provide visual access to the water

WLU Policy 3.2.1 Visual access locations (scenic vista areas, view corridor extensions, Window to the Bay, and walkways) shall be maintained and protected, as shown on the *Chapter 5, Planning Districts: Coastal Access Views and Pathways Maps*.

WLU Policy 3.2.2 Permittees of development shall preserve visual access through scenic vista areas, view corridor extensions, and walkways, in accordance with:

a. *Chapter 4, Baywide Development Standards;*
b. *Chapter 5, Planning Districts*, including any development standards within the applicable planning district or subdistrict; and
c. *Chapter 5, Planning Districts* applicable Coastal Access Views and Pathways Maps.

WLU Policy 3.2.3 Coastal-enhancing development should provide opportunities for the public to view maritime operations when located nearby from vantage points that are physically accessible.

WLU Policy 3.2.4 Development, when located adjacent to commercial fishing operations, shall provide opportunities for public viewing of commercial fishing activities, such as fresh fish offloading, net mending, and fresh fish markets, to reinforce the working waterfront identity.

WLU Policy 3.2.5 Development shall be set back from the water's edge and recreation open space to avoid creating a walling-off effect.

WLU GOAL 4

Preserve and enliven the public realm

WLU Objective 4.1

Preserve the public realm

WLU Policy 4.1.1 There shall be no net loss of acreage designated as Recreation Open Space in a subdistrict or in a planning district if no subdistrict exists.

WLU Policy 4.1.2 Recreation Open Space should be designated along the water's edge.

WLU Policy 4.1.3 Recreation Open Space areas shall be publicly accessible to a diverse user group with the intent of providing a variety of water-oriented experiences.

WLU Policy 4.1.4 Public accessways and recreation facilities provided as part of development shall be maintained for public use over the anticipated life of the development with which they are associated.

WLU Policy 4.1.5 The design and location of Recreation Open Space shall be in accordance with *Section 4.2, Recreation Open Space and Activating Features Standards (Chapter 4, Baywide Development Standards)*.

WLU Policy 4.1.6 The District shall require, where feasible, the integration of non-privatized, physically accessible public realm areas and amenities into development such as parks, courtyards, water features, gardens, passageways, paseos, and plazas.

WLU Policy 4.1.7 The District shall require permittees of coastal-enhancing development to allow, maintain, and promote free, public access to the public realm on their development site.

WLU Policy 4.1.8 No new private or quasi-private piers, gangways, or docks associated or connected to residential uses shall be permitted on Tidelands.

WLU Objective 4.2

Provide opportunities for the public to explore and participate in a diverse mix of activities on Tidelands

WLU Policy 4.2.1 The District shall require permittees of coastal-enhancing development to provide a wide array of uses for the public that:

a. Offer a variety of recreational uses;
b. Complement adjacent waterfront uses and activities; or
c. Maximize attributes of each location to offer a range of experiences to the user and appeal to a variety of visitors.

WLU Policy 4.2.2 The District shall encourage establishment of activating features that support existing amenities and introduce new activities in recreation areas. Permittees, of development containing Recreation Open Space within the leasehold, shall plan, design, and implement activating features, which are:

a. Commensurate with the intensity of land uses within the permittee's development site;
b. Consistent with an Activation Plan developed by the permittee and approved by the District;
c. In accordance with Chapter 4, Baywide Development Standards; and
d. In accordance with *Chapter 5, Planning Districts*, including any development standards within the applicable planning district or subdistrict.

WLU Policy 4.2.3 Attractions are encouraged within the Commercial Recreation land use designation and shall be:

a. Sited to increase the use of, and be integrated with, the waterfront experience;
b. Located in areas supported by mobility hubs, curbside management, and pedestrian amenities to support multimodal access throughout Tidelands; and
c. Complementary to other visitor-serving attractions.

WLU Policy 4.2.4 Development-related signage shall not impede or detract from public views of the coast. Signage shall be consistent with *Chapter 4, Baywide Development Standards*, and other District signage guidelines.

WLU Policy 4.2.5 Development shall include wayfinding signage to inform the public of nearby waterside promenades, scenic vista areas, and key public areas and amenities such as docks, piers, and beaches.

WLU Policy 4.2.6 All parks, including those within leaseholds, shall be open to the general public during park hours for at least 85 percent of the year. No more than 15 percent of the year shall permitted temporary large special events (in accordance with the District's procedures and guidelines, once established) limit public access (i.e., exclude the public or require admission for entry) in parks. The 15 percent shall be distributed throughout the year and not occur only in the summer months.

WLU Objective 4.3

Expand and enhance waterside recreational facilities

The District shall preserve the public's right to fish on and from public lands of the State and in the water consistent with the Port Act and State of California Constitution, Article 1, Section 25.

WLU Policy 4.3.1 The District shall encourage boating and pier access for recreational and subsistence fishing throughout Tidelands, where feasible, by requiring permittees of applicable development to provide public fishing or viewing piers and boating access. Maintenance may be provided by third parties.

WLU Policy 4.3.2 The District shall retain, where feasible, temporary anchorages for transient recreational vessels.

WLU Policy 4.3.3 Designated anchorage areas shall be located:

a. To minimize interference with navigation; and
b. Where support facilities are available.

WLU Policy 4.3.4 Permittees of recreational marina development shall incorporate low-cost transient docking slips in their recreational marina.

WLU Policy 4.3.5 Proposed recreational boating facilities in Tidelands shall, to the extent feasible, be designed and located in such a fashion so as not to interfere with the needs of the commercial fishing industry.

WLU GOAL 5

Honor the water through a well-planned District

WLU Objective 5.1

Maximize benefits to and minimize conflicts with coastal-dependent uses

WLU Policy 5.1.1 The District shall continue to maintain, expand, and enhance District facilities consistent with the Port Act and in support of the District's mission. For more detail, refer to *Chapter 1, Introduction*.

WLU Policy 5.1.2 Conservation/Intertidal and Conservation Open Space use designations shall be enhanced, restored, and protected as further described in *ECO Goal 1 (Chapter 3.3, Ecology Element).*

WLU Policy 5.1.3 All development shall be located, designed, and constructed to:

a. Give highest priority to the use of existing land space in harbors for coastal-dependent port purposes, including, but not limited to, navigational facilities, shipping industries, commercial fishing, sportfishing, maritime commerce, and necessary support and access facilities.

b. Provide for other benefits consistent with the Public Trust, including, but not limited to: improved recreational opportunities in the public realm, including Recreation Open Space that is adjacent to the water's edge, or the conservation of adjacent wildlife habitat areas, to the extent feasible.

Commerce and Navigation Uses

WLU Objective 5.2

Maximize opportunities to retain and expand maritime operations

WLU Policy 5.2.1 The District shall encourage new development or rehabilitation of maritime assets, including improvements to maritime berthing facilities.

WLU Policy 5.2.2 Areas for deep-water berthing shall be preserved for uses and activities that depend on deep water, including but not limited to commercial fishing facilities, research vessels, cruise ships, cargo ships, visiting military vessels, historic vessels, barges, and ferries. Deep-water berthing areas may be maintained by third parties through partnerships or leases with the District.

WLU Policy 5.2.3 Conversion of land use designations directly adjacent to deep-water berthing to an alternative designation that may be in conflict with or that may restrict access to the deep-water berthing operations or activities is discouraged.

WLU Policy 5.2.4 The District shall support maintenance and development of maritime berthing and related facilities to sustain the continued operations of maritime facilities.

WLU Policy 5.2.5 Maritime operations are inherently coastal-dependent or coastal-related uses and are important to the District and the region. Therefore, maritime operations may be allowed to limit waterside access opportunities in and around active operations, but alternative access shall be provided to promote coastal access to the maximum extent feasible.

Fisheries Uses

WLU Objective 5.3

Retain and enhance facilities for fisheries operations

WLU Policy 5.3.1 The District shall protect commercial fishing water and land use areas.

WLU Policy 5.3.2 Permittees of development shall prioritize and ensure the functionality of commercial fishing operations by locating landside support uses, such as parking, loading and offloading, and processing, immediately adjacent to associated berthing areas.

WLU Policy 5.3.3 The District shall support commercial fishing operations by facilitating improvements to piers and to storage, loading and offloading, and processing areas at existing commercial fishing facilities.

WLU Policy 5.3.4 The District shall promote the redevelopment of existing commercial fishing facilities.

WLU Policy 5.3.5 The District shall allow the redevelopment of sportfishing operations that do not interfere with commercial fishing operations.

WLU GOAL 6

Expand the collection of lower cost visitor and recreational facilities

Lower cost visitor and recreational facilities offer valuable opportunities for coastal access to the public. These recreational places are located throughout Tidelands and include facilities such as parks and waterside amenities such as public fishing piers, launch areas for motorized and nonmotorized watercraft, and overnight accommodations.

Coastal Act Section 30213, states:

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

Consistent with the Coastal Act, the District supports the provision of lower cost visitor-serving and recreational facilities by encouraging the expansion of existing facilities, as well as protecting the current inventory on Tidelands. (As of the certification date of this Plan, Month ##, ####).

WLU Objective 6.1

Encourage the development of opportunities for a variety of visitors to access, recreate, and stay overnight on Tidelands

WLU Policy 6.1.1 Permittees of development are encouraged to provide a variety of lower cost visitor and recreational facilities to improve coastal access.

WLU Policy 6.1.2 Recreation Open Space areas shall support programming and a variety of passive and active recreational activities, with a wide range of affordability and price points to ensure all visitors are able and encouraged to experience the waterfront.

WLU Policy 6.1.3 To offer flexibility to permittees, the District may offer a range of geographic options or a District-established in-lieu fee program for the development of new, or replacement, lower cost visitor and recreational facilities.

WLU Policy 6.1.4 The District may elect to establish an in-lieu fee program that permittees may participate in to satisfy the requirement for provision of lower cost visitor and recreational facilities, with the following conditions:

a. The in-lieu fee program shall apply only where the provision of lower cost visitor and recreational facilities is not feasible either on the existing development site or elsewhere on Tidelands.
b. Any collected in-lieu fees shall be used on Tidelands for the provision of lower cost visitor and recreational facilities.
c. For lower cost overnight accommodations only, the following exceptions apply:
    1. In assessing the feasibility for on-Tidelands lower cost accommodations, the District may consider whether the required amount of new or replaced lower cost overnight accommodations can be accomplished in one development.
    2. Collected in-lieu fees shall be used to develop only lower cost overnight accommodations (in order of priority):
        i. On Tidelands, or
        ii. In the San Diego County Coastal Zone, if on Tidelands is not feasible.

For purposes of this Port Master Plan, hotels and motels shall be determined as lower, moderate, or higher cost as follows:

1. Lower cost: The average daily room rate of all economy hotels and motels in the San Diego County Coastal Zone that have room rates that are 25 percent below the Statewide Coastal Zone average daily room rate or lower. Economy hotels and motels are AAA-rated one- or two-diamond hotels, or equivalent.
2. Moderate cost: The average daily hotel or motel room rate in the San Diego County Coastal Zone that is between the lower cost and the higher cost.
3. Higher cost: The average daily hotel or motel room rate in the San Diego County Coastal Zone that is 25 percent higher than the Statewide Coastal Zone average daily room rate or greater.

For purposes of this Port Master Plan, examples of lower cost overnight accommodations that are inherently lower cost may include but are not limited to hostels, campgrounds, yurts, recreational vehicle parks, or tent campsites; or may include features which lower the cost of stay, such as but not limited to kitchenettes, free wi-fi, free or reduced cost breakfast, and free parking.

WLU Objective 6.2

Protect the Tidelands' portfolio of lower cost visitor and recreational facilities

WLU Policy 6.2.1

Lower cost visitor and recreational facilities, including lower cost overnight accommodations, shall be protected in the aggregate on Tidelands. The number of existing overnight accommodations should be maintained and any future loss of lower cost overnight accommodations should be mitigated. Protection of existing facilities allows for preventive maintenance, major maintenance, or facility upgrades even if temporary closure or limited public access to the facility occurs during these activities and times.

WLU Policy 6.2.2

Replacement of lower cost overnight accommodations shall be provided (in order of priority) based on feasibility:

a. On the existing development site;
b. Elsewhere on Tidelands; or
c. Through contribution to a District-established in-lieu fee program, if created, and the in-lieu fees are contributed before commencement of construction of new higher cost overnight accommodations and displacement of any lower cost overnight accommodations.

WLU Policy 6.2.3

Replacement of lower cost overnight accommodations occurring elsewhere on Tidelands or on an existing development site (refer to *WLU Policy 6.2.2[a-b]*) shall apply one of the following conditions:

a. Must be in place before the removal of the displaced lower cost overnight accommodations; or
b. Must compensate for the temporary loss (i.e., a lower cost overnight accommodation[s] is removed before replacement lower cost overnight accommodations are approved for use or occupancy). This may be addressed through a District-established in-lieu fee program (refer to *WLU Policy 6.1.3*).

WLU Policy 6.2.4

Lower cost overnight accommodations displaced through new development, redevelopment, demolition, or closure shall be replaced with lower cost overnight accommodations at a ratio to be determined by a lower cost overnight accommodation offset program.

WLU Policy 6.2.5

Displaced lower cost visitor and recreational facilities, excluding overnight accommodations, shall be replaced with comparable facilities that may be of a similar or different type if specific conditions are demonstrated through a comparative demand study (refer to *WLU Policy 6.2.6* and *WLU Policy 6.2.7*). The comparative demand study must be submitted and approved by the District before the project application is submitted to the District.

WLU Policy 6.2.6 For replacement of displaced lower cost visitor and recreational facilities, excluding overnight accommodations, with a facility (or facilities) of a similar type(s) (refer to *WLU Policy 6.2.5*), the comparative demand study must demonstrate:

a. The new facility will likely result in an equal or increased amount of public use when compared to the facility being replaced; and

b. When implemented, the new facility will be of a scale and size comparable to those of other, similar facilities in a coastal setting.

WLU Policy 6.2.7 For replacement of displaced lower cost visitor and recreational facilities with a facility (or facilities) of different type(s) (refer to *WLU Policy 6.2.5*), the comparative demand study must demonstrate:

a. The new lower cost visitor and recreational facility will likely provide greater opportunities for a variety of visitors to access and recreate on Tidelands than the facility being replaced; and

b. There is an increase in demand for the replacement lower cost visitor and recreational facility compared with the existing facility.

WLU Objective 6.3

Increase the District's inventory of lower cost overnight accommodations



Refer to Chapter 5, Planning Districts for locations identified for lower cost overnight accommodations.

WLU Policy 6.3.1 Development containing higher cost overnight accommodations is required to provide lower cost overnight accommodations. The provision of lower cost overnight accommodations may be provided through:

a. Construction of new facilities,

b. Conversion of existing overnight accommodations to lower cost overnight accommodations, or

c. Contribution to a District-established in-lieu fee program (refer to *WLU Policy 6.1.3*).

WLU Policy 6.3.2 Development that includes new higher cost overnight accommodations shall provide lower cost overnight accommodations units at an amount equivalent to 25 percent of the total number of the proposed higher cost overnight accommodation units.

WLU Policy 6.3.3 Lower cost overnight accommodations required because of development of higher cost overnight accommodations shall be provided on the existing development site. If it is proven that development of lower cost overnight accommodations is infeasible on-site, at the discretion of the District, the requirement for lower cost overnight accommodations may then be satisfied elsewhere on Tidelands, or lastly through a contribution to a District-established in-lieu fee program.

WLU GOAL 7

Provide coastal and public improvements through reinvestment and partnerships

With a few exceptions, all development on Tidelands occurs on Public Trust lands. Based on fiduciary responsibilities outlined in the Port Act, revenues generated from development on Tidelands, typically accomplished through public-private or public-public partnerships between the District and third parties and with limited exceptions, are reinvested on Tidelands. Furthermore, there is an expectation that open space and public realm improvements will be coordinated, planned, and provided through these partnerships. As a result, value can be added to Tidelands through partnerships with a shared purpose.

WLU Objective 7.1

Identify and require implementation of a variety of planned improvements to enhance each planning district and further the Public Trust

Planned improvements provide enhanced coastal access to Tidelands, on land and between the water-land interface, or define the thresholds for development for appealable projects consistent with the Coastal Act.

Planned improvements are essential for public health and safety and for the public welfare and therefore must provide safe and efficient mobility, parking, and access to, from, and through developments and must provide a benefit to developments by unlocking value in development sites and providing coastal access and recreation, as required by the Coastal Act.

WLU Policy 7.1.1

Permittees of development derives benefits from its location on Tidelands and, accordingly, shall provide or contribute to planned improvements that facilitate public health and safety and the public welfare and provide public coastal access and enjoyment of the waterfront.

WLU Policy 7.1.2

Except as set forth under *WLU Policy 7.3.3*, permittees of all major development shall be required to provide or contribute toward planned improvements identified for a planning district in *Chapter 5, Planning Districts, Planned Improvements*. The three primary categories of planned improvements are defined below:

a. Landside access: Improvements to transportation and mobility infrastructure that enhance the public's ability to access and explore the public realm and perform commerce on Tidelands. Landside access may include mobility hubs, improvements to a variety of accessways, and implementation of the bayfront circulator.

b. Coastal access: Physical features designed to provide new or enhance existing water access. Examples include pier improvements, overnight transient docking and mooring, public water access, and short-term public docking.

c. Visitor-serving commercial uses: Visitor-serving commercial uses provide opportunities for the public to access and enjoy Tidelands, including the use of non-water-oriented retail and overnight accommodations.

Permittees of minor development may be required to provide or contribute toward planned improvements as identified for a planning district in *Chapter 5, Planning Districts, Planned Improvements* and as supported by a subsequent program created by the District.

WLU Objective 7.2

Determine development contributions relative to their location and functional dependency from the water

Coastal Act Section 30255 sets forth the priority of coastal-dependent developments, stating "coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support."

Pursuant to Section 30255 of the Coastal Act, coastal-dependent uses are prioritized over coastal-related uses on or near the shoreline. Further, Section 30001.5 of the Coastal Act prioritizes coastal-dependent and coastal-related uses over other uses, such as coastal-enhancing uses. Coastal-enhancing uses are a coastal use category that has been carried forward in the Port Master Plan since it was originally certified by CCC in 1981.

The following policies are based on the coastal use categories specified in *WLU Goal 1*, including coastal-dependent, coastal-related, and coastal-enhancing uses.

WLU Policy 7.2.1

The level of required contribution to planned improvements for permittees of major development shall be based on their assigned category, as described below and as identified in each corresponding planning district or subdistrict:

a. Coastal-dependent: Development of coastal-dependent uses shall provide or contribute to mobility hub planned improvements to ensure the efficient movement of goods and people to, from, and around Tidelands and for public health and safety and for the public welfare.

b. Coastal-related: Development of coastal-related uses shall provide or contribute to enhancement of transportation and mobility infrastructure and shall enhance the public's ability to access and

explore the public realm and perform commerce on Tidelands. In addition, development of coastal-related uses shall provide or contribute to landside public access planned improvements. These features further public health and safety and the public welfare by providing safe and efficient access to the Bay.

c. Coastal-enhancing: Development of coastal-enhancing uses shall be required to provide or contribute to landside public access and coastal access features as a part of such development. These features further public health and safety and the public welfare by providing safe and efficient access to the Bay.

Permittees of development may be required to provide similar contributions or less of a contribution toward planned improvements subject to the discretion of the District.

A list of planned improvements for development is set forth for each subdistrict (or planning district, where applicable). All requirements shall be provided concurrent with the proposed development consistent with the applicable *Chapter 4, Baywide Development Standards*, and *Chapter 5, Planning Districts* (including any development standards within the applicable planning district or subdistrict), to further public health and safety and the public welfare, the Coastal Act, the Port Act, and Port Master Plan goals.

WLU Objective 7.3

Ensure development contributes appropriately to the building or funding of planned improvements

WLU Policy 7.3.1

The District shall establish a program for the implementation of planned improvements, including how contributions may be made by development. In this program, the District may establish a financing mechanism as an alternative measure to satisfy the planned improvement requirements.

WLU Policy 7.3.2

Two or more new permittees of development may partner to contribute to the implementation and funding of one or more planned improvements.

WLU Policy 7.3.3

All developments shall provide or contribute to planned improvements in a planning district or subdistrict. However, certain types of developments are excluded from this requirement. The following developments are excluded from providing or contributing to planned improvements:

a. District-administered projects;
b. Government agency facilities responsible for safety, security, and customs;
c. Commercial fishing facilities;
d. Lower cost visitor-serving overnight accommodations; and
e. Any planned improvement (as listed in the subdistrict) developed independently or as part of a major development.

WLU Policy 7.3.4 Development implemented in phases shall submit to the District a project phasing plan that addresses how the development of proposed improvements will align with the phasing, financing, and construction of the proposed development. This phasing plan shall be submitted to the District for its approval before issuance of the first Coastal Act Approval for the development other than those needed for due diligence efforts.

WLU Policy 7.3.5 Locations of planned improvements shall be prioritized as follows:

a. On-site;
b. In the same subdistrict as the proposed development;
c. In the same planning district as the proposed development activity; or
d. Elsewhere on Tidelands in the Coastal Zone.

Further detail regarding planned improvements is specified in *Chapter 5, Planning Districts, Planned Improvements*.

WLU GOAL 8

Collaborative Baywide planning

WLU Objective 8.1

Coordinate on Baywide planning efforts

WLU Policy 8.1.1 The District shall build on existing agency partnerships to strengthen communications, develop new methods to share information, and coordinate initiatives to improve the District's waterfront.

WLU Policy 8.1.2 The District shall provide opportunities for the public to learn about the District's mission and projects through community engagement, participation, and communication.

WLU Policy 8.1.3 The District shall continue to provide opportunities for interested and affected parties (including but not limited to tenants, agencies, stakeholders, and the general public) to engage in early, active, and ongoing participation in public decision-making processes.

WLU Policy 8.1.4 The District may coordinate with adjacent jurisdictions to align development standards for consistency between a subdistrict's development standards and those of the adjacent area, where feasible.

3.1.4 Water and Land Use Designations

3.1.4(A) Water and Land Use Designations: Map and Acreages

This Plan establishes 19 water and land use designations to ensure that a wide variety of uses are properly located throughout Tidelands and that appropriate space is provided for each use. The Plan also ensures that each use is appropriately sited based on character and compatibility with other adjacent uses. Each water and land use designation includes a number of allowable use types

which are permitted within each designation. The Plan also provides a greater level of detail about these uses in *Chapter 5, Planning Districts*, particularly relating to more specific development requirements at the planning district level of review.

Baywide and Planning District maps are based on the best available Geographic Information Systems (GIS) mapping at the time of this Plan's adoption and certification. They are not based on site-specific surveys and therefore should not be relied upon for survey purposes or civil engineering level analysis for proposed or existing development and activities.

Maps shall only apply within the District's jurisdiction. While geographic data may be represented outside of District boundaries, the District takes no responsibility for the accuracy or management of the data.

3.1.4(B) Piers and Platforms

Across Tidelands, there are structures in the water that connect to land, such as piers, platforms, docks, and slips. These structures have been classified with either a water or a land use designation based on the size of the structure, as follows:

- Piers that are more than one-quarter acre in size are assigned a land use designation on the water and land use maps. Piers that have historically been assigned land use designations in the previously certified Port Master Plan (Month ##, ####) shall also be assigned a land use designation in the current Plan (as certified Month ##, ####);
- Platforms are assigned a land use designation on the water and land use maps; and
- Docks and slips are included in their surrounding water use designation on the water and land use maps.

3.1.5 Allowable Use Regulations

Table 3.1.2, Allowable Use Types for Water Use Designations and *Table 3.1.3, Allowable Use Types for Land Use Designations* identify the use types allowed across Tidelands according to the water or land use designations. The allowable use types (both water and land) are organized into Public Trust categories (i.e., commerce, environmental stewardship fisheries, navigation, and recreation) in accordance with *WLU Policy 1.1.6*.

Refer to *Table 3.1.4, Description of Water and Land Use Designations* for a description of the designation's character. *Table 3.1.5, Description of Allowable Use Types* provide further detail about specific uses (e.g., facilities, structures, or operations) that are allowed within the corresponding water and land use designations. The glossary contains additional definitions for specific terms referenced in *Table 3.1.5, Description of Allowable Use Types*, and should be consulted for further interpretation.

To allow flexibility for development, and concurrently provide greater certainty to the prioritization and protection of certain uses, the Allowable Use Types (both water and land) are identified as primary uses, secondary uses, or not permitted uses (*Table 3.1.2, Allowable Use Types for Water Use Designations* and *Table 3.1.3, Allowable Use Types for Land Use Designations*). The intent is that primary uses take precedent over secondary uses consistent with *WLU Policy 1.1.3*, as further described below:

1. Primary Use: The preferred and dominant use in a water or land use designation. The primary use(s) ("**P**") for which land or a building is or may be intended, occupied, maintained, arranged, or designed.
2. Secondary Use: Secondary uses ("**S**") complement primary uses identified in a water and land use designation but are not the preferred use and should not dominate any development site or impede, interfere, or create conflicts with the functionality of the priority primary use. The following conditions apply to secondary uses:
    a. Secondary uses are limited to 25 percent of the total development area on a development site;
    b. A secondary use may be developed only after, or concurrently with, development of a primary use unless a plan for different phasing of all the primary and secondary uses in a cohesive development is approved by the District; and
    c. Secondary uses shall be sited in a manner that reserves 75 percent of functional ground floor water/shoreline frontage for primary uses.
3. Refer also to *Section 3.1.8, Secondary Use Calculations* for standards and protocols for assessing secondary uses.
4. Not Permitted Use: Uses ("**-**") that are not allowed in a water or land use designation.
5. Additional use types that are currently not listed as a primary use or secondary use in any water or land use designation may be permitted, if compatible with the associated water or land use designation. They must also be an allowed Public Trust use.

3.1.6 Description of Water and Land Use Designations

Descriptions of water and land use designations that define the character of the designations but are not intended to identify all the allowed uses. Refer to *Table 3.1.4, Description of Water and Land Use Designations* for a description of the designation's character.

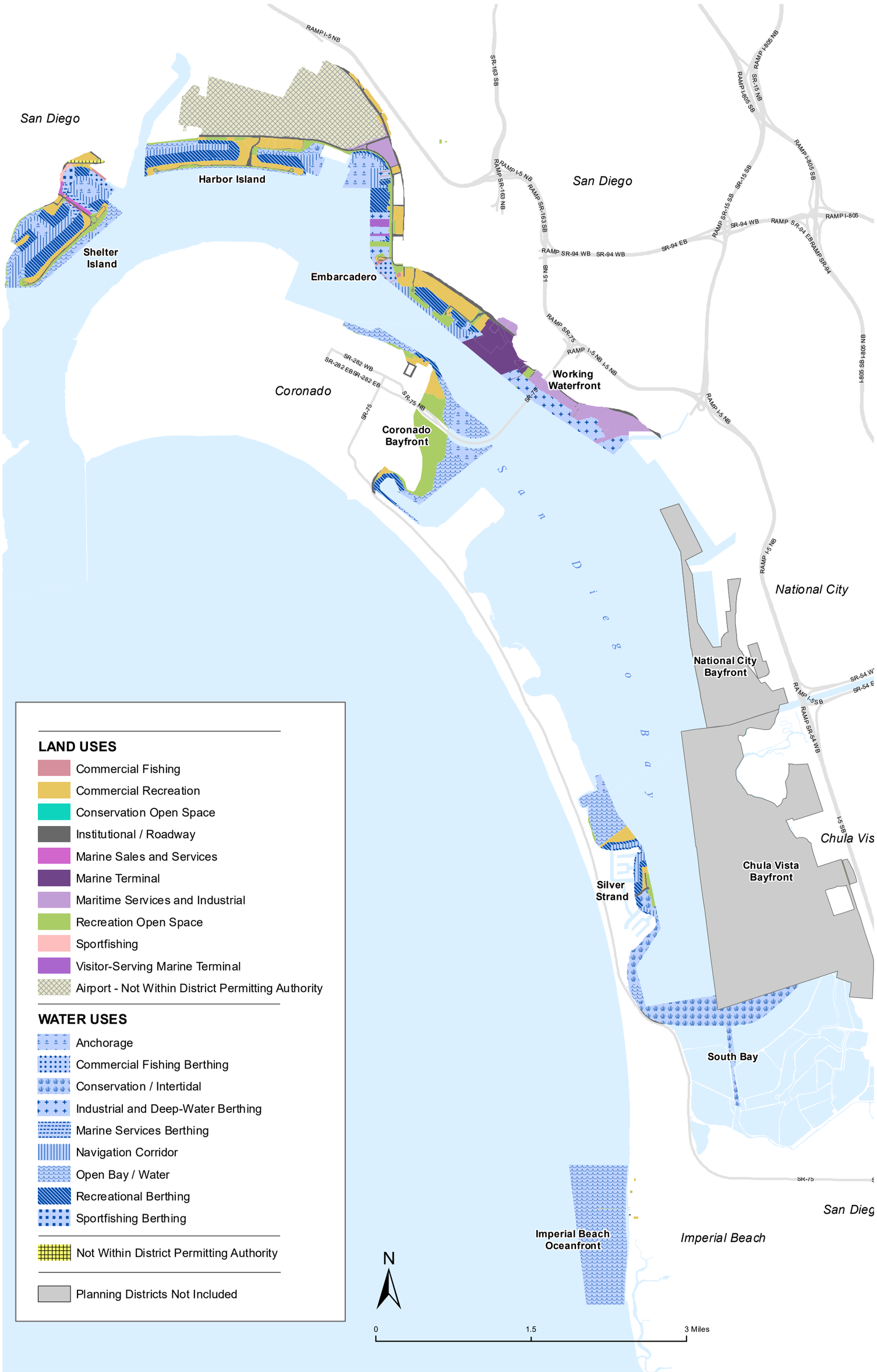

FIGURE 3.1.1 BAYWIDE WATER AND LAND USE DESIGNATIONS

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Table 3.1.1 Baywide Water and Land Use Acreages

WATER USES	ACRES
Anchorage	150.56
Commercial Fishing Berthing	29.79
Conservation/Intertidal	268.70
Industrial and Deep-Water Berthing	150.54
Marine Services Berthing	15.46
Navigation Corridor	223.47
Open Bay / Water	748.65
Recreational Berthing	332.17
Sportfishing Berthing	11.11
Subtotal - Water Uses	**1930.43**
LAND USES	**ACRES**
Commercial Fishing	7.24
Commercial Recreation	312.88
Conservation Open Space	-
Institutional / Roadway	133.46
Marine Sales and Services	8.67
Marine Terminal	105.62
Maritime Services and Industrial	155.89
Recreation Open Space	280.42[1]
Sportfishing	4.57
Visitor-Serving Marine Terminal	12.11
Subtotal - Land Uses	**1,020.84**
SUBTOTAL - WATER AND LAND USES	**2,951.27**
AREAS NOT INCLUDED	**ACRES**
Planning District 5: National City Bayfront	477.74
Planning District 6: Chula Vista Bayfront	1,905.29
Pond 20 (Portion of Planning District 7: South Bay)	95.16
SUBTOTAL - AREAS NOT INCLUDED	**2,478.19**
TOTAL	**5,429.46**

[1] Listed acreage includes 6.3 acres of above-grade Recreation Open Space.

Table 3.1.2 Allowable Use Types for Water Use Designations

√ = Coastal Dependency
P = Permitted Primary Use
S = Permitted Secondary Use
" - " = Not Permitted

ALLOWABLE USE TYPES [5]	COASTAL DEPENDENT	COASTAL RELATED	COASTAL ENHANCING	WATER USE DESIGNATIONS: Anchorage	Commercial Fishing Berthing [1]	Conservation / Intertidal	Industrial and Deep-Water Berthing	Marine Services Berthing	Navigation Corridor	Open Bay / Water	Recreational Berthing	Sportfishing Berthing
COMMERCE												
Boat / Watercraft Brokerage and Sales Berthing	√			-	-	-	-	P	-	-	S	S
Fueling Facilities	√			-	S	-	P	P	-	-	P	P
Industrial and Deep-Water Vessel Berthing and Mooring	√			-	-	-	P	-	-	-	-	-
Marine Services Vessel Berthing and Mooring	√			-	-	-	P	P	-	-	-	S
Marine Technology	√			-	-	S	S	-	-	P	S	S
Marine Towing Services Berthing and Mooring	√			-	S	-	P	P	-	-	-	S
Navigational Hazard and Marine Debris Storage	√			-	-	-	P	-	-	-	-	-
Pumpout and Disposal Facility	√			-	S	-	P	P	-	-	P	P
Restaurant (full service)			√	-	-	-	-	-	-	-	S	-
Restaurant (limited service)			√	-	-	-	-	-	-	-	S	-
Spill Response Services Berthing and Mooring	√			-	S	-	P	P	-	-	S	S
FISHERIES												
Aquaculture Operations	√			-	S	P	S	S	-	P	S	S
Commercial Fishing Berthing and Mooring	√			-	P	-	P	-	-	-	S	S
Six-Pack Sportfishing Berthing and Mooring	√			-	-	-	-	-	-	-	P	P
Sportfishing Berthing and Mooring	√			-	-	-	-	-	-	-	P	P
RECREATION												
Anchorage Areas	√			P	-	-	-	-	-	-	-	-
Boat and Watercraft Launch Ramp	√			-	-	-	-	-	P	P	P	-
Boat and Watercraft Rental Berthing and Mooring	√			-	-	-	-	S	-	S	P	S
Commercially Operated Passenger Vessels Berthing and Mooring	√			-	-	-	-	-	-	-	P	P
Museums (water-dependent)	√			-	-	-	P	-	-	-	P	-
Recreational Berthing and Mooring	√			P	-	-	-	-	-	-	P	-
Short-Term Public Docking	√			-	-	-	-	S	-	P	P	S
Transient Docking and Mooring	√			P	-	-	S	-	-	P	S	-

Table 3.1.2 Allowable Use Types for Water Use Designations

√ = Coastal Dependency
P = Permitted Primary Use
S = Permitted Secondary Use
" - " = Not Permitted

ALLOWABLE USE TYPES [5]	COASTAL DEPENDENT	COASTAL RELATED	COASTAL ENHANCING	WATER USE DESIGNATIONS: Anchorage	Commercial Fishing Berthing [1]	Conservation / Intertidal	Industrial and Deep-Water Berthing	Marine Services Berthing	Navigation Corridor	Open Bay / Water	Recreational Berthing	Sportfishing Berthing
ENVIRONMENTAL STEWARDSHIP												
Coastal Flooding Adaptation Strategies	√			P	P	P	P	P	P	P	P	P
Environmental Education		√		-	-	-	-	-	-	S	-	S
Environmental Remediation	√			P	P	P	P	P	P	P	P	P
Habitat Management and Wildlife Conservation [6]	√			-	-	P	-	-	-	P	-	-
Marine-Related Industry Training	√			-	-	-	-	S	-	-	S	-
Mitigation Bank	√			-	-	P	-	-	-	P	-	-
Salt Pond	√			-	-	P	-	-	-	-	-	-
Scientific and Environmental Research	√			P	-	P	P	P	P	P	P	P
NAVIGATION												
Water-Based Transfer Point [2]	√			-	-	-	P	P	-	P	P	P
Government Agency Berthing and Mooring (District) [3]	√			P	P	-	P	P	P	P	P	P
Government Agency Berthing and Mooring (Non-District) [3]	√			-	-	-	P	P	P	P	P	P

The reference numbers (e.g.,1,2,3,4,5,6) included in *Table 3.1.2 Allowable Use Types of Water Use Designations* and *Table 3.1.3 Allowable Use Types for Land Use Designations* relate to the corresponding numbers under *3.1.7 Additional Requirements.*

Table 3.1.3 Allowable Use Types for Land Use Designations

√ = Coastal Dependency
P = Permitted Primary Use
S = Permitted Secondary Use
" - " = Not Permitted

ALLOWABLE USE TYPES [5]	COASTAL DEPENDENT	COASTAL RELATED	COASTAL ENHANCING	LAND USE DESIGNATIONS: Commercial Fishing	Commercial Recreation	Conservation Open Space	Institutional / Roadways	Marine Sales and Services	Marine Terminal	Maritime Services and Industrial	Recreation Open Space	Sportfishing	Visitor-Serving Marine Terminal
COMMERCE													
Activating Features, Commercial			√	-	P	-	-	-	-	-	S	-	P
Boat / Watercraft Brokerage and Sales Facilities and Operations		√		-	P	-	-	P	-	-	-	S	-
Commercially Caught Fish Market Operations		√		P	P	-	-	-	-	-	-	-	-
Convention Center			√	-	P	-	-	-	-	-	-	-	-
Cruise Terminal Facilities and Operations	√			-	-	-	-	-	-	-	-	-	P
Derelict Vessel Storage		√		-	-	-	-	-	-	P	-	-	-
Dry Boat Storage		√		-	P	-	-	-	-	-	-	S	-
Dry Dock Service Facilities and Operations	√			-	-	-	-	P	S	P	-	-	-
Fishing Tackle Rental and Sales		√		-	P	-	-	-	-	-	S	P	-
Fueling Facilities and Operations			√	-	P	-	P	-	P	P	-	-	-
Manufacturing and Turbine Sales			√	-	-	-	-	-	P	P	-	-	-
Marine Technology	√			-	S	-	-	S	S	P	-	S	S
Marine Terminal Facilities and Operations	√			-	-	-	-	-	P	-	-	-	-
Marine-Related Professional Services		√		-	P	-	-	P	-	S	-	S	S
Maritime Services and Industrial Facilities and Operations	√			-	-	-	-	-	-	P	-	-	-
Overnight Accommodations			√	-	P	-	-	-	-	-	-	-	S
Restaurant (Full-service)			√	-	P	-	-	-	-	-	-	P	P
Restaurant (Limited-service)			√	-	P	-	-	S	-	-	S	P	P
Retail			√	-	P	-	-	S	-	-	-	-	-
Ship Chandlery		√		-	P	-	-	P	-	-	-	P	S
Vessel Building and Repair Facilities and Operations	√			-	-	-	-	P	-	P	-	-	-
FISHERIES													
Aquaculture Facilities and Operations	√	√		-	S	-	-	S	S	P	-	-	-
Commercial Fishing Facilities and Operations	√			P	-	-	-	S	S	S	-	S	-
Six-Pack Sportfishing Facilities and Operations	√			-	P	-	-	-	-	-	-	P	-
Sportfishing Facilities and Operations	√			-	-	-	-	-	-	-	-	P	-

Table 3.1.3 Allowable Use Types for Land Use Designations

√ = Coastal Dependency
P = Permitted Primary Use
S = Permitted Secondary Use
"-" = Not Permitted

ALLOWABLE USE TYPES [5]	COASTAL DEPENDENT	COASTAL RELATED	COASTAL ENHANCING	LAND USE DESIGNATIONS: Commercial Fishing	Commercial Recreation	Conservation Open Space	Institutional / Roadways	Marine Sales and Services	Marine Terminal	Maritime Services and Industrial	Recreation Open Space	Sportfishing	Visitor-Serving Marine Terminal
RECREATION													
Activating Features, Noncommercial			√	-	P	-	-	-	-	-	P	-	P
Aquatic Center	√			-	P	-	-	-	-	-	S	-	-
Attractions			√	-	P	-	-	-	-	-	S	-	-
Boat and Watercraft Launch Ramp	√			-	P	-	-	-	-	-	P	-	-
Boat and Watercraft Rental Facilities and Operations		√		-	P	-	-	S	-	-	S	S	-
Boating and Sailing School	√			-	P	-	-	P	-	-	S	S	-
Commercially Operated Passenger Vessels Facilities and Operations	√			-	P	-	-	-	-	-	S	S	S
Golf Course			√	-	-	-	-	-	-	-	P	-	-
Museums			√	-	P	-	-	-	-	-	-	-	S
Park or Plaza			√	-	P	-	P	P	-	-	P	P	P
Performance Venue [4]			√	-	P	-	-	-	-	-	P	-	-
Public Art			√	S	S	S	S	S	S	S	S	S	S
Public Beaches	√			-	P	-	-	-	-	-	P	-	-
Recreational Marina Facilities and Operations	√			-	P	-	-	-	-	-	-	-	-
Recreational Vehicle and Camping Area			√	-	P	-	-	-	-	-	-	-	-
Yacht Club	√			-	P	-	-	-	-	-	-	-	-
ENVIRONMENTAL STEWARDSHIP													
Coastal Flooding Adaptation Strategies	√			P	P	P	P	P	P	P	P	P	P
Environmental Education		√		-	S	-	S	-	-	-	S	-	-
Environmental Remediation	√	√	√	P	P	P	P	P	P	P	P	P	P
Habitat Management and Wildlife Conservation [6]	√	√	√	-	-	P	-	-	-	-	-	-	-
Marine-Related Industry Training		√		-	S	-	-	S	-	-	-	S	S
Mitigation Bank	√			-	-	P	-	-	-	-	-	-	-
Scientific and Environmental Research	√	√	√	S	P	P	P	P	P	P	S	S	P
NAVIGATION													
Ferry Craft Landing	√			-	P	-	-	-	-	-	P	-	P
Public Parking Areas and Mobility Hubs		√	√	-	P	-	P	P	P	P	P	-	P

Table 3.1.3 Allowable Use Types for Land Use Designations

√ = Coastal Dependency
P = Permitted Primary Use
S = Permitted Secondary Use
" - " = Not Permitted

ALLOWABLE USE TYPES [5]	COASTAL DEPENDENT	COASTAL RELATED	COASTAL ENHANCING	LAND USE DESIGNATIONS: Commercial Fishing	Commercial Recreation	Conservation Open Space	Institutional / Roadways	Marine Sales and Services	Marine Terminal	Maritime Services and Industrial	Recreation Open Space	Sportfishing	Visitor-Serving Marine Terminal
Water-Based Transfer Point [2]	√			-	P	-	-	-	-	P	P	P	P
GOVERNMENT FACILITIES													
Government Agency Facilities and Operations (District) [3]	√	√	√	-	P	-	P	P	P	P	-	-	P
Government Agency Facilities and Operations (Non-District) [3]	√	√	√	-	-	-	P	-	P	P	-	-	P

The reference numbers (e.g.,1,2,3,4,5,6) included in *Table 3.1.2 Allowable Use Types of Water Use Designations* and *Table 3.1.3 Allowable Use Types for Land Use Designations* relate to the corresponding numbers under *3.1.7 Additional Requirements.*

3.1.7 Additional Requirements

In addition to the policies in the Water and Land Use Element and the allowances stipulated in *Table 3.1.2, Allowable Use Types for Water Use Designations and Table 3.1.3, Allowable Use Types for Land Use Designations*, the water and land use designations and allowable use types have the following additional requirements. The following correspond to the reference numbers in *Table 3.1.2 Allowable Use Types of Water Use Designations* and *Table 3.1.3 Allowable Use Types for Land Use Designations*:

1. Commercial Fishing Berthing Water Use Designation: Allowed secondary uses in the Commercial Fishing Berthing designation are limited to the following (listed in order of priority ranking): spill response services; marine towing services; aquaculture; and other coastal-dependent commercial uses that do not interfere, conflict, or are not incompatible with commercial fishing operations. Allowed secondary uses are subject to the defined limitations for secondary uses, and the following provisions:

    a. In addition, a termination provision shall be specified in all applicable Coastal Development Permits, California Coastal Act exclusions and/or Commercial Berthing Permits issued pursuant to the Port of San Diego Tariff. The termination provision shall state: "In the event berthing, off-loading or turn-around is required for a bona fide commercial fishing vessel, documentation of the request for termination shall be submitted to Maritime Operations, or the successor department, so that Commercial Fishing berthing and associated activities shall be accommodated on an interim and long-term basis."

b. An administrative process consistent with these requirements, and established in consultation with commercial fishing-focused stakeholders, such as the San Diego Fishermen's Working Group, its successor, or functional equivalent in order to ensure the maximum benefit to the Commercial Fishing industry, will be created and administered by District Maritime Operations, or the successor department, in order to set forth the details of managing and monitoring the aforementioned requests and terminations. The management process will abide by a prioritized "first-in/first-out" ranking of secondary uses that has been established based on compatibility with Commercial Fishing operations (secondary uses listed above in this ranked order). The process will also establish a conflict resolution process for addressing unanticipated issues with incompatible operations or conflicts, as well as a formal monitoring system to track the number of commercial fishing vessels seeking berthing and/or the frequency of occurrences that termination provisions for use of non-commercial fishing berthing are exercised in order to manage the issuance of Commercial Berthing Permits for secondary use berthing space; this tracking will be presented in an annual reporting of berthing activities and will be made available for public review.

2. Commercially Operated Passenger Vessels: All Commercially Operated Passenger Vessels, except for sportfishing vessels that can accommodate more than six passengers, may use available water-based transfer point for passenger loading and unloading. Sportfishing vessels that can accommodate more than six passengers are restricted to operation in only the Sportfishing Water and Land Use Designations.

3. Government Agency Water and Land Use Types (District and Non-District): Government facilities are allowed in all water and land use designations if they are necessary for public safety, national security, or contribute to the District's missions under the Port Act.

4. Performance Venue: Performance Venue allowed as a primary use in Recreation Open Space if open to the general public 85 percent of the year.

5. Supportive and Accessory Uses: Additional uses (including, but not limited to: utilities, parking, etc.) that are accessory to and/or support the operation and function of allowed uses, may be permitted.

6. Habitat Management and Wildlife Conservation: Uses consistent with this use type may be permitted in additional water and land use designations.

Table 3.1.4 Description of Water and Land Use Designations

WATER USE DESIGNATIONS	DESCRIPTION
Anchorage	Water areas primarily used to moor small and large private recreational and commercial watercraft. This designation includes the management and regulation of short- to long-term anchorages subject to permit requirements. Anchorage areas include access areas, surrounding navigable waters, and areas appropriate for the natural movement of moored vessels.
Commercial Fishing Berthing	Water areas primarily used for commercial fishing berthing. This designation allows collocation with other supporting primary and secondary water uses or facilities and usually is located adjacent to shoreside facilities designated for the promotion and protection of commercial fishing - a coastal priority use. This designation is supportive of the Commercial Fishing land use designation.
Conservation / Intertidal	Water areas primarily reserved for the management of habitat, wildlife conservation, and environmental protection. This designation allows scientific research, education and other uses that support environmental protection and restoration. This designation is complementary to land use designations of Conservation Open Space, Open Bay/Water, and Recreational Open Space, which may involve public access points or piers where appropriate. Marine Technology permitted as a secondary use in this designation must be consistent with California Coastal Act Section 30233.
Industrial and Deep-Water Berthing	Water areas primarily dedicated to ship berthing directly adjacent to berths. This designation supports the Marine Terminal, Visitor-Serving Marine Terminal, and Maritime Services and Industrial land use designations, with functional dependencies on direct access to, or association with, deep-water berthing and allows other supporting primary and secondary water uses or facilities.
Marine Services Berthing	Water areas primarily reserved for boat sales, vessel building and repair facilities, and marine services berthing. This designation allows other supporting primary and secondary water uses or facilities.
Navigation Corridor	Water areas primarily devoted to the maneuvering of vessels.
Open Bay / Water	Water areas adjoining shoreline recreation areas, boat and nonmotorized launch facilities, transient docking, water-based transfer points, public access points, public fishing piers, public vista areas, and other public recreational facilities. Multiple uses of Open Bay/Water areas for recreation and for natural habitat purposes are possible under this designation.
Recreational Berthing	Water areas primarily associated with the mooring, docking, and operations of recreational vessels. This designation allows numerous, other primary water uses or facilities.
Sportfishing Berthing	Water areas primarily serving sportfishing vessels and associated waterside facilities. This designation allows collocation with other supporting primary and secondary water uses or facilities and usually is located adjacent to shoreside facilities designated to support sportfishing.

Table 3.1.4 Description of Water and Land Use Designations

LAND USE DESIGNATIONS	DESCRIPTION
Commercial Fishing	Commercial fishing land and water use areas are designated for the promotion and protection of these priority coastal-dependent uses. Facilities and operations, including 24-hour, 365-day truck access and parking, related and complementary to commercial fishing. This designation allows collocation with other supporting primary and secondary land uses or shoreside facilities designated for the promotion and protection of commercial fishing - a coastal priority use. Cannery facilities and operations are prohibited in this use type.
Commercial Recreation	Land areas primarily for visitor-serving facilities and accommodations providing shoreside public access to coastal areas. This designation supports the Recreational Berthing and Open Bay/Water use designations. This designation includes a wide range of allowable uses, and all uses in the Commercial Recreation land use designation are considered activating.
Conservation Open Space	Land and open space primarily reserved for the management of habitat and wildlife conservation and environmental protection. This designation supports the Conservation/Intertidal and Open Bay/Water use designations. This designation allows scientific research, education, and other uses that support environmental protection and restoration.
Institutional / Roadways	Land areas primarily reserved for uses and facilities operated by nonmunicipal government agencies, including land areas and roads devoted to public safety and District regulatory activities.
Marine Sales and Services	Land areas primarily reserved for coastal-dependent marine industry, including boat sales and vessel building and repair services. This designation supports the Marine Services Berthing water use designation. This designation allows other supporting primary and secondary land uses or facilities.
Marine Terminal	Land areas primarily for coastal-dependent marine terminal facilities and uses necessary to operate, support, or maintain terminal operations, goods movement, goods- and cargo-handling, and other coastal-, marine-, and shipping-dependent activities. This designation has functional dependencies on direct access to, or association with, deep-water berthing.
Maritime Services and Industrial	Land areas primarily reserved for heavy industrial activities and facilities with functional dependencies on direct access to, or association with, deep-water berthing or other waterfront berthing, large-scale energy generation, or industrial and manufacturing-related activities. This designation allows other supporting primary and secondary land uses or facilities.
Recreation Open Space	Land areas primarily for visitor-serving, public open spaces that provide public access, public views, activating features, or access to coastal areas. Active and passive uses are allowed in the Recreation Open Space designation, unless other location-specific requirements are stated in *Chapter 5, Planning Districts*. This designation includes golf courses and associated facilities. This designation is complementary to the Recreational Berthing, Conservation/ Intertidal, and Open Bay/Water use designations.
Sportfishing	Areas dedicated to the operations necessary to accommodate sportfishing and containing the facilities necessary to support this use. This designation allows colocation with other supporting primary and secondary land uses or shoreside facilities.
Visitor-Serving Marine Terminal	Land areas primarily for facilities and uses to accommodate cruise ships, including operation, support, and maintenance of terminal operations; cargo handling; and other coastal-dependent activities. This designation has functional dependencies on direct access to, or association with, deep-water berthing. Cruise terminal uses are the priority allowable use type in this designation; other listed uses are allowed only if they do not interfere with cruise terminal operations.

Table 3.1.5 Description of Allowable Use Types

WATER USE TYPES	Uses considered a water use type occur above, on, or under the surface of the marine water on Tidelands or require use of the water to function.
COMMERCE	
Boat / Watercraft Brokerage and Sales Berthing	Uses and facilities for boat / watercraft brokerage and sales operations, such as berthing and mooring for yachts and boats and other watercraft (motorized and nonmotorized); storage and sale of boat/watercraft, boat parts and/or boat equipment; and landing areas for loading and unloading of passengers or equipment.
Fueling Facilities	Uses and facilities including stationary fueling docks and facilities that provide fueling services to vessels while in water.
Industrial and Deep-Water Vessel Berthing and Mooring	Uses and facilities for the berthing and mooring for large vessels that require deep water to berth, such as cruise ships and maritime cargo ships; waterside operations for dry dock service; and fueling docks.
Marine Services Vessel Berthing and Mooring	Uses and facilities for the berthing and mooring for operations that service the maritime industry, such as berthing and mooring of mobile pumpout vessels, patent slips, marine railways and roadways, waterside operations for dry dock services, and fueling docks.
Marine Technology	Uses and facilities that include the research and deployment of any marine technology, system, or platform or research dedicated to the study and understanding of marine environments, resources, and ecosystems as they pertain to the research, testing, and deployment of innovative marine-related technology, such as monitoring, environmental quality sampling, and installation of temporary structures. Marine Technology permitted as a secondary use in the Conservation/ Intertidal designation must be consistent with California Coastal Act Section 30233.
Marine Towing Services Berthing and Mooring	Uses and facilities for berthing and mooring for marine towing service operations, including berthing and mooring of marine towing vessels, pumpout and disposal facilities (including mobile pumpout), loading and unloading of equipment, and fueling docks.
Navigational Hazard and Marine Debris Storage	Uses and facilities for temporary storage of navigational hazards and marine debris storage that complies with California Division of Boating and Waterways regulations.
Pumpout and Disposal Facility	Uses and facilities including plumbing, pumps, storage tanks, and piping that facilitate the proper disposal of sewage from a vessel.
Restaurant (full service)	Uses and facilities that provide food service uses, such as restaurants. Full-service establishments are primarily engaged in providing food services to patrons who order and are served while seated (i.e., waiter/waitress service) and who pay after eating.
Restaurant (limited service)	Uses and facilities that provide food service uses. Limited-service establishments are primarily engaged in providing food services to patrons who generally order or select items and pay before eating.
Spill Response Services Berthing and Mooring	Uses and facilities for spill response service operations, including vessel berthing and mooring for spill response service operations, pumpout and disposal facilities (including mobile pumpout), loading and unloading of equipment, and fueling docks.

Table 3.1.5 Description of Allowable Use Types

FISHERIES	
Aquaculture Operations	Uses and facilities for the propagation, cultivation, maintenance, handling, harvest, offloading, and transshipment of marine species.
Commercial Fishing Berthing and Mooring	Uses and facilities for commercial fishing operations, including berthing and mooring of commercial fishing vessels, fish offloading and transshipment areas, fueling docks, pumpout disposal and facilities (including mobile pumpout), and landing areas to load/unload equipment.
Six-Pack Sportfishing Berthing and Mooring	Uses and facilities for sportfishing charter operations and vessels that service no more than six passengers at one time, such as for berthing and mooring of sportfishing vessels, fish offloading and transshipment pumpout disposal and facilities (including mobile pumpout), and landing areas to load/unload passengers and equipment. Licenses for six-pack sportfishing charters are regulated by the U.S. Coast Guard Operator of Uninspected Passenger Vessels License.
Sportfishing Berthing and Mooring	Uses and facilities for sportfishing operations and vessels that can service more than six passengers at one time, including berthing and mooring of sportfishing vessels, fish offloading and transshipment, pumpout disposal and facilities (including mobile pumpout), and landing areas to load/unload passengers and equipment.
RECREATION	
Anchorage Areas	Uses and facilities for the temporary anchoring of recreational vessels. Anchorage regulations, such as those related to the days of the week available for anchoring and the amount of time allowed per vessel, are established at each anchorage area and may differ between anchorage areas.
Boat and Watercraft Launch Ramp	Uses and facilities for the launching of boats and watercraft (motorized or nonmotorized) into the water or landing of boats and watercraft (motorized and nonmotorized) from the waters.
Boat and Watercraft Rental Berthing and Mooring	Uses and facilities for boat or watercraft rental services-motorized and nonmotorized- and watercraft and/or boating equipment, including the berthing and mooring of rental boats and watercraft, and landing areas to load/unload passengers.
Commercially Operated Passenger Vessels Berthing and Mooring	Uses and facilities for commercially operated passenger operations, such as berthing and mooring of commercially operated passenger vessels (includes ocean/bay tour vessels, ferry crafts, and sportfishing charter vessels), landing areas to load/unload passengers and equipment, pumpout and disposal facilities (including mobile pumpout), and fueling docks. For the purposes of this Plan, cruise ships are not considered commercially operated passenger vessels.
Museums (water-dependent)	Uses and facilities for museum exhibitions and operations. Museums considered "water-dependent" require siting on the water to function at all due to the nature of the museum's design and the focus of the museum and exhibits.
Public Art	Uses and facilities for permanent and temporary public art installations on the water.
Recreational Berthing and Mooring	Uses and facilities for recreational boating services, such as berthing and mooring of recreational vessels; landing areas to load/unload passengers and equipment; and fueling docks.
Short-Term Public Docking	Uses and facilities for short-term (not overnight) public docking at mobility hubs, water-based transfer points, or stand-alone short-term public docking facilities, such as docking vessels, water access to dock-and-dine establishment, and landing areas to load/unload passengers. Short-term public docking areas are available to the public. Leaseholders have nonexclusive use of the docking areas.

Table 3.1.5 Description of Allowable Use Types

Transient Docking and Mooring	Uses and facilities for temporary overnight docking and mooring of recreational vessels and landing areas to load/unload passengers and equipment from the vessels that are temporarily docked or moored, such as private vessels or other facilities that provide overnight accommodations or lower cost overnight accommodations for rent. Transient docking and mooring regulations, such as those related to the days of the week available for docking and mooring and the amount of time allowed per vessel, are established at each transient docking and mooring area and may differ between areas.
ENVIRONMENTAL STEWARDSHIP	
Coastal Flooding Adaptation Strategies	Structures or activities intended to address evolving coastal hazard risks over time. Adaptation strategies are used to reduce risks of projected SLR inundation and coastal flooding from storm events. These strategies are intended to help water or land uses, assets, development, coastal habitat areas, and other sites adapt as coastal conditions change. These may be nature-based, hardened, or a hybrid. Examples of nature-based adaptation strategies include but are not limited to living shorelines; beneficial reuse of sediment and sand replenishment; and habitat restoration. Examples of hardened adaptation strategies include but are not limited to bulkheads and revetment
Environmental Education	Uses and facilities for environmental education programs that teach small and large groups of people about the terrestrial and marine environment on Tidelands, such as ecotours.
Environmental Remediation	Uses and facilities for monitoring, sampling, and the use of remediation equipment.
Habitat Management and Wildlife Conservation	Uses and facilities for habitat replacement, creation, enhancement, and restoration.
Marine-Related Industry Training	Uses and facilities for marine-related industry training programs focused on marine-related industries. The uses in this category are not associated with municipal schools or districts or other municipalities.
Mitigation Bank	Uses and facilities for wetland, stream, or other aquatic resource area that has been or will be created, restored, enhanced, or (in certain circumstances) preserved for providing compensation for unavoidable impacts on marine and coastal resources permitted under Section 404 of the Clean Water Act or similar State or local wetland regulation.
Salt Pond	Uses and facilities for salt pond operations, such as salt mining or conservation for naturalized habitat.
Scientific and Environmental Research	Uses and facilities for scientific analysis and research of the marine and coastal environments, resources, and ecosystems around Tidelands, such as monitoring and sampling.
NAVIGATION	
Water-Based Transfer Point	Uses and facilities that operate as part of a mobility hub or on their own, including landing areas to load/unload passengers from commercially operated passenger vessels and sportfishing vessels that can hold no more than six passengers. Sportfishing vessels that can hold more than six passengers must load and unload passengers in areas with the sportfishing water and land use designations. Water-based transfer points are available to the public. Leaseholders have nonexclusive use of these areas.
Government Agency Berthing and Mooring (District)	Uses and facilities for District water operations, such as berthing and support equipment storage.
Government Agency Berthing and Mooring (Non-District)	Uses and facilities for government agency operations and services, such as the berthing and mooring of government agency vessels and the loading and unloading of passengers, equipment, and cargo.

Table 3.1.5 Description of Allowable Use Types

LAND USE TYPES	Uses that are considered under a land use type occur on the land, and may or may not need to located adjacent to the water to function.
COMMERCE	
Activating Features, Commercial	Uses and facilities for the activation of an area with small-scale commercial enterprises or amenities that serve visitors and the community. These uses or facilities may be permanent or temporary, such as carts, kiosks, stands, and pavilions for food service.
Boat / Watercraft Brokerage and Sales Facilities and Operations	Uses and facilities for boat / watercraft brokerage and sales operations (including the sale of boat parts and/or boat equipment) for both motorized and nonmotorized boats and watercraft, such as office space and storage.
Commercially Caught Fish Market Operations	Uses and facilities for fish market operations that sell commercially caught fish (fresh or frozen), such as wholesale trade between fishermen and fish merchants, sale of seafood to individual consumers, limited-service food services for commercial caught fish, loading and offloading of equipment and product, and storage.
Convention Center	Uses and facilities for convention center operations that can host large, regional conventions and conferences, such as multiple conference halls, associated retail and restaurant facilities, lobby areas, and exhibition space.
Cruise Terminal Facilities and Operations	Uses and facilities for cruise industry operations, such as passenger boarding and handling, logistics and supply chain services, and shore-powering infrastructure to accommodate cruise ships.
Derelict Vessel Storage	Uses and facilities for the temporary storage of derelict vessel storage on land.
Dry Boat Storage	Uses and facilities for the long-term storage of vessels on land. This does not include repair services for vessels.
Dry Dock Service Facilities and Operations	Uses and facilities for dry service operations that occur out of the water, such as such as vessel building, inspection, and repair services and maintenance of dockside facilities.
Fishing Tackle Rental and Sales	Uses and facilities that sell or rent gear and other equipment used for fishing.
Fueling Facilities and Operations	Uses and facilities for the sale of fuel and engine lubricant for motorized vehicles on land.
Manufacturing and Turbine Sales	Uses and facilities for the design, manufacturing, testing, and sale of engines, parts, motors, machines, turbines, and metal articles.
Marine Technology	Uses and facilities for research and deployment of any marine technology, system, or platform or research dedicated to the study and understanding of marine environments, resources, and ecosystems as they pertain to the research, testing, and deployment of innovative marine-related technology, such as monitoring, environmental quality sampling, and installation of temporary structures. Coastal-related marine technology facilities are facilities that do not necessarily have to occur on or adjacent to the water for the research and deployment of any marine technology, system, or platform, or research dedicated to the study and understanding of marine environmental, resources, and ecosystems as they pertain to the research, testing, and deployment of innovative marine-related technology, such as laboratory facilities and office space.
Marine Terminal Facilities and Operations	Uses and facilities for industrial marine terminal operations, such as loading and unloading of cargo and equipment, logistics and supply chain services, maritime cargo storage and maintenance of marine machinery and equipment, railroad tracks and switch, and marine terminal office space.
Marine-Related Professional Services	Uses and facilities for marine-related operations that service the maritime industry, such as administrative offices.

Table 3.1.5 Description of Allowable Use Types

Maritime Services and Industrial Facilities and Operations	Uses and facilities for maritime services and industrial operations, such as construction and maintenance of the harbor, dry dock service, loading and unloading of cargo equipment, maritime cargo storage and equipment storage, canneries, vessel building and repair operations, office space for the maritime services provided on Tidelands (such as marine towing and spill response), and logistics and supply chain services.
Overnight Accommodations	Uses and facilities for overnight accommodation operations, such as hotels, hostels, and lower cost visitor facilities.
Restaurant (full service)	Uses and facilities that provide food services, such as restaurants. Full-service establishments are primarily engaged in providing food services to patrons who order and are served while seated (i.e., waiter/waitress service) and who pay after eating.
Restaurant (limited service)	Uses and facilities that provide food services, such as restaurants. Limited-service establishments are primarily engaged in providing food services to patrons who generally order or select items and pay before eating.
Retail	Uses and facilities for retail businesses that sell products or rent equipment (examples include but are not limited to, bicycles, rental cars, kayaks, paddleboards).
Ship Chandlery	Uses and facilities for retail businesses specializing in supplies and/or equipment for ships.
Vessel Building and Repair Facilities and Operations	Uses and landside facilities for vessel building and repair operations, such as loading and unloading of cargo and equipment and the storage and maintenance of marine machinery and equipment.
FISHERIES	
Aquaculture Facilities and Operations	Uses and facilities for the propagation, cultivation, maintenance, and harvest of aquatic plants and animals, such as species offloading and transshipment. Coastal-related aquaculture facilities and operations are facilities for aquaculture operations that do not necessarily have to be adjacent to the water, such as closed-system recirculating water systems (seawater or freshwater) and office space for aquaculture operations.
Commercial Fishing Facilities and Operations	Uses and facilities for, and that are related and complementary to, commercial fishing activities involving landside support, such as 24-hour and 365-day truck access and parking that is located adjacent to commercial fishing berthing areas, fish offloading and transshipment areas, commercial fishing processing facilities and operations, fish-related cold storage, ice production and storage, commercial fishing direct-to-consumer fresh fish sales and storage, pumpout and disposal facilities, and office space for commercial fishing associations and organizations.
Six-Pack Sportfishing Facilities and Operations	Uses and facilities for sportfishing charter operations and vessels that can service no more than six passengers at one time, such as fish offloading and transshipment, landing areas to load/unload equipment and passengers, pumpout and disposal facilities, fishing tackle rental and sales, and storage.
Sportfishing Facilities and Operations	Uses and facilities for sportfishing operations and vessels that can service more than six passengers at one time, such as fish offloading and transshipment, loading and unloading of equipment, landing areas for passenger loading/offloading, sportfishing processing facilities and operations, pumpout and disposal facilities, fishing tackle rental and sales, and storage.

Table 3.1.5 Description of Allowable Use Types

RECREATION	
Activating Features, Noncommercial	Uses and facilities that do not require monetary transactions for the public to participate in or enjoy. These features may be permanent or temporary, such as shade structures, interactive activities, performances or other entertainment, education, games or play, exercise, or art.
Aquatic Center	Uses and facilities for aquatic center operations, such as environmental education, community events, and aquatic sports equipment rental.
Attractions	Uses and facilities for permanent free or admission-based events that celebrate culture, arts, or history and/or provide educational opportunities and amusement or entertainment. Activating features and major attractions are both considered a type of attraction.
Boat and Watercraft Launch Ramp	Uses and facilities for the launching of vessels into the water or landing of vessels on Tidelands from the water.
Boat and Watercraft Rental Facilities and Operations	Uses and facilities for rental services for boat and watercraft-motorized or nonmotorized- and/or equipment rental, including office space and storage.
Boating and Sailing School	Uses and facilities for boating education or sailing school operations, such as office and classroom space, equipment storage, boat and watercraft rental, and loading and unloading of passengers.
Commercially Operated Passenger Vessels Facilities and Operations	Uses and facilities for commercially operated passenger operations, such as landing areas to load/unload passengers and equipment, areas for line queuing, and ticket sales.
Golf Course	Uses and facilities such as golf course and administrative golf course office space.
Museum	Uses and facilities for museum exhibitions and operations.
Park or Plaza	Uses and facilities for the enjoyment of the park and/or plaza, such as equipment storage and shade structure installation.
Performance Venue	Uses and facilities, including special events, equipment storage, loading and unloading, and office space.
Public Art	Uses and facilities for the permanent or temporary public art installation.
Public Beach	Sandy beach areas that are available to the public.
Recreational Marina Facilities and Operations	Uses and facilities for recreational boating support services, landing areas to load/unload passengers, pumpout and disposal facilities, and marina office space. This does not include vessel repair services.
Recreational Vehicle and Camping Area	Uses and facilities for temporary overnight accommodations, such as the parking of recreational vehicles and the placement of tents.
Yacht Club	Uses and facilities for yacht club operations, such as office space and equipment storage.

Table 3.1.5 Description of Allowable Use Types

ENVIRONMENTAL STEWARDSHIP	
Coastal Flooding Adaptation Strategies	Structures or activities intended to address evolving coastal hazard risks over time. Adaptation strategies are used to reduce risks of projected SLR inundation and coastal flooding from storm events. These strategies are intended to help water or land uses, assets, development, coastal habitat areas, and other sites adapt as coastal conditions change. These may be nature-based, hardened, or a hybrid. Examples of nature-based adaptation strategies include but are not limited to living shorelines; beneficial reuse of sediment and sand replenishment; and habitat restoration. Examples of hardened adaptation strategies include but are not limited to bulkheads and revetment.
Environmental Education	Uses, activities, and facilities supporting environmental education programs that teach small and large groups of people about the terrestrial and marine environment on Tidelands, such as indoor and outdoor classroom space and educational structures.
Environmental Remediation	Uses and activities such as monitoring, sampling, and the use of remediation equipment.
Habitat Management and Wildlife Conservation	Uses and activities such as habitat replacement, creation, enhancement, and restoration.
Marine-Related Industry Training	Uses and facilities that support marine-related industry training programs focused on marine-related industries. The uses in this category are not associated with municipal schools or districts or other municipalities.
Mitigation Bank	Uses including wetland, stream, or other aquatic resource area that has been or will be created, restored, enhanced, or (in certain circumstances) preserved for providing compensation for unavoidable impacts on marine and coastal resources permitted under Section 404 of the Clean Water Act or similar State or local wetland regulation.
Scientific and Environmental Research	Scientific analysis and research uses and activities of the marine and coastal environments, resources, and ecosystems around Tidelands, such as monitoring and sampling.
NAVIGATION	
Ferry Craft Landing	Ferry craft landings that operate as part of a mobility hub or on their own, such as landing areas for passenger loading/offloading, areas for line queuing, and ticket sales. Ferry craft landings are dedicated to the exclusive use of ferry crafts, not other commercially operated passenger vessels.
Public Parking Area and Mobility Hub	Uses or facilities where visitors and workers are provided the opportunity to change from one mode of travel to another to reach their destination. Mobility hubs link landside modes, such as personal auto, transit, rideshare, biking, walking, and micromobility options, such as bicycles, scooters, and e-bicycles, as well as waterside infrastructure features, such as transient docking and water-based transfer points that are designed to support a water-based transit network, such as water taxis and ferries. Parking areas may be included in mobility hubs or are standalone facilities.
Water-Based Transfer Point	Uses or facilities that operate as part of a mobility hub or on their own, including landing areas to load/unload passengers from commercially operated passenger vessels and sportfishing vessels that can hold no more than six passengers. Sportfishing vessels that can hold more than six passengers must load and unload passengers in areas with the sportfishing water and land use designations. Water-based transfer points are available to the public. Leaseholders have nonexclusive use of these areas.
GOVERNMENT FACILITIES	
Administration Facilities (District)	Uses and facilities supporting District operations, such as office space and storage.
Government Agency Facilities and Operations (non-District)	Uses and facilities supporting non-District government agency operations, such as office space and storage.

3.1.8 Secondary Use Calculations

The following requirements apply to secondary use developments, identified as allowable in a specified water or land use designation in *Table 3.1.2, Allowable Use Types for Water Use Designations* and *Table 3.1.3, Allowable Use Types for Land Use Designations*.

3.1.8(A) Development: Landside and Waterside

1. For a development that has a landside component and a waterside component, whether it is located on one or more parcels, the percentage of allowable secondary use shall be calculated separately for the landside and then for the waterside.

2. Secondary uses shall not impede, interfere, or create conflicts with the functionality of an existing or proposed primary use.

3. Secondary uses shall comply with all other applicable development requirements (refer to *Chapter 4, Baywide Development Standards*, and *Chapter 5, Planning Districts*, including any development standards within the applicable planning district or subdistrict).

4. A secondary use may be developed only after, or concurrently with, development of a primary use unless a plan for different phasing of all the primary and secondary uses in a cohesive development is approved by the District. Any landside or waterside development plan shall:

    a. Include a conceptual site plan indicating the location of all proposed development, including buildings, streets, driveways, parking, landscaping, landform alteration, physical alterations or modifications, existing and proposed public facilities, and public realm features, such as promenades and walkways;

    b. Indicate the proposed location of all primary and secondary uses;

    c. Indicate where specific sites or buildings may be developed as part of subsequent phases of development; and

    d. Require that any subsequent development be evaluated for accordance with the *Chapter 4, Baywide Development Standards*, and *Chapter 5, Planning Districts*, including any development standards within the applicable planning district or subdistrict, before CDP approval by the District.

3.1.8(B) Development: Landside

1. Up to 25 percent of the area, measured as either the total surface area or total gross building area in a development, whichever is greater, may include secondary uses.
    a. The total surface area includes the entirety of the land area of a development, including any existing or proposed buildings or development within the same parcel boundary, as defined by the District.
    b. The total gross building area includes the sum of all existing and proposed buildings within the same parcel boundary, as defined by the District. The total gross building area includes all existing and proposed floors, within the horizontal area, delineated by the exterior surface of the surrounding walls of the building.
2. At least 75 percent of the linear waterfront frontage within a development shall be composed of primary uses.
3. For multilevel structures, secondary uses are not allowed at ground floor.

3.1.8(C) Development: Waterside

Piers, Gangways, and Docks

1. Up to 25 percent of the area, measured as either the total surface area or total gross building area in a development, whichever is greater, may include secondary uses.
    a. The total surface area includes the entirety of the physically constructed area of a development, including any existing or proposed piers, docks, or gangways within the same development site, as defined by the District. Existing or proposed development occurring underneath or hanging from a physical structure in or on the water (e.g., a pier, dock, or gangway) shall be included in the total surface area.
    b. The total gross building area includes the sum of all existing and proposed building(s) within the same development site, as defined by the District. The total gross building area includes all existing and proposed floors, within the horizontal area, delineated by the exterior surface of the surrounding walls of the building.

Slips and Berthings

1. Up to 25 percent of the total number of available slips and berthings in a water area (e.g., marina) may be allocated for secondary uses.
2. For the Commercial Fishing Berthing water use designation, secondary uses must be in accordance with the WLU provision on Commercial Fishing land use designation regarding allowance of secondary uses. Refer to *Table 3.1.2, Allowable Use Types for Water Use Designations* and *Table 3.1.3, Allowable Use Types for Land Use Designations*.

CHAPTER 3.2

Mobility Element

M

3.2.1 Purpose

The purpose of the Mobility Element is to provide direction for the maintenance, enhancement, accessibility, and integration of the travel options to, from, and throughout Tidelands. This element reinforces the District's vision of providing an interconnected mobility network that supports a range of travel modes while also being flexible and adaptable to the future demands of pedestrians, transportation, transit, parking, cargo, freight, and the U.S. military. Specifically, the focus of this element is to:

- Encourage the implementation of new, and the improvement and expansion of existing mobility networks to provide users with diverse travel options, including transit, on both water and land;
- Provide efficient marine terminals as cargo connection points to maintain a sustainable freight network; and
- Continue coordination with the Department of Defense to support and maintain the Strategic Port designation that facilitates U.S. military operations on Tidelands.

These three concepts are reflected in the Mobility Element's goals, objectives, and policies. The policies complement those in other elements of this Plan, particularly those relating to protecting and providing physical access throughout Tidelands. *Section 3.2.2, Background*, provides additional information and context regarding the District's commitment to enhanced circulation and mobility throughout Tidelands.

3.2.2 Background

3.2.2(A) Legislative Framework

Under the Coastal Act, the District is entrusted with the responsibility to ensure coastal access to, along, and on the water. Specifically, Section 30001.5 of the Coastal Act states that one of the basic goals of the State for the Coastal Zone is to "maximize public access to and along the coast, and maximize public recreational opportunities in the coastal zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners." In addition, Chapter 3, Article 2 of the Coastal Act supports the provision of access in development and protects the public's access to the water.

Coastal Act Section 30252 also describes a permittee's responsibility for maintenance and enhancement of public access on Tidelands, specifically related to the extension of transit service, nonautomobile circulation, and the provision of adequate parking. These responsibilities are reinforced through several sections of the Port Act that allow the District to protect, preserve, and enhance physical access to the water, as well as manage and maintain water and transportation facilities. The Port Act specifically describes the District's authority to manage and maintain water and land transportation facilities through Section 57 of the Port Act, which states:

> *The [BPC] may acquire, construct, erect, maintain or operate within the district, all improvements, utilities, appliances or facilities which are necessary or convenient for the promotion and accommodation of commerce, navigation, fisheries and recreation, or their use in connection therewith upon the lands and water under the control and management of the board, and it may acquire, maintain and operate facilities of all kinds within the district.*

Section 87 of the Port Act allows Tidelands to be used for the purpose of "construction, reconstruction, repair, and maintenance of highways, streets, roadways, bridges, belt line railroads, parking facilities, power, telephone, telegraph or cable lines or landings, water and gas pipelines, and all other transportation and utility facilities," and the "establishment, improvement, and conduct of small boat harbors, marinas, aquatic playgrounds, and similar recreational facilities...."

3.2.3 Mobility Modes

Mobility modes throughout Tidelands facilitate three key types of movement: the movement of people, goods, and U.S. military forces. These types of movement use both water and land. The District collaborates with adjacent jurisdictions, the airport, and the regional, State, and federal planning agencies for the planning of accessways that provide access to and from Tidelands. The District also serves an important role as a Strategic Port and, when needed, movement of military assets occurs at the District's terminals.

3.2.3(A) Regional Accessways and Connection Points

Tideland areas are integrated into a broader transportation network connecting to national and international markets and destinations (refer to Figure 3.2.1, Regional Mobility). Waterways, roadways, and railways are three separate but integrated transportation networks that are part of the larger transportation network. The waterways network includes shipping for trade, passengers, and military actions both within the region and abroad. The roadways provide the primary access between Tidelands, adjacent jurisdictions, and the regional and the interstate highway system. The major connecting roadways to Tidelands are Harbor Drive, Pacific Highway, and State Route 75, which is a California Department of Transportation facility. Interstate 5 also provides regional access and connectivity to Tidelands. The BNSF Railway line and the light rail system also provide rail movement for both goods and people to and from Tidelands.

Water-to-land facilities on Tidelands also connect national and international water and land networks to key transport areas. These connection points include the cruise ship terminal, which offers berthing for recreation-focused visitors to embark. The District also provides and maintains two marine terminals, the Tenth Avenue Marine Terminal and National City Marine Terminal, that are connection points for the import and export of domestic and international maritime cargo to the western United States and that serve as Strategic Port locations for the movement and access of military assets.

3.2.3(B) Tidelands Accessways and Connection Points

The Tideland's circulation system is composed of a network of water and land accessways and connection points (refer to *Figure 3.2.2, Accessways Hierarchy* and *Figure 3.2.3, Accessways Typology*). Water connection points throughout the Bay allow for visitors to recreate and for coastal-dependent industries to function. Connection points, such as water-based transfer points, can facilitate the transition from one mobility mode to another, and between water and land mobility modes. The water accessway network encourages visitors to travel by boat or ferry to various Tidelands destination points, and it supports the movement of ocean-going vessels. The land accessway network is shared by automobiles, transit, bicycles, and pedestrians for the movement of people and by trucks and rail for the movement of goods. These accessways may be dedicated solely for the movement of people or the movement of goods, or they may serve the dual purpose of providing for both movement of people and movement of goods.

Figure 3.2.1 Regional Mobility

For illustrative purposes only.

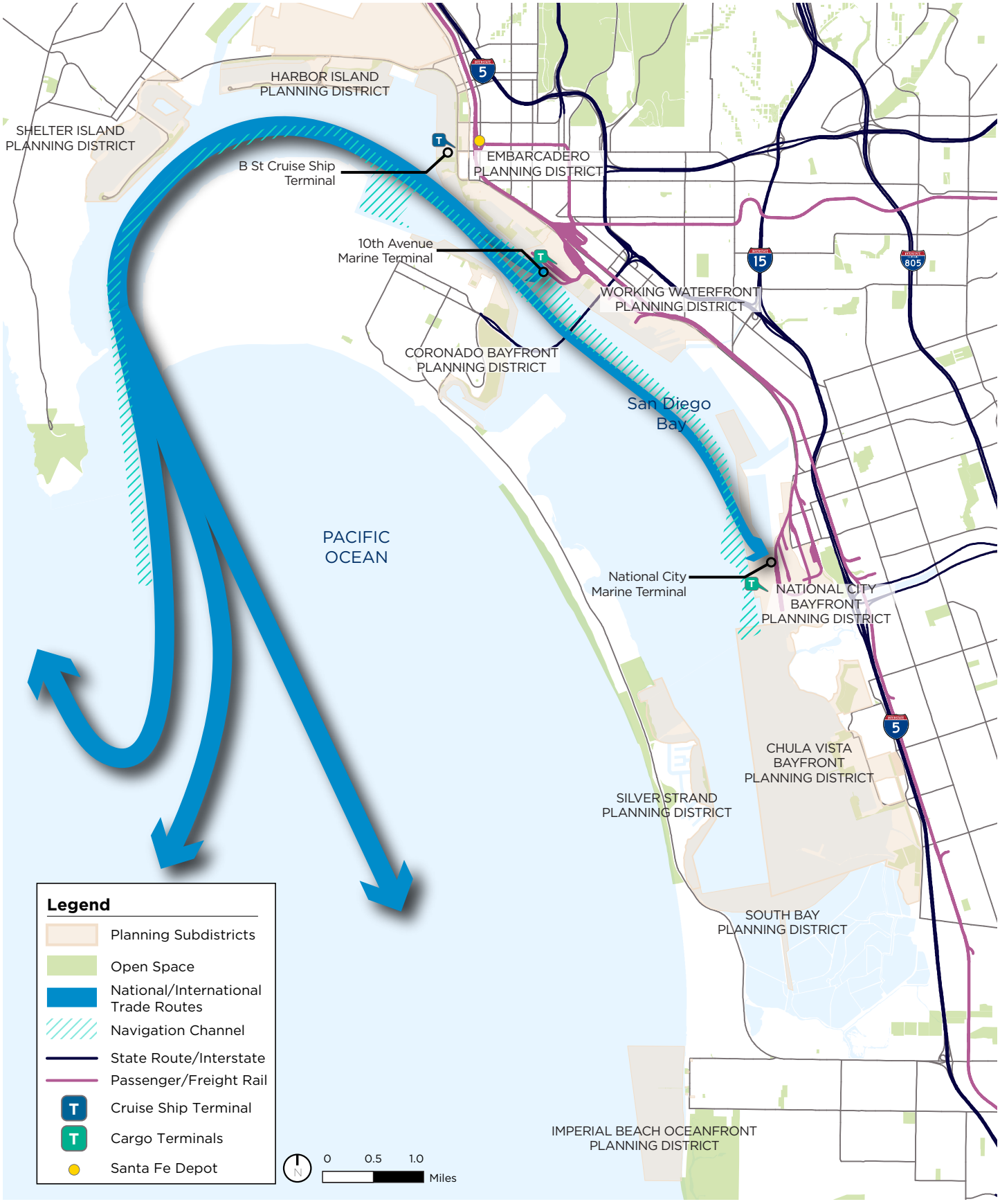


Figure 3.2.2 Accessways Hierarchy

For illustrative purposes only.

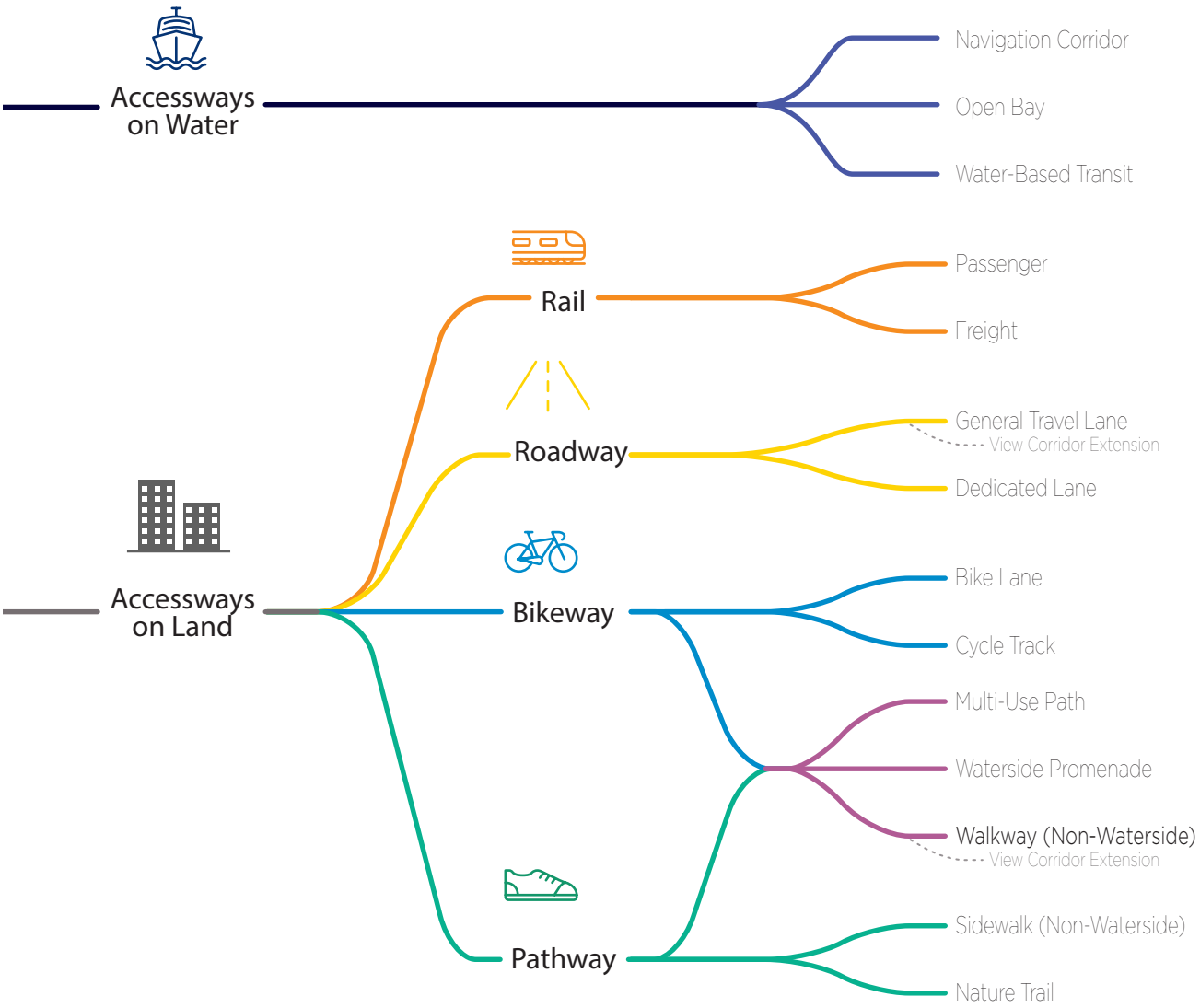


Figure 3.2.3 Accessways Typology

For illustrative purposes only.

Accessways on Water
A navigable body of water.



Navigation Corridor
Water areas primarily devoted for the maneuvering of vessels.



Water-Based Transit
Transportation services available to the public (operated publicly or privately) picking up and offloading passengers at water-based transfer points.



Open Bay
Water areas adjoining shoreline recreation areas, boat launching ramps, water-based transfer points, public fishing piers, public vista areas, and other public recreational facilities.

Accessways on Land
A route by land that provides access to or through a destination. Examples of accessways include, but are not limited to, pathways, roadways, and bikeways.

Roadways
A type of accessway that allows and is intended to serve vehicular traffic. Examples of roadways include, but are not limited to, general lanes and dedicated lanes for transit or other mobility modes.



General Travel Lanes
General traffic lanes available for use by vehicular traffic without any restrictions or tolls.



Dedicated Lane
Travel lanes within the roadway that are solely dedicated for a specific mode. For example, a dedicated transit lane would be solely dedicated for the use of public transit vehicles, including, but not limited to, buses, street cars and trolleys.

Rail
A type of accessway that is designed to transport passengers and goods on rails.



Passenger
Rail available for the transport of people along a fixed route with stops at designated stations. Passenger trains serve as the backbone of the public transportation system and include regional, commuter, and local service.

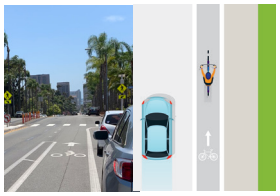


Freight
Rail available for the transport of cargo of various types.

Bikeways
Roadway and/or a transportation facility that is solely dedicated to bicycles.



Cycle Track
A cycle track is a bikeway for the exclusive use of bicycles, along a roadway that provides vertical and horizontal separation from vehicular traffic. Cycle tracks have different forms but all share common elements—they provide space that is intended to be exclusively or primarily used for bicycles, and are separated from vehicular travel lanes. In situations where on-street parking is allowed cycle tracks are located to the curb-side of the parking (in contrast to bike lanes).



Bike Lane
A type of dedicated bike facility, bike lanes are one-way facilities located on either side of a roadway. They provide a striped lane designated for the exclusive or semi-exclusive use of bicycles. These are commonly referred to as Class II Bike Lanes.



Multi-Use Path
An accessway intended or suitable for more than one mode (e.g., pedestrians and bicycles), such as walking, jogging, cycling, and wheelchair use.

Pathways
An accessway intended or suitable for more than one mode (e.g., pedestrians and bicycles), such as walking, jogging, cycling, and wheelchair use.



Waterside Promenade or Promenade
A pathway along the waterfront designed to enhance access and enjoyment of District Tidelands. Waterside promenades are primarily for pedestrians (non-exclusive use) and may also function as a multi-use pathway and/or include a designated multi-use pathway.



Walkway (Non-waterside)
A nonwaterside pathway that provides access from the waterfront to the nearest public road perpendicular to the waterfront, also known as vertical access or a vertical connection. Walkways are primarily for pedestrians (non-exclusive use) and may also function as a multi-use pathway and/or include a designated multi-use pathway and may include a view corridor extension.



Sidewalk (Non-waterside)
A non-waterside pathway that provides a dedicated area for pedestrians adjacent and parallel to a roadway.



Nature Trail
An unpaved pathway (could be waterside or non-waterside) that provides a dedicated area for pedestrians.

3.2.3(C) Powering the Transportation of the Future

During the development of this Plan, a dominant and emerging theme for mobility planning was the development of efficient and sustainable transportation systems. The goals, objectives, and policies in this Plan are intended to support the implementation of new mobility-related technology (e.g., electrification and zero/near-zero emission vehicles) and associated infrastructure improvements (e.g., charging infrastructure). Consistent with State and District goals, a shift from higher fossil fuel-emitting power to lower-emitting or zero-emitting sources will occur as this Plan is implemented. In addition to this Plan, the District is preparing for this shift through the development of other sustainability and maritime clean air strategies.



For more information about these strategies, refer to *Chapter 3.3, Ecology Element and Chapter 3.4, Safety and Resiliency Element.*

3.2.3(D) Movement of People

To facilitate mobility on water, the District offers a broad range of opportunities to access the water throughout Tidelands. Water-based accessways include navigation corridors, open bay areas, and water-based transit. Boat launch ramps, piers, docks, water-based transfer points, short-term public docking, and beaches provide connection points for the public to access the water. Tidelands contain numerous recreational boat slips for the use and storage of personal watercraft, while marinas and harbors offer facilities for commercial fishing and sportfishing. Personal watercraft storage and access areas in the form of recreational marinas, boat storage facilities, boat launch facilities, and dock and pier locations are located throughout Tidelands to provide key waterside connection points.

Landside mobility occurs on Tidelands through a series of accessways that include roadways, rail, pathways, and bikeways (refer to Figure 3.2.2, Accessways Hierarchy and Figure 3.2.3, Accessways Typology). The roadways on Tidelands are connected to the larger regional network and allow for the free movement of visitors to access Tidelands through general use travel lanes or dedicated lanes. Rail accessways take the form of passenger or freight lines. The District and its tenants, along with other agencies, maintain a series of pathways and bikeways that provide enhanced pedestrian and bicycle movement throughout Tidelands. Pathways take the form of nature trails, sidewalks, walkways, and larger waterside promenades with supporting amenities. Bikeways take the form of dedicated cycle tracks and bike lanes along with multi-use paths that are shared with pedestrians.

3.2.3(D)-1 Transit Services

A range of waterside connection points for people to access the water for mobility purposes are provided throughout Tidelands. Ferry and water taxi services are available for accessing multiple destinations around the Bay, including Fifth Avenue Landing, the B Street Pier, Broadway Pier, Point Loma, and Coronado Ferry Landing.

With participation from its tenants, the District operates the Big Bay Shuttle, an on-Tidelands-only shuttle service, along Harbor Drive during the summer months. The District does not operate a year-round, land-based public transit service; rather, it collaborates with the regional transit authority to provide transit service throughout Tidelands. In the future, it is anticipated that the shuttle will be upgraded to provide year-round service (aka bayfront circulator) and operate along Harbor Drive, establishing connections between Shelter Island and the Convention Center. The route for the bayfront circulator may involve the use of dedicated transit lanes where feasible, and stops

are intended to be coordinated with the placement of future mobility hubs (refer to *Figure 3.2.4, Bayfront Circulator*). This Plan is agnostic to specific technology, so that it can include multiple forms of transportation technology (e.g., bus, automated people mover, fixed guideways, etc.).

Transit services that serve Tidelands include local and express buses, as well as light rail in the form of a trolley. Heavy passenger rail and commuter rail are also accessible via Santa Fe Depot, located near Tidelands, and provide additional coastal access for the public up and down the California coastline. The District also collaborates with key agencies and entities on planning for transit and mobility options in the region with the goal of providing increased transit to Tidelands.

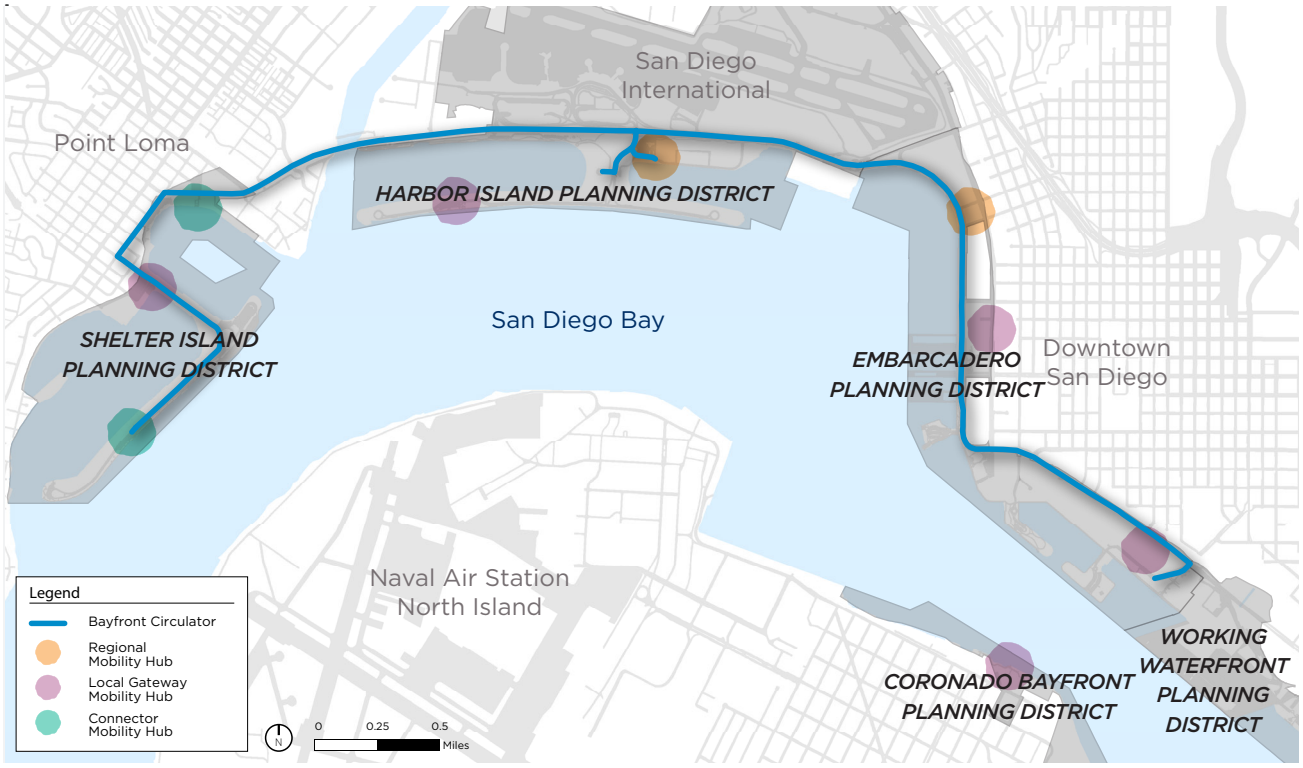


Figure 3.2.4 Bayfront Circulator

For illustrative purposes only.

The District is also advancing a concept to create a better truck route that will also enhance pedestrian, bicycle and transit connections while making maritime cargo hauling more efficient and reducing greenhouse gas emissions. This concept, called Harbor Drive 2.0 – A Greener, Safer, Healthier Harbor Drive, includes a "haul road," also referred to as a multimodal corridor, and intelligent transportation systems to separate trucks from passenger and neighborhood traffic. By implementing this concept, the District will reduce truck traffic impacts by redesigning the industrial section of Harbor Drive using intelligent transportation systems, while adding other elements such as geofencing, protected bike lanes, and urban greening. (refer to *Figure 3.2.5, Multimodal Corridor*)



Figure 3.2.5 Multimodal Corridor

For illustrative purposes only.

3.2.3(E) Movement of Goods

Tidelands are a critical entry point and connector for the movement of goods for the western region of the United States. In addition to ensuring coastal access to and on the water, protecting coastal-dependent uses, such as the transport of maritime cargo and cruise ship operations, is a key responsibility entrusted to the District through the Port Act. For more information, refer to Sections 30 and 87 of the Port Act, related to the movement of goods.

The Tenth Avenue Marine Terminal and the National City Marine Terminal serve as the major and strategic cargo hubs for the District, in which maritime cargo is transferred to or from maritime vessels at the marine terminals and between land-based freight facilities.

Like the network for the movement of people, a diverse mobility network for goods movement exists on Tidelands. This network includes roadways that provide connections to the interstate system and border crossings for regional, interregional, and international trucking access, rail facilities in association with the BNSF Railway (which ultimately connects to the regional and national rail corridor), and pipelines for the delivery of liquid commodities in the region.

Port Act Regulations

Section 30 Part (b)(2)(a) establishes that the powers and services of the District include:

> *acquire, purchase, take over, construct, maintain, operate, develop, and regulate grain elevators, bunkering facilities, belt or other railroads, floating plants, lighterage, stowage facilities, and any and all other facilities, aids, equipment, or property necessary for or incident to the development and operation of a harbor or for the accommodation and promotion of commerce, navigation, fisheries, or recreation in the district.*

Section 87 Part (a)(1) states that use of Tidelands may include:

> *establishment, improvement, and conduct of a harbor, and…the construction, reconstruction, repair, maintenance, and operation of wharves, docks, piers, slips, quays, and all other works, buildings, facilities, utilities, structures, and appliances incidental, necessary, or convenient, for the promotion and accommodation of commerce and navigation.*

3.2.3(F) Movement of U.S. Military Forces

In addition to the responsibilities assigned through the Coastal Act and Port Act for the movement of people and goods, the District is designated as a Strategic Port which applies to the Tenth Avenue Marine Terminal and the National City Marine Terminal (refer to *M Goal 3 and ECON Goal 2 [Chapter 3.6, Economics Element]*).

This designation comes with additional responsibilities to ensure that the key strategic facilities in Tidelands are connected to the Strategic Highway Network (STRAHNET), a network of highways that are important to the United States' strategic defense policy and that provide defense access, continuity, and emergency capabilities for defense purposes. In addition to connecting to STRAHNET, Tidelands also connect to the LOSSAN rail corridor, which is on the Strategic Rail Corridor Network (STRACNET).

The Intermodal Surface Transportation Efficiency Act of 1991 and the National Highway System Designation Act of 1995 provided for inclusion of STRAHNET and important STRAHNET Connectors in the 160,955-mile National Highway System (NHS). The primary connector routes for priority installations and ports are included in the NHS. With the Department of Defense's emphasis on continental U.S.-based military units, the NHS plays an increasingly important role in new deployment scenarios.

3.2.4 Goals, Objectives, and Policies

M GOAL 1

An integrated, accessible, inclusive, and diverse network that facilitates the movement of people

Access to a wide spectrum of mobility options for a variety of visitors is foundational to building an inclusive mobility network that has sufficient capacity, is proximate to destinations and users, and improves connectivity. Through this Mobility Element, the District will advance a mobility network that is more readily accessed and available throughout Tidelands for all visitors from near and far. This mobility network will include a range of transportation options to enable visitors to transition more widely from one mode to another to move between access points on Tidelands and to connect with the larger regional network off-Tidelands.

M Objective 1.1

Maintain, enhance, and expand the modes of travel available to people on the water and land

Water Movement

M Policy 1.1.1	The District shall coordinate with agencies that have transportation authority and adjacent jurisdictions to develop comprehensive Baywide water-based transit services, including the development of new water-based transfer points and routes to connect key destination points. The District may also coordinate with the U.S. Navy to establish new water-based transfer points and routes in support of the Strategic Port designation.
M Policy 1.1.2	Permittees of development with waterside access shall create, where feasible and appropriate, new, or improve access to, publicly accessible piers, docks, slips, moorings, anchorages, floats, and platforms.
M Policy 1.1.3	Through CDPs issued by the District, permittees shall increase the number of boat slips and berthing opportunities in the Bay, where feasible, in accordance with Chapter 5, Planning Districts, including any planned improvements within the applicable planning district or subdistrict.
M Policy 1.1.4	The District shall require lower cost or free public transient docking as part of coastal-enhancing development.
M Policy 1.1.5	The District shall maintain cruise ship access to the federal navigation channel and deep-water berthing.
M Policy 1.1.6	The District shall continue to maintain cruise ship access and operations as a means for supporting coastal access and use of Tidelands.

M Policy 1.1.7

Through CDPs issued by the District, permittees shall advance as part of development the implementation of zero-emission, when feasible, and near-zero emission technologies and supportive infrastructure improvements for passenger-related oceangoing vessels and harbor craft that facilitate the movement of people in alignment with District sustainability and maritime clean air strategies.



For more information about the District's MCAS, refer to *Chapter 3.3, Ecology Element*. The MCAS is not part of this Plan but this Plan supports the MCAS and aligns with it.

Land Movement

M Policy 1.1.8

The District shall coordinate with agencies that have transportation authority, and with adjacent jurisdictions and permittees, to plan shared mobility infrastructure in support of the safe movement of people and/or goods. Specific transit improvements included in this Plan are outlined in *Chapter 5, Planning Districts*, including any planned improvements within the applicable planning district or subdistrict.



For policies related to enhanced multimodal connections and transit improvements adjacent to disadvantaged communities, refer to *EJ Goal 1 (Chapter 3.5, Environmental Justice Element)*.

M Policy 1.1.9

The District shall coordinate with agencies that have transportation authority to explore opportunities to expand accessible transit service to Tidelands. Specific transit improvements included in this Plan are outlined in *Chapter 5, Planning Districts*, including any planned improvements within the applicable planning district or subdistrict.

M Policy 1.1.10

The District shall provide areas for transit stops and transit lanes for expanded transit opportunities on Tidelands and explore a means for financing expanded transit opportunities with agencies that have transportation authority. Specific transit improvements included in this Plan are outlined in *Chapter 5, Planning Districts*, including any planned improvements within the applicable planning district or subdistrict.

M Policy 1.1.11 The District shall require certain development, as applicable, to develop and comply with project-specific Transportation Demand Management (TDM) guidelines, with the intent to reduce dependence on single-occupancy vehicles and reduce vehicle miles traveled to and from the proposed development site.

Transportation Demand Management (TDM) refers to programs and strategies that manage and reduce traffic congestion and parking by encouraging the use of transportation alternatives and discouraging single-occupancy-vehicle trips. TDM strategies may include programs that incentivize commuters or other patrons to carpool, vanpool, take transit, bike, walk, and telework. Such incentives could include the use of preferred parking, high-occupancy-vehicle lanes, transit subsidies, parking cash-out programs, enhanced facilities, and employee recognition.

M Policy 1.1.12 Through CDPs issued by the District, permittees shall plan, design, and implement improvements to the mobility network that provide opportunities for a variety of users to access the public realm. These improvements shall be developed in accordance with:

a. *Chapter 4, Baywide Development Standards;* and
b. *Chapter 5, Planning Districts,* including any development standards within the applicable planning district or subdistrict.

M Policy 1.1.13 Shared or personal motorized mobility devices, except for those required for Americans with Disabilities Act purposes, shall not be permitted on facilities on which pedestrians are intended to travel, such as sidewalks, promenades, multi-use pathways (without a dedicated bicycle area), nature trails, and walkways.

For policies related to providing safe and secure access to and throughout Tidelands, refer to *WLU Goal 3 (Chapter 3.1, Water and Land Use Element)* and *SR Goal 1 (Chapter 3.4, Safety and Resiliency Element)*.

M Policy 1.1.14 The District shall coordinate with agencies that have transportation authority to enhance coastal connectivity and access throughout Tidelands, particularly at mobility hub locations.

M Policy 1.1.15 Through CDPs issued by the District, permittees shall provide public access points along the Bay and may collaborate and coordinate with agency partners and adjacent jurisdictions to plan for, design, and reinforce linkages between those public access points and off-Tidelands areas.

In addition to improving and enhancing a mobility network on Tidelands, the District encourages multiple mobility options for east-to-west connections throughout the region to provide accessible and diverse routes and mobility modes to access the Bay. For example, coordinating with adjacent jurisdictions to provide Bay to Park linkages, as envisioned in *Chapter 5.4, Planning District 4: Working Waterfront, 5.4.3(C)-I Landside Access Planned Improvements, PD4.11.*

M Policy 1.1.16 Through CDPs issued by the District, permittees shall advance as part of development the implementation of zero-emission mobility options, when feasible, and near-zero-emission passenger-related mobility options and supportive infrastructure improvements for the movement of people in alignment with District sustainability and maritime clean air strategies.

For more information about the District's MCAS, refer to *Chapter 3.3, Ecology Element*. The MCAS is not part of this Plan but this Plan supports the MCAS and aligns with it.

M Policy 1.1.17 The District may expand the summer shuttle service (Big Bay Shuttle) that operates along Harbor Drive, establishing year-round connections between Shelter Island and the Convention Center, as a mobility priority (refer to *Figure 3.2.4, Bayfront Circulator*).

While the District's summer shuttle service only operates along public access points between Shelter Island and the Convention Center, the intent of the Mobility Element is to plan for new or enhance existing mobility connections throughout all planning districts on Tidelands. This includes coordinating with adjacent jurisdictions and regional agencies with transportation authority to connect public access points and mobility networks on Tidelands with other regional networks.

M Policy 1.1.18 Development, adjacent to the bayfront circulator route as shown in *Figure 3.2.4, Bayfront Circulator,* shall provide hubs or stops to support operation of the bayfront circulator.

M Policy 1.1.19 The District shall prepare a curbside management program that will provide strategies and guidelines for the use of curb space along corridors fronted by predominantly commercial uses.

M Policy 1.1.20 Development shall implement curbside management strategies in accordance with the District's curbside management program, once established.

M Policy 1.1.21 The District – independently or in collaboration with other agencies with transportation authority and adjacent jurisdictions and permittees – may identify additional waterside or landside access opportunities in the future to enhance the mobility network for the movement of people.

Curbside management programs and strategies are intended to reduce conflicts and better organize the use of curb space in highly active areas, such as the waterfront, for the purpose of utilizing space more efficiently or dedicating space to other uses other than single-occupancy vehicle parking. A curbside management program evaluates the various users and needs of the identified curb space and optimizes the space by using signage and pavement markings to allow flexibility with prioritizing certain users of the space at different peak-use times throughout the day or on different days of the week. Curbside uses outlined in the program may include:

- Public transit;
- Passenger loading pickup and drop-off (rideshare, taxi, or valet);
- Short-term parking;
- Commercial loading;
- Tour bus staging; and
- Event space (e.g., farmers markets, food trucks, event staging).

M Objective 1.2

Implement a series of interconnecting mobility hubs throughout Tidelands

The mobility hub network is intended to widely connect water and land areas on Tidelands, which includes mobility hubs for landside access and water-based transfer points to improve water access. (refer to *Figure 3.2.6, Planned Connection Points*).

M Policy 1.2.1 The District shall require the planning, designing, and implementation of a network of mobility hubs (Regional, Local Gateway, and Connector) that provide the opportunity for users to change from one mode of travel to another (refer to *Chapter 5, Planning Districts*, Coastal Access Mobility maps, for mobility hub locations and specifications and *Chapter 4, Baywide Development Standards*, for the associated criteria of the development for each type of mobility hub). This requirement shall apply to all subdistricts and commensurate with development intensity in accordance with *WLU Goal 7* (*Chapter 3.1, Water and Land Use Element*) and *M Policy 1.2.2*.

M Policy 1.2.2 Permittees of development shall contribute to the creation of mobility hubs through funding or construction, as shown in *Chapter 5, Planning Districts*, coastal access mobility maps.

M Policy 1.2.3 Mobility hubs shall connect to water-based access points throughout the Bay, where feasible.

M Policy 1.2.4 The District shall encourage the development of mobility hubs rather than surface parking to provide proximate connections to the water and Tidelands, where feasible.

M Policy 1.2.5 The District shall coordinate with adjacent jurisdictions to add wayfinding signage that identifies coastal access opportunities on Tidelands, including public walkways, docks and piers, beaches, and other public areas and amenities.

M Policy 1.2.6 Development shall provide and maintain legible wayfinding signage located in easily viewable areas in accordance with *Chapter 4, Baywide Development Standards*, and *Chapter 5, Planning Districts*, including any development standards within the applicable planning district or subdistrict.

M Policy 1.2.7 The District shall require, in coordination with permittees of development, the planning, designing, and implementation of a comprehensive, nondigital wayfinding signage system to guide visitors to and throughout Tidelands

Mobility Hubs (Connection Points for Movement of People)

Further descriptions of each type of mobility hub, including the associated criteria for their development, are provided in *Chapter 4, Baywide Development Standards*. Refer to *Chapter 5, Planning Districts*, Coastal Access Mobility maps for specific maps and standards related to planned mobility hubs, including the specific location, size, and service area for each planned mobility hub.

To enhance circulation and promote coastal access throughout Tidelands, consistent with the Coastal Act, a network of mobility hubs is planned, as shown in *Figure 3.2.6, Planned Connection Points.* Mobility hubs will serve as connection points where visitors and workers accessing Tidelands are provided the opportunity to change from one mode of travel to another to reach their destination. Mobility hubs will link landside modes, such as personal auto, transit, rideshare, biking, walking, and micromobility options, such as bicycles, scooters, and e-bicycles, as well as waterside infrastructure features, such as transient docking and water-based transfer points that are designed to support a water-based transit network, such as water taxis and ferries. Mobility hubs will also connect to safe, convenient, and well-delineated pedestrian and bicycle paths to nearby uses and activities on Tidelands.

Wayfinding Signage

Wayfinding signage should provide direction and guidance between destinations throughout Tidelands, including information regarding how a traveler can connect to the different destinations through the various modes of transportation that are available. It should be provided via branded signs located at three different types of locations along the path of travel between the mobility hub and the surrounding destinations:

- Decision points: Locations where travelers will need to make a turn or change directions en route to their destination;
- Confirmation points: Locations after the decision points where follow-up signs confirm to travelers that they made the correct decision; and
- Intersections: Major intersections, where signs will let travelers know what destinations can be reached when heading in each direction.

Wayfinding signs should be used only for informational purposes and shall not be used for marketing or advertising in any way.

Figure 3.2.6 Planned Connection Points

For illustrative purposes only.



M Objective 1.3

Provide public parking to meet evolving demands

Water Areas

M Policy 1.3.1 Permittees of waterside development shall provide transient docking with short-term (hourly) free or paid vessel docking, where feasible.

M Policy 1.3.2 The District —independently, assigned through partnerships with the District, or through CDPs issued by the District— shall require the planning, designing, and implementation of transient docking locations to accommodate and allow for access of onwater transit services.

M Policy 1.3.3 The District shall allow for slip modifications and in-kind replacements of existing recreational marina facilities to support waterside facilities and boating needs, provided there are no increases in unmitigated shading or fill.

Land Areas

M Policy 1.3.4 Permittees of development that generates parking demand shall identify and secure, as appropriate, vehicular parking sufficient to serve that development's specific use without relying upon or reducing existing vehicular spaces dedicated to public uses and when alternative mobility modes that offset the need for parking are not feasible or sufficient to meet total parking demand. Parking shall be provided through one or more of the following means:

a. On-site parking.

b. Shared agreements with adjoining development.

c. Agreements with off-site parking facilities, which may be located on or off Tidelands, within a quarter-mile walking distance from the uses they serve. A greater distance may be acceptable if a mobility plan, showing how patrons would connect to and from the parking, is provided and accepted by the District.

d. Participation in the establishment of planned mobility improvements, such as mobility hubs or shared parking facilities as specified in the associated subdistrict and supported by *WLU Goal 3 and WLU Goal 7* (Chapter 3.1, Water and Land Use Element) and ECON Goal 1 (Chapter 3.6, Economics Element).

M Policy 1.3.5 The District shall periodically monitor the public parking demand on Tidelands to ensure that public spaces are being efficiently managed and used and to review and update the District's parking guidelines, as necessary.

M Policy 1.3.6 The District's parking guidelines shall provide standards and direction for the requirements and process related to providing and accounting for established parking (supportive of associated specific uses), short-term parking (such as for construction vehicles), curbside management strategies, and event parking.

M Policy 1.3.7 The District shall reallocate or combine parking, where feasible, into mobility hubs or other consolidated parking facilities to allow for additional public open space, development, transit opportunities, and bicycle facilities. This policy applies both to parking allocated for specific developments and public parking. If parking is displaced as part of development, the following steps shall be taken:

a. Conduct a study to determine the parking demand for the spaces that will be displaced;

b. Identify a location to accommodate parking demand if the results of the study confirm the need for parking. Spaces should ideally be situated within a quarter-mile walking distance from the uses they serve, on or off Tidelands. A greater distance may be acceptable if a mobility plan showing how patrons would connect to and from the parking is provided and accepted by the District;

c. Provide evidence that the new parking location has the capacity to accommodate the demand for the displaced parking spaces and that needed parking spaces have been secured.

M Policy 1.3.8 New structured parking should be designed for vehicle use in the short term and then for repurpose to a nonvehicle use if parking demand decreases.

M Policy 1.3.9 The District may consider adjacent parking rates when setting or updating parking rates for parking areas on Tidelands.

M GOAL 2

An integrated, efficient, diverse, and sustainable network that facilitates the movement of goods

M Objective 2.1

Provide clean, modern, and efficient transfer points at the District's marine terminals for goods movement between water and land

M Policy 2.1.1 The District shall prioritize the use of existing land on terminals for maritime uses and operations, including but not limited to navigational facilities and shipping industries.

M Policy 2.1.2 The District shall encourage the development of versatile infrastructure that can adapt to future needs and support multiple modes of travel for the transfer of freight between waterside and landside uses.

Infrastructure and transportation engineering improvements identified in the Multimodal Corridor concept can facilitate more efficient, adaptive, and expedient movement of goods to and from Tidelands both from water and land. Examples of improvements include, but are not limited to:

- Truck queueing management to improve efficiency;
- Off-peak dedicated lanes that segregate trucks from other vehicles to increase safety;
- Separated dedicated truck lanes that can also be used for transit and military vehicles;
- Freight Signal Priority to prioritize movement of freight vehicles;
- Gate Operating System to manage the flow through the terminals' gates; and
- Geofencing that tracks the location and path of freight vehicles and can incentivize trucks to follow designated or alternative freight routes.

M Policy 2.1.3 The District shall strive to maintain a diverse cargo mix, such as containers, dry bulk, liquid bulk, refrigerated cargo, multipurpose cargo, roll-on/roll-off cargo, and ocean-towed cargo.

M Policy 2.1.4 The District shall require, where feasible, efficient and sustainable dockside operations for oceangoing vessels and freight-related harbor craft.

M Policy 2.1.5 The District shall seek investment and grant opportunities for infrastructure, equipment, and technologies that enable the District's marine terminals to efficiently and sustainably transfer goods between waterside and landside.

For policies related to greenhouse gas emission reduction measures for stationary sources, refer to *SR Goal 3 (Chapter 3.4, Safety and Resiliency Element*, and *EJ Goal 3 (Chapter 3.5, Environmental Justice Element*).

M Policy 2.1.6 The District shall collaborate with public and private entities to invest in terminal infrastructure that supports the optimization of cargo movement, cargo laydown areas, cargo handling equipment, and gate operations directly related to maritime cargo.

M Policy 2.1.7 The District, in coordination with permittees of development, tenants, and adjacent jurisdictions, shall maintain and develop improvements to linkages between the marine terminals and landside networks, including

but not limited to roadways, rail, pipelines, and the electrical grid, to enable efficient movement of goods along those networks and to support the working waterfront

Providing a sustainable cargo network requires balancing economic, social and environmental priorities. Key components include maintaining a safe, secure, efficient, and reliable network that reduces air quality pollution and greenhouse gas emissions and minimizes impacts. An example of an enhancement proposed in this Plan to the sustainable cargo network is the electrification of maritime equipment and mobility modes on Tidelands. Implementation of electrification includes the planning, monitoring, logistical updates, and infrastructure improvements that could facilitate electrification along the cargo network.

M Objective 2.2

Provide a sustainable cargo network

M Policy 2.2.1 Through CDPs issued by the District, permittees shall plan, design, and implement improvements to the mobility network that provide opportunities for efficient and sustainable goods movement. These improvements shall be developed in accordance with *Chapter 5, Planning Districts,* including any development standards within the applicable planning district or subdistrict

M Policy 2.2.2 Through CDPs issued by the District, permittees shall advance as part of development the implementation of zero-emission, when feasible, and near-zero-emission goods movement mobility options and maritime equipment, and supportive infrastructure improvements, in alignment with District sustainability and maritime clean air strategies.

For more information about the District's MCAS, refer to *Chapter 3.3, Ecology Element.* The MCAS is not part of this Plan but this Plan supports the MCAS and aligns with it.

M Policy 2.2.3 The District shall engage with stakeholders, such as railway companies, trucking companies, cargo and freight shipping lines, and service providers, to identify and implement feasible sustainable freight strategies in accordance with the District's environmental and operational strategies, plans, and regulations, as well as the State's sustainability objectives.

M Policy 2.2.4 The District shall engage with railroad operators and agencies that have transportation authority to maintain, enhance, and expand access between the cargo terminals and the regional freight infrastructure.

M Policy 2.2.5 The District, in coordination with permittees of development, tenants, and adjacent jurisdictions, and regional transportation agencies, shall maintain and develop improvements to linkages between the marine

terminals and landside networks, including but not limited to roadways, rail, and pipelines, to enable efficient movement of goods along those networks and to support the working waterfront.

M Policy 2.2.6 The District and permittees shall optimize off-terminal land-based freight networks to maintain, enhance, and expand the vitality of the working waterfront.

M Policy 2.2.7 In coordination with operators and stakeholders, the District shall plan for improvements to railroad corridors, such as spurs, rail storage facilities, switching facilities, and suitable rail trackage within the working waterfront, both on dock and near dock, to better interface the movement of cargo between ship and land carriers.

M Policy 2.2.8 Through CDPs issued by the District, permittees shall advance as part of development the implementation of zero-emission, when feasible, and near-zero emission technologies and supportive infrastructure improvements for freight-related oceangoing vessels and harbor craft in alignment with District sustainability and maritime clean air strategies.



For more information about the District's MCAS, refer to *Chapter 3.3, Ecology Element.* The MCAS is not part of this Plan but this Plan supports the MCAS and aligns with it.

M Policy 2.2.9 The District shall coordinate with its tenants and the cities of National City or San Diego to enhance access and connectivity between the Tenth Avenue and National City marine terminals, on both the waterside and landside, to allow for the convenient transfer of goods. Specific improvements to enhance the connectivity between terminals are outlined in *Chapter 5, Planning Districts*, including any planned improvements within the applicable planning district or subdistrict.

M Policy 2.2.10 The District shall engage with regional, State, and federal agencies with transportation authority to preserve and enhance deep-water channels, waterways, berths, and navigation corridors within the Bay to maintain deep-water ship access.

M Policy 2.2.11 The District shall engage with adjacent jurisdictions and regional, State, and federal agencies to create a connected and flexible multimodal corridor that provides efficient freeway access by leveraging technology to support dedicated lanes, signal prioritization, and/or geofencing. Refer to *Chapter 5.4, Planning District 4: Working Waterfront* for applicable planned improvements related to this policy.

M GOAL 3

A circulation system that maintains and enables the Strategic Highway Network and other military needs

M Objective 3.1

Support and maintain transportation facilities that enable the operation of the Strategic Highway Network

M Policy 3.1.1

The District shall engage with the U.S. military, local, regional, and State agencies with transportation authority to:

a. Identify and document the transportation facilities located on Tidelands that either are part of the STRAHNET or provide a critical connection to strategic facilities located on or adjacent to Tidelands;

b. Ensure that the critical components of the District's transportation network are available and maintained to meet the goals and standards of the STRAHNET; and

c. Ensure that the identified critical transportation facilities located on Tidelands are clear of permanent obstructions that would prohibit or slow the movement of military use when needed for Department of Defense activities.

M Policy 3.1.2

The District shall engage with the U.S. military, local, regional, and State agencies with transportation authority to coordinate the maintenance of facilities that connect to the region's STRACNET rail corridor.

The STRAHNET, created under the Intermodal Surface Transportation Efficiency Act of 1991 and the National Highway System Designation Act of 1995, is critical to military readiness and operations. This system of roads is necessary for emergency mobilization and the peacetime movement of goods to support the military. The STRAHNET is a designation given to roads that provide "defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war." It includes routes (for long-distance travel) and connectors (to connect individual installations to the routes).

The District is one of 17 ports throughout the country that have the Strategic Port designation, which permits U.S. military operations to use port assets (such as the two marine terminals) in the event of a mobilization during a national emergency.

For policies related to providing safety and security features to strategic District assets for military needs, refer to *SR Goal 1 (Chapter 3.4, Safety and Resiliency Element)* and *ECON Goal 2 (Chapter 3.6, Economics Element)*.

M Objective 3.2

Support and maintain access to strategic assets located on Tidelands

M Policy 3.2.1 — The District shall engage with the U.S. military to identify and ensure the effectiveness of critical assets for military use, such as marine terminals, rail facilities, and docks and piers, that may be needed in times of emergency while allowing day-to-day access to strategic assets.

M Policy 3.2.2 — The District shall plan and maintain its transportation network so that it has the capacity to evacuate operations located on terminals in a manner and timeframe consistent with the U.S. military's needs consistent with requirements under the Strategic Port designation.

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CHAPTER 3.3

Ecology Element

ECO

3.3.1 Purpose

As a trustee of public lands, the District is responsible for safeguarding its natural resources and the public's access to nature. The purpose of this element is to identify goals, objectives, and policies that serve to enhance, conserve, and restore natural resources and foster a healthy environment. The balance between the natural environment and the built environment is a key consideration in protecting the ecological health and natural resources of the Bay and on Tidelands. This element furthers the District's commitment in the protection of natural resources and ecological health of Tidelands by building on applicable environmental laws and existing District policies and programs to guide future planning and development. This focuses on:

- Healthy and diverse ecosystems;
- A clean environment; and,
- Collaborative stewardship.

The goals, objectives, and policies presented in this element demonstrate the District's commitment as a champion of the environment and its role in supporting a healthy and sustainable ecosystem through:

- Requirements for future development adjacent to or otherwise near environmentally sensitive areas;
- Protection, enhancement, and conservation of biologically diverse resources;
- Pollution prevention and improving the quality of the land, water, and air; and
- Enhanced collaboration with local partners on shared priorities.

These important concepts are reflected in this element, as well as throughout the past efforts of the District, as described further below.

3.3.2 Background

Together, the Bay and the Tidelands compose an interconnected marine, estuarine, and coastal ecosystem that includes important natural open space areas and sensitive coastal habitat areas. As an environmental steward, the District is responsible for successfully managing Tidelands' ecological resources for the benefit of present and future generations. Successful management of these resources will result in sustainable and resilient Tidelands with enhanced air, water, and natural resources and increased opportunities for recreation and education.

Numerous environmental laws and regulations were in effect before the Port Master Plan was certified in 1981, and since then, several additional laws have been enacted to further protect natural resource areas. The Coastal Act and the Port Act provide key legislative guidance for the District in carrying out its core mission. The Coastal Act is also a critical reference in guiding development within the District and the protection of sensitive areas. Under the Port Act, the District is specifically entrusted with the authority to protect, preserve, and enhance physical access to, natural resources in, and water quality of the Bay. These laws serve as the foundation for many of the District's environmental programs, and for the goals, objectives, and policies presented in this element.

The District maintains strong working relationships and partnerships with the agencies that share the goal of protecting Tidelands and the Bay environment. The District collaborates and coordinates with many local, State, and federal agencies, as well as environmental organizations, on specific projects, policies, and initiatives. Through collective efforts and collaborative stewardship, the District is well-positioned to protect natural resources on Tidelands. Collaborative stewardship is the concept that recognizes that although all agencies have varied interests and responsibilities, the coast and ocean are dynamic and interrelated environments that require a coordinated approach to management.

Coastal Regulations

Chapter 8 of the Coastal Act is the standard that governs many District-related developments. It specifies that port-related developments shall be located, designed, and constructed to minimize substantial adverse environmental impacts pursuant to Section 30708(a) of the Coastal Act. Chapter 3 of the Coastal Act, in addition to Chapter 8, is the standard of review for appealable developments and projects located in an estuary, wetland, or recreation area, as identified in the 1975 Coastal Plan. Refer to *Section 1.3.1(A) (Chapter 1, Introduction)* for more information on the 1975 Coastal Plan. Refer to *Section 6.2.1 (Chapter 6, Plan Implementation and Development Conformance)* for more information on appealable projects.

Notable District Environmental Initiatives

The District has been involved in several notable environmental initiatives. The following list identifies select representative programs, policies, or pertinent initiatives:

- Climate Action Plan
- Copper Reduction Program
- Environmental Fund (BPC Policy 730)
- Environmental Mitigation Land (BPC Policy 735)
- Green Business Network
- Green Port Policy (BPC Policy 736)
- Green Marine Certification to Advance Environmental Excellence
- Integrated Natural Resources Management Plan
- Integrated Pest Management Policy (BPC Policy 737)
- Jurisdictional Runoff Management Program
- Maritime Clean Air Strategy
- Regional Harbor Monitoring Program
- Sea Level Rise Vulnerability Assessment and Coastal Resiliency Report
- Transboundary Pollution Resolution 2019-0461
- Transition Zone Policy (BPC Policy 725)
- Water Conservation Policy (BPC Policy 715)

3.3.2(A)Current District Environmental Programs and Initiatives

During its history, the District has taken the lead on a variety of initiatives to enhance the environmental quality of Tidelands. These initiatives include wildlife and natural resources management, stormwater runoff programs, integrated pest management, environmental education programs, and environmental partnerships with public and private entities. While not part of this Plan, for informational purposes, a brief discussion of key notable District environmental initiatives is provided below.

3.3.2(A)(i)San Diego Bay Integrated Natural Resources Management Plan

The Integrated Natural Resources Management Plan (INRMP) is a long-term, collaborative strategy for managing the Bay's natural resources, and the primary means by which the U.S. Navy and District jointly plan natural resources management in the Bay. This document demonstrates the District's and U.S. Navy's commitment to the protection of resources and is notable because it is the only joint INRMP in the United States. In addition to the U.S. Navy and the District, wildlife and resource agencies including the U.S. Fish and Wildlife Service, National Marine Fisheries Service, and the California Department of Fish and Wildlife are also signatories to the INRMP.

The Bay is viewed as a dynamic ecosystem that requires management to maintain sustainable native populations and natural biodiversity. The INRMP is intended to provide a framework for natural resources stewardship and a foundation for strong interagency partnership with the U.S. Navy. It identifies a progression toward a Bay that supports shorelines and waters that are rich and abundant in native life. The INRMP also describes a future Bay that, although used for thriving urban, commercial, and military needs, has greater opportunities for coastal access, recreation, education, and a thriving and healthy ecosystem.

3.3.2(A)(ii)Climate Action Plan

In 2013, following State guidance and targets established by Assembly Bill 32, the District adopted the first Climate Action Plan (CAP) adopted by a California port. The CAP, which set greenhouse gas (GHG) reduction goals through 2035, contains a palette of potential GHG reduction policies and measures for Tidelands. The reduction measures identified in the CAP include a range of actions related to transportation and land use, energy conservation and efficiency, alternative energy generation, clean transportation, water conservation, and waste reduction.

3.3.2(A)(iii)Jurisdictional Runoff Management Plan

The District's Jurisdictional Runoff Management Plan (JRMP) is a comprehensive and proactive program to help the District address stormwater regulations in a manner that supports the environment and commercial, industrial, maritime, and recreational uses of tidelands. The JRMP's objectives are to improve water quality in the Bay and adjacent receiving waters, minimize the urban runoff discharges from the Tidelands, and improve program management efforts related to urban runoff. Within this program, the District conducts several activities to reduce or eliminate pollutants in stormwater runoff to comply with the requirements of the municipal stormwater permit and to meet the District's objectives. These activities, separately or in combination include, employee training, tenant and public education/outreach, source identification, water quality monitoring, development and implementation of best management practices, inspections, code enforcement, and coordination with adjacent cities.

3.3.2(A)(iv)Regional Harbor Monitoring Program

The Regional Harbor Monitoring Program (RHMP) is a comprehensive effort to survey water and sediment quality and the condition of marine life in order to determine whether beneficial uses are being protected. It is coordinated with the cities of Oceanside and San Diego and the County of Orange. The RHMP evaluates the long-term trends of chemical, biological, and toxicological conditions of the waters, sediments, and marine life to assess contributions and distributions of pollutants and whether the bays and harbors continue to support a healthy biota, as well as recreation and fishing uses.

3.3.2(A)(v)Copper Reduction Program

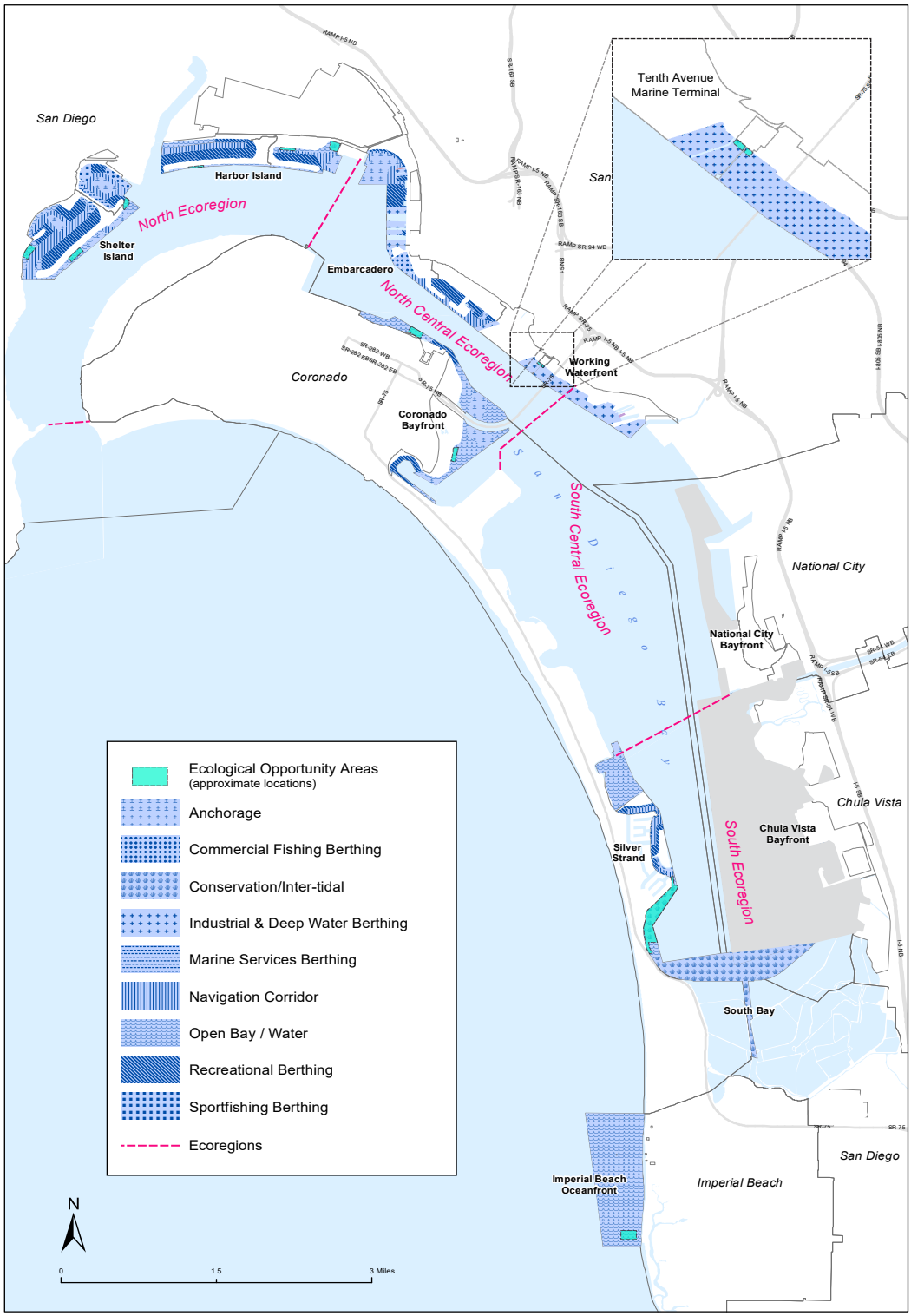
The District has developed a comprehensive copper reduction program that strategically looks at reducing copper levels in the Bay. The program focuses on the largest source contributions and identifies a strategic approach for implementing projects in a manner that achieves regulatory compliance while also balancing economic and public interests. The District's Copper Reduction Program addresses several topic areas: (1) testing and research, (2) hull paint transition, (3) policy development/legislation, (4) education and outreach, and (5) monitoring and data assessment

Although these initiatives represent only a limited selection of the District's environmental efforts, they provide valuable information and recommendations that will help inform and support implementation of this Plan. Many of these plans have been adopted by the District and contain several actions, strategies, and monitoring activities that are being implemented. Implementation of specific measures contained in each document will vary based on the types of programs and implementation measures. The District is committed to its role as an environmental steward and will work to protect the natural resources of Tidelands and implement these important initiatives in concert with the goals, objectives, and policies of this element.

First introduced in the INRMP (see ECO Section 3.3.2(A)i), there are four ecoregions in San Diego Bay: North, North Central, South Central, and South. Within the ecoregions, the District has identified areas for ecological opportunities, such as restoration or shoreline stabilization, particularly for intertidal and subtidal habitats. (refer to Figure 3.3.1, Ecological Opportunity Areas).

Figure 3.3.1 Ecological Opportunity Areas

For illustrative purposes only.



3.3.3 Goals, Objectives, and Policies

ECO GOAL 1

Tidelands that support vibrant and healthy ecosystems

ECO Objective 1.1

Enhance, conserve, restore, and maintain the biodiversity in Tideland areas

ECO Policy 1.1.1 The District shall maintain marine resources in alignment with Section 30230 of the California Coastal Act.

ECO Policy 1.1.2 The District shall prioritize and pursue opportunities for the protection, conservation, creation, restoration, and enhancement of sensitive habitats and State or federally listed coastal species.

ECO Policy 1.1.3 Future development adjacent to conservation areas and other sensitive habitats shall:

a. Be coordinated, sited, and designed to avoid impacts where feasible or where legally required; if avoiding impacts is not feasible, or avoidance is not legally required, mitigate impacts in the following order of preference:
    1. On-site;
    2. In a mitigation bank;
    3. In the same ecoregion with the Bay;
    4. Elsewhere in the Bay; or
    5. In the same watershed of the Coastal Zone;
b. Require biological monitoring as determined by the District and/or the wildlife agencies; and
c. When affecting disturbed sensitive habitat areas, restoration or enhancement must occur to the greatest extent feasible.

Environmentally sensitive areas – Coastal Act Sections 30233 and 30240

Although development may be allowed adjacent to natural open space areas or sensitive coastal habitats with sufficient ecological buffers, only resource-dependent uses are allowed within environmentally sensitive habitat areas pursuant to Section 30240. In addition, the diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of the Coastal Act (refer to Section 30233) and limited to certain uses where there is no feasible less environmentally damaging alternative and where feasible mitigation measures have been provided to minimize adverse environmental effects.

ECO Policy 1.1.4 Development in coastal waters shall be conducted pursuant to California Coastal Act Section 30233.

ECO Policy 1.1.5 Landside development shall establish and maintain ecological buffers of 100 feet between the landside development and a saltmarsh wetland to preserve and protect the wetland habitat for the anticipated life of the development. The precise width of the buffer is to be based on the location, type of habitat, and quality of habitat. Exceptions to the width of ecological buffers are as follows:

a. A reduced buffer to a minimum of 50 feet may be allowed pursuant to a site-specific analysis in coordination with the wildlife agencies. The site-specific analysis may include evaluation of current habitat that is degraded, nonfunctioning, of poor quality; or located immediately adjacent to existing development; or

b. An ecological buffer shall not be required for wetland areas in an urbanized area if such buffer would cause displacement or removal of existing development.

ECO Policy 1.1.6 Development within wetland buffers is limited to minor passive recreational uses, such as outlooks, and/or spur-trails, with fencing, or other improvements deemed necessary to protect the habitat, and should be located in portions of the buffer area farthest from the habitat (e.g., upper (upland) half of the buffer area). Minor encroachments of ecological buffers are also allowed if located next to an existing development.

ECO Policy 1.1.7 Development adjacent to habitat areas occupied by threatened or endangered species shall be in compliance with the federal and California Endangered Species Acts and shall be implemented to protect the health and survival of the species.

ECO Policy 1.1.8 Development shall integrate drought-tolerant species native to the San Diego County coastal zone as a part of landscaped areas.

ECO Policy 1.1.9 Planting of invasive plant species shall be prohibited in landscaped areas. Development that contains landscaped areas with existing invasive species shall not continue to maintain these invasive species and shall prepare a plan to remove the invasive species.

ECO Policy 1.1.10 Development above the water or adjacent to sensitive habitat areas should use ecologically sensitive lighting that is shielded and directed away from the water or sensitive habitat areas, sensor activated, and of the lowest possible color temperature that also meets public safety requirements.

ECO Policy 1.1.11 The District shall encourage the use of biologically engineered stormwater solutions to prevent degradation of coastal wetlands and marine ecosystems, and to reduce stormwater pollution to the Bay.

ECO Policy 1.1.12 Science-based management practices shall be used on Tidelands to guide water, sediment, and natural resource decisions.

Science-based management

Science-based management includes a suite of programs, conditions, or criteria to protect and enhance ecosystems. Examples include:

- Researching opportunities to enhance and expand the extent of eelgrass and wetlands;
- Restoring and creating wetlands;
- Establishing new mitigation banks for eelgrass, wetlands, or other sensitive habitat types;
- Conducting biological surveys;
- Evaluating the health of marine ecosystems and marine life;
- Guiding water and sediment studies;
- Implementing shellfish and seaweed aquaculture; and
- Enhancing fisheries.

ECO Policy 1.1.13 The District shall identify locations throughout the Bay that could support habitat enhancement, restoration, creation, and protection to benefit sensitive habitats and State and federally listed species. After specific locations are identified, the District shall:

a. Explore opportunities for specific restoration, enhancement, and mitigation banking projects in these areas;

b. Coordinate with resource agencies and regulatory agencies to permit projects that provide multiple benefits to Tideland areas.

ECO Policy 1.1.14 Strive to achieve a net increase of wetland habitat acreage throughout the Bay from certification of this Plan.

ECO Policy 1.1.15 The District shall identify various ecological opportunity areas within water use designations that have shallow subtidal or intertidal habitat that may benefit from additional restoration or enhancement, or additional nature-based shoreline solutions including shoreline stabilization. (refer to Figure 3.3.2 Ecological Opportunity Areas for an identification of approximate locations for initial ecological opportunity areas).

The ecological opportunity areas identify approximate locations for potential shallow subtidal and intertidal habitat restoration, creation, or enhancement. An example of shallow subtidal habitat restoration, creation, or enhancement includes sediment augmentation to support eelgrass, and an example of intertidal habitat restoration, creation, or enhancement includes living shorelines, such as a native oyster reef. The ecological opportunity areas may also support other nature-inspired solutions that would improve the adaptive capacity and ecological benefit of the adjacent shoreline with a co-benefit of protecting coastal uses, particularly along shorelines that are armored under baseline conditions. The ecological opportunity areas identified in Figure 3.3.2 are approximate locations and sizes, and through the lifetime of this Plan, more areas may be identified. Figure 3.3.2 Ecological Opportunity Areas illustrates a "snapshot in time" as of certification of this Plan for an initial identification of these ecological opportunity areas.

Future ecological opportunity areas may include, but are not limited to, locations that: may presently or are projected to be suitable for habitat restoration, creation, or enhancement; may be suitable for nature-based shoreline solutions that can provide climate resiliency for adjacent uses while also providing environmental benefits; or may be suitable for innovative, habitat-friendly pilot projects. Future ecological opportunity areas may be identified based on available relevant information or data, including but not limited to, natural resource surveys or monitoring reports, climate vulnerability assessments, and stakeholder engagement

Conservation Intertidal and Conservation Open Space water and land use designations are described in the Water and Land Use Element.

Wetland Enhancement Opportunities

Identify wetland and subtidal areas to be used for future opportunities for enhancement, restoration projects, mitigation banking, and nature-based solutions to address sea level rise impacts or compatible shellfish and seaweed aquaculture uses.

- Example priority areas for wetland enhancement include:
- Disturbed and vacant areas;
- Former industrial areas (e.g., salt ponds); and
- Areas that provide opportunities to restore ecological function back to Tideland areas
- And create vibrant and healthy ecosystems

ECO Policy 1.1.16 The District shall provide information to the public about the water quality risks associated with invasive species and about measures to avoid and reduce the spread of invasive species.

Invasive Species

Marine invasive species disrupt the balance of natural ecosystems by consuming or competing with native plants and animals, altering biogeochemical cycles, and reducing native biodiversity. They also threaten commercial, industrial, recreational, and agricultural activities. The following invasive species may appear in the Bay:

Plants

- Cajeput tree, *Melaleuca quinqunervia*
- Oriental cattail, *Typhus orientalis*
- Cordgrass, *Spartina densiflora*, *S. anglica*, and *S. alterniflora*
- Japanese eelgrass, *Zostera japonica*
- Caulerpa, *Caulerpa taxifolia* and *Caulerpa prolifera*

Animals

- African clawed frog, *Xenopus laevis*
- Green crab, *Carcinus maenus*
- Chinese mitten crab, *Eriocheir sinensis*
- Asian clam, *Potamocorbula amurensis*
- Copepod, *Pseudodiaptomus marinus*
- Calanoid copepod, *Tortanus dextrolibotus*
- Mysid shrimp, *Acanthomysis sp.*

Source: INRMP September 2013

ECO Policy 1.1.17 The District shall prioritize the use of nature-based solutions composed of natural or sustainable materials that increase shoreline biodiversity and coastal resiliency, including but not limited to living shorelines and wetland and coastal habitat restoration, where feasible and applicable.

Refer to *SR Goal 3 (Chapter 3.4, Safety and Resiliency Element)* for additional policies related to coastal hazards, including sea level rise and adaptation strategies.

ECO Policy 1.1.18 Coastal flooding adaptation strategies or other natural resource management practices shall be implemented to protect coastal habitats and ecosystem function under a range of future sea level rise and climate change scenarios.

ECO Policy 1.1.19 Support creative and innovative solutions to improve the resiliency of the Bay's marine ecosystems and the biodiversity within Tidelands.

ECO Policy 1.1.20 Restoration of historic losses of natural habitat acreages may be, to the extent feasible, part of the sea level rise adaptation and mitigation strategies.

ECO Policy 1.1.21 The District shall maximize habitat connectivity and continuity for intertidal and subtidal habitats within the Bay particularly for those areas that provide habitat and nursery areas for estuarine and marine species.

ECO Policy 1.1.22 The District shall strive to conserve and enhance intertidal and subtidal habitat in an effort to reduce fragmentation, improve habitat functionality and create a connected network of intertidal and subtidal habitat throughout Tidelands.

Coastal Habitat Adaptation Strategies

The District recognizes the importance of new conservation adaptation strategies that conserve unique coastal habitats and the high biodiversity they support. The following adaptation strategies may be implemented:

- Living shorelines;
- Beneficial reuse of sediment and sand replenishment;
- Use eco-friendly building materials such as bio-enhancing concrete or other nature-based solutions;
- Wetland and other coastal habitat restoration; and
- Maintenance and expansion of coastal habitats with resilient habitat types, including transitions to more naturalized shorelines when compatible with adjacent uses.

Use of these strategies can also be informed by science-based management practices as described earlier in this element.

Refer to *Chapter 3.4 Safety and Resiliency Element, Goal 4* for policies about adaptive management on Tidelands.

ECO Policy 1.1.23 The District shall pursue opportunities to create, preserve, enhance or restore intertidal and subtidal habitats in areas that have historically been impacted by development.

Eelgrass resources in the Bay comprise approximately 2600 acres of eelgrass found in Southern California (U.S. Navy 2020). Eelgrass habitat provides important physical and biological functions, including enhanced water clarity, increased sediment stabilization, and important nursery habitat for juvenile fish

ECO Objective 1.2

Create biodiverse ecosystems

ECO Policy 1.2.1 In cooperation with regional, State, and federal resource agencies, the District shall develop a mitigation credit program, subject to agency approval, to improve habitat quality and compensate for unavoidable wetland losses through the protection, restoration, and creation of wetland habitats as follows:

a. The mitigation credit program may consist of the creation of, or use of mitigation banks, in-lieu fee programs, eelgrass mitigation areas or other mitigation offset measures on Tidelands. With respect to future and existing mitigation credits, use of credits shall be given priority in the order listed below for the following types of development:
   1. District led and initiated development on Tidelands;
   2. Coastal-dependent development on Tidelands by a third-party applicant;
   3. Coastal development on Tidelands that provides a public benefit; or
   4. Other development.

   Credits derived from restoring tidally influenced habitat shall first be used to mitigate impacts on tidally influenced waters or wetlands, when feasible.

b. As part of the application process to use such credits, third-party applicants must demonstrate that they have used good-faith efforts to minimize development impacts, and, to the extent feasible, mitigate within the same development site. After demonstration of a mitigation need, applicants shall pay a fee for use of credits as established by the District. District approval is required for the right to use any of the credits.

Mitigation ratios and approach

The determination of what constitutes appropriate mitigation is determined on a case-by-case basis depending on the values and functions of the resource that will be affected. Mitigation ratios for impacts on sensitive coastal habitats and species generally are determined based on the type of habitat, location, and quality of habitat being affected. Required mitigation ratios are also based on site-specific survey data and the best available science at that the time the impact is assessed and evaluated.

As an example, mitigation ratios may be based on factors related to (1) the time necessary for a mitigation site to reach functional value and (2) the need to offset any productivity losses during the establishment period. Exceptions to standard ratios may be allowed when the impact is temporary. Historically, mitigation ratios for loss of Waters of the U.S. and Waters of the State are typically mitigated at a minimum one-to-one ratio. Mitigation ratios may also fluctuate based on seasonal influences and the abundance and diversity of habitat at the time of the impact. The California Department of Fish and Wildlife (CDFW) will evaluate the adequacy of ratios at the time the project applicant formally submits a streambed notification package to the Lake and Streambed Alteration Program. The ratios will be based on biological values found on site and current best available science. CDFW recommends that higher ratios also be used for habitats that are occupied by sensitive species.

Mitigation banks

A mitigation bank can be used to protect, restore, and create wetland, intertidal, and shallow subtidal habitats and eelgrass. Credits would be established to compensate for unavoidable wetland losses, with a long-term goal of increasing the quality and abundance of wetland, intertidal, and shallow subtidal habitats and eelgrass. Purchase of mitigation bank credits must occur in advance of development, when the compensation cannot be achieved at the development site or would not be as ecologically beneficial. Mitigation banking assists in the consolidation of small, fragmented wetland mitigation projects into large, contiguous habitat with much higher wildlife habitat values. Mitigation banks are generally approved by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, National Marine Fisheries Service, California Coastal Commission, and Regional Water Quality Control Board and should be coordinated with State Water Resources Control Board wetlands permitting procedures adopted in 2019.

ECO GOAL 2

Clean, healthy waters and landside areas

ECO Objective 2.1

Protect and enhance water quality to support swimmable, fishable, and biologically productive waters

ECO Policy 2.1.1 The District shall prioritize and pursue opportunities for the protection and enhancement of water quality.

ECO Policy 2.1.2 The District shall maintain water quality in alignment with California Coastal Act Section 30231.

ECO Policy 2.1.3 Waste management strategies shall be implemented throughout Tidelands, including as part of development, with a focus on reducing trash entering waterways.

ECO Policy 2.1.4 Aquaculture, as interpreted by the California Department of Fish and Wildlife, is encouraged in Tidelands areas using species and sustainable practices in accordance with California Department of Fish and Wildlife processes and that do not degrade surrounding natural resources and minimize substantial environmental impacts. Future aquaculture operations may be subject to additional regulatory requirements, such as project- or site-specific monitoring and reporting.

For the definition of "aquaculture," please refer to the Glossary. The California Department of Fish and Wildlife plays an important role in wildlife and fishery management programs, study of wetlands, and aquaculture, as identified in Section 30411 of the CCA.

For more information about aquaculture and marine technology, refer to *ECON Goal 3 (Chapter 3.6, Economics Element)*.

ECO Policy 2.1.5 The District shall continue to conduct, or require permittees to conduct, long-term monitoring of water, sediment, eelgrass, birds, and marine life in the Bay.

ECO Policy 2.1.6 The District shall implement initiatives to reduce copper loads from recreational vessels to protect marine life in and around the Bay.

ECO Policy 2.1.7 The District shall encourage the use of alternative, non-copper-based antifouling paints.

ECO Policy 2.1.8 In-water hull cleaning of copper-based antifouling paints shall be conducted in a manner that does not cause or contribute to a condition of nuisance or water quality impairment.

ECO Policy 2.1.9 Sewerage pump out facilities shall be accessible and available for use by the public either in fixed locations or through a mobile pump out service.

ECO Policy 2.1.10 Sewerage pump out facilities shall be required in new recreational marina developments.

ECO Objective 2.2

Improve fill, soil, and sediment quality

ECO Policy 2.2.1 The District shall prioritize and pursue opportunities for the protection and enhancement of sediment quality.

ECO Policy 2.2.2 Remediation and restoration efforts shall be implemented in a manner that maximizes ecological benefits, including water quality, ecosystems, and the public use of Tidelands in a manner consistent with the Port Act.

ECO Policy 2.2.3 Development shall not result in degradation beyond regulatory or legal limits for fill, soil, and sediment quality and shall minimize exposure of adjacent communities to fill, soil, and sediment-based environmental contamination. Also, refer to *ECO Policy 2.3.3*.

ECO Policy 2.2.4 Through CDPs issued by the District, permittees shall, to the extent feasible and as allowed by regulations, promote beneficial reuse of safe and clean dredged sediments or other potential sediment sources to be used to restore, enhance, and create wetlands and eelgrass habitat, consistent with California Coastal Act Section 30233(b).

Clean sediment from dredging operations may be applied to Tideland beaches or wetland areas, where needed and with required regulatory agency approval, as a sea level rise adaptation strategy or natural resource management practice.

California Coastal Act Section 30233 Diking, filling or dredging; continued movement of sediment and nutrients

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for these purposes to appropriate beaches or into suitable longshore current systems.

ECO Objective 2.3

Prevent pollution from entering the Bay

ECO Policy 2.3.1 Owners and operators of stormwater conveyances on Tidelands shall comply with the municipal stormwater permit (MS4) and other legal requirements to minimize pollution impacts in the Bay.

ECO Policy 2.3.2 Educational information shall be provided to the public and tenants regarding natural resources protection, runoff or increased runoff flows, and pollution prevention measures to minimize or reduce impacts on water and sediment quality.

ECO Policy 2.3.3 In the event proposed development disrupts shoreline fill or Bay sediment, the development project shall remove the contaminated fill or appropriately contain and remediate the fill in a manner consistent with applicable requirements.

ECO Policy 2.3.4 Permittees shall implement measures to prevent pollution impacts and adverse impacts from runoff flows from all development and maintenance activities.

ECO Policy 2.3.5 Development projects located in areas identified as impaired under Section 303(d) of the Clean Water Act shall implement measures to protect and improve water quality.

Clean Water Act: Impaired Waters

The EPA provides regulatory direction regarding impaired waters as follows:

> *The goal of the Clean Water Act (CWA) is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters" (33 U.S. Code Section §1251[a]). Under Section 303(d) of the CWA, states, territories and authorized tribes, collectively referred to in the act as 'states,' are required to develop lists of impaired waters. These are waters for which technology-based regulations and other required controls are not stringent enough to meet the water quality standards set by states. The law requires that states establish priority rankings for waters on the lists and develop Total Maximum Daily Loads (TMDLs) for these waters. A TMDL includes a calculation of the maximum amount of a pollutant that can be present in a waterbody and still meet water quality standards.*

ECO GOAL 3

Clean air for a healthy environment and healthy communities

ECO Objective 3.1

Reduce levels of toxic air contaminants and criteria pollutants

ECO Policy 3.1.1 Permittees shall implement programs and activities that reduce exposure to toxic air contaminants and criteria air pollutants in and adjacent to Tidelands.

Refer to *EJ Goal 3 (Chapter 3.5, Environmental Justice Element)* for additional policies related to clean air programs with respect to disadvantaged communities.

In addition to the air quality policies in this Plan, the District is involved in State, regional, and local collaborative efforts to address air pollution issues in the San Diego region. For example, the District participates in the AB 617 Community Emission Reduction Program (CERP) for the Portside Community (refer to the Environmental Justice Element for background on AB617). The District is a member of the local AB617 Steering Committee as well as its four subcommittees (CERP, Port, Land Use, and Trucks). The San Diego Air Pollution Control District (SDAPCD) is responsible for implementing the Portside Community's AB 617 Program and relies on the AB 617 Steering Committee to help guide its efforts. The AB 617 Steering Committee includes 28 members, half of which are local community residents. The remaining members include representatives from public agencies, industry, non-governmental organizations, public health experts, and other pertinent stakeholders.

On October 12, 2021 the District adopted the Maritime Clean Air Strategy, which sets specific emissions reduction goals and objectives for seven maritime source on Tidelands: cargo handling equipment, commercial harbor craft, District fleet, ocean going vessels, shipyards, trucks, and rail. The goals and objectives focus on the feasibility of different strategies based on various regulatory, technical, and economic considerations. In addition to the focus on reducing emissions from seven maritime sources, the MCAS also addresses public health, environmental justice, and equity. The MCAS is a living document that will be updated in accordance with new regulations and future advances in emerging technologies.

This Plan establishes specific goals, objectives, policies, and standards to direct future development, facilitate a diverse range of uses and activities, and provide a broad range of proposed public improvements. While the MCAS is not part of this Plan, within Chapter 3, Elements, this Plan establishes Baywide goals, objectives, and policies intended to be implemented throughout the lifetime of the Plan, on topics such as air quality, public access, and environmental justice. While many of these Baywide goals, objectives, and policies are in alignment with the goals and objectives identified in the MCAS, the MCAS is a more agile document that is easier to adapt to changing State requirements and new technology, and to address the urgency and specificity of these topics.

In addition, the goals, objectives, and policies in this Plan are complementary to and supportive of the air pollution reduction goals and objectives established in other local and regional plans, such as the CERP and the MCAS.

ECO Policy 3.1.2 Permittees shall implement clean air action measures, which may include:

a. Efficient buildings design features;
b. Vehicles, vessels, and advanced technologies powered by alternative fuels or electric powered;
c. Parking management programs;
d. Alternative transportation programs;
e. Energy efficient lighting; and
f. Native tree planting and landscaping.

ECO Policy 3.1.3 In cooperation with regional, state, and federal agencies, the District shall advance maritime clean air strategies to help improve local air quality.

ECO Policy 3.1.4 Permittees shall implement infrastructure and clean vessel technologies, for both in-transit and while at-berth, such as advancing alternative fuels and expansion of marine terminal electrification, when applicable.

ECO Policy 3.1.5 The District shall explore financing programs in coordination with regional, State, and Federal partners to implement recommended clean air measures.

For Baywide policies related to GHG reductions, refer to *SR Goal 3 (Chapter 3.4, Safety and Resiliency Element)*.

ECO GOAL 4

Collaborative stewardship for the ecological health of San Diego Bay

ECO Objective 4.1

Partner with regional agencies on shared priorities

ECO Policy 4.1.1 The District shall establish and continue partnerships and collaboration with key agencies and stakeholders, including the U.S. Navy and U.S. Fish and Wildlife Service refuges, adjacent disadvantaged communities, relevant indigenous communities and tribes, and other stakeholders to enhance conservation, protection, and restoration of natural resources in and around the Bay and Tidelands. These partnerships may include combining resources and identifying complementary programming and policies to be implemented to improve the ecology of the Bay.

ECO Policy 4.1.2 The District shall coordinate watershed planning, pollution prevention, and stormwater program implementation with other partner agencies and jurisdictions.

ECO Policy 4.1.3 The District shall establish and continue partnerships with regulatory agencies, research institutions, private parties, and nongovernmental organizations (NGOs) to improve water quality in the Bay and promote public awareness and understanding of water quality issues.

ECO Policy 4.1.4 The District shall engage with regulatory agencies on coastal resiliency measures to address potential future environmental stressors, such as seawater intrusion, habitat conversion, and ocean acidification.

For other Baywide policies related to climate and coastal resiliency, refer to *SR Goal 3 (Chapter 3.4, Safety and Resiliency Element).*

ECO Policy 4.1.5 The District shall engage with regional and State partners to advance the development of statewide clean air goals and regulations to improve air quality.

ECO Objective 4.2

Increase awareness about the ecology of Tidelands

ECO Policy 4.2.1 The District shall establish and continue environmental education programs to increase public understanding and appreciation of Tidelands' and the Bay's natural resources and how to protect them.

For additional policies in support of environmental education, refer to *EJ Goal 2 (Chapter 3.5, Environmental Justice Element).*

CHAPTER 3.4

Safety and Resiliency Element

SR

3.4.1 Purpose

The Safety and Resiliency Element establishes goals, objectives, and policies to ensure that the District is prepared to respond to natural and human-caused hazards and fulfill its responsibilities to protect and maintain critical infrastructure, public assets, and coastal access. The focus of this element is public safety and security, emergency preparedness and recovery, and climate resiliency. This element highlights the District's commitment to safety and resiliency throughout Tidelands by:

- Creating and maintaining safe access to and within Tidelands and the Bay;
- Enhancing safety and security features through design and use of the public realm and development;
- Collaborating with adjacent jurisdictions and other partners within the region to effectively mitigate, prepare for, respond to, and recover from emergencies; and
- Applying an adaptive management approach to mitigate, prepare for, respond to, and recover from human-caused and natural hazards through an iterative cycle of planning, monitoring, evaluating, and adapting.

These concepts are reflected in the Safety and Resiliency Element's three goals and the objectives and the policies. This element also supports key actions contained in the District's and regional emergency management plans and the State of California disaster plans.

3.4.2 Background

Tidelands are potentially exposed to a range of hazards that may affect safety, damage or destroy public and private property, harm ecosystems, or disrupt operations. These potential hazards can be categorized into two broad categories: natural hazards and human-caused hazards. Both hazards can cause impacts on people, infrastructure, and the environment. The goals and objectives in this element draw from regulations contained in the Coastal Act and the Port Act and the District's role as a steward of public lands.

The Coastal Act (Section 30001.5) includes policies to "protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources," as well as "maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners." The Coastal Act also states that "to promote the public safety, health, and welfare, and to protect public and private property, wildlife, marine fisheries, and other ocean resources, and the natural environment, it is necessary to protect the ecological balance of the coastal zone and prevent its deterioration and destruction" (Section 30001). Section 4 of the Port Act also states that the District may use the powers and authority granted through the statute to "protect, preserve, and enhance physical access to the water and the natural resources of the [San Diego] Bay, including plant and animal life."

3.4.2(A) Public Safety and Security

The policies in this element support the goal of "Safe and Secure Tidelands" to bolster safe access and use of Tidelands, enhance security, and promote a "whole-port" community approach. Public safety and security are a key focus of this element given the importance of keeping the people who visit and work within Tidelands safe and protected from potentially hazardous conditions.



The Whole Port Approach

Promoting partnerships and regional collaboration through a "whole-port approach" is essential to advancing safe and resilient Tidelands. To better prepare the region for an emergency, the District coordinates with adjacent jurisdictions, regional, State, federal agencies and private industry partners on emergency preparedness and response, public safety, and hazard resiliency. The District advances and supports this "whole-port" approach which establishes a unified method for communication, planning, and responding to emergency situations.

3.4.2(A)-I Public Safety and Security Services on Tidelands

The District's Harbor Police Department (HPD) provides public safety services throughout Tidelands. The District is also subject to State and federal agencies and statutes that regulate the safety of the maritime industry and navigable waters. Through its Strategic Port designation, the District coordinates with the U.S. Department of Defense to ensure that critical port infrastructure can service military vessels if they are mobilized during a national emergency.



For more information on the District's Strategic Port designation, refer to *ECON Goal 2 (Chapter 3.6, Economics Element)*.

Harbor Police Department

The District implements public safety measures through HPD and its vision and mission. Its vision is to be the global leader in maritime and aviation public safety, and its mission is to provide the highest quality public service through crime prevention, homeland security, and quality of life for its communities.

Section 55 of the Port Act authorizes the District to establish and maintain a harbor police and harbor fire protection system throughout Tidelands. It specifies the authority of the District with respect to the harbor police system, including making and enforcing rules and regulations for the use of navigable waters and all Tidelands throughout the District's jurisdiction; regulating the anchoring, mooring, towing, and docking of all vessels; and employing necessary peace officers. HPD's services include maritime firefighting, both on and over water, and patrol operations on the Tidelands. HPD is also the contracted public safety agency at the San Diego International Airport.

HPD preserves the safety of the community and resources by collaborating with adjacent jurisdictions (Chula Vista, Coronado, Imperial Beach, National City, and San Diego). Pursuant to Section 55 and Section 60 of the Port Act, the District may contract with adjacent jurisdictions to provide harbor police and fire protection services and may adopt any police, fire, and sanitary regulations of these jurisdictions in the absence of its own equivalent regulations. Moreover, the District has a practice of participating in standing Mutual Service Agreements with the five adjacent jurisdictions. These agreements memorialize commitments for the District and HPD to provide law enforcement, fire services, emergency medical services, and other emergency services on Tidelands and within the boundaries of each adjacent jurisdiction if an emergency occurs.

Homeland Security

The District's jurisdiction includes significant critical infrastructure that is paramount to the region's economy. The District works in close collaboration with regional, State, and federal government partners, in addition to private sector stakeholders, to protect Tidelands from potential human-based threats. It has developed, as well as coordinates, directs, implements, and leads, an integrated Homeland Security Program, in partnership with organizational and regional stakeholders. The District's Homeland Security Program emphasizes prevention, readiness, response, recovery, and business continuity. Through this program and these efforts, the District enhances the overall safety and security of Tidelands and critical infrastructure.

Port/Security Regional Security Strategy

On July 15, 2003, the BPC adopted the Port/Security Regional Security Strategy whereby agencies within San Diego County would take the lead within their respective jurisdictions and spheres of influence to secure their infrastructure. The Port/Security Regional Security Strategy states that all regional security efforts are to be implemented in a coordinated manner. To accomplish this, agencies work together to identify security threats, risks, and preparedness shortfalls and jointly develop potential solutions to mitigate them. This coordinated approach places strategic leadership at both the District and regional levels and allows for the leveraging of critical regional assets, resources, and partnerships in integrated response and recovery efforts.

3.4.2(B) Emergency Preparedness and Recovery

Tidelands are subject to natural and human-caused hazards and disasters; therefore, planning and preparing for these hazards is a priority for the District. The natural disasters and hazards the District may face, such as an earthquake or sizable fire, will most likely occur without notice. Human-caused hazards and disasters can be the result of human action or inaction, such as an accident, error, or intentional event, and may also occur with or without notice.

The District already has prepared plans, in coordination with regional partners, to assure adequate emergency response and recovery in the event of a natural or human-caused disaster, as described below:

> *The District has implemented an Emergency Operations Plan (EOP) that addresses the District's responsibility during a sizable emergency to include key decision makers, an emergency organizational structure, and the Emergency Operations Center activation. The EOP also outlines regional collaboration expectations and responsibilities throughout the District. The EOP also provides an overview of hazards and risks that may occur on Tidelands.*
>
> *The 2016 Port of San Diego Maritime Emergency Restoration Plan lays out the process to coordinate with government and commercial entities to efficiently re-open the District following its official closure or partial closure by the U.S. Coast Guard Port Captain due to an imminent or credible threat, sustained threat, or disaster.*

The policies that support this objective are focused on establishing, maintaining, and updating emergency response and recovery plans to assure that the District is adequately prepared to respond to and recover from a disaster.

3.4.2(B)-I Potential Hazards

Natural hazards that can impact Tidelands include fire, sea level rise (SLR) and flooding, and seismic hazards. Flooding is a significant threat and can result from onshore precipitation and offshore events from high tides, storm surge, wave run-up and overtopping, tsunami, or projected increases in sea level. The District may also be susceptible to seismic events, such as earthquake fault ruptures, seismic shaking, liquefaction, and subsidence. Although increased fire risk and SLR have been attributed to increased GHG emissions and climate change, this element classifies them as natural hazards.

Human-caused hazards are events that directly occur as the result of human action or inaction. Some of these hazards occur as a result of incidental human activity, error, or accident, whereas others may result from planned events.

Fire Hazards

California is at high risk for wildland fires due to higher temperatures, seasonal dry winds, and ecological changes; however, because of their waterfront location and the urban character throughout the District, Tidelands are not at a particularly high fire risk. Although wildfires are not likely to occur directly on Tidelands, significant ash and smoke accumulation has occurred from historical and sizable fires in San Diego County, notably in 2003 and 2007.

Coastal Hazards

Coastal access, Tideland facilities, critical infrastructure, and natural resources throughout Tidelands are potentially vulnerable to damage due to flooding and inundation, which can result from or be exacerbated by SLR. A flood occurs when excess precipitation or storm surge accumulates on and/or overflows onto the shoreline. Several factors determine the severity of floods, including precipitation levels, tides, wave run-up, and the intensity and duration of storm events, especially during peak high tides and seasonal storms (including tropical storms). Locally, storm-related flooding can be intensified when coupled with dynamic atmospheric rivers that can transport water vapor vast distances across the Pacific Ocean and then release it as precipitation on Tidelands. Projected increases in SLR may also increase the intensity, frequency, and duration of coastal flooding events. Other coastal impacts resulting from SLR may include shoreline erosion, groundwater rise, and saltwater intrusion.

Seismic and Geological Hazards

The Rose Canyon Fault Zone, designated by the California State Geologist, passes through Tidelands in a general north to south manner on the eastern edge of Planning District 2 and in a northeast to southwest manner through Planning Districts 3, 4, and 10. Although this fault has been relatively inactive in the recent past, it is predicted to be capable of generating a magnitude 6.5 or greater earthquake. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures built for human occupancy by regulating most development projects within earthquake fault zones. Additionally, the California Building Standards Code identifies restrictions for new buildings (including placement) and improvements that may be impacted by seismic or geologic hazards. All development is required to meet related State of California seismic and geologic requirements.

Updated every three years since 1989, the California Building Standards Code outlines the rules related to construction for new and existing properties in the State of California. All occupancies in California are subject to codes adopted into Title 24, in addition to amendments adopted by other State agencies and ordinances implemented by local jurisdictions' governing bodies

The District is also included in the Southern California Catastrophic Earthquake Response Plan and the 2019 Update to the San Diego-Tijuana Earthquake Planning Study. The study is a collaborative effort by the Earthquake Engineering Research Institute; Structural Engineers Association of San Diego; University of California, San Diego; and Centro de Investigación Cientifica y de Educación Superior de Ensenada. It assessed potential regional socioeconomic consequences of an earthquake scenario originating from the Rose Canyon Fault.

Technological Incidents and Other Human-Caused Disasters

A technological incident or disaster is an event caused by a malfunction of a technological structure and/or human error in controlling or handling technology. Examples may include a disabling incident (purposeful or unintentional) on the District's information technology systems.

In addition to technological incidents, other hazards or disasters that could be caused by human action or inaction include, but are not limited to, maritime hazards, such as boating accidents vessel fires, or release of hazardous materials; transportation hazards, such as vehicular or train accidents; or civil disturbances.

3.4.2(C) Climate Resiliency

Climate resiliency is a key focus of this element as the District must continue to address changing climate conditions and protect assets such as critical infrastructure, coastal-dependent development, coastal access, and natural resources. Avoiding or reducing the impacts of climate change and adapting to evolving conditions are necessary to protect existing operations and future development on Tidelands.

3.4.2(C)-I Reducing Greenhouse Gas Emissions

Increased GHG emissions and energy consumption are known contributors to the accelerating rate of climate change. Thus, to mitigate or lessen the overall impacts of climate change throughout Tidelands, the District has advanced GHG reduction programs and policies, as well as implemented sustainable development, renewable energy deployment, energy conservation, water conservation, waste management, and other responsible business practices.

In 2013, following State guidance and targets established by Assembly Bill 32, the District became the first port in California to adopt a Climate Action Plan (CAP). The CAP identifies initial GHG reduction goals through 2035 and a palette of potential GHG reduction policies and measures, which were selected to reduce GHG emissions generated from Tidelands' activities. The GHG reduction measures identified in the CAP include a range of actions related to transportation and land use, energy conservation and efficiency, alternative energy generation, clean transportation, water conservation, and waste reduction.

3.4.2(C)-II Adapting to Sea Level Rise

Much of Tidelands is within the coastal zone, and the impacts from SLR, including, but not limited to flooding, storm surge, and shoreline erosion may affect the District and its tenant's operations. At the State level, various resource management agencies have made coastal resiliency and SLR adaptation a priority across California. The California Office of Emergency Services and the Ocean Protection Council have released science and guidance documents that describe best available science for modeling projected impacts from SLR and how to respond and adapt to these impacts. The CCC has also published SLR guidance, based on the State's best available science, for coastal jurisdictions to consider when addressing SLR in coastal zone planning and regulatory actions, such as Local Coastal Programs, port master plans, and coastal development permits. The CCC guidance is not a regulatory code; however, it is used to assist agencies with jurisdiction in the coastal zone, including the District, when updating their coastal plans.

In 2013, the California Legislature passed Assembly Bill 691 (codified as California Public Resources Code, Section 6311.5), which required local trustees of Public Trust lands to prepare and submit to the State Lands Commission an assessment of how the local trustee proposed to address projected SLR. The legislation also states that addressing the impacts of SLR for legislatively granted Public Trust lands shall be among the management priorities of a local trustee. The District's assessment, submitted on June 26, 2019, includes an analysis of projected SLR on Tidelands, maps showing areas affected under various SLR scenarios, and strategies the District could use to protect and preserve existing and proposed natural resources and the built environment. Importantly, the District's assessment also established an adaptive management framework whereby the District will address SLR and other climate change impacts through an iterative cycle of informing, monitoring, evaluating, and implementing.

3.4.2(C)-III Adaptive Management Framework

The District proposes an adaptive management approach to address projected SLR, defined as "a process of iteratively planning, implementing, and modifying strategies for managing resources in the face of uncertainty and change" (Fifth Assessment Report of the United Nations Intergovernmental Panel on Climate Change, 2014). Adaptive management is not a new scientific concept and the District already utilizes it for many of its environmental management programs. Extending the adaptive management approach to coastal resiliency will allow the District to form strategies that help to reduce the risks associated with projected coastal hazards that may occur due to SLR, temporary coastal flooding, and increased frequency of storm events, as new information regarding climate science and/or techniques emerge. The District's Adaptive Management Framework (refer to *Figure 3.4.1, Adaptive Management Framework*) is composed of three stages: (1) A Vulnerability Assessment; (2) Adaptation Planning; and (3) Strategy Implementation. This framework promotes an iterative, cyclical process whereby each stage can be continually improved as new information is collected and integrated.

In line with the District's commitment to support a healthy and resilient environment for disadvantaged communities, equity and environmental justice are important considerations when applying the adaptive management framework

Refer to SR Policy 3.2.3 for more information on how environmental justice is incorporated into the District's adaptation planning.

Refer to *Chapter 3.5, Environmental Justice Element* for more information on environmental justice and associated goals, objectives, and policies.

3.4.2(C)-IV Adaptation Strategies

The term "adaptation" is commonly used when planning for projected SLR because of the inherent uncertainty of predicting future sea level changes. Adaptation strategies are used to reduce risks of projected SLR inundation and coastal flooding from storm events and need to be proactively planned and require flexibility in their implementation to adjust to changing conditions. These strategies are used for various water or land uses, assets, development, coastal habitat areas, and other sites to help those areas adapt, and adaptation strategies can be planned for and applied over time as coastal conditions change.

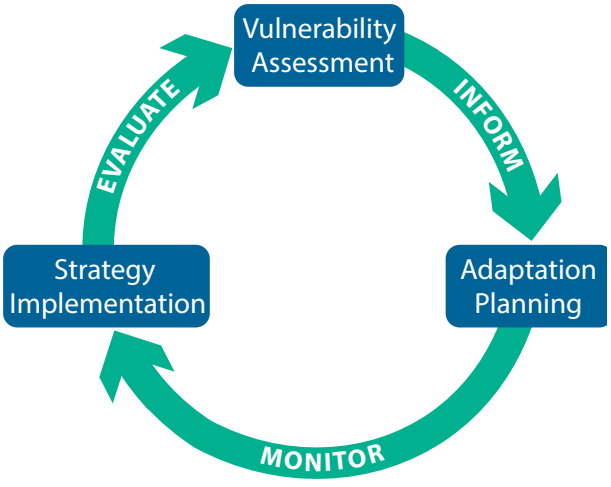


Figure 3.4.1 Adaptive Management Framework

For illustrative purposes only.

3.4.3 Goals, Objectives, and Policies

SR GOAL 1

Safe and secure Tidelands

SR Objective 1.1

Establish and maintain safe access to, from, and throughout Tidelands

SR Policy 1.1.1 The District shall require the planning, designing, and implementation of physical access to development sites. In the event that a site is not considered fully safe, a portion of the site (e.g., a viewpoint) shall provide public access.

SR Policy 1.1.2 The District and tenants within industrial facilities, including but not limited to, marine terminals and shipbuilding and repair facilities shall continue to plan, design, and implement suitable public safety measures for military movements and homeland security operations, which may limit public access.

SR Policy 1.1.3 The District shall coordinate with regional transportation agencies to design shared infrastructure that meets emergency needs, including evacuation, such as evacuation for post-seismic events and tsunamis.

SR Policy 1.1.4 Third parties may be required to maintain navigation corridors, in coordination with the U.S. Army Corps of Engineers, subject to the discretion of the BPC.

For sediment management and water quality policies, refer to *ECO Goal 2 (Chapter 3.3, Ecology Element).*

SR Policy 1.1.5 The District shall coordinate with adjacent jurisdictions and State agencies to identify and address safety improvements at rail crossings.

For more information and policies related to the District's mobility system on water and land, refer to *M Goal 1 and M Goal 2 (Chapter 3.2, Mobility Element)*.

SR Policy 1.1.6

Permittees of development that lies within, or partially within, a designated Earthquake Fault Zone shall:

a. Comply with the seismic safety standards of all applicable seismic provisions and criteria in the most recent version of California State and applicable municipal codes; and

b. Incorporate siting and design techniques to address any such geologic hazards.

SR Policy 1.1.7

Development within an Airport Land Use Compatibility Plan (ALUCP) defined safety compatibility zone shall be sited and designed to minimize the risk of personal injury to people and damage to property in the air and on the ground, consistent with ALUCP requirements.

SR Policy 1.1.8

The District shall:

a. Restrict development of any project that would cause hazards to air navigation located within airport approach and departure areas or known flight patterns within the applicable Airport Influence Area (AIA), and

b. Restrict future uses that may impact airport operations or not meet State or federal aviation standards, including the introduction of new incompatible uses within Runway Protection Zones (RPZs).

For more information on the applicability of an Airport Land Use Compatibility Plan (ALUCP) and the Airport Land Use Commission (ALUC), refer to *Section 6.3 (Chapter 6, Plan Implementation and Development Conformance)*.

SR Policy 1.1.9

Permittees shall coordinate as appropriate, with the Federal Aviation Administration on proposed developments (structures and temporary equipment) that meet the notification criteria as defined by Code of Federal Regulations Title 14, Part 77.

SR Objective 1.2

Enhance physical security capabilities

SR Policy 1.2.1

To remain compliant with the Strategic Port designation, the District shall require permittees on the marine terminals to coordinate with the appropriate federal agencies, having security oversight, to incorporate the required advance security features.

For more information and policies related to the District's Strategic Port Designation, refer to *M Goal 3 (Chapter 3.2, Mobility Element)* and *ECON Goal 1 and ECON Goal 2 (Chapter 3.6, Economics Element)*.

SR Policy 1.2.2 Development shall incorporate project design features, including, but not limited to crime prevention through enhanced security measures that create a safe environment on the development site without limiting public access.

SR Objective 1.3

Maintain public safety through law enforcement, fire safety, and emergency medical services

SR Policy 1.3.1 The District shall provide public safety facilities on water and on land for the HPD to maintain public safety capabilities in alignment with the Port Act.

SR Objective 1.4

Enhance District Homeland Security capabilities

SR Policy 1.4.1 The District shall maintain and expand Homeland Security initiatives and resources through strategic partnerships with regional, State, and federal agencies, and the private sector.

SR Policy 1.4.2 The District shall participate in information sharing and coordinate interagency operations to secure Tidelands against identified risks, threats, and vulnerabilities, subject to applicable regulations.

SR GOAL 2

Prepare for, respond to, and recover from emergencies

SR Objective 2.1

Provide for the preparation and carrying out of plans for the protection of persons and property on Tidelands in the event of an emergency

SR Policy 2.1.1 The District shall maintain and direct its permittees to maintain emergency disaster mitigation, preparation, response, and recovery capabilities.

SR Policy 2.1.2 The District shall maintain emergency response and recovery processes and plans and periodically update these processes and plans, as appropriate, in preparation for future hazard conditions.

SR Policy 2.1.3 The District shall coordinate with regional, State, and federal partners to create, maintain, and update the District's emergency operations plan, as needed.

SR Policy 2.1.4 The District shall maintain a hazard mitigation plan to help identify and respond to risks associated with natural and human-caused hazards. Such a plan may be a District-wide plan, a series of site-specific plans, or part of a regional plan.

SR Policy 2.1.5 The District shall periodically update the Tidelands' hazard mitigation plan with best available science-guided information.

SR Policy 2.1.6 The District shall engage with adjacent jurisdictions, regional, State, federal partners, and private businesses during emergencies and catastrophic events for effective response and recovery.

SR Policy 2.1.7 The District shall coordinate with federal agencies and marine terminal tenants and operators to establish readiness for terminal facility sharing to support strategic Department of Defense needs and requirements.

For more information and policies related to the District's coordination with the Department of Defense to support strategic assets, refer to *M Goal 3 (Chapter 3.2, Mobility Element)* and *ECON Goal 1 and ECON Goal 2 (Chapter 3.6, Economics Element)*.

The Federal Disaster Mitigation Act of 2000 requires all local governments to create a disaster plan to qualify for hazard mitigation funding and grants. Although the District does not have a Hazard Mitigation Plan approved by the Federal Emergency Management Agency, the County of San Diego's Multi-Jurisdiction Hazard Mitigation Plan does identify priority hazards in the adjacent jurisdictions. The 2023 Update of the County of San Diego's Multi-Jurisdiction Hazard Mitigation Plan will include specific identified hazards within Tidelands.

SR GOAL 3

Climate and coastal resilient Tidelands

SR Objective 3.1

Reduce GHG emissions and support pathways toward carbon neutrality throughout Tidelands

The District recognizes that efforts to reduce GHG emissions have the co-benefit of also reducing localized air pollutants and global sea level rise. As new opportunities and technologies become available in the areas of renewable energy, battery storage, and electrification of mobile sources, the District actively seeks to advance programs and projects that reduce emissions in partnership with its tenants and other stakeholder agencies. For policies specific to air quality, please refer to *ECO Goal 3 (Chapter 3.3, Ecology Element)*.

There are various pathways toward achieving carbon neutrality and reducing GHG emissions, such as plans and strategies, carbon offsets, sustainable business, and emission reductions at stationary sources. Each of these pathways is discussed below.

Plans and Strategies

SR Policy 3.1.1 The District shall periodically update its climate action goals and targets to ensure alignment with this Plan and with the District and State goals and targets for greenhouse gas emissions and shall start to update these goals and targets no later than two years of the effectiveness of the certification of this Plan, and may periodically update them thereafter.

SR Policy 3.1.2 The District shall encourage, support, and plan to deploy net zero carbon emission projects and technologies on Tidelands.

For policies supporting sustainable freight strategies and clean vessel technologies, refer to *M Goal 2 (Chapter 3.2, Mobility Element)*.

Carbon Offsets

SR Policy 3.1.3 Permittees of development shall deploy renewable energy technology to improve energy reliability and economic resilience, where feasible.

SR Policy 3.1.4 The District shall explore innovative carbon sequestration potential with partner agencies within the region to offset GHG emissions.

Sustainable Business

SR Policy 3.1.5 The District shall continue to coordinate with Tidelands' tenants and adjacent local businesses to reduce resource consumption and promote sustainable operations.

The Green Business Network, a voluntary sustainability program available to all District tenants and subtenants, provides free education and resources to waterfront businesses committed to reducing the collective Tidelands carbon footprint. The District collaborates with tenants on training opportunities and supplies resources to improve operational efficiency and implement sustainable business practices. For policies specific to energy efficiency for industrial working waterfront operations, refer to *EJ Goal 3 (Chapter 3.5, Environmental Justice Element).*

Emission Reductions at Stationary Sources

SR Policy 3.1.6 The District shall promote the innovative use of "green" design for new or retrofitted Tidelands' buildings, structures, and facilities.

SR Policy 3.1.7 Development shall include water conservation strategies to save water and energy on-site, where feasible.

For policies related to reducing GHG emissions from mobile sources, such as passenger vehicles and ocean-going vessels, refer to *M Goal 1 and M Goal 2 (Chapter 3.2, Mobility Element)*.

SR Objective 3.2

Effective planning, monitoring, research, and adaptation to improve coastal resiliency

SR Policy 3.2.1 The District shall participate in research and continue to conduct monitoring that supplements its knowledge of projected coastal climate impacts and potential strategies to adapt to these impacts.

SR Policy 3.2.2 The District shall encourage pilot and demonstration projects that provide effective and innovative SLR adaptation and coastal resiliency approaches.

SR Policy 3.2.3

The District shall create and periodically update an SLR adaptation plan that:

a. Considers best available science and applicable regional, State, and federal adaptation planning guidance;

b. Builds upon previous analyses of coastal hazards that are caused or exacerbated by projected SLR;

c. Provides recommendations for adapting existing structures and facilities, coastal access, recreational areas, coastal-dependent development, contaminated sites, and other infrastructure and coastal resources to projected SLR conditions,

d. Explores the potential for nature-based SLR adaptation strategies and identify areas that could integrate natural resource protection, enhancement, and restoration solutions while providing appropriate SLR resilience;

e. Identifies alternative opportunities or plans for adapting to coastal hazards such as but not limited to: balance or realignment of natural habitat and the built environment, softening hardened shoreline structures, restoring or enhancing submerged habitats for coastal resiliency, or replacing in-kind public recreation areas, accessways, and other Public Trust resources that could be lost due to inundation or damage associated with SLR;

f. Establishes a monitoring protocol and requirements for evaluating SLR impacts on all Tidelands uses over time;

g. Establishes a schedule for performing future Tidelands' SLR vulnerability assessments and social vulnerability assessments;

h. Includes an environmental justice component that addresses how development may affect potential flooding and inundation related to sea level rise in adjacent disadvantaged communities; and

i. Includes an outreach and engagement process that would be focused on collaborative adaptation planning with adjacent disadvantaged communities.

SR Objective 3.3

Apply adaptive management to reduce the risk of marine and coastal resource climate impacts

3.4.3(C)-1 An SLR Policy Framework

The policies under this objective (*SR Objective 3.3*) are organized into four groups that consider the location and appealability of the development as illustrated in *Figure 3.4.2: SLR Policy Framework*. Section 30715 in Chapter 8 of the Coastal Act provides a list of categories of development that may be appealed by the CCC. Refer to *Section 6.2.1 (Chapter 6, Plan Implementation and Development Conformance*) for more information. The following are descriptions of the policy sections as they apply to *Figure 3.4.2, SLR Policy Framework* (note SLR Policy Group 1 applies to SLR Policy Groups 2, 3, and 4):

- SLR Policy Group 1: Policies that apply to all types of development (appealable and non-appealable);

- SLR Policy Group 2: Policies that apply only to appealable development that is not within a wetland, estuary, or existing recreation area as identified in the 1975 Coastal Plan and that is subject to both Chapter 3 and Chapter 8 of the Coastal Act;
- SLR Policy Group 3: Policies that apply to all development that occurs within a wetland, estuary, or existing recreation area (as identified in the 1975 Coastal Plan) and that is subject to Chapter 3 of the Coastal Act; and
- SLR Policy Group 4: Policies that apply only to non-appealable development that is not within a wetland, estuary, or existing recreation area and that is subject to Chapter 8 only.

Refer to *Table 3.4.1: SLR Policy Crosswalk* that shows which of the *SR Policies 3.3.1 through 3.3.15* are included in the four SLR Policy Groups according to the aforementioned criteria.

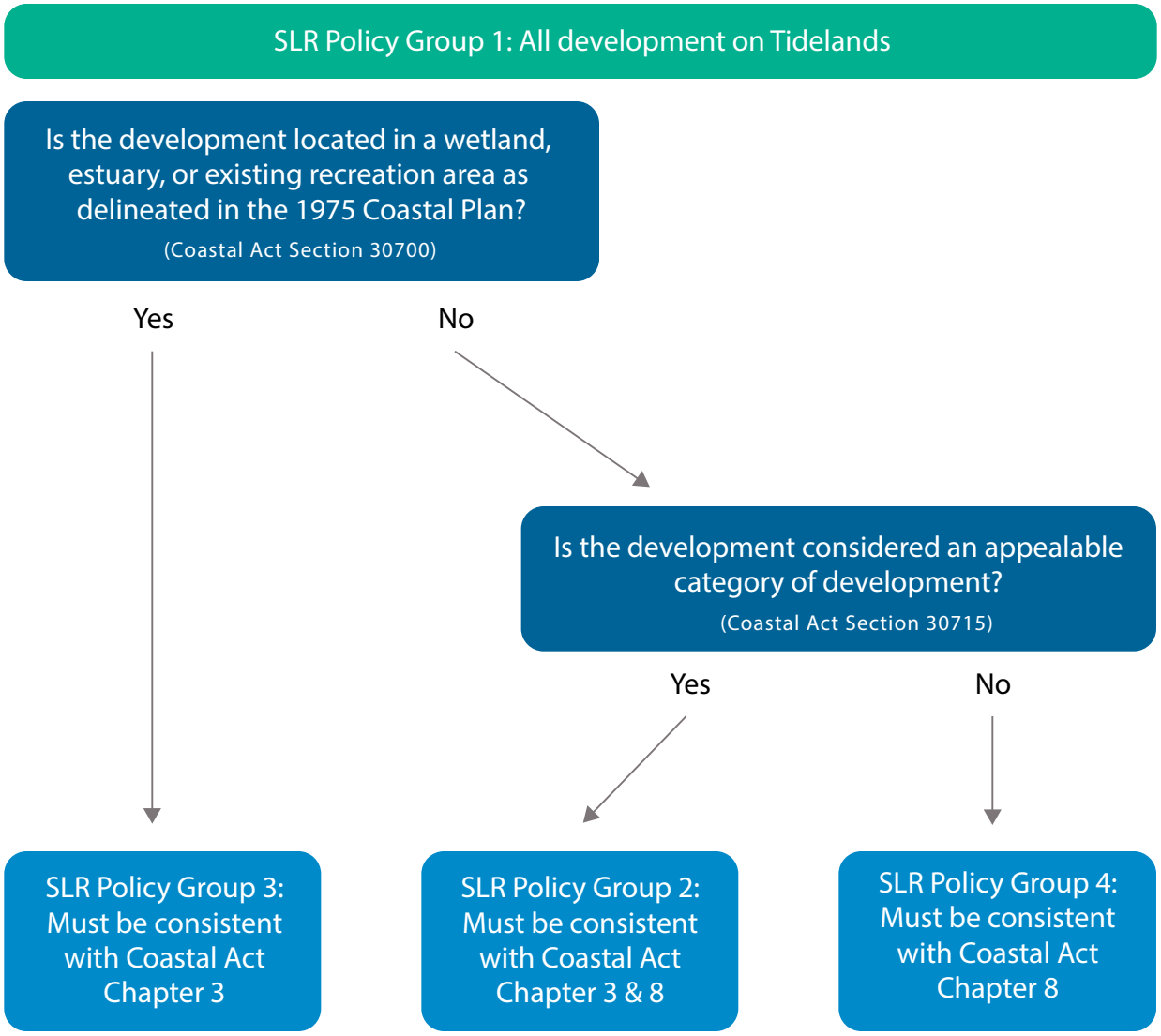


Figure 3.4.2 SLR Policy Framework

For illustrative purposes only.

Table 3.4.1 SLR Policy Crosswalk

SR Policy	SLR POLICY GROUP			
	1	2	3	4
SR Policy 3.3.1	√	√	√	√
SR Policy 3.3.2	√	√	√	√
SR Policy 3.3.3	√	√	√	√
SR Policy 3.3.4	√	√	√	√
SR Policy 3.3.5	√	√	√	√
SR Policy 3.3.6	√	√	√	√
SR Policy 3.3.7	√	√	√	√
SR Policy 3.3.8	√	√	√	√
SR Policy 3.3.9	-	√	√	-
SR Policy 3.3.10	-	√	√	-
SR Policy 3.3.11	-	√	√	-
SR Policy 3.3.12	-	√	√	-
SR Policy 3.3.13	-	√	√	-
SR Policy 3.3.14	-	-	√	-
SR Policy 3.3.15	-	-	-	√

SLR Policy Group 1:
Coastal Hazard Adaptation Strategies for All Development on Tidelands

The following policies (*SR Policy 3.3.1 through SR Policy 3.3.8*) apply to all development on Tidelands:

SR Policy 3.3.1

Permittees shall submit a site-specific hazard report to the District using best available science and considers best practices as provided by federal, State, or regional guidance on coastal resiliency.

At a minimum, the site-specific hazard report shall address anticipated coastal hazards over the anticipated life of the development, including, but not limited to inundation; flooding associated with storms of various return periods, including a 100-year storm; wave runup and overtopping; historic and projected future shoreline erosion; groundwater rise; saltwater intrusion; tsunamis; and changes to these hazards over time due to projected SLR at the site. The following requirements apply to the site-specific hazard analysis for the report:

a. The analysis shall be conducted by a licensed engineer with experience in coastal processes and shall be submitted to the District for its review and approval.

b. Using best available science and applicable regional, State, or federal adaptation planning guidance documents, the analysis shall consider multiple SLR scenarios and projections associated with the anticipated life of the development and, when applicable, identify potential future impacts on on-site natural resources.

c. The analysis shall identify threshold SLR amounts that could lead to impacts (e.g., the amount of SLR that could lead to overtopping of the proposed development).

d. For development that does not meet the requirements that allow shoreline protective devices subject to SR Policy 3.3.3, SR Policy 3.3.6, or SR Policy 3.3.9, the hazard analysis shall be performed assuming no reliance upon future shoreline protective devices.

e. If applicable, the report shall identify the coastal hazards that could trigger implementation of SLR adaptation strategies. If the development cannot fully minimize or avoid the impacts of coastal hazards for the anticipated life of the development, the report shall discuss possible adaptation responses to the hazards to reduce risk as feasible and mitigate impacts on coastal resources.

f. As part of Coastal Act approval, the District shall review the report and require the development to implement the recommendations in the report and/or any other siting and design adaptation measures that the District determines are necessary to find that the development is consistent with the requirements of this Plan.



The anticipated life of the development:

- Commercial structures = 75 years.
- Industrial structures = 100 years.

SR Policy 3.3.2 The District shall require permittees to site and design development to avoid impacts from coastal hazards from projected SLR considering the anticipated life of the development, where feasible.

a. If coastal hazards cannot be completely avoided, the District shall require planning, designing, and implementation of adaptation strategies, that:
    1. Address the hazards over the anticipated life of the development;
    2. Protect coastal resources, public access, and recreational facilities, and
    3. Minimize risks to life and property to the maximum extent feasible.

SR Policy 3.3.3 Permittees of coastal-dependent port structures and supportive coastal-related development that are essential to maritime functions, public safety, and security may implement shoreline protective devices or other adaptation strategies for the protection from, or accommodation of, coastal hazards.

Pursuant to the Coastal Act, Section 30101, a use that is coastal-dependent is "any development or use which requires a site on, or adjacent to, the sea to be able to function at all." Pursuant to Section 30101.3 of the Coastal Act, a use that is coastal-related is "any use that is dependent on a coastal-dependent development or use." For more information about coastal-dependent and coastal-related development, refer to *WLU Goal 1 (Chapter 3.1, Water and Land Use Element)*.

SR Policy 3.3.4 The District and permittees shall prioritize implementation of nature-based adaptation strategies for coastal resiliency as an alternative to the placement of shoreline protective devices, where feasible and applicable.

SR Policy 3.3.5 The District shall require new landside accessways and recreational facilities be sited and designed to the avoid impacts from coastal hazards and minimize environmental impacts while maximizing coastal access.

SR Policy 3.3.6 The District and permittees may implement shoreline protective devices or other adaptation strategies for protection from, or accommodation of, coastal hazards for existing landside accessways and recreational facilities where no adjacent in-kind alternative landside accessway or recreational facility exists on Tidelands.

SR Policy 3.3.7 If an existing landside accessway or recreational facility is deemed unsafe by the District because it has become permanently degraded by coastal hazards, the landside accessway or recreational facility shall, to the extent feasible, be retrofitted or relocated by the District or permittee such that safe continuous coastal access will be maintained.

SR Policy 3.3.8 To improve coastal access, the District encourages incorporation of step-down areas into an existing shoreline protective device that abuts a sandy beach.

SLR Policy Group 2:
Coastal Hazard Adaptation Strategies for Development on Tidelands That Is Subject to Chapters 3 and 8 of the Coastal Act

In addition to policies *SR Policy 3.3.1 through SR Policy 3.3.8 and SR Policy 3.3.15*, the following policies (*SR Policy 3.3.9 through SR Policy 3.3.13*) apply to appealable development that is located on Tidelands (if appealable or non-appealable development is located within a wetland, estuary, or existing recreation area (as identified in the 1975 Coastal Plan, then *SR Policy 3.3.14* applies too). Refer to *Section 1.3.1.(A) (Chapter 1, Introduction)* for more information on the 1975 Coastal Plan.

SR Policy 3.3.9

Appealable development that is considered coastal-dependent, an existing structure, or a public beach vulnerable to erosion shall be allowed to construct, reconstruct, expand, repair and maintain, and/or replace a shoreline protective device.

SR Policy 3.3.10

When constructing, reconstructing, expanding, or replacing a shoreline protective device (per *SR Policy 3.3.3, SR Policy 3.3.6, and SR Policy 3.3.9*), the District shall require it be designed to:

a. Minimize adverse impacts on local shoreline sand supply;
b. Minimize impacts on recreation, habitat, scenic views, beach width, and other coastal resources;
c. Encourage inland expansion of protective devices rather than further fill of coastal waters to minimize resource impacts; and
d. Not substantially impair coastal access or other Public Trust uses.

Section 30235 in Chapter 3 of the Coastal Act states, "Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fishkills should be phased out or upgraded where feasible." Upland adaptation strategies and nature-based adaptation strategies, such as living shorelines, do not constitute as shoreline protective devices.

SR Policy 3.3.11

Appealable development that does not qualify for protection per *SR Policy 3.3.3, SR Policy 3.3.6, and SR Policy 3.3.9*, shall avoid the need for shoreline protective devices to avoid coastal hazards over the anticipated life of the development that may result from projected SLR.

SR Policy 3.3.12

The District shall allow the repair and maintenance of existing, legally established shoreline protective devices that are destroyed by natural disaster or protect uses that do not qualify for protection (per policies *SR Policy 3.3.3, SR Policy 3.3.6, and SR Policy 3.3.9*) provided that:

a. Repair and maintenance do not lead to an expansion of the shoreline protective device; and

b. Applications for repair and maintenance of an existing, legally established shoreline protective device shall include a reassessment of the need for the device, the need for the repair and maintenance of the device, and the potential for the device's removal based on projected coastal hazards that may result from SLR.

SR Policy 3.3.13

Appealable development shall be removed and the affected area restored to its previous or natural condition, or that appealable development shall apply additional coastal hazard adaptation strategies (such as those identified through the site-specific hazard report developed for *SR Policy 3.3.1*, if a report was developed for that site), if the development becomes subject to coastal hazards to the point that:

a. The District has ordered that the structures are no longer allowed to be occupied due to coastal hazards;

b. The District has identified that critical services to the site (e.g., utilities, roads) can no longer be maintained; or

c. The development requires new and/or augmented shoreline protective devices that are not in accordance with policies *SR Policy 3.3.4, SR Policy 3.3.6, and SR Policy 3.3.9*.

SLR Policy Group 3:
Coastal Hazard Adaptation Strategies for Development on Tidelands That Is Subject to Chapter 3 of the Coastal Act

In addition to the policies above in this subsection (*SR Policy 3.3.9 through SR Policy 3.3.13*) and policies *SR Policy 3.3.1 through SR Policy 3.3.8*, the following policy (*SR Policy 3.3.14*) applies to all development located on Tidelands within a wetland, estuary, or existing recreation area, as identified in the 1975 Coastal Plan. Refer to *Section 1.3.1.(A) (Chapter 1, Introduction)* for more information on the 1975 Coastal Plan.

SR Policy 3.3.14

The District and permittees may use fill of coastal waters to facilitate SLR adaptation of coastal habitats in San Diego Bay, subject to requirements in Section 30233 of the Coastal Act.

Coastal Act requirements for fill of coastal waters that are within a wetland, estuary, or existing recreation area are described in Section 30233. Some of the acceptable types of fill development listed in this section include:

- New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities;
- Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps;
- In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide coastal access and recreational opportunities;
- Incidental public service purposes, including, but not limited to, burying of cables and pipes, inspection of piers, and maintenance of existing intake and outfall lines;
- Restoration purposes;
- Nature study, aquaculture, or similar resource dependent activities.
- Please refer to the Coastal Act, Section 30233 for the full policy and provisions.

SLR Policy Group 4:
Coastal Hazard Adaptation Strategies for Development on Tidelands That Is Subject to Chapter 8 of the Coastal Act

In addition to policies *SR Policy 3.3.1 through SR Policy 3.3.8*, the following policy (*SR Policy 3.3.15*) applies to non-appealable development that is not within a wetland, estuary, or existing recreation area (as identified in the 1975 Coastal Plan). Refer to *Section 1.3.1(A) (Chapter 1, Introduction)* for more information on the 1975 Coastal Plan.

Section 30715 in Chapter 8 of the Coastal Act provides a list of categories of development that may be appealed by the CCC. Development that is considered within one of these category types is referred to as "appealable," and development that is not considered within one of these category types is referred to as "non-appealable." Refer to *WLU Goal 1 (Chapter 3.1, Water and Land Use Element)* for more information on development types and categories.

SR Policy 3.3.15 When considering coastal hazard adaptation strategies, non-appealable development shall be located, designed, and constructed so as to minimize substantial adverse environmental impacts and provide for other uses consistent with the Public Trust.

Section 30708 in Chapter 8 of the Coastal Act provides a list of criteria for the location, design, and construction of port-related (or non-appealable) development.

SR Objective 3.4

Collaborate with partner agencies and adjacent disadvantaged communities to effectively monitor, assess, plan, and adapt for future hazards, including climate-related impacts in and around San Diego Bay

SR Policy 3.4.1	The District shall collaborate with utility providers to ensure that Tidelands utility infrastructure is adequately upgraded, and receives ongoing maintenance and safety evaluations, to meet projected climate conditions and hazards, including but not limited to SLR.
SR Policy 3.4.2	The District shall coordinate with regional and State transportation agencies to protect coastal access to the coast and to minimize adverse impacts of coastal hazards on roadways and rail.
SR Policy 3.4.3	The District shall coordinate with relevant stakeholders to ensure that linkages between port infrastructure and overland transportation networks will be resilient to future coastal hazard impacts.
SR Policy 3.4.4	The District shall partner with regional, State, and federal agencies to design new or modify existing infrastructure to be adaptable to future climate conditions.
SR Policy 3.4.5	The District shall establish partnerships to share coastal flooding adaptation strategies, including potential cost sharing.
SR Policy 3.4.6	The District shall collaborate and coordinate with local and regional agencies to plan and prepare for hazard events resulting from climate change, including but not limited to coordination on adaptation strategies with adjacent jurisdictions.
SR Policy 3.4.7	The District shall continue working with the State Lands Commission to address SLR, shoreline change, and implications for the management and long-term protection of Tidelands and Public Trust resources on Tidelands.



For more information on environmental justice and adjacent disadvantaged communities, and policies on future collaboration to address climate adaptation in these communities, please refer to *Chapter 3.5, Environmental Justice Element*.

CHAPTER 3.5

Environmental Justice Element

EJ

3.5.1 Purpose

The Environmental Justice Element is centered on coastal access, outreach and public participation, and a healthy environment. It establishes goals, objectives, and policies to ensure that disadvantaged communities are afforded equitable opportunity to access Tidelands, participate in District planning and public involvement processes, and enjoy a healthy environment through:

- Improved mobility and transit linkages from adjacent disadvantaged communities throughout Tidelands and additional free and lower cost recreational opportunities;
- Greater opportunities to participate in the District's planning and decision-making processes;
- Reduced pollution in disadvantaged communities to improve those communities' quality of life; and
- Enhanced collaboration locally and regionally, as well as deepening relationships with indigenous communities, so that disadvantaged communities near Tidelands and adjacent areas are cleaner and thriving places to work, live, and play.

These concepts are reflected in this element's three goals and the objectives and policies that support them.

3.5.2 Background

Many California and federal agencies, such as the U.S. Environmental Protection Agency, define "environmental justice" as "the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to development, implementation, and enforcement of environmental laws, regulations, and policies." Generally, environmental justice issues are viewed through the lens of disadvantaged communities and relate to how environmental impacts, such as pollution- or climate-related stressors, may disproportionately affect these communities.

Further, the U.S. Environmental Protection Agency outlines that environmental justice will be achieved when everyone enjoys:

- The same degree of protection from environmental and health hazards, and
- Equal access to the decision-making process to have a healthy environment in which to live, learn, and work.

Pursuant to California Senate Bill (SB) 1000 (Leyva, 2016), "disadvantaged communities" is defined as:

> *[a]n area identified by the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code or an area that is a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.*

This definition is used for the development of General Plan Environmental Justice Elements throughout California. Although SB 1000 is not a law that applies to the District, referring to this definition as guidance for this Plan establishes consistency between the District and other local jurisdictions across the State.

Historically, areas identified as disadvantaged communities adjacent to Tidelands have been disproportionately impacted by environmental pollution. The areas of the District or Tidelands that are adjacent to disadvantaged communities are located in an urban setting, where a mix of residential, commercial, industrial, and maritime uses and regional infrastructure exists in the vicinity and many of these uses are off of Tidelands. In this urban setting, not all environmental impacts are created by the District or on Tidelands. For example, in addition to maritime or industrial operations on Tidelands, there are multiple sources of emissions or pollution generated from freeways, rail lines, airport, military installations, and industrial uses in the area. Based on these conditions, examples of relevant environmental impacts that may exist in and around Tidelands include: excessive nighttime noise, light pollution, truck traffic, and air quality pollution in the adjacent disadvantaged communities.

In 2018 and 2019, respectively, the CSLC and the CCC adopted policies to advance environmental justice through their decision-making. In its final environmental justice policy, the CSLC expanded its definition of "disadvantaged communities" so that it encompasses:

> *not only the definitions contemplated by SB 1000, but also…other low-income and minority populations that are disproportionately burdened by or less able to prevent, respond, and recover from adverse environmental impacts.*

The CCC included a similar definition in its environmental justice policy. For the purposes of this Plan, the District is applying the CSLC's and CCC's expanded definition for areas surrounding Tidelands to identify disadvantaged communities that are negatively impacted by poor air quality and poor water quality, climate-related impacts, and/or lack of access to recreational or natural resource areas.

For more information about the Integrated Planning process, refer to *Section 1.4.1 (Chapter 1, Introduction)*.

CalEnviroScreen

The California Communities Environmental Health Screening Tool (CalEnviroScreen) is a science-based mapping tool created by the Office of Environmental Health Hazard Assessment (OEHHA) that helps identify California communities that are most affected and vulnerable to different sources of pollution. CalEnviroScreen uses environmental, health, and socioeconomic information to produce a numerical score for each census tract in the state. The resultant numerical score is the relative pollution burden and vulnerabilities in one census tract compared to others but is not a specific measure of health risk. Rather, each tract's score is ranked relative to all areas in the state. Those areas with a high score and percentile have relatively high pollution burdens and population sensitivities; those areas with low score and percentile values have relatively lower. CalEnviroScreen ranks census tracts based on data that are available from state and federal government sources.

Pollution burden scores for each census tract are derived from the average percentiles of the eight exposures indicators - ozone and fine particulate matter (PM2.5) concentrations, diesel particulate matter (DPM) emissions, drinking water contaminants, pesticide use, toxic releases from facilities, traffic density, and lead from housing - and the five environmental effects indicators - cleanup sites, impaired water bodies, groundwater threats, hazardous waste facilities and generators, and solid waste sites and facilities. The mapping tool does not identify emitters of pollution. For example, a census track near or on Tidelands may be identified but that does not mean that the source of pollution is or is solely created on Tidelands.

The currently adopted version of CalEnviroScreen is CalEnviroScreen 4.0, which was most recently updated in October 2021 (OEHHA 2021a).

One of the values and standards that the District embraces through this Plan is: "Promote clean air, healthy communities, and environmental justice." The District is committed to work on reducing the cumulative health burdens on neighboring communities and ensure fair treatment of people of all races, cultures, sexual and gender orientations, abilities, and incomes in developing, adopting, implementing, and enforcing environmental laws, regulations, and policies. To date, the District's environmental justice efforts have focused on the following communities:

- Barrio Logan, Logan Heights, and Sherman Heights within the City of San Diego, as well as West National City. These communities, which are located adjacent to or near industrialized areas (both on and off Tidelands) and Interstate 5, have carried a greater environmental burden than other communities. The District collectively refers to these communities as the Portside Environmental Justice Communities or Portside Communities;

- Imperial Beach near the Tijuana River Estuary. Through no fault of the District, these communities suffer from transboundary environmental pollution, which is conveyed through the Tijuana River Valley and then through the National Estuarine Research Reserve before it ultimately impacts the coastline and Imperial Beach. The District refers to these areas as Tidelands Border Communities; and
- Other San Diego regional communities that tend to have limited access to outdoor recreational opportunities.

The disadvantaged communities referenced in the policies in this element include the communities described above. The District will continue to focus its environmental justice efforts on these communities and other communities that may be burdened by environmental impacts in the future, to strive for enhanced coastal access, improved outreach and public participation, and a healthy environment.



For more information about the disadvantaged communities in the San Diego region, please refer to the Portside Community CERP (approved by the SDAPCD and CARB) and the State's CalEnviroScreen tool, administered by the OEHHA as the agency responsible for providing information on demographics, socioeconomics, and pollution burden characteristics for these communities

3.5.2(A) Coastal Access

Coastal access is a key focus in all the elements of this Plan because it is a cross-connecting theme of the District's priorities and management responsibilities. Section 30001.5 of the Coastal Act states that one of the basic goals of the CCC for the coastal zone is to "maximize public [coastal] access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners." Section 4 of the Port Act also stipulates that the District may use the powers and authority granted through the statute to "protect, preserve, and enhance physical access to the water." The District expends funds (e.g. Maritime Industrial Impact Fund) to support access to Tidelands for all communities, particularly those that are disadvantaged.

The coastal access component of this element highlights the need and opportunity for those who work or live in disadvantaged communities to equitably access and enjoy the recreational and natural benefits that Tidelands has to offer.

3.5.2(B) Outreach and Public Participation

As a grantee of Tidelands and an entity with Coastal Act approval authority, the District manages its jurisdiction for the benefit of the people of the State of California. Public participation in the District's planning and development decisions is a requirement for CCC certification of a port master plan, as established in Section 30711 of the Coastal Act.

Both environmental justice policies adopted by the CCC and the CSLC emphasize public engagement and participation as a primary goal to ensure that disadvantaged communities, as well as indigenous communities, can meaningfully participate in environmental and land use decisions. The CCC environmental justice policy also urges local governments to address and consider environmental justice in local coastal programs, port master plans, and other long-range development plans. This element emphasizes outreach and public participation because it identifies opportunities for the District to improve its public participation process regarding planning and development decisions by proactively engaging with disadvantaged communities more inclusively. Open and clear communication with stakeholders and communities is integral to the planning and implementation process for projects or activities located near them.

3.5.2(C) Healthy Environment, Healthy Community

3.5.2(C)i Healthy Environment

The District serves as an environmental steward of Tidelands and as such, is committed to improving the quality of Tidelands' and its surrounding environment. The policies contained in this element recognize the importance of improving the environmental health of disadvantaged communities and those that have been disproportionately burdened by air or water quality impacts or other forms of environmental pollution.

Foundational goals of the CCC, as established in Section 30001.5 of the Coastal Act, also include "protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources." Section 4 of the Port Act also states that the District may use its powers and authority granted through the State to "protect, preserve, and enhance the natural resources of the bay, which includes plant and animal life."

In reference to environmental justice issues, the State has prioritized air quality improvement in disadvantaged communities. For example, pursuant to Assembly Bill (AB) 617 (Garcia, 2017), the State tasked the California Air Resources Board (CARB) with establishing a community-focused framework to improve air quality and reduce exposure to criteria pollutants and toxic air contaminants in communities most impacted by air pollution. In 2018, as part of AB 617, the CARB selected the Portside Communities for additional air quality monitoring by acknowledging that "communities near ports, railyards, warehouses, and freeways, for example, experience a higher concentration of air pollution than other areas due to emissions from mobile sources such as cars, trucks, locomotives and ships." In December 2019, the CARB selected the Portside Communities for development and implementation of a community emissions reduction program that would be informed by the results of the additional air quality monitoring.

In 2008, the District established its transition zone policy to balance the needs of the industrial businesses on the waterfront and historical, adjacent residential areas. Through this policy, the District commits to work with the adjacent jurisdictions and community stakeholders to develop long-term planning guidelines and/or community-specific plans that create transition zones between the District's industrial properties and residential neighborhoods.

The District serves as an environmental steward of Tidelands and as such, is committed to improving the quality of Tidelands' and its surrounding environment. The policies contained in this element recognize the importance of improving the environmental health of disadvantaged communities and those that have been disproportionately burdened by air or water quality impacts or other forms of environmental pollution.

Tidelands are also subject to the standards and environmental quality measures established under the California and federal Clean Air Acts, federal Clean Water Act, and Porter-Cologne Water Quality Control Act, as well as other pollution prevention and environmental protection programs and statutes, as regulated by State and federal agencies. For more information about these regulations, refer to *Chapter 3.3, Ecology Element*.

3.5.2(C)ii Healthy Environment

The disadvantaged communities adjacent to Tidelands have endured a long history of disproportionate environmental burdens, largely due in part to the industrial uses and regional infrastructure sited near these residential neighborhoods. Two examples of these communities, Barrio Logan in the City of San Diego and West National City, and a description of the disproportionate environmental impacts these communities experience are included below.

Barrio Logan[1]

Barrio Logan, which neighbors the District's Working Waterfront Planning District that includes the Tenth Avenue Marine Terminal, served as a base of homes and businesses for primarily Mexican immigrant workers in the 1910s and 1920s, many of whom worked for and supported the surrounding maritime uses such as the tuna canning and military industries. In the 1960s, Barrio Logan was rezoned by City of San Diego from primarily residential uses to a mixed-use area, allowing for heavy industrial and commercial uses to be located in close proximity to the existing residential properties. Following the rezoning, the construction of Interstate 5 and State Route 75 (the San Diego-Coronado Bay Bridge) through the center of Barrio Logan created a physical divide within this community. An influx of heavy industrial uses located in or adjacent to Barrio Logan (including, but not limited to, maritime industrial uses on the adjacent Tidelands), along with the freeway, due to the area's rezoning has contributed to a disproportionate amount of air pollution burdening the community's residents.

West National City (Westside area or Old Town)[2]

While PD 5 is not part of this Plan, for informational purposes, the Westside area of National City, often referred to as Old Town, has a history of disproportionate environmental burdens due to proximity to industrial activity. Prior to World War II when National City was early in its development, Old Town consisted of single-family homes. However, to encourage economic development after the war, industrial uses were permitted within this area. As more industrial uses developed within and adjacent to the Westside, residents grew concerned about public health and their exposure to air pollution and hazardous waste. The City of National City has implemented a number of policies and development standards to limit additional industrial uses in the Westside, and was the first city in the State to adopt a Health and Environmental Justice Element as a part of its General Plan after the passage of SB 1000. Today, this residential community is interspersed with industrial uses and is adjacent to the Interstate 5 and the District's National City Marine Terminal, as well as the Navy and accompanying maritime industrial facilities on Tidelands.

These are just two of many examples, not only in the San Diego region, but throughout California and the country, of vulnerable communities experiencing disproportionate environmental burdens resulting from land-use or policy changes that co-locate industrial uses with these residential neighborhoods. Through this Environmental Justice Element, and other environmental justice and equity-related policies in this Plan, the District proposes to address environmental inequities within adjacent disadvantaged communities by establishing goals, objectives, and policies that aim to reduce pollution and other disproportionate environmental burdens that specifically impact these communities, and that focus on collaboration with these communities to address future environmental justice issues together.

[1]Narrative based on information available through the City of San Diego (www.sandiego.gov)

[2]Narrative based on information available through the City of National City (www.nationalcityca.gov)

3.5.2(C)iii Healthy Environment and Community in the Context of Climate Change

The District recognizes that as climate-related hazards increase in the future, disadvantaged communities may experience a disproportionate impact on environmental and community health.

In line with the District's standard to "promote, clean air, healthy community, and environmental justice" through the PMPU, the District recognizes its capacity to further environmental justice and equity in climate adaptation planning. Through *Chapter 3.4, Safety and Resiliency Element and 3.5, Environmental Justice Element, the District* proposes to collaborate with the Portside Community, indigenous communities, and adjacent disadvantaged communities to address disproportionate environmental issues stemming from climate-related hazards within the District's jurisdiction through shared goals, objectives, and policies.

3.5.3 Goals, Objectives, and Policies

EJ GOAL 1

Ensure Tidelands are accessible

EJ Objective 1.1

Promote a diverse range of mobility options for accessing Tidelands

EJ Policy 1.1.1 The District shall coordinate with adjacent jurisdictions to:

a. Identify multimodal improvements that would enhance connections between adjacent disadvantaged communities and Tidelands; and
b. Prioritize the implementation of the identified multimodal improvements to enhance connections between adjacent disadvantaged communities and Tidelands.

Because of limitations associated with geography and the limited amount of jurisdictional lands, most of these improvements would not occur on Tidelands. For more information on access to transit and diverse transportation options, refer to *M Goal 1 (Chapter 3.2, Mobility Element)*.

EJ Policy 1.1.2 The District shall coordinate with regional agencies with transit authority, as well as adjacent jurisdictions, to explore and expand public transit points and provide a range of affordable transit options for people from adjacent disadvantaged communities to access Tidelands.

EJ Policy 1.1.3 Permittees of development, especially adjacent to disadvantaged communities, shall implement commuter programs and transportation demand management programs to encourage their current or future employees and guests to use alternative transit options.

EJ Policy 1.1.4 The District shall coordinate with members of the public to explore and expand public transit options that allow and encourage access to Tidelands for all people.

EJ Objective 1.2

Provide recreational opportunities that are safe and accessible

EJ Policy 1.2.1 All appealable development shall provide a range of free and lower cost recreational facilities throughout Tidelands that are accessible to disadvantaged communities, where feasible.

Refer to *WLU Goal 6 (Chapter 3.1, Water and Land Use)* for more information about the lower cost visitor-serving and recreational facility policies.

EJ Objective 1.3

Increase coastal access and recreational opportunities near disadvantaged communities

EJ Policy 1.3.1 Avoid a net loss of recreational open space acreage adjacent to disadvantaged communities, measured in both the size and the quality of the resource, due to development.

EJ Policy 1.3.2 Through CDPs issued by the District, permittees shall protect and, where feasible, expand free and lower cost recreational facilities, including but not limited to recreational fishing or swimming opportunities, parks, or viewing piers, on Tidelands adjacent to Portside and Tidelands Border Communities, and other disadvantaged communities.

EJ Policy 1.3.3 Through CDPs issued by the District, permittees shall provide opportunities to restore or enhance ecological value in areas on Tidelands adjacent to disadvantaged communities with a focus on opportunities that also provide coastal access or environmental education benefits

Refer to *SR Goal 3 (Chapter 3.4, Safety and Resiliency Element)* for baywide policies on shoreline protection, including adaptation strategies for coastal access and recreational facilities.

EJ GOAL 2

Promote inclusive public participation

EJ Objective 2.1

Increase awareness about the District and Tidelands

EJ Policy 2.1.1 Continue to work with partners promote and expand awareness ofrecreational opportunities for the people from disadvantaged communities and relevant indigenous communities and tribes to explore Tidelands.

EJ Policy 2.1.2 Continue to support environmental education opportunities for communities and schools in Portside and Tidelands Border Communities, other disadvantaged communities, and relevant indigenous communities and tribes in the region.

EJ Policy 2.1.3 The District may support or participate in urban greening opportunities in adjacent disadvantaged communities, where feasible and consistent with requirements of the Port Act.

The District's Environmental Education Program (EEP) was developed to educate students, teachers, and the public about pollution prevention, environmental stewardship, healthy ecosystems, and natural resources connected with San Diego Bay. The EEP, which supports local organizations that provide innovative environmental education curriculum to schools and communities within the San Diego Bay watershed, has regularly targeted underserved audiences by reaching students attending Title I schools. Organizations supported under the EEP have provided a diverse range of educational content through field activities, classroom exercises, laboratory experiments, informative field trips, and engaging online curriculum. Through participation in the EEP, students and the public have learned about the value and diversity of natural resources connected to their watersheds and how to be environmental stewards moving forward. For more information about the District's support for environmental education refer to *Eco Goal 4 (Chapter3.3, Ecology Element).*

In addition to the EEP, other environmental education opportunities could include, but are not limited to, citizen science programs and experiential learning programs that foster cultural connections with the water.

EJ Objective 2.2

Provide meaningful engagement opportunities for disadvantaged and indigenous communities to participate in the District's planning and public involvement processess

EJ Policy 2.2.1 Ensure that the expressed concerns of people from disadvantaged and indigenous communities are acknowledged and considered as part of the District's planning and development decisions.

Meaningful engagement opportunities are intended to increase inclusion, transparency, and trust in the District's planning and public involvement processes. Examples of providing meaningful engagement opportunities include, but are not limited to: opportunities for participation from people from disadvantaged communities in discussions to identify mitigation options for projects that may impact those communities, collaboration on presentations to communicate environmental justice issues and concerns, and development of public participation plans that address barriers to accessing meetings (e.g., language access, meeting times and locations) to encourage increased participation.

The District is committed to providing services that enhance public participation and accessibility for everyone to participate in public meetings hosted by the District. As necessary, the District provides translation services during public meetings and for public notices. In addition, the District has an Accessibility Advisory Committee to educate, advise and assist the BPC in ensuring that all public and private services, programs, facilities and employment be fully usable by and accessible to all persons, with or without disabilities, as defined by the ADA.

EJ Policy 2.2.2 Engage people from disadvantaged communities and relevant indigenous communities and tribes that may be impacted by upcoming activities or development on Tidelands to encourage meaningful participation in the District's planning and development decisions, including but not limited to participation in discussions to identify mitigation options for projects that may impact them.

EJ Objective 2.3

Increase awareness of disproportionate environmental impacts on adjacent disadvantaged communities and the potential disproportionate environmental impacts on relevant indigenous communities and tribes

EJ Policy 2.3.1 Through CDPs issued by the District, the District shall consider environmental justice issues, including potential health impacts, associated with decisions involved in implementing this Plan to reduce adverse environmental effects that may impact adjacent disadvantaged communities to Tidelands.

Coastal Act Section 30604(h) states: When acting on a coastal development permit, the issuing agency, or the commission on appeal, may consider environmental justice, or the equitable distribution of environmental benefits throughout the state.

EJ GOAL 3

Healthy, thriving communities in and around Tidelands

EJ Objective 3.1

Minimize land use conflicts between industrial, working waterfront uses and historical, adjacent residential uses

EJ Policy 3.1.1 The District shall work to reduce the cumulative health burdens on neighboring communities, especially disadvantaged communities, in developing, adopting, implementing, and enforcing environmental laws, regulations, and policies.

EJ Policy 3.1.2 The District shall collaborate with adjacent jurisdictions, occupants, tenants, permittees, and community stakeholders to provide transition zone areas adjacent to Tidelands between maritime industrial, commercial, and residential uses as well as other sensitive receptors in adjacent disadvantaged communities.

A transition zone is a sequence of graduated land uses that serve to insulate and protect the integrity and environmental health of residential areas while preserving nearby maritime industrial jobs.

EJ Policy 3.1.3 The District may collaborate with stakeholders from adjacent disadvantaged communities and adjacent jurisdictions to identify improvements that may facilitate improved pedestrian access between Tidelands and adjacent disadvantaged communities.

EJ Policy 3.1.4 Maritime industrial development that is sited abutting a Portside community shall incorporate industrial site design standards that consider the health and environmental quality of the Portside community, such as, but not limited to, truck route signage, setbacks from property lines, greening buffer, parking requirements, ingress/egress points, noise and light screening, air emission dispersion, and interior air quality for employees.

EJ Objective 3.2

Advance clean air and water programs and strategies

EJ Policy 3.2.1 The District and its tenants shall participate in community air quality monitoring, such as supporting ongoing monitoring efforts that incorporate community involvement, and develop maritime clean air strategies to reduce criteria pollutant emissions from industrial and maritime sources, especially near the Portside communities.

EJ Policy 3.2.2 Maritime development shall transition to clean, modern, and operationally efficient marine terminal facilities and working waterfront businesses based on feasibility and best available science.

EJ Policy 3.2.3 Through CDPs issued by the District, permittees shall pursue electrification of marine terminal and working waterfront operations, including drayage trucks, prioritizing the facilities adjacent to Portside Communities, to reduce reliance on fossil fuels from mobile and portable sources, in alignment with related State and District goals.

EJ Policy 3.2.4 Support actions and measures taken by tenants and occupants on Tidelands that improve environmental conditions and advance long-term sustainability.

EJ Policy 3.2.5 The District shall collaborate with the Portside Community, indigenous communities, and adjacent disadvantaged communities on District climate-related adaptation and resiliency planning to address existing and future environmental issues stemming from climate-related hazards.

Collaboration with the Portside Community, indigenous communities, and adjacent disadvantaged communities on District climate-related adaptation and resiliency planning could include, but is not limited to, climate adaptation plans for Tidelands, and incorporating equity frameworks into these planning processes.

- For more policies related to improving air quality throughout Tidelands, refer to *ECO Goal 2 (Chapter 3.3, Ecology Element)*.
- Refer to *ECO Goal 2 (Chapter 3.3, Ecology Element)* for policies related to water quality.
- For policies related to carbon neutrality, reducing greenhouse gas emissions, and sea level rise, refer to *SR Goal 3 (Chapter 3.4, Safety and Resiliency Element)*.
- Refer to *Chapter 3.2, Mobility Element* for policies related to reducing emissions from mobile sources

CHAPTER 3.6

Economics Element

ECON

3.6.1 Purpose

The Economics Element is centered on financial sustainability, thriving businesses, a dedicated work-force, and a growing and diverse economic portfolio. It establishes goals, objectives, and policies to ensure that the District supports the economic vitality of Tidelands and the region, with an emphasis on promoting equity and the Tidelands economy. The policies in this element emphasize the District's commitment through:

- Continued strengthening of public and private partnerships;
- Exploration of innovative financing mechanisms;
- Provision of infrastructure to support businesses on Tidelands; and
- Encouraging a diverse suite of uses and businesses to operate on Tidelands, which can support local and regional economic prosperity.

These concepts are reflected in the element's three goals and the objectives and policies that support them.

3.6.2 Background

The District plays an important strategic role in the regional economy given the economic and environmental diversity of Tidelands and the available recreational opportunities. As described in the Port Act, the District was established "for the acquisition, construction, maintenance, operation, development, and regulation of harbor works and improvements, including rail and water; for the development, operation, maintenance, control, regulation, and management of the harbor of San Diego upon Tidelands and lands lying under the inland navigable waters of San Diego Bay; and for the promotion of commerce, fisheries, navigation, and recreation thereon...." Further, the mission of the California Coastal Commission is "protecting and enhancing California's coast and ocean for present and future generations," which is reinforced throughout the policies in the Coastal Act related to coastal resource protection and in Section 30320 of the Coastal Act, which states that "the people of California find and declare that the duties, responsibilities, and quasi-judicial actions

of the commission are sensitive and extremely important for the well-being of current and future generations." The goals, objectives, and policies in this Element establish economic and financial priorities and programs to help the District achieve these responsibilities put forth in the Port Act and Coastal Act at present and for future generations.

Although the Port Act gives the District the authority to levy taxes, the District is primarily self-funded. Instead, it reinvests the revenues from businesses on Tidelands into financing and maintaining public amenities, such as roads, sidewalks, parks, promenades, public piers, and public art and advancing environmental programs. Specifically, the District's ground lease revenues from businesses on Tidelands are used to provide public benefits, like lower cost visitor and recreational facilities. Finally, the District participates in public-public and public-private partnerships to bring funding and potential reinvestment to Tidelands for the benefit of present and future generations.



The District supports more than 64,400 jobs, many of which are high paying, and generates close to $9.2 billion in economic output in the county that continues to grow annually.

Source: Economic Impacts of the San Diego Unified Port District in 2019 report

Revenues generated on Tidelands have helped to create and maintain a wide variety of public amenities, such as parks, fishing piers, public viewing piers and platforms, boat launch ramps, free mooring and docking, and numerous public art displays, all of which are free to the public. In addition, the revenues are used to provide public infrastructure, such as streets, sidewalks, public restrooms, and landscaping, as well as to fund environmental projects. For a list of notable environmental projects, refer to *Section 3.3.2 (Chapter 3.3, Ecology Element)*. Finally, revenues generated by Tidelands businesses also help fund the Harbor Police Department, which patrols Tidelands and the San Diego International Airport.

3.6.2(A) Financial Sustainability

Financial sustainability is a key component of ensuring the longevity of the District's operations and its ability to fulfill its legislative responsibilities, including providing public benefits to the people of the State of California. The State Legislature, as outlined in Section 30001(d) of the Coastal Act, finds and declares "that existing developed uses and future developments that are carefully planned are essential to the economic and social well-being of the people of this state." In addition, Section 30001.5 of the Coastal Act states that "basic goals of the state are to assure orderly, balanced utilization and conservation of coastal zone resources considering the social and economic needs of the people of the state." Further, through Section 4 of the Port Act, the District is responsible for the development, operation, maintenance, control, regulation, and management of Tidelands and for the promotion of commerce, environmental stewardship, fisheries, navigation, and recreation. Without financial sustainability, the District would not be able to accomplish these mandates.

3.6.2(B) Thriving Businesses and Diverse Businesses

Promoting thriving and diverse businesses throughout Tidelands supports financial sustainability, and the District's dynamic waterfront and the diversity of its visitor-serving uses and businesses are characteristics that make it unique and provide the assurance of a steady revenue stream. As stated in Section 87(b) of the Port Act, although the District may not grant or convey its lands to any individual, firm, or corporation, it may lease its lands for purposes consistent with the Public Trust Doctrine and the requirements of commerce and navigation, and collect and retain rents and other revenues from those leases, franchises, and privileges.

As a steward of public lands for the State of California and consistent with the California Constitution, the District promotes diversity and inclusion in contracting, hiring, and tenant opportunities. To further demonstrate the District's commitment to diversity and inclusion, a standalone function focusing on diversity, equity, and inclusion was formally established in the District's final budget for FY22.

3.6.2(C) A Growing and Diverse Blue Economy Portfolio

The District has always promoted ocean-related enterprises, now referred to in aggregate as the blue economy. Shipbuilding and repair, commercial and recreational fishing, and environmental stewardship for coastal and marine resources are just a few examples of the District's blue economy sector involvement. The infrastructure at the District, along with the region's burgeoning scientific community and growing technology economy, has contributed to a growing blue economy and unique marine technology cluster.

The strength of the marine technology cluster is rooted in San Diego's history as one of the most technologically advanced military and naval communities, as well as home to one of the top-rated oceanographic institutions in the world, the University of California, San Diego, Scripps Institution of Oceanography, which is also home to the U.S. Coast Guard's Blue Technology Center of Expertise. These institutions have made San Diego a birthplace of multiple maritime technologies and disciplines and a leader in emerging blue economy activities, which has created momentum for further growth and innovation in the blue economy.

As this sector and technology have evolved, so has the role of the District. The District has created programs to assist in the creation, development, and scaling of new business ventures on Tidelands, including aquaculture, blue technology, infrastructure, and environmental remediation. The District will continue to invest in infrastructure and new enterprises that help to grow and diversify the blue economy portfolio on Tidelands and implement innovative solutions that drive the blue economy.

The use of District funds is often subject to the BPC's or the District's Executive Director's discretion. Policies in this element that require the use of funds to allow, support, or promote development, projects, partnerships, or programs, are subject to this discretion.

3.6.2(D) Supporting the Labor Force / Workforce Development

Workforce development is a key component of a thriving relationship between the District and neighboring communities, as well as the District's dynamic waterfront and its operations. Striving to assist in the creation and development of workforce development and training opportunities in the maritime industry in southern California supports the financial sustainability of our Port tenants through skilled workforce retention as well as the residents in portside communities, especially those adversely impacted by the District's industrial operations. By striving to forge partnerships to advance workforce development opportunities in the region, the District will be safeguarding the economic future and retainment of highly skilled workforce.

3.6.3 Goals, Objectives, and Policies

ECON GOAL 1

A financially secure and sustainable District

ECON Objective 1.1

Support and nurture long-term development partnerships

ECON Policy 1.1.1 The District shall support and nurture long-term development partnerships that further Public Trust objectives.

ECON Policy 1.1.2 The District shall leverage public and private partnerships to invest in Tidelands' infrastructure and facilities that support the District's mission and fiduciary responsibilities.

ECON Policy 1.1.3 The District shall continue to implement existing, and explore new, joint programs with academic institutions, private industry, public agencies, and nongovernmental organizations to advance shared economic, social, and environmental goals.

ECON Policy 1.1.4 The District shall continue to pursue strategic partnerships with the military and military-focused industry to support U.S. Department of Defense Mission Readiness.

The United States military prides itself on always being ready to respond. The requirements of what goes into "Mission Readiness" are determined by the senior leaders of each military service based on global commitments and priorities and are validated by U.S. Department of Defense policymakers. These requirements ensure that military personnel receive necessary training, and that equipment is well maintained.

ECON Policy 1.1.5 Partner with tenants and adjacent communities to provide education, information, and access to employment opportunities in the Tidelands' maritime industry.

ECON Policy 1.1.6 Partner with academic institutions, private industry, public agencies, and nongovernmental organizations to advance workforce development and employment opportunities in maritime industry.

The District and its partners may promote awareness to employment in the maritime industry through activities and events like a Maritime Job Fair, leveraging the District's Port Tenants Association and green business networking to organize this career fair.

ECON Objective 1.2

Explore a diverse suite of self-sustaining revenue sources for reinvestment in the District's Public Trust obligations

ECON Policy 1.2.1 The District shall explore revenue sources for adequate funding of capital improvements to develop new, and maintain existing, District-operated infrastructure and facilities.

ECON Policy 1.2.2 The District shall continue to reinvest lease revenues to support financing and maintenance of public improvements in alignment with Coastal Act obligations, including lower cost visitor serving and recreational facilities such as parks, promenades, public piers, and public art.

Sections 81 and 83 of the Port Act specify the types of expenses, including those related to the acquisition and maintenance of improvements, works, and facilities, that should be funded with money from the District's Revenue Fund (as established by Section 80).

ECON Policy 1.2.3 The District shall research and pursue appropriate grant funding, and partnerships, from regional, State, and federal sources to advance the District's mission.

ECON Policy 1.2.4 The District shall explore the creation of, and allow for the use of, different financing mechanisms to help fund the building of new infrastructure or improvement to existing infrastructure, including multimodal transportation facilities, water and stormwater systems, information and communication systems, and public space.

ECON Policy 1.2.5 The District shall explore the creation of parking districts to help fund and manage the changing parking needs on Tidelands. (Refer also to *M Goal 1 [Chapter 3.2, Mobility Element]*)

ECON Policy 1.2.6 The District shall explore creation of an infrastructure program, as an option to assist funding for future public infrastructure and amenities, including and not limited to, roadways, sidewalks, promenades, parks, recreational facilities, pier improvements and if such a program is created, permittees of development shall contribute a fair share to the cost of public infrastructure and access improvements, in accordance with that program.

For policies related to planned improvements, refer to *WLU Goal 7, (Chapter 3.1, Water and Land Use)*, as well as *Chapter 5, Planning Districts* that guide and implement these improvements.

ECON GOAL 2

A thriving business base and regional economy

ECON Objective 2.1

Provide infrastructure to support existing and future industry needs, as well as the environment

Infrastructure is the general term for the basic physical systems of a business, region, or nation—for instance, transportation systems, communication networks, sewage, water, and electric systems are all examples of infrastructure. Projects related to infrastructure improvements may be funded publicly, privately, or through public-private partnerships. In economic terms infrastructure often involves the production of public goods or production processes.

ECON Policy 2.1.1 The District shall maintain a mix of water and land uses that meet the need of established Tidelands industries and provide opportunities for emerging Public Trust–consistent uses. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided.

ECON Policy 2.1.2 The District shall coordinate with permittees to provide infrastructure that supports a mix of water and land uses, including the needs of established Tidelands industries and emerging Public Trust–consistent businesses, while also providing environmental benefit.

ECON Objective 2.2

Ensure the District maintains its Strategic Port designation

For policies related to maintenance of transportation facilities for the Strategic Highway Network and for access to strategic assets on Tidelands, refer to *M Goal 3 (Chapter 3.2, Mobility Element)*.

ECON Policy 2.2.1 Maintain the District's marine terminals to the standards of the National Port Readiness Network and the Commercial Strategic Seaports Program, which are administered by the U.S. Department of Transportation's Maritime Administration. The Strategic Port designation commits the District to providing cargo and vessel operations in support of national defense efforts on short notice.

For policies related to the Strategic Port designation, refer to *M Goal 3 (Chapter 3.2, Mobility)*.

ECON Policy 2.2.2 The District shall coordinate with federal, State, regional, and local agencies, and utilities to develop and implement strategies for public improvements that provide the necessary services to support the District's Strategic Port responsibilities.

As of 2021, the District is one of only 18 commercial Strategic Ports designated to support cargo and vessel operations for the U.S. Department of Defense's Surface Deployment and Distribution Command per the Port Planning Order.

ECON Policy 2.2.3 The District shall engage with National Port Readiness Network partners in the Port Readiness Committee, which provides the means to coordinate efficient port operations during peacetime and actual national defense emergencies.

ECON Objective 2.3

Retain and encourage a diverse mix of coastal-dependent and supporting coastal-related industries and businesses

Maritime Uses

ECON Policy 2.3.1 The District shall invest in opportunities to protect and preserve the functionality and accessibility of marine and maritime industrial areas and deep-water berthing piers for maritime and marine uses.

The deep-water channels and berthing in the Bay are a combination of both natural and engineered deepening. These channels and berths have supported national defense needs, including those of the U.S. Navy, since the early twentieth century. Subsequently, the District used those deep-water dredged channels and berths to support a variety of maritime operations, including goods transport, shipbuilding and repair, recreational uses, and cruise ship operations.

ECON Policy 2.3.2 The District and permittees shall coordinate the investment in improvements to marine terminal and maritime industrial operations that improve functionality and efficiency through modernization of terminal infrastructure and equipment, including electrification that supports optimization of cargo movement and reduces emissions.

The District, in coordination with Tidelands tenants, has implemented the following improvements to maritime and marine industrial areas:

- Shore power was integrated at the B Street Cruise Ship Terminal in 2010 (the first cruise shore power installed in California and four years ahead of regulations) and Tenth Avenue Marine Terminal in 2014 to reduce emissions. Starting in 2023, one-hundred percent of the passenger vessel and refrigerated cargo fleets that visit the Port of San Diego are required to use much cleaner electricity instead of running their diesel engines while at berth.
- Photovoltaic solar panels and a ground-mounted battery system were installed to provide renewable energy at Tenth Avenue Marine Terminal to reduce greenhouse gas emissions (2018).
- For more information and policies on electrification and greenhouse gas emission reduction, refer to *SR Goal 3 (Chapter 3.4, Safety and Resiliency Element)* and *EJ Goal 3 (Chapter 3.5, Environmental Justice Element)*.

ECON Policy 2.3.3 The District shall provide maritime and marine infrastructure for operation and maintenance of commercial and recreational vessels. Maritime and marine infrastructure may be provided by third parties, including District tenants through public-private partnerships and leases with the District.

ECON Policy 2.3.4 The District shall provide coastal-dependent and coastal-related industrial leasing opportunities to support the maritime and marine industry on Tidelands.

Marine Terminals

ECON Policy 2.3.5 The District shall strive to maintain a diverse mix of cargo and marine terminal activities for long-term economic resiliency.

Maritime Industrial

ECON Policy 2.3.6 The District shall promote and designate areas for the shipbuilding, repair, and maintenance industry to support the U.S. military, research organizations, and other important commercial fleets (e.g., tugs or ferries) that are home-ported in Tidelands or other West Coast ports and harbors.

Cruise Industry

ECON Policy 2.3.7 The District shall coordinate with the cruise industry to identify infrastructure and marketing opportunities that improve the industry's economic viability and increase the contribution to the regional economy.

ECON Policy 2.3.8 The District shall coordinate with the cruise ship industry to implement modifications to relevant Tidelands support facilities to accommodate increases in cruise demand, both in terms of type and volume, such as landside transportation services for passengers, passenger processing, and baggage handling.

Recreational Boating

ECON Policy 2.3.9 The District and applicable permittees shall support existing recreational boating on Tidelands through maintenance of marina-related facilities, including docks, piers, slips, and boat launch ramps.

ECON Policy 2.3.10 The District and applicable permittees shall promote opportunities for the public to learn, share, and enjoy recreational boating through boating education programs, organizations, and clubs.

The yacht clubs on Tidelands remain active in their communities by organizing public events and promoting recreational boating, particularly through youth-oriented programs and events that are accessible to people with disabilities. Examples include junior sailing programs that distill nautical knowledge and appreciation for boating and the environment, and events like "Day on the Bay."

In addition, the yacht clubs host events that are open to nonmembers, make their facilities open for other organizations to host events at low cost or no cost, and organize charitable events that give back to the community through donations.

Fisheries (All Fishing Uses)

ECON Policy 2.3.11 The District shall coordinate with commercial fishing, recreational fishing, and sportfishing operations to identify and prioritize facility improvements that benefit the fishing business community.

ECON Policy 2.3.12 The District shall explore innovative financing mechanisms and partnerships to increase the economic prosperity and environmental sustainability of the fishing communities on Tidelands.

ECON Policy 2.3.13 The District shall support the promotion of fishing-related events and complementary visitor-serving opportunities in fishing areas to provide economic prosperity of fishing in the region.

The District and its partners promote awareness of fishing through activities and events like the Tuna Harbor "Dockside Market" a weekly open-air seafood market, and the "Day at the Docks" an annual District-funded sportfishing festival.

Commercial Fishing

Coastal Act Section 30703: Protection of commercial fishing harbor space

The California commercial fishing industry is important to the State of California; therefore, ports shall not eliminate or reduce existing commercial fishing harbor space, unless the demand for commercial fishing facilities no longer exists or adequate alternative space has been provided. Proposed recreational boating facilities within port areas shall, to the extent it is feasible to do so, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

ECON Policy 2.3.14 The District shall promote and support the commercial fishing industry and its longevity as a priority coastal-dependent use and economic contributor to Tidelands, the region, and California through such efforts as joint public-private marketing, fishing-related festivals, and other fishing events and activities.

ECON Policy 2.3.15 The District shall support commercial fishing on Tidelands and its enhancement by maintaining and improving existing commercial fishing–related infrastructure, such as docks, piers, slips, and landside support facilities.

Recreational Fishing and Sportfishing

ECON Policy 2.3.16 The District shall promote and support sportfishing charter industry as a priority coastal-dependent use and valuable economic contributor through such efforts as joint public-private marketing, fishing-related festivals, and other fishing events and activities.

ECON Policy 2.3.17 The District shall promote and support recreational fishing on Tidelands by providing informational signage about recreational fishing opportunities at public locations, such as fishing piers and boat launches, and promoting recreational fishing through joint public-private marketing, fishing-related festivals, and other fishing events and activities.

Workforce Development

ECON Policy 2.3.18 The District and its tenants are encouraged to hold workforce development events as a means to complement the maritime industry and support economic prosperity of adjacent portside communities.

ECON Policy 2.3.19 The District shall encourage businesses and operations on Tidelands to create and support port-related workforce jobs.

ECON Objective 2.4

Encourage recreational activities and coastal-enhancing industries that help create a vibrant waterfront

ECON Policy 2.4.1 The District encourages the provision of a variety of active and passive recreational opportunities to attract a diverse mix of visitors to Tidelands.

For policies related to recreational opportunities, refer to *WLU Goal 4 (Chapter 3.1, Water and Land Use Element)*.

ECON Policy 2.4.2 The District shall promote the creation of diverse activating features in areas designated with a Recreation Open Space land use to provide a variety of opportunities for visitors to explore and enjoy Tidelands. Refer to *Chapter 4 Baywide Development Standards or Chapter 5 Planning Districts* for requirements and thresholds for proposed activating features.

Recreation open space and natural resource areas enhance the value and attractiveness of the District's leasable water and land. When viewed as a value-added component, the District may integrate these open spaces with development to increase the overall value from a financial and usability perspective.

ECON Policy 2.4.3 The District shall promote and support implementation of visitor-serving development and amenities that celebrate the San Diego region's binational setting, natural resources, history, culture, and arts.

ECON Policy 2.4.4 The District shall promote and support a diversified hotel portfolio and corresponding elements of the hospitality industry and encourage their expansion.

For policies related to a well-planned and balanced composition of land uses, refer to *WLU Goal 5 (Chapter 3.1, Water and Land Use Element)*.

ECON Objective 2.5

Create and maintain programs and services that address the needs of the District's business community

ECON Policy 2.5.1 The District shall promote established and emerging coastal-dependent commercial and industrial sectors throughout Tidelands and may choose to promote through joint marketing campaigns and participation in conferences or other business development programs.

ECON Policy 2.5.2 The District shall periodically assess the water and land use needs of the recreational, commercial, and industrial sectors on Tidelands to assist in planning for and facilitating economic growth through surveys of existing occupants, tenants, and permittees and analysis of economic forecasts.

ECON Objective 2.6

Encourage participation on Tidelands from a diverse suite of businesses

ECON Policy 2.6.1 Promote innovation and new technology by encouraging new and existing businesses to propose new services or projects on Tidelands.

ECON Policy 2.6.2 Promote and support opportunities for new businesses to operate on Tidelands that reflect the diversity of the region

ECON GOAL 3

A growing and diverse economic portfolio of coastal-dependent industries and businesses

ECON Objective 3.1

Attract and support innovative and emerging coastal-dependent industries

ECON Policy 3.1.1 The District shall examine the redevelopment of underused commercial and industrial water and land areas for established and emerging coastal-dependent industries.

ECON Policy 3.1.2 The District shall encourage innovative coastal-dependent endeavors through an assortment of programs and partnerships.

ECON Policy 3.1.3 The District shall explore and promote the creation of habitat mitigation banks on Tidelands in cooperation with regional, State, and federal resource agencies to offset potential future development impacts and provide compensatory mitigation opportunities.



For policies related to mitigation banks, refer to *ECO Goal 1 (Chapter 3.3, Ecology Element)*.

ECON Policy 3.1.4 The District shall support ecotourism through coordination with other public agencies, academic institutions, nonprofits, or private industry to promote conservation awareness and enjoyment of the Bay.

4

Baywide Development Standards

PORT of SAN DIEGO

CHAPTER 4

Baywide Development Standards

Introduction

The element policies are intended to help achieve the goals and objectives of this Plan by prescribing Baywide guidance for development that aligns with the District's mission and obligations under the Coastal Act, Public Trust Doctrine, and Port Act.

The Baywide Development Standards establish requirements for the physical development of property. They provide standards for design that enlivens and enriches the Tidelands experience for visitors, businesses, and workers, and will be used to implement new development in a manner that is consistent with the surrounding pattern and character of development. The Baywide Development Standards specifically address the following topic areas:

- Mobility Hub Standards
- Recreation Open Space and Activating Features Standards
- Pathway Standards
- View Standards
- Structure Height Standards
- Wayfinding Signage Standards

Baywide Development Standards shall be applied consistently Baywide, to development in all planning districts, except where specifically noted in a subdistrict development standard. In addition to compliance with the Baywide Development Standards, all development shall conform to the subdistrict development standards described in *Chapter 5, Planning Districts*.

4.1 Mobility Hub Standards

There are three types of mobility hubs planned: Regional Mobility Hubs, Local Gateway Mobility Hubs, and Connector Mobility Hubs. The goal of each mobility hub is to connect to the overall system through land-based transit (the District's bayfront circulator and other transit options) and water-based transit (ferries and water taxis). Mobility hub requirements, by type of mobility hub, are summarized in *Table 4.1, Mobility Hub: Accessibility Requirements and Amenities*. Amenities associated with each type of mobility hub shall be based on the location the mobility hub is planned to serve, the distance from other mobility hubs, and the intensity of the development in the area. Amenties should be appropriate for each site, and selected in coordination with the District. For additional information, refer to WLU Goal 7 (Chapter 3.1, Water and Land Use Element), and subdistrict planned improvements.

4.1.1 Standards for Regional Mobility Hubs

A Regional Mobility Hub is intended to serve visitors and employees as they access and travel throughout Tidelands. They are intended to be used to consolidate public parking in the area, which will allow for existing on-street and/or surface parking to be repurposed as Recreation Open Space, such as esplanades, promenades, and plazas, and to connect to multimodal facilities, dedicated transit lanes, bicycle facilities (Class II Bike Lanes, Class IV Cycle Tracks, or Class I Multi-use Paths), and other waterfront uses. An illustrative example of a Regional Mobility Hub is shown in Figure 4.1. Regional Mobility Hubs will help to reduce the amount of vehicle miles traveled throughout Tidelands and potentially in areas adjacent to Tidelands as they may connect to other regional mobility networks. The following standards apply:

4.1.1(A) Land Use and Siting

1. Mix of uses. Regional Mobility Hubs may be combined with, or incorporate, other land uses in either a vertical or a horizontal mix of uses. Additional uses, such as hotel, commercial, or other uses, may be incorporated to activate the area and promote public-private partnerships in implementing mobility improvements.
2. Parking. Regional Mobility Hubs shall be used to consolidate parking for public destinations primarily located on-site and within one-quarter mile of the hub or up to one-half mile for public destinations served by transit. Parking may be provided through either above- or below-grade structured parking or a combination thereof.

4.1.1(B) Access

1. Transit. Regional Mobility Hubs shall provide:
   a. A direct connection to a regional transit stop, such as a trolley stop or bus stop; and
   b. A bayfront circulator stop.
2. Roadway. Regional Mobility Hubs shall be located along, and accessed from, major roadways that provide a direct connection to the regional highway system.
3. Walking and Biking. Regional Mobility Hubs shall provide connections to the following bicycle and pedestrian facilities and amenities:
   a. Pedestrian connections to adjacent visitor attractions and uses that are located within one-quarter mile;
   b. On-site or adjacent regional bicycle facility, such as a Class I Multi-use Path or a Class IV Cycle Track;
   c. Bicycle parking; and
   d. Wayfinding signage to key destinations.
4. Waterside. Regional Mobility Hubs shall provide connections to one or more waterside facilities, such as water-based transfer points, that accommodate access to a water taxi service or other on-water transit services, and/or short-term public docking, within 500 feet.

Table 4.1 Mobility Hub: Accessibility Requirements and Amenities

	ACCESSIBILITY REQUIREMENTS						AMENITIES				
	Transit	Roadway	Walking	Biking	Waterside	Parking	Curbside Management	Micromobility	Information	Commercial	# of Amenities Required
REGIONAL	Direct connection to a regional transit stop (Trolley or bus stop) Incorporation of a bayfront circulator stop (PDs 1-3)	Takes access from a major roadway that provides a direct connection to the regional highway system	75 percent of the attractions within one-half-mile radius are accessible through a quality walk [1] Provides wayfinding signage to key destinations	Provides a direct bicycle connection (LTS [2] 2 or better) to the regional bicycle network Provides bike parking	Provides a connection to one or more waterside facilities (short-term public docking and/or waterside transit service)	Consolidates parking for public destinations (open space, recreation, public art) within the catchment area (0.5 mile) [3] Off-site parking for leasehold destinations (retail, restaurants, hotels) can also be consolidated in mobility hub [3]	220 feet (10 car lengths) of dedicated linear curb length	Coordination with micromobility providers to ensure consistent service and supply Include micromobility center with charging facilities and dedicated staging area	Signage and/or kiosks providing information on the available transportation modes, prices, nearby destinations, multimodal trip mapping , ticket vending, and wait time information	Small-scale visitor-serving uses, such as restaurants, coffee shops, and /or visitor-serving retail	4
LOCAL GATEWAY	Access to a local transit stop Incorporation of a bayfront circulator stop (PDs 1-3)	Takes access from a public roadway	75 percent of the attractions within one-quarter-mile radius are accessible through a quality walk [1] Provides wayfinding signage to key destinations	Provides a direct bicycle connection (LTS [2] 2 or better) to the regional bicycle network Provides bike parking	Provides connections to waterside facilities (short-term public docking and/or waterside transit service) if available	Within 500 feet of off-street public parking May consolidate parking for public destinations (open space, recreation, public art) within the catchment area [3] Off-site parking for leasehold destinations (retail, restaurants, hotels) may also be consolidated in mobility hub [3]	110 feet (5 car lengths) of dedicated linear curb length	Coordination with micromobility providers to ensure consistent service and supply Dedicated staging area from micromobility related vehicles	Signage and/or kiosks providing information on the available transportation modes, nearby destinations, and trip mapping [4]	On-site or adjacent small-scale visitor-serving uses, such as restaurants, coffee shops, and/ or visitor-serving retail or kiosks	3
CONNECTOR	Access to a local transit stop Incorporation of a bayfront circulator stop (PDs 1-3)	Takes access from a public roadway	Provides a direct connection, through a quality walk [1], for all destinations within the immediate area Provides wayfinding signage to key destinations	Provides bike parking	Provides connections to waterside facilities (short-term public docking or waterside transit service) if available	Not required, but allowed	66 feet (3 car lengths) of dedicated linear curb length	Coordination with micromobility providers to ensure service and supply	Signage or kiosks providing information on available transportation modes, nearby destinations, and trip mapping [4]	No commercial requirements	2

Notes:

1) *Quality walk: Contiguous, noncircuitous walking route with a Pedestrian Environment Quality Evaluation (PEQE) score of fair or good. PEQE score is based on the physical characteristics of the pedestrian facility, including safety, lighting, and separation from roadway. Source: Active Travel Assessments Integrating Bicycle and Pedestrian Evaluation in Long Range Planning, City of San Diego, December 2015.*
2) *Level of Traffic Stress (LTS)*
3) *Parking demand study would be required to determine the number of spaces that need to be included in the hub.*
4) *Trip mapping services provide information on the various transportation modes that users can use to reach their destination and the locations where they can change their modes if desired (e.g., Google Maps).*

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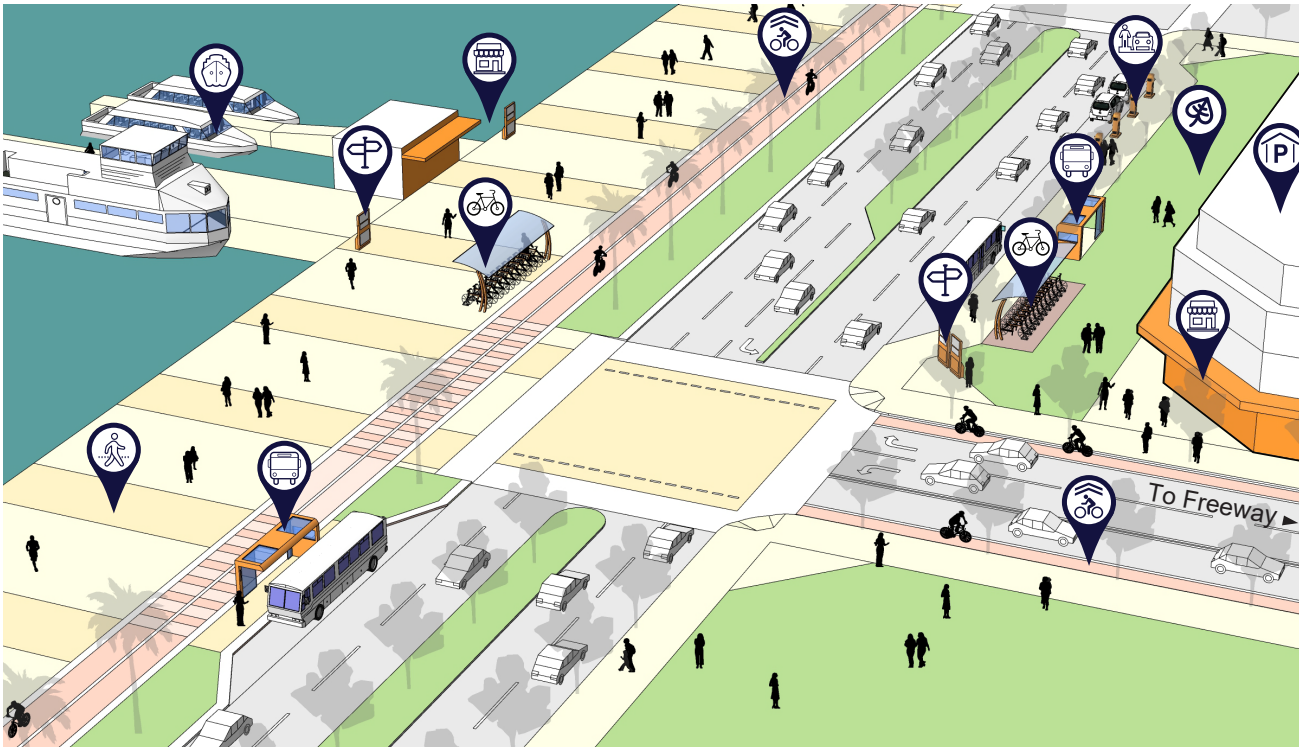


LEGEND

- Bayfront Circulator Stop
- Waterside Promenade
- Bike Lanes
- Bike Share / Micromobility
- Curbside Management
- Water-Based Transfer Point
- P Parking Lot
- P Parking Garage
- Retail
- Signage/Wayfinding

Figure 4.1 Regional Mobility Hub Example

For illustrative purposes only.

4.1.1(C) Amenities

1. Regional Mobility Hubs shall provide the following amenities:
   a. Curbside Management. At least 220 feet (10 car lengths) of dedicated linear curb length for curbside management;
   b. Micromobility. Inclusion of a micromobility center to:
      i. Provide one or more dedicated areas to stage, park, and charge micromobility vehicles, scooters, carts, and/or bikes; and
      ii. Provide space to facilitate coordination with micromobility providers to ensure management, consistent service, and supply;
   c. Information. Signage and/or kiosks providing information on the available transportation modes, prices, nearby destinations, multimodal trip mapping, ticket vending, and wait time information; or
   d. Commercial Uses. Small-scale visitor-serving uses, such as restaurants, coffee shops, and/or visitor-serving retail.

4.1.2 Standards for Local Gateway Mobility Hubs

A Local Gateway Mobility Hub connects visitors to a group of attractions and other uses in a small and specific area. An illustrative example of a Local Gateway Mobility Hub is shown in *Figure 4.2*. Local Gateway Mobility Hubs are intended to both draw visitors to Tidelands and act as a connection point for visitors who are already traversing Tidelands using other modes of transportation. The following standards apply:

4.1.2(A) Land Use and Siting

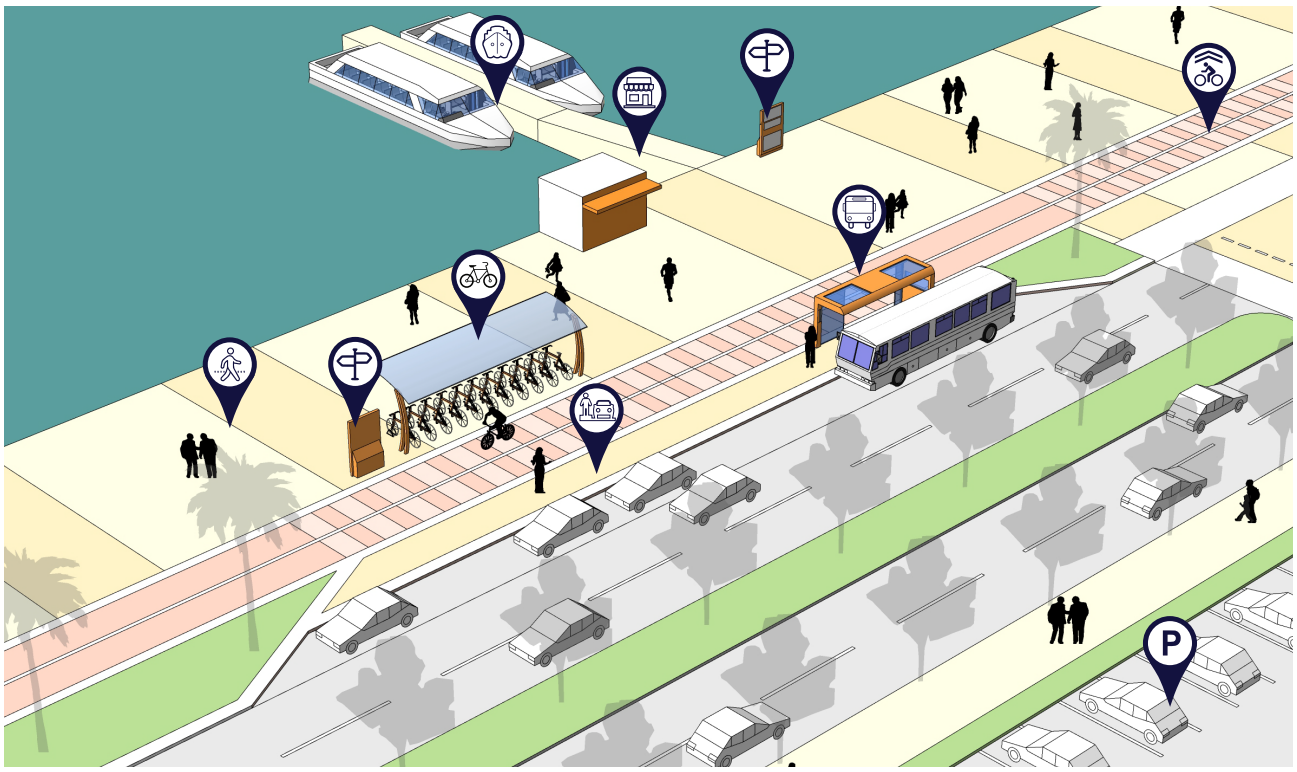
1. Mix of uses/Siting. Local Gateway Mobility Hubs should be generally developed in high-use areas around public open space and/or plazas to help link various transportation connections and amenities.
2. Parking. Local Gateway Mobility Hubs should be within 500 feet of off-street public parking.

4.1.2(B) Access

1. Transit. Local Gateway Mobility Hubs shall provide:
    a. Access to a local transit stop; and
    b. A bayfront circulator stop if within the bayfront circulator service area.
2. Roadway. Local Gateway Mobility Hubs shall be located along, and accessed from, a public roadway.
3. Walking and Biking. Local Gateway Mobility Hubs shall provide connections to the following bicycle and pedestrian facilities and amenities:
    a. Pedestrian connections to adjacent visitor attractions and uses that are located within one-quarter mile;
    b. A regional bicycle facility, such as a Class I Multi-use Path or a Class IV Cycle-Track;
    c. Bicycle parking; and
    d. Wayfinding signage to key destinations.
4. Waterside. Local Gateway Mobility Hubs should be sited to provide a connection to waterside facilities, such as water-based transfer points, that accommodate access to a water taxi service or other on-water transit services, and/or short-term public docking, within 500 feet if available.

4.1.2(C) Amenities

1. Local Gateway Mobility Hubs shall provide at least three amenities from the following list:
    a. Curbside Management. At least 110 feet (five car lengths) of dedicated linear curb length for curbside management;
    b. Micromobility: Inclusion of a micromobility center to:
        i. Provide one or more dedicated areas to stage, park, and charge micromobility vehicles, scooters, carts, and/or bikes; and
        ii. Facilitate coordination with micromobility providers to ensure consistent service and supply;
    c. Information. Signage and/or kiosks providing information on the available transportation modes, nearby destinations, and trip mapping; or
    d. Commercial Uses. On-site or adjacent small-scale visitor-serving uses, such as restaurants, coffee shops, and/or visitor-serving retail or kiosks.



LEGEND

- Bayfront Circulator Stop
- Waterside Promenade
- Bike Lanes
- Bike Share / Micromobility
- Curbside Management
- Water-Based Transfer Point
- P Parking Lot
- Parking Garage
- Retail
- Signage/Wayfinding
- Open Space Connection

Figure 4.2 Local Gateway Mobility Hub Example

For illustrative purposes only.

4.1.3 Standards for Connector Mobility Hubs

A Connector Mobility Hub connects visitors to a specific attraction or use. Connector Mobility Hubs are generally smaller than the other types of hubs and do not typically include vehicular parking or need to be linked to any parking facilities. An illustrative example of a Connector Mobility Hub is shown in *Figure 4.3*. They should generally be designed to organize converging transportation facilities through wayfinding signage, bicycle, and pedestrian improvements and the provision of transportation amenities. The following standards apply:

4.1.3(A) Land Use and Siting

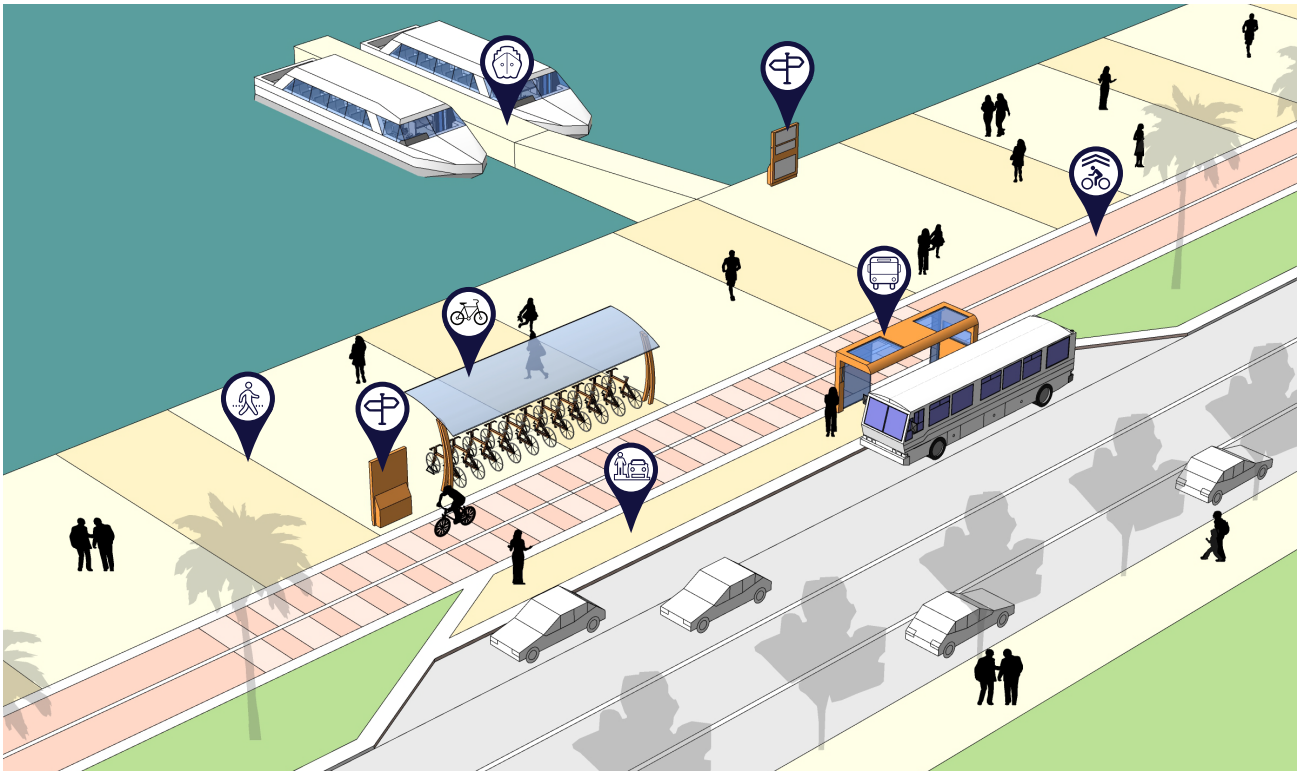
1. Mix of Uses/Siting. Connector Mobility Hubs are intended to have a minimal footprint and should be generally developed around public open space and/or plazas to help link various transportation connections and amenities. Connector Mobility Hubs may also be sited to fill in gaps between Regional Mobility Hubs, between Local Gateway Mobility Hubs, or within the general mobility network.
2. Parking. Connector Mobility Hubs are not required to incorporate or be adjacent to parking; however, parking may be allowed.

4.1.3(B) Access

1. Transit. Connector Mobility Hubs shall provide:
    a. Access to a local transit stop; and
    b. A bayfront circulator stop if within the bayfront circulator service area.
2. Roadway. Connector Mobility Hubs should be accessed from a public roadway.
3. Walking and Biking. Connector Mobility Hubs shall provide the following bicycle and pedestrian facilities and amenities:
    a. Placement along a public way, multi-use path, promenade, or other connection;
    b. Bicycle parking;
    c. Direct and convenient pedestrian connections to adjacent visitor attractions and uses; and
    d. Wayfinding signage to key destinations.
4. Waterside. Connector Mobility Hubs should provide a connection to waterside facilities, such as water-based transfer points, that accommodate access to a water taxi service or other on-water transit services, and/or short-term public docking, within 500 feet if available.

4.1.3(C) Amenities

1. Connector Mobility Hubs shall provide at least two amenities from the following list:
    a. Curbside Management. At least 66 feet (three car lengths) of dedicated linear curb length for curbside management;
    b. Micromobility: Inclusion of a micromobility center to:
        i. Provide one or more dedicated areas to stage, park, and charge micromobility vehicles, scooters, carts, and/or bikes; and
        ii. Facilitate coordination with micromobility providers to ensure consistent service and supply; or
    c. Information. Signage and/or kiosks providing information on the available transportation modes, nearby destinations, and trip mapping.



LEGEND

- Bayfront Circulator Stop
- Waterside Promenade
- Bike Lanes
- Bike Share / Micromobility
- Curbside Management
- Water-Based Transfer Point
- Signage/Wayfinding

Figure 4.3 Connector Mobility Hub Example

For illustrative purposes only.

4.2 Recreation Open Space and Activating Features Standards

Recreation Open Space, a component of the public realm, supports or facilitates social interaction and is used for active and passive activities. Refer to *WLU Goal 3 (Chapter 3.1, Water and Land Use Element)* for additional guidance related to Recreation Open Space. The following standards apply to all Recreation Open Space in Tidelands.

4.2.1 Standards for Recreation Open Space

The following requirements apply to areas designated as Recreation Open Space:

1. Shall be located directly adjacent to the waterfront, i.e. between development and the water's edge. Additional Recreation Open Space areas above the minimum required acreage within a subdistrict may be located landward of development;
2. Should be designed with an appropriate balance of softscape and hardscape based on a subdistrict's character or as specified in *Chapter 5, Planning Districts* for that subdistrict to provide users with visual and physical relief from paved surfaces;
    a. Soft surfaces or softscape may include landscaping, planting ground cover, and other materials, such as mulch and turf.
    b. Landscaping shall be consistent with ECO Policy 1.1.8 (Chapter 3.3 Ecology Element).
3. Should include activating uses, such as kiosks, retail, or amenities, or passive recreation activities; See *Section 4.2.3 Standards for Activating Features, including Pavilions* for additional requirements; and
4. Should include fixed or movable seating.
5. When calculating areas for purposes of satisfying minimum acreage requirements, the following do not qualify as designated Recreation Open Space:
    a. Cantilevered areas beyond the Mean Higher High Water line;
    b. Access roads or parking areas that primarily serve commercial development;
    c. Outdoor dining areas reserved exclusively for nearby commercial development;
    d. Required building setbacks;
    e. Areas that are less than 30 feet in width, that extend between commercial uses and that are surrounded on two or more sides by commercial development—for example, plazas, pathways, and amenity zones; and
    f. Rooftop park space shall be permitted but shall not be used to satisfy minimum acreage requirements.

4.2.2 Standards for Rooftop Recreation Open Space

Rooftop Recreation Open Space, where allowed, shall be visually and physically accessible, with the intent of providing users with a new and unique experience of the Bay, subject to the following requirements.

1. Rooftop open space shall be visually accessible from grade from a variety of vantage points so that the park space is obvious to the public.
2. Multiple access points offering different methods of accessibility sufficient for high visitation volumes to the rooftop space shall be provided.
3. Public access shall be available without charge.
4. Public access, including access that complies with the Americans with Disabilities Act, shall be provided from the public roadway, as well as within interior spaces of buildings, and access shall be provided consistent with District regulations for park operating hours.

5. To ensure that public access is clear, obvious, and encouraged, directional signage shall be provided at all access points, including the following locations:
   a. Public accessways adjacent or connected to the structure supporting the elevated park space;
   b. Building entrance, where public access is provided to the building;
   c. Building lobby;
   d. At the elevator connecting to the rooftop open space;
   e. Space directly outside the elevator exit at the level where the open space is located; and
   f. Any hallways connected to the above locations.
6. Directional signage shall include the following:
   a. Coastal Access logo;
   b. The description "Rooftop Recreation Open Space" or similar;
   c. Text identifying it as "Open to the Public";
   d. How to access the open space—for example, "Access via elevators at the end of this hallway"; and
   e. Directional arrow.

4.2.3 Standards for Activating Features, including Pavilions

Activating features attract visitors to, and extend users' stay on, Tidelands. They may be commercial or noncommercial and are intended to offer a range of recreational experiences to the user and appeal to a variety of visitors. Activating features should complement adjacent or nearby waterfront uses and activities.

4.2.3(A) Activating Features

Activating features may include:

1. A variety of recreational uses, such as fitness activities and play structures;
2. Moveable kiosks or carts;
3. Pavilions, subject to standards in *Section 4.2.3(B), Pavilions*, below; and
4. The following standards apply to all activating features, including Pavilions:
   a. Frequency/Intensity. Location-specific criteria, including the maximum number of activating features and pavilions in a subdistrict, is specified within the applicable subdistrict development standards.
   b. If no guidance is provided for the number of activating features within the subdistrict development standards, the number of activating features shall be commensurate with the intensity of the development in that subdistrict, and the associated Activation Plan. Activating features may be grouped or distributed throughout the subdistrict.
   c. If no guidance is provided for the number of pavilions within the subdistrict development standards, the number of pavilions shall be commensurate with the intensity of the development in that subdistrict, and the associated Activation Plan.

4.2.3(B) Pavilions

Pavilions, a type of activating feature, serve as activating commercial features that host small scale commercial enterprises and serve visitors and the community. They are permanent structures for food service; retail; or other small-scale commercial, leisure, or hospitality activities. The following requirements apply to all pavilions Baywide:

1. Sizing, Area Coverage, and Spacing
    a. Maximum allowable square footage. The maximum enclosed space shall be 1,200 square feet per pavilion. Walk-up areas and outdoor seating areas shall not apply toward this square footage calculation.
    b. Area coverage. The aggregate of enclosed structures, canopies, or roof structures shall cover no more than 10 percent of the Recreation Open Space area; coverage shall be calculated on a subdistrict basis.
    c. Frequency/Intensity. The maximum number of pavilions in a subdistrict is regulated within the applicable subdistrict development standards.
    d. Space between pavilions. There shall be a minimum of 60 feet of clear space between individual pavilion structures unless they are temporarily erected for a special event.
    e. Placement. Pavilions may be sited as single buildings or in pairs, and should be spread out along the waterfront in accordance with location-specific standards identified in the subdistrict.
2. Location Restrictions and View Obstruction
    a. Pavilions shall not obstruct pedestrian circulation in promenades, and shall be located landside of the circulation path.
    b. Pavilions shall not obstruct designated view corridors.
    c. Pavilions shall not obstruct designated scenic vista areas or related access.
    d. Pavilions shall not be located on the Window to the Bay pier.
3. Format of Pavilion Structures
    a. Pavilions shall be walk-up style.
    b. Associated outdoor seating shall be available to the public, including noncustomers, with clearly visible signage indicating that seating is open to the public. Refer to *Chapter 4.5.2 Wayfinding Signage* for wayfinding signage baywide development standards.
    c. For pavilions that function as restaurants, seating shall be primarily outdoors and may include limited indoor seating.
    d. Barriers (e.g., fences, ropes) placed on or around the pavilions shall not obstruct public access
4. Transparency of Pavilions
    a. Pavilions are encouraged to have a high degree of transparency, with transparent glass, operable windows, or other features; a minimum of 65 percent of the perimeter walls shall be transparent glass.
5. Parking for Pavilions
    a. Pavilions shall not require new parking or dedicated parking. Users may use existing or proximate parking located in the mobility hub network or travel to the pavilions using the regional mobility network.

4.3 Pathway Standards

4.3.1 Standards for Waterside Promenades

Waterside promenades ensure coastal access to the waterfront. Promenades are identified in each planning district's coastal access views and pathways map. Additional location-specific requirements are identified in the development standards for each subdistrict. The following requirements apply baywide:

1. A waterside promenade shall be provided as part of any development that abuts the waterfront and is not a coastal-dependent maritime industrial use, in accordance with *WLU Goal 3 (Chapter 3.1, Water and Land Use Element)* and as defined in *Table 3.1.3, Allowable Use Types for Land Use Designations*, and in accordance with the following requirements:
   a. Waterside promenades shall be provided in the locations specified in each planning district's Coastal Access Views and Pathways Map;
   b. Minimum widths for waterside promenades are specified in the subdistrict's public realm standards; however, development is encouraged to exceed the minimum dimension;
   c. Waterside promenades shall connect to other existing or planned adjacent waterside promenades; and
   d. Waterside promenades shall connect to other pathways to, and through, upland developed areas.
2. Waterside promenades shall be part of a comprehensive design, in accordance with the following standards:
   a. Where increases in intensity are proposed beyond that described in this Port Master Plan, the associated promenade width shall be increased accordingly to accommodate the increase in use, not congest pedestrian flow, and maintain coastal access;
   b. Promenade design may vary in consideration of geographic context, topography, and location in Tidelands but generally shall be consistent and contiguous in the same subdistrict, and between adjacent subdistricts;
   c. Where changes occur between segments, leaseholds, and/or widths, promenades shall be designed to carefully transition and avoid abrupt changes in width; and
   d. Promenades shall be designed with a consistent and/or complementary approach to paving, material finish, handrail design, and scale.
3. Waterside promenades shall be provided as part of any development that abuts the waterfront; however, waterside promenades are not required for coastal-dependent maritime industrial uses, when it is infeasible pursuant to *Section 4.3.1 Standards for Waterside Promenades (5),* below, as defined in *Table 3.1.3, Allowable Use Types for Land Use Designations* for safety and security concerns.
4. Waterside promenades are not required on existing golf courses for public safety concerns.

Section 30212(a) from the California Coastal Act

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

Refer to *Chapter 6, Plan Implementation* and *Conformance, Section 6.3, Development Conformance,* as well as the definition of "major development" in the Glossary.

5. Waterside promenades are required for all uses considering the need to protect public rights to access Tidelands. Exceptions to this requirement may be allowed if BPC makes one of the following findings:
   a. A waterside promenade width and/or alignment is determined to be infeasible based on a site-specific survey, project-specific economic analysis or documentation of public safety or security issues;
   b. A waterside promenade width and/or alignment would interfere with or prohibit operation in any coastal-dependent water or land use, or the interface thereof; or
   c. Development of the waterside promenade width and/or alignment would require demolition and setback of an existing building that is currently occupied or fit for occupancy and the applicant is not proposing demolition of any part of said structure.
6. If all or a segment of a waterside promenade cannot meet the width prescribed in the subdistrict's public realm standards and has demonstrated infeasibility findings in *4.3.1(5) (Chapter 4, Baywide Development Standards, Standards for Waterside Promenades),* an alternative waterside promenade surface area shall be provided as follows:
   a. Any alternative waterside promenade shall have a minimum width of 5 feet, unless otherwise specified in the subdistrict standards; and;
   b. The minimum alternative waterside promenade surface area shall be commensurate with the square footage that would have been provided if consistent with the waterside promenade width in the subdistrict's public realm standards (length of leasehold x minimum promenade width = minimum surface area; e.g., 100-foot-wide leasehold x minimum 10-foot-wide promenade = 1,000 square foot surface area).
7. If a segment of a waterside promenade cannot be provided consistent with the Planning District's Coastal Access: Views and Pathways Figure and has demonstrated infeasibility findings in *4.3.1(5) (Chapter 4, Baywide Development Standards, Standards for Waterside Promenades),* an alternative alignment shall be provided, subject to the following requirements:
   a. Any promenade with an alternative alignment shall have a minimum width of 5 feet unless otherwise specified in the subdistrict standards;
   b. Any promenade with an alternative alignment shall provide pathways to existing or planned adjacent promenades;
   c. Wayfinding signage shall be provided as part of any promenade with an alternative alignment, to identify the connections to existing or planned adjacent promenades; and
   d. Alternative alignments shall adhere to the general design provisions shown in *Figure 4.4*.
8. If the BPC finds that a promenade with an alternative alignment is infeasible, an alternate public realm improvement may be made, in accordance with the provisions of *WLU Goal 6 (Chapter 3.1, Water and Land Use Element)* and the following requirements:
   a. The improvement shall provide a physical and/or visual connection to the water.
   b. The improvement shall be made within the same subdistrict, as close as feasible to the location of the required promenade. If the improvement cannot be made in the same subdistrict, it may be made as close as feasible in the same planning district.

c. The improvement shall be open and accessible to the public, consistent with promenade access requirements, as specified in *WLU Objective 3.1 (Chapter 3.1, Water and Land Use Element).*

d. Programming that provides lower cost visitor and recreational opportunities may be provided, in lieu of a public realm improvement, as a form of coastal access.

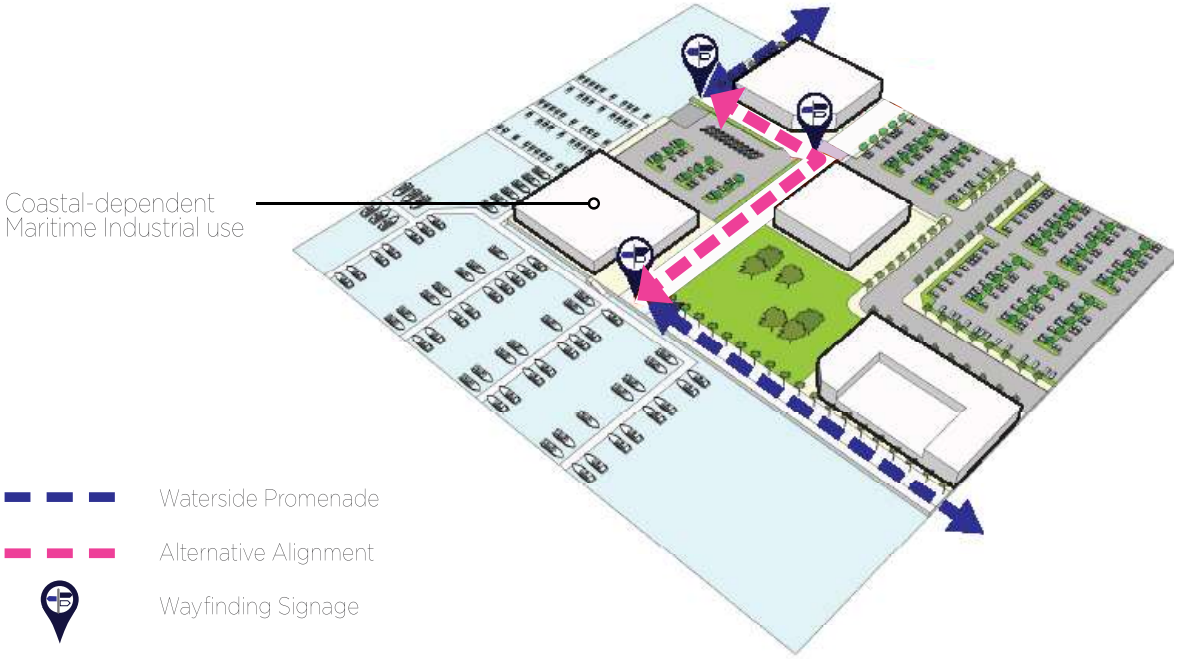


Figure 4.4 Example of a Waterside Promenade Alternative Alignment
For illustrative purposes only

4.3.2 Standards for Amenity Zones

Requirements for amenity zones are identified in the subdistrict development standards. Where provided, amenity zones enhance public access by providing pedestrian amenities along the waterside promenades. The following requirements apply Baywide:

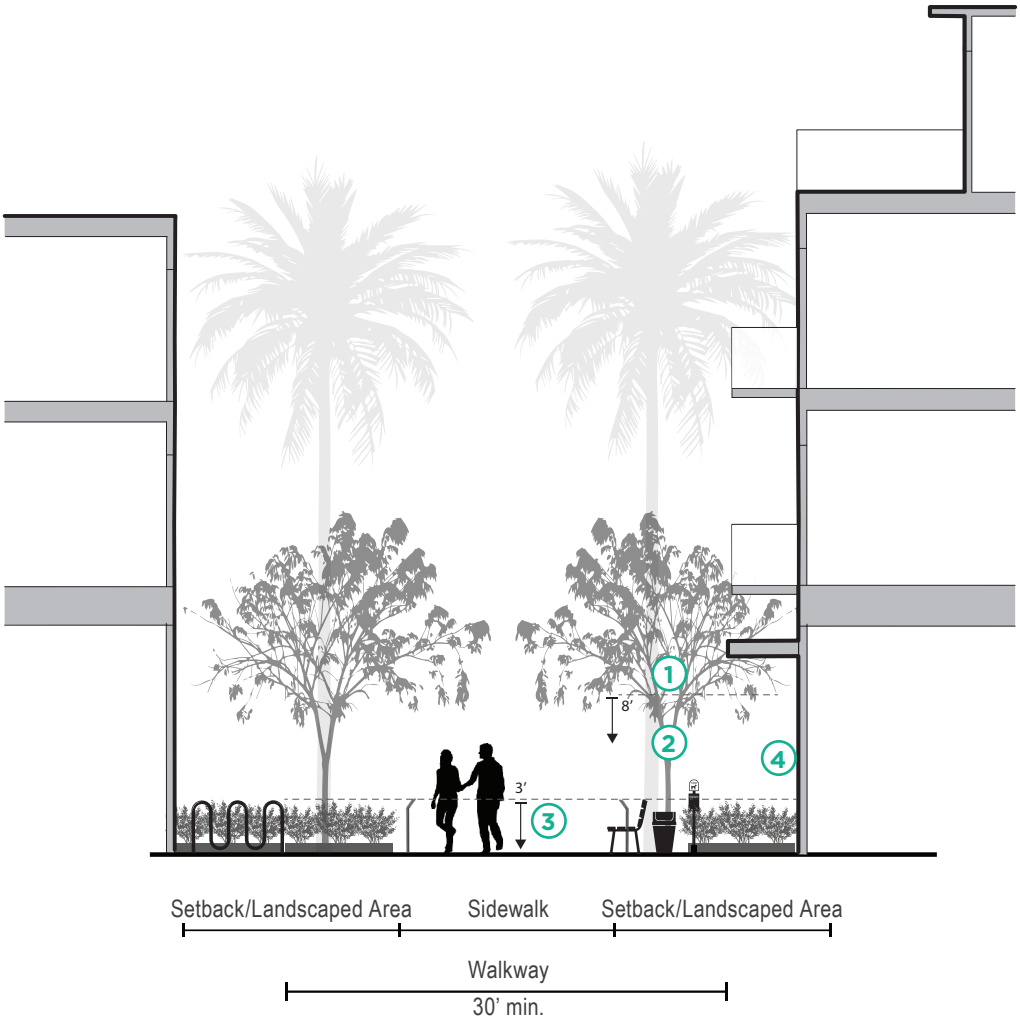
1. Amenity zones shall be located on the landside of the waterside promenade;
2. Amenity zones may include fixed or movable seating, shade structures, site furnishings, trash receptacles, signage, and other visitor-serving amenities;
3. Amenity zones shall measure at least 6 feet in width; and
4. Amenity zones shall not impede public access or detract from the visual character.

4.3.3 Standards for Walkways

To create a pedestrian sense of scale along the waterfront and avoid a walling-off effect, development shall be designed to integrate public access through the siting of walkways. Walkways are a type of pathway and in some locations may serve as a view corridor extension. Walkways begin at the point of public access farthest from the water and extend through major development, to an intersection with a waterside promenade, or directly to the water's edge if no waterside promenade exists. The following requirements apply baywide.

4.3.3(A) Location and Access

1. Walkways shall provide safe, unobstructed physical access perpendicular to the waterfront, between the promenade and the roadway.
2. Mapped walkways are identified in each planning district's Coastal Access Views and Pathways Map.
3. Walkways shall be spaced in a manner that maximizes the frequency of connections from the first public roadway landward of the waterfront. In addition to the mapped locations described above, walkways are required as part of all major development that meets all the following criteria:
    a. The development site is located in an area with a Commercial Recreation land use designation;
    b. The development site is located between the waterfront and the first public roadway from the waterfront;
    c. The development site has a frontage that is greater than one-quarter mile along the first public roadway from the waterfront; and
    d. An existing walkway is greater than one-quarter mile from the farthest point along the development's frontage.
4. Walkways shall have a minimum width of 30 feet unless otherwise specified in the development standards for each subdistrict.
5. Walkways shall be clearly visible for public use.
6. Walkways shall adhere to the general design requirements shown in *Figure 4.5*.
7. Walkways shall be subject to *Section 4.4, View Standards*.
8. Additional supplementary requirements, for both mapped and unmapped walkways, are identified in the development standards for each subdistrict.
9. Walkways in areas with a Recreation Open Space land use designation shall be subject to *WLU Policy 4.2.6 (Chapter 3.1, Water and Land Use Element)* to ensure accessibility to the general public.



1. Trees Limbed Up to a Min of 8' Above Grade
2. Planting Area Clear Zone
3. Max Height of Planting (3')
4. Building Entries along View Corridor Extension

Figure 4.5 Cross-Section of a Walkway

For illustrative purposes only.

4.4 View Standards

4.4.1 Standards for Scenic Vista Areas

Scenic vista areas preserve physical access to the scenic views and visual qualities of the Bay from publicly accessible points on Tidelands. They are identified in each planning district's Coastal Access Views and Pathways Map and are specifically identified in the development standards for each subdistrict. The "Window to the Bay" identified in the Embarcadero Planning District (PD3) is a form of a scenic vista area. The following requirements apply Baywide:

1. A scenic view in a designated scenic vista area may be framed, wide angle, or panoramic, and may include constructed and/or natural features, including maritime operations and other characteristics that are both within and outside Tidelands.
2. Development that includes a scenic vista area(s) shall:
    a. Not obstruct the designated scenic vista area(s);
    b. Preserve or enhance physical access to scenic vista area(s); and
    c. Not directly obscure the physical access to, and views from, a scenic vista area.
3. Scenic vista areas may be associated with physical features or public spaces, such as plazas, promenades, overlooks, or other public spaces.
4. Scenic vista areas may include directional or interpretive signage indicating the presence of a designated scenic vista area.

4.4.2 Standards for View Corridor Extensions

View corridor extensions preserve view corridors that begin at the District's boundary farthest from the waterfront, or the nearest terminus of an existing public roadway that is on Tidelands, and end at the waterfront or the end of a pier or land mass that extends over the water. View corridor extensions are identified in each planning district's Coastal Access Views and Pathways Map and are specifically described in the development standards for each subdistrict. Walkways are a form of view corridor extension. The following requirements apply Baywide:

1. The width of view corridor extensions shall be equal to the public roadway from which they extend.
2. View corridor extensions shall be subject to *Section 4.4.3, Standards for View Protection*.

4.4.3 Standards for View Protection

Protection of views and physical access shall be maintained within view corridor extensions and scenic vista areas, and along pathways. The following requirements apply Baywide:

1. The following features may be located within scenic vista areas, view corridor extensions, and walkways:
    a. Directional and wayfinding signage;
    b. Business signs serving a waterfront or water use;
    c. Public art (permanent or temporary);
    d. Educational and interpretive signage and displays;
    e. Bicycle and pedestrian facilities, including bike racks and bike sharing;
    f. Scooter and shared micromobility device return areas and corrals;
    g. Street lighting, street furniture, and fixed or movable seating;

h. Guardrails or bollards for safety or security purposes only;

i. Any other improvements, facilities, or uses that enhance and activate the public realm and do not directly or permanently prohibit public access or obstruct views; and

j. Docked vessels or vessels associated with marinas.

2. New development adjacent to view corridor extensions and walkways shall be sited and designed to minimize adverse impacts on visual access at view corridor extensions or walkways through specific measures, including but not limited to the following:

   a. No building, associated architectural features, design component, structure, roof projection (e.g., eave, cornice, and eyebrow projections), openly supported architectural projections (e.g., trellis and awnings), bay windows, projecting signs, structural cantilevers, or any other associated architectural encroachments or projections shall obstruct bayward pedestrian views, circulation and/or pathways within view corridor extensions or walkways;

   b. No mechanical equipment, such as air conditioner units, gas meters, electrical fuse boxes, trash enclosures or dumpsters, utility boxes, or other similar building systems, shall be permitted within view corridor extensions or walkways;

   c. The placement and design of signs shall be visually compatible and shall not obscure public views; and

   d. Exterior lighting, where required for security, to serve development, or to provide lighting on a public path, shall be designed with low-intensity fixtures that are shielded and concealed so that light sources are not directly visible from public viewing areas and in accordance with *ECO Goal 1 (Chapter 3.3, Ecology Element)*.

3. No elevated connecting structures (e.g., pedestrian bridges) are allowed in view corridor extensions, unless otherwise allowed within a subdistrict.

4. Fences or site walls, where located within or along view corridor extensions and pathways, should be transparent or permeable:

   a. In locations where solid fences or site walls are used, they shall be no greater than 3 feet in height; and

   b. Walls and fences shall not limit public access to a view corridor extension or pathway (i.e., shall not include locked gates).

5. The following requirements apply to parking:

   a. On-Street parking may be permitted within view corridor extensions and walkways; and

   b. Underground parking may be located within view corridor extensions and walkways provided it is entirely below grade; no parking ramps shall be permitted in a view corridor extension.

6. Landscape improvements and trees may be provided and should be selected, sited, and designed through the following techniques:

   a. Landscaping and trees shall be maintained to minimize view blockage;

   b. Where new trees are planted or existing trees maintained, the mature tree canopy should begin at a minimum of 8 feet above ground; and

   c. New plantings, including any associated planter height, shall be 3 feet or less at full maturity except that landscaping used for screening along a leasehold fence may be allowed to grow to a mature height of 5 feet to screen the adjacent property while enhancing the character of the view corridor and in accordance with *ECO Goal 1 (Chapter 3.3, Ecology Element)*.

7. Solar facilities shall not obstruct or impact views from scenic vista areas or view corridor extensions, or obstruct access to, or along, a pathway. These facilities should be prioritized to be integrated into existing structures.

8. Telecommunication facilities shall be located and designed to not obstruct or adversely impact views from scenic vista areas or view corridor extensions, or obstruct access to, or along, a pathway.

A variety of design and placement strategies may be used to minimize visual impacts from communication facilities in the Coastal Zone. Some typical examples to minimize impacts may include:

- Siting facilities along nonwaterfront inland roadways or on rooftops. When located on rooftops, place facilities back from the structure's edge, so they are not visible from the pedestrian way.
- Encouraging facilities be mounted on streetlight poles.
- Integrate façade-mounted antennas into the architecture in such a manner that no change to the architecture is apparent and no part of the communication facility can be seen from public view.

4.5 Structure Height, Setback, and Stepback Standards

4.5.1 Standards for Structure Height

The following height standards are applicable to all development:

1. Height Measurement. The following requirements apply to the measurement of height:
   a. Structure height. Structure height shall be measured vertically from the average finished grade plane of the structure to the highest point of the roof, parapet wall, or uppermost part of the structure.
2. Height Measurement, Communication Facilities.
   a. Small cell wireless facilities and other communication facilities, including but not limited to antennas, associated equipment, and supporting structures used for furnishing communication services, shall comply with the maximum height limits of the applicable subdistrict.
3. Regional Airport Land Use Consistency and Height Restrictions. See *WLU Goal 8 (Chapter 3.1, Water and Land Use Element)* and *SR Goal 1 (Chapter 3.4, Safety and Resiliency Element)*, regarding requirements related to Regional Airport Land Use Compatibility and Federal Aviation Administration notification.
4. Height Exceptions. No structure or part of a structure shall exceed the maximum structure height except as specified below:
   a. Chimneys and other ornamental architectural features may extend 10 feet above the roof's highest point.
   b. Roof-mounted mechanical equipment, including but not limited to utility boxes, telecommunication devices, cables, conduits, vents, chillers, and fans, may extend up to 10 feet above the roof's highest point. In such cases, the roof-mounted equipment is subject to approval. See *Chapter 6, Plan Implementation and Development Conformance* for additional details.

c. Equipment that is determined necessary to support coastal-dependent uses, including but not limited to lifts, cranes, ramps, conveyors, loading arms, and other similar equipment.

4.5.2 Standards for Setbacks and Stepbacks

The following setback and stepback standards are applicable to all development:

1. Setbacks:
   a. Building Setbacks: Buildings adjacent to roadways shall be set back to allow for implementation of a parkway and sidewalk. Building setbacks are measured from the curb, property line, or lease boundary, whichever provides the greater combined width of the parkway and sidewalk. Additionally, where building setbacks are identified in the subdistrict development standards, building setbacks shall be provided and improved with landscaping adjacent to the building, to establish continuity between adjacent open space areas and public realm spaces.
   b. Other Setbacks: Other setbacks not covered in *Section 4.5.2 Standards for Setbacks and Stepbacks, 1a. Building Setbacks* (e.g., landscaping, parking areas) are measured from the landside edge of a waterside promenade to the development site.
2. Building stepbacks: Where adjacent to roadways, pathways, open spaces, or public realm areas, buildings over 40 feet should incorporate building stepbacks to provide a pedestrian scale. Additionally, where building stepbacks are identified in the subdistrict development standards, stepbacks shall be provided.

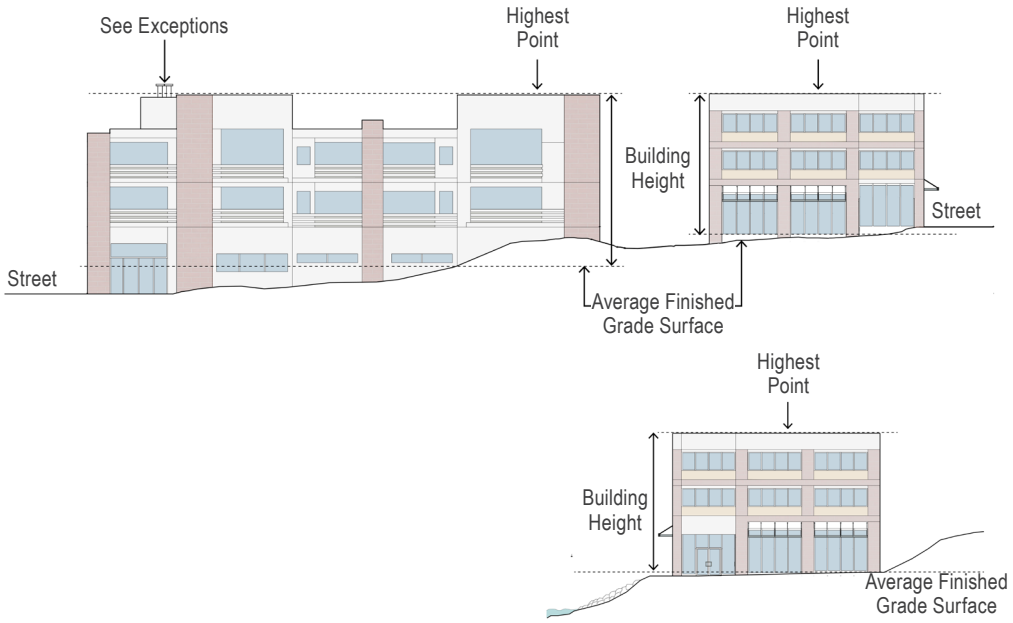


Figure 4.6 Components of Height Measurement

For illustrative purposes only.

Average finished grade plane. Average finished grade plane is the average level of the highest and lowest points of the finished grade, measured from where the finished grade adjoins the building at its exterior walls.

Finished grade. Finished grade is the ground elevation after the completion of any grading or other site preparation related to, or to be incorporated into, a proposed development or alteration of an existing development.

Existing grade. Existing grade is the ground elevation before any grading or other site preparation related to, or to be incorporated into, a proposed development or alteration of an existing development.

4.6 Signage Standards

The following signage standards are applicable to all development:

4.6.1 Wayfinding Signage

Wayfinding signage provides visual cues to manage public circulation and may include components such as maps, directional signage, and associated graphics and symbols to help guide people to their destination and provide information regarding their surroundings:

1. Sign types may include but are not limited to the following, subject to design approval by the District:
   a. Operational signs (hours for public access, use limitations);
   b. Directional signs;
   c. Interpretive signage;
   d. Educational signage;
   e. District Tidelands flags or banners;
   f. Mileage markers;
   g. Monument signs; and
   h. Safety signs.
2. The following requirements apply Baywide:
   a. Wayfinding signage shall be located in obvious and visible locations;
   b. Wayfinding signage shall be designed and placed to minimize visual impacts; and
   c. Wayfinding signs should be used only for informational purposes and shall not be used for marketing or advertising in any way.

4.6.2 Other Signage

1. Other than existing billboards, billboards and larger scale dynamic or flashing digital signs shall be prohibited.
2. Large format signage (e.g., building wraps) is only allowed on a temporary, case-by-case basis and shall not face the Bay.

5

Planning Districts

PORT of SAN DIEGO

CHAPTER 5

Planning Districts

Introduction

The District's jurisdiction is divided into 10 planning districts, and the boundaries of these identifiable and functional units conform closely to municipal boundaries. Together, these 10 planning districts represent Tidelands.

This chapter includes a section devoted to each planning district, and each of the sections includes introductory information on the following items:

1. Existing Setting provides an overview of the planning district as it existed when the BPC approved the Port Master Plan.
2. Location and Context Map identifies the planning district, subdistrict boundaries, and the surrounding context.
3. Water and Land Use Acreages are presented in a table that displays the acreage for each water and land use designation within the planning district.
4. Water and Land Use Map identifies the approximate location and extent of the water and land uses designations for the planning district.
5. Coastal Access: Mobility Map identifies the general locations of mobility hubs, bayfront circulator routes, water-based transfer points, short-term public docking, and hand-launched non-motorized watercraft launch areas in the planning district.
6. Coastal Access: Views and Pathways Map identifies the general locations of views, which include view corridor extensions, scenic vista areas, and the Window to the Bay (*Chapter 5.3 - Planning District 3: Embarcadero* only), as well as pathways, including multi-use paths, waterside promenades, sidewalks, walkways, and nature trails in the planning district.

Most planning districts are further divided into subdistricts to provide descriptions and standards applicable to smaller and distinct geographic areas. Discussions of subdistricts (or planning district if no subdistricts exist) are organized as follows:

1. Vision describes the long-term vision and character for the subdistrict.
2. Special Allowances consistent with *WLU Goal 2 (Chapter 3.1, Water and Land Use Element)*, addresses unique situations for the subdistrict.
3. Planned Improvements appealable and non-appealable development (as defined by Section 30715 of the Coastal Act) or improvements are identified for each subdistrict. Planned improvements are organized under the following subheadings as appropriate: landside access, coastal access, visitor-serving commercial uses, and commercial fishing facilities.
    a. Landside access and coastal access planned improvements are intrinsically tied to individual developments that are required to contribute to these specific improvements and are needed for public health and safety and for the public welfare, as well as conformance with the Coastal Act.
    b. As required by the Coastal Act, each subdistrict identifies appealable projects. Appealable projects are grouped under the subheadings described above and are identified by an "AP" icon (AP). Appealable projects should be considered in combination with required element policies and subdistrict standards. The description of each appealable project is sufficiently detailed to allow determination of the appealable project's consistency with Chapter 3 of the Coastal Act. Refer to *Chapter 2, User Guide*, for more information on non-appealable and appealable development.

Maintenance to existing structures and facilities are allowed unless it constitutes Major Development (see the *Glossary* for the definition of the term) and does not require issuance of a coastal development permit.

4. Development Standards provide requirements for development, including the size, location, siting, and orientation of required public realm features, buildings, and structures:

    a. Public Realm Standards provide requirements for pathways, including promenades, sidewalks, walkways, and nature trails, and views, including view corridor extensions, scenic vista areas, and the Window to the Bay (in *Chapter 5.3 - Planning District 3: Embarcadero* only).

    b. Building Standards address requirements for structure height, building character, building orientation, building setbacks, and parking.

    c. Goods Movement Standards address requirements specific to truck routes, shipyards, freight movement and shipping, goods conveyance, and parking. Goods movement standards are addressed in *Chapter 5.4 - Planning District 4: Working Waterfront* only.

    d. All development in each subdistrict shall comply with the subdistrict's Development Standards, as well as the standards identified in *Chapter 4, Baywide Development Standards*. The subdistrict development standards may be an extension of, or a supplement to, a specific Baywide element policy, or a standard identified in *Chapter 4, Baywide Development Standards*. Accordingly, subdistrict development standards may refer to, and therefore receive guidance from, a specific element policy, or standard in *Chapter 4, Baywide Development Standards*. Where an exception to a standard identified in *Chapter 4, Baywide Development Standards* is applicable to a specific location, it is noted in the relevant subdistrict standard.

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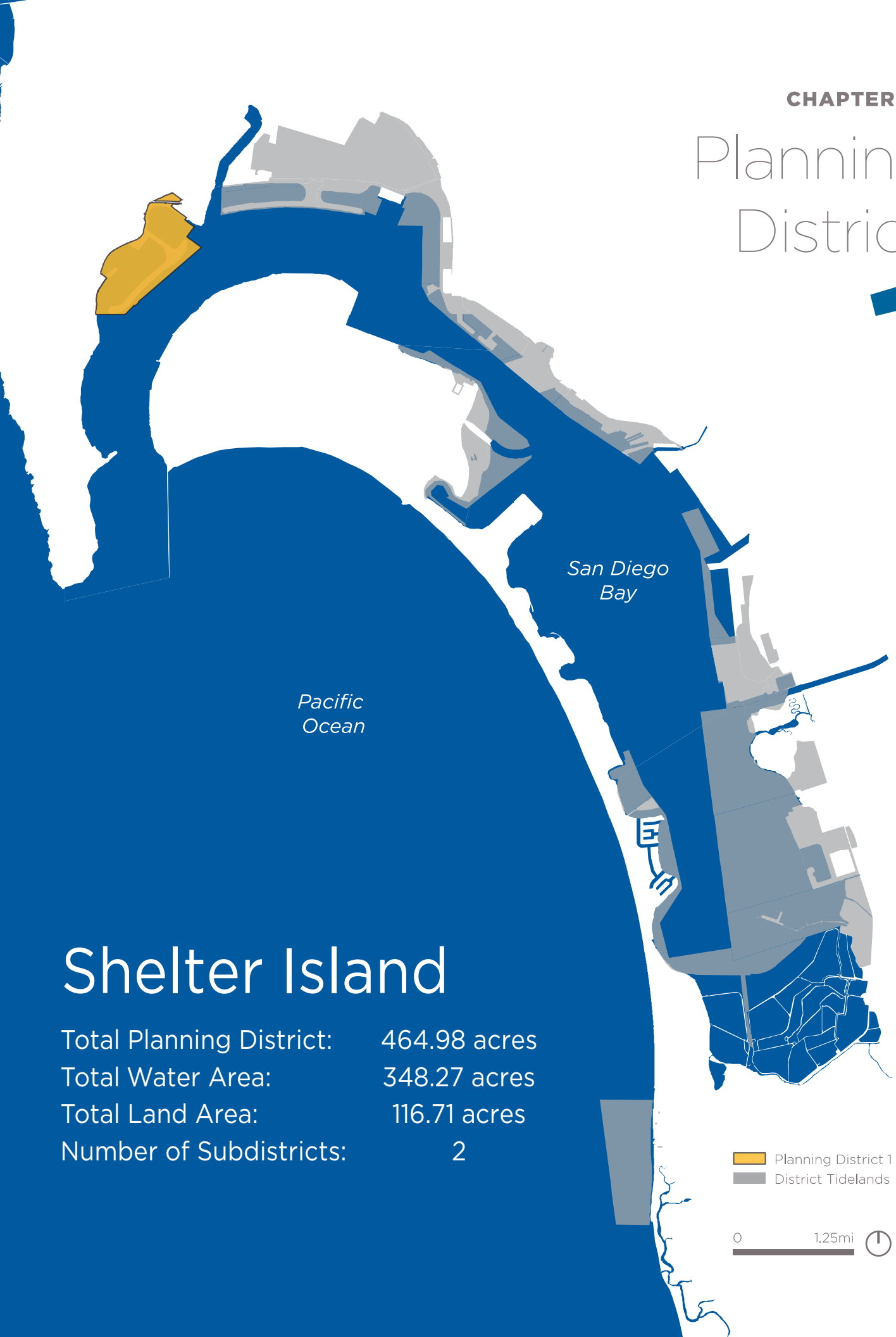
CHAPTER 5.1

Planning District 1



Shelter Island

Total Planning District:	464.98 acres
Total Water Area:	348.27 acres
Total Land Area:	116.71 acres
Number of Subdistricts:	2

5.1.1 Existing Setting

The Shelter Island Planning District is located on the southeastern side of the Point Loma Peninsula, at the entrance to the Bay, near vibrant upland communities, military installations, and the Cabrillo National Monument. Defined by the unique shape of the land, this planning district includes over 5 miles of waterfront and has two subdistricts: West Shelter Island and East Shelter Island. *Figure PD1.1* shows the subdistricts that make up the Shelter Island Planning District. Access to the planning district is provided via Shelter Island Drive (Entry Segment), which terminates at the Shelter Island roundabout. Access along Shelter Island is provided via Shelter Island Drive (Island Segment).

The West Shelter Island Subdistrict (West Shelter Island) is a unique waterfront community at the western portion of Shelter Island, with strong ties to boating and fishing communities in the region. This area's identity is drawn from its diversity of water-oriented development and activities, including marinas, transient docking, resort hotels, restaurants, boatyards, and commercial fishing and sportfishing facilities. Its recreational areas include Shelter Island Shoreline Park, the Yokohama Friendship Bell, Shelter Island Pier, Shelter Island Boat Launch, and coastal pathways, including the La Playa Trail and Kellogg Beach—all of which have a strong relationship with the surrounding community. West Shelter Island's yacht clubs and marinas collectively provide berthing and mooring for hundreds of boats and watercraft within the Shelter Island Yacht Basin.

The East Shelter Island Subdistrict (East Shelter Island) wraps around America's Cup Harbor at the eastern portion of Shelter Island. The subdistrict includes coastal-dependent marine services and fishing industries that provide for long-term economic viability and growth in the region. The predominant uses in this area consist of commercial recreation, marine sales and services, commercial fishing, and sportfishing. East Shelter Island also provides an opportunity for visitors to experience and interact with the marine and maritime community, with views of the water and coastal-dependent maritime activities within the marinas.

5.1.1(A) Water and Land Use Designations

The water and land use designations for the Shelter Island Planning District are shown in *Figure PD1.2*. The acreage of each water and land use designation is summarized in *Table PD1.1*.

5.1.1(B) Coastal Access Maps

Figure PD1.3 and *Figure PD1.4* provide additional information to illustrate the planned improvements and public realm standards related to coastal access, including mobility, views, and pathways in the planning district.

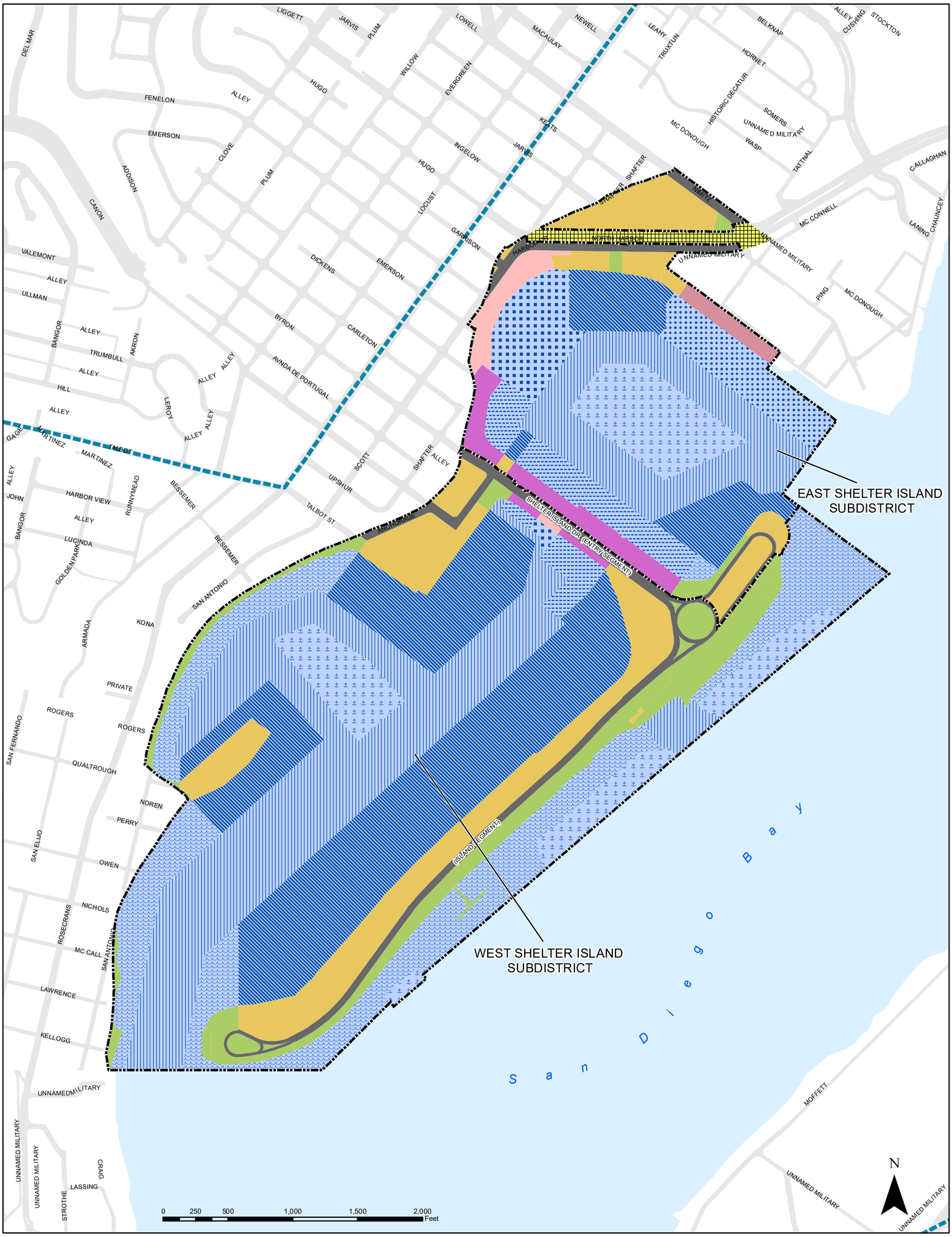
Figure PD1.1 Shelter Island Planning District Location and Context

For illustrative purposes only. Not to scale.



Table PD1.1 Shelter Island Planning District Water and Land Use Acreages

WATER USES	ACRES
Anchorage	36.45
Commercial Fishing Berthing	11.08
Marine Services Berthing	15.46
Navigation Corridor	108.45
Open Bay / Water	61.99
Recreational Berthing	103.74
Sportfishing Berthing	11.11
Subtotal - Water Uses	348.27
LAND USES	**ACRES**
Commercial Fishing	2.48
Commercial Recreation	54.04
Institutional / Roadway	17.80
Marine Sales and Services	8.67
Recreation Open Space	29.16
Sportfishing	4.57
Subtotal - Land Uses	116.71
TOTAL - WATER AND LAND USES	**464.98**



JURISDICTIONAL BOUNDARIES

- Planning Subdistricts
- Coastal Zone
- Not Within District Permitting Authority

LAND USE DESIGNATIONS

- Commercial Fishing
- Commercial Recreation
- Institutional / Roadway
- Marine Sales and Services
- Recreation Open Space
- Sportfishing

WATER USE DESIGNATIONS

- Anchorage
- Commercial Fishing Berthing
- Marine Services Berthing
- Navigation Corridor
- Open Bay / Water
- Recreational Berthing
- Sportfishing Berthing

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FIGURE PD1.2 **SHELTER ISLAND PLANNING DISTRICT: WATER AND LAND USES**

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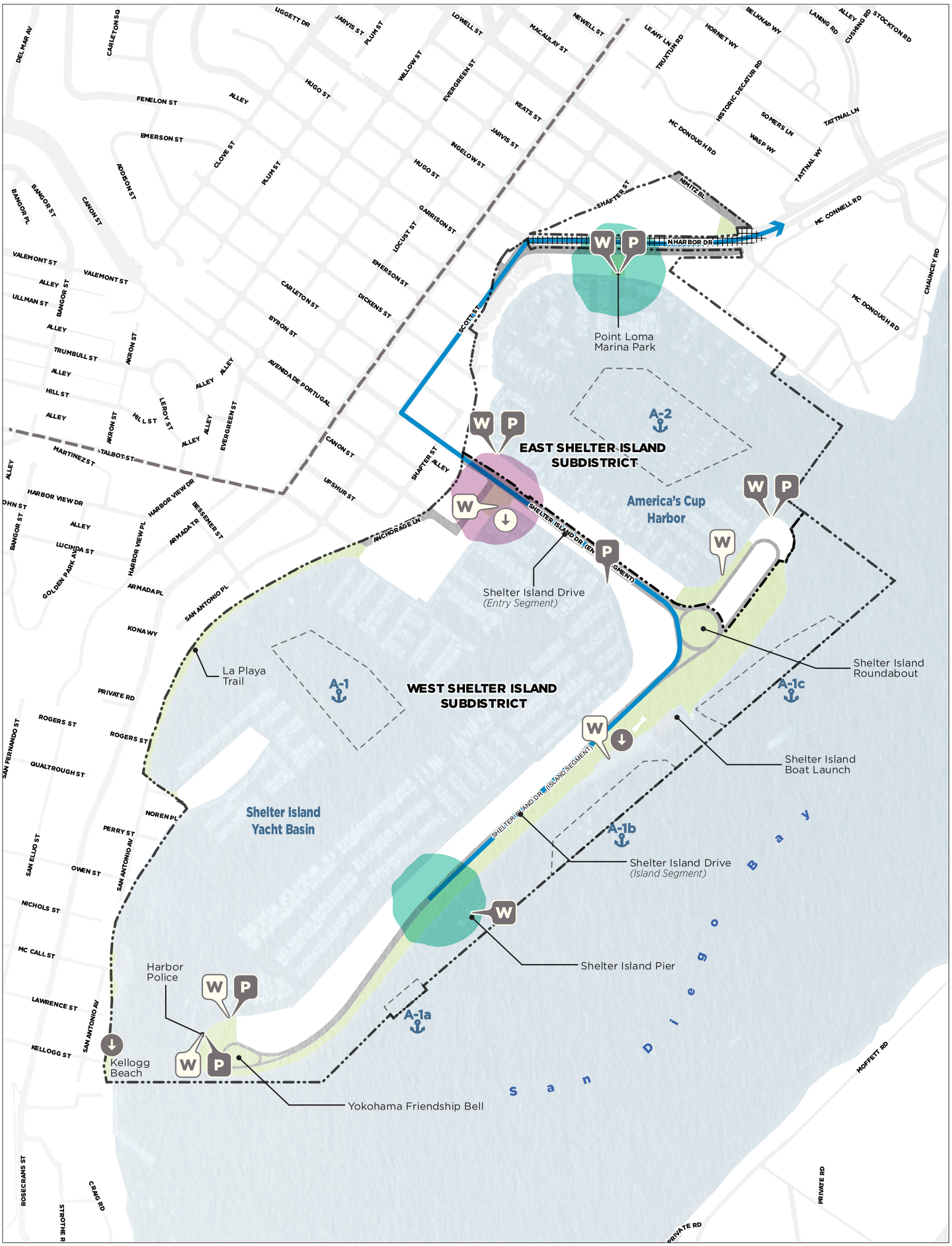

Jurisdictional Boundaries

- Planning Subdistricts
- Coastal Zone
- Not Within District Permitting Authority

Other

- Recreation Open Space
- Anchorage
- Institutional/Roadway

Landside Access

- Local Gateway Mobility Hub
- Connector Mobility Hub
- Potential Bayfront Circulator Route

Water Access

Water-Based Transfer Point

- W Existing
- W Potential

Short-Term Public Docking

- P Existing
- P Potential

Hand-Launched Non-Motorized Watercraft Launch Area

- Existing
- Potential

FIGURE PD1.3 SHELTER ISLAND PLANNING DISTRICT - COASTAL ACCESS: MOBILITY

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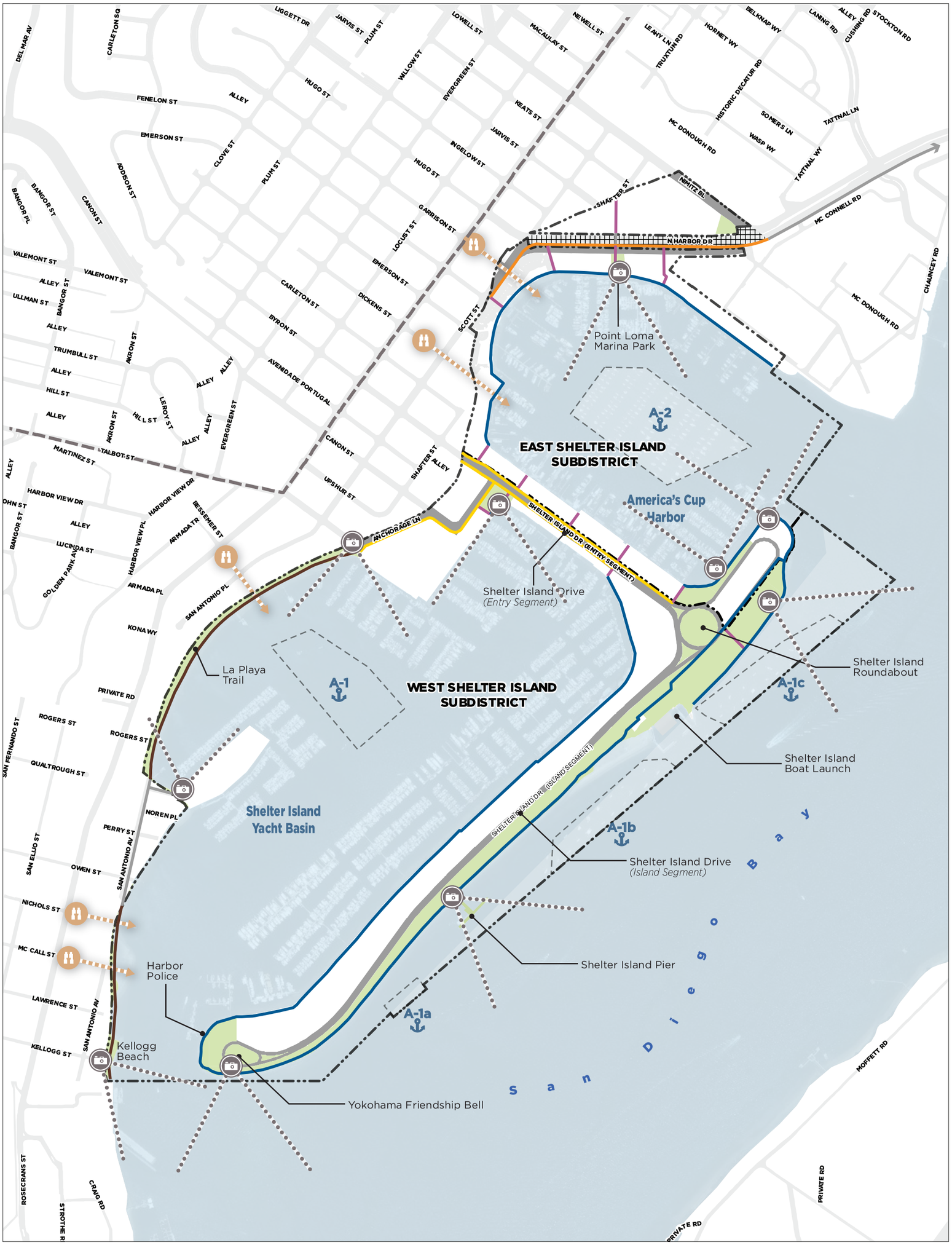

December 6, 2023

Jurisdictional Boundaries

- Planning Subdistricts
- Coastal Zone
- Not Within District Permitting Authority

Other

- Recreation Open Space
- Anchorage
- Institutional/Roadway

Views

- View Corridor Extension
- Scenic Vista Area

Pathways (See Mobility Element for definitions)

- Multi-Use Path
- Waterside Promenade
- Sidewalk
- Walkway (Non-Waterside)
- Nature Trail
- Non-District Pathway

Not Within District Permitting Authority

FIGURE PD1.4 SHELTER ISLAND PLANNING DISTRICT - COASTAL ACCESS: VIEWS AND PATHWAYS

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5.1.2 West Shelter Island Subdistrict

5.1.2(A) Vision

Celebrate West Shelter Island's maritime and coastal character, and honor of its connection with the water.

The vision for West Shelter Island is to preserve its unique mix of coastal uses, activities, and access, with an emphasis on maintaining thriving maritime and recreational opportunities. The intensity of commercial development is not planned to change over the life of this Plan. Future development and planned improvements are intended to further enhance and enliven the area, consistent with this subdistrict's character and scale of development.

Planned improvements will enhance coastal access and circulation in this subdistrict, including new or enhanced water-based transfer points and recreational marina facilities. Additional improvements will create more efficient circulation, provide safer public access, and address shoreline erosion for the La Playa Trail, Kellogg Beach, and Shelter Island Shoreline Park. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this subdistrict, and should be in accordance with applicable PMPU policies and standards, including but not limited to: *Chapter 3.1 Water and Land Use Element* (e.g., Tables 3.1.2 and 3.1.3) and policies within *Chapter 3.3 Ecology Element, ECO Goal 1 and Chapter 3.4 Safety and Resiliency Element, SR Goal 3*.



The West Shelter Island Subdistrict planned improvements provide requirements for the improvements and development envisioned for this area. In addition to *Chapter 4, Baywide Development Standards*, development standards provide subdistrict-specific criteria related to building design and public realm design. This subdistrict also includes standards to address special allowances for unique situations in this area.

5.1.2(B) Special Allowances

The following special allowances, consistent with *WLU Goal 2 (Chapter 4.1, Water and Land Use Element)*, address unique situations in the West Shelter Island Subdistrict.

La Playa Piers

PD1.1 Four existing piers shall be maintained and coverage not expanded, subject to the following requirements:

a. Piers shall be accessible to the public daily from sunrise to sunset, and may have security gates to control access outside of required time frames for accessibility.

b. Signs indicating availability for public use shall be clearly posted on the landward portion of the pier for all piers retained.

c. Gangways and docks on these four piers may remain closed to the public. See *Figure PD1.5*, Major Components of a Pier.

PD1.2 The pier at the La Playa Yacht Club may remain as its current use, in the location shown in *Figure PD1.1*, and is exempt from the requirements of PD1.1.

PD1.3 No new quasi-private/quasi-public piers or docks associated with residential properties, or for residential use, shall be allowed.

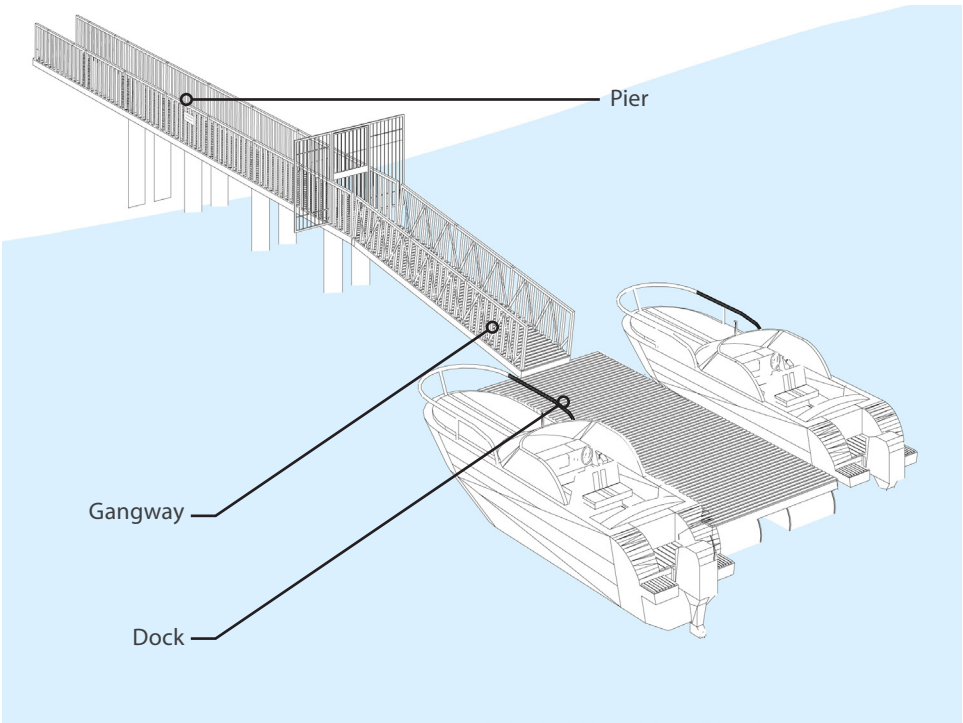

Figure PD1.5 Major Components of a Pier

For illustrative purposes only.

5.1.2(C) Planned Improvements

This section describes the extent of planned improvements for landside access, coastal access, and visitor-serving commercial uses.

5.1.2(C)-1 Landside Access

Mobility Hubs

PD1.4 Develop a Connector Mobility Hub on the western portion of Shelter Island Drive, near the Shelter Island Pier, as generally depicted in *Figure PD1.3*. The mobility hub shall:

a. Meet the criteria for Connector Mobility Hub, or larger hub, in accordance with the requirements of *Chapter 4, Baywide Development Standards*; and

b. Provide wayfinding and pathway connections to connect to the existing water-based transfer point located on the Shelter Island Pier.

See *Section 4.1 (Chapter 4, Baywide Development Standards)* for more information about mobility hubs.

PD1.5 Develop a Local Gateway Mobility Hub at the Shelter Island Yacht Basin, near the intersection of Anchorage Lane and Shelter Island Drive (Entry Segment), as generally depicted in *Figure PD1.3*. The mobility hub shall:

a. Meet the criteria for Local Gateway Mobility Hubs, or larger hub, in accordance with the requirements of *Chapter 4, Baywide Development Standards;* and

b. Provide wayfinding and pathway connections the potential water-based transfer point in the West Basin, when established.

Bayfront Circulator

PD1.6 Develop and operate a bayfront circulator, as generally depicted in *Figure PD1.3*, to provide connections between the Shelter Island, Harbor Island, and Embarcadero Planning Districts. The bayfront circulator may be phased so that it starts during the summer months and, if demand warrants, is then expanded during other times of the year.

See *Section 3.2.3(C) (Chapter 3.2, Mobility Element)* for more information about the bayfront circulator.

Roadway Improvements

PD1.7 In conjunction with PD1.11, enhance the public realm along Shelter Island Drive (Entry Segment), between the District's boundary and the Shelter Island roundabout, as the gateway to Shelter Island, linking Shelter Island and the adjacent City of San Diego jurisdiction. This may include the following improvements; however, no improvements to on-street parking or drive lanes are planned:

a. Updating gateway signage at the entrance to Shelter Island Drive;
b. Improving wayfinding signage;
c. Creating wider sidewalks; and
d. Removing obstacles to improve visibility and create safe pedestrian crossing facilities.

PD1.8 Reconfigure Shelter Island Drive (Island Segment) between the Shelter Island roundabout and the Yokohama Friendship Bell roundabout, as generally depicted in *Figure PD1.6*:

a. Narrowing to two general travel lanes;
b. Reconfiguring existing off-street parking into diagonal on-street parking;
c. Creating a multi-use path between the waterside promenade and the street, along the south side of Shelter Island Drive; and
d. Upon reconfiguration, expanding and activating Recreation Open Space on the bayside of Shelter Island Drive, as described in PD1.9.

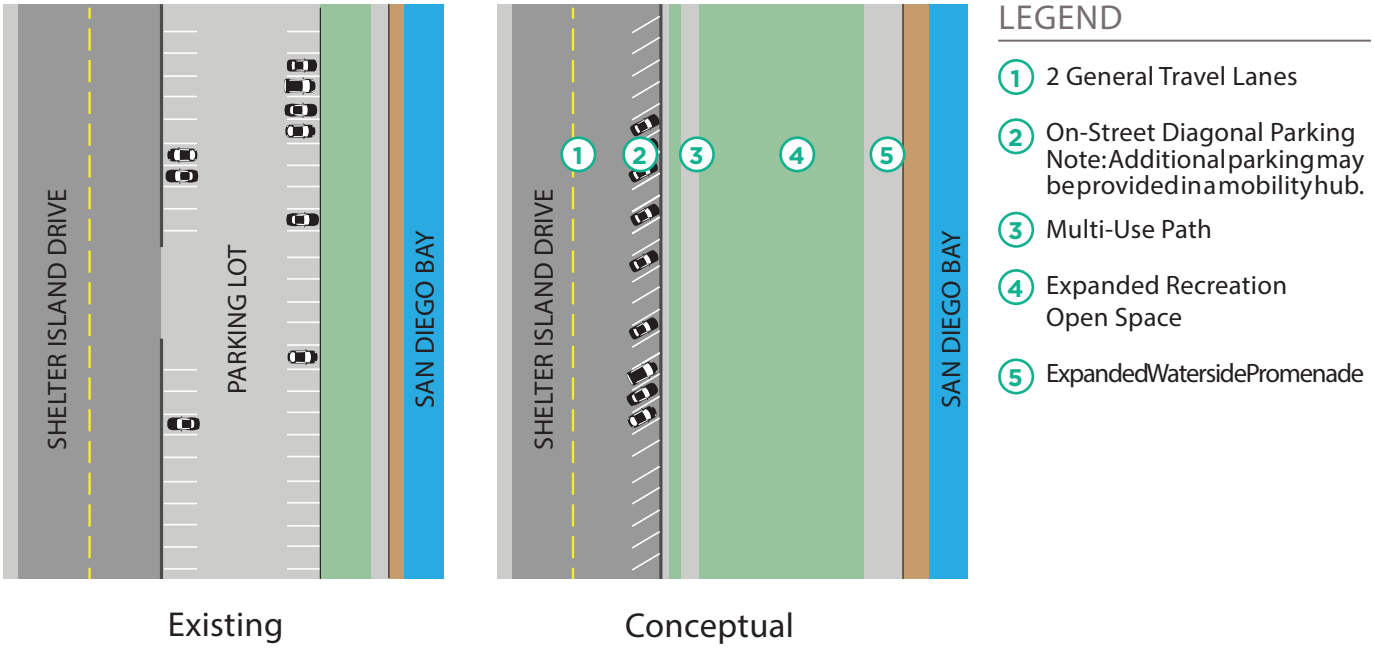

Figure PD1.6 Illustrative Diagram of Shelter Island Drive Reconfiguration

For illustrative purposes only.

Recreation Open Space

PD1.9 Upon reconfiguration of Shelter Island Drive, as described in PD1.8 and generally depicted in *Figure PD1.6*, expand and activate the Recreation Open Space with the following improvements:

a. An expanded waterside promenade, as described in PD1.32;
b. A series of garden spaces;
c. An amenity zone, landside of the waterside promenade; and
d. Up to five activating features, three of which may be pavilions, in accordance with the requirements of *Chapter 4, Baywide Development Standards*.

Anchorage Lane Activation

PD1.10 Develop an activating feature, in accordance with the requirements of *Chapter 4, Baywide Development Standards*, at the intersection of Anchorage Lane and Shelter Island Drive, which may include public art and/or interpretive signage, designed to celebrate the maritime heritage of Shelter Island and create a welcoming entrance to the planning district.

Pedestrian Crossings

PD1.11 In conjunction with PD1.7, develop enhanced pedestrian crossing facilities at intersections and midblock crossings, such as bulb-outs or curb extensions, in conjunction with controlled crossings or high-visibility crosswalks, to facilitate pedestrian access, shorten crossing distance, and slow traffic at pedestrian crossing facilities.

PD1.12 Modify pedestrian access to and from the Yokohama Friendship Bell, with the following improvements:

a. Sidewalks, and curbs and gutters, surrounding the roundabout;
b. Improved pedestrian crossings, with bulb-outs, high-visibility crossings, and/or speed tables with decorative paving;
c. An additional pedestrian trail, or sidewalk, in the Yokohama Friendship Bell roundabout area, to link it to adjacent sidewalks and/or nearby promenades or walkways; and
d. Safety improvements, such as flashing stop signs and caution signs (or similar), to slow down traffic.

La Playa Trail

PD1.13 Maintain and improve the La Playa Trail for the benefit of public coastal access and natural resources, as a nature trail, subject to all of the following:

a. The trail shall be used for walking only;
b. The trail surface shall be unpaved and composed of natural materials;
c. The usable trail area shall remain as is, including a variable width and shall not be expanded bayward; and
d. Safety barriers of minimal design, such as post-rope, split-rail, or similar design, may be included where necessary along the edges of the trail, when and where there are hazards, as long as intermittent access to the water is still provided.

PD1.14 If ongoing erosion makes any segment(s) of the La Playa Trail unsuitable for public use by creating health and safety risks, or if it creates the need to protect natural resources, the following requirements shall apply:

a. Maintain and restore the trail in place, and then, if necessary, relocate the trail away from the water toward the District's landward jurisdictional boundary;

b. If shoreline restoration is necessary and it would be feasible to preserve continuous use of the trail, incorporate natural materials or nature-based shoreline adaptation strategies into the restoration and other improvements; and

c. If the trail is relocated, ensure that it adheres to the standards set forth under PD1.13.

PD1.15 Preserve the La Playa Trail trailhead cultural marker, located at Talbot Street.

PD1.16 Enhance the La Playa Trail trailhead at Talbot Street, with minimal activating features, including additional seating, public art, informational and interpretive signage, and wood posts to control access, while still protecting existing public views.

PD1.17 Prohibit restrooms from the La Playa Trail trailhead.

PD1.18 Preserve the La Playa Trail trailhead as a Scenic Vista Area, as described in PD1.34.

5.1.2(C)-II Coastal Access

Water-Based Transfer Points and Short-Term Public Docking

PD1.19 Modify, or replace in-kind, the existing water-based transfer point at the Shelter Island Pier, as generally depicted in *Figure PD1.3*.

AP PD1.20 Allow development of up to four water-based transfer points in the following locations, as generally depicted in *Figure PD1.3*:

a. Near the intersection of Anchorage Lane and Shelter Island Drive (Entry Segment);

b. Northeast of the opening of the Shelter Island Yacht Basin;

c. At the opening of the Shelter Island Yacht Basin; and

d. In between the Shelter Island Boat Launch and Shelter Island Pier. This water-based transfer point should be developed for small recreational water-craft, such as dinghies.

PD1.21 Modify, or replace in-kind, existing short-term public docking in the following locations, as generally depicted in *Figure PD1.3*:

a. Northeast of the opening of the Shelter Island Yacht Basin;

b. Opening of Shelter Island Yacht Basin; and

c. Southeast corner of the Shelter Island Yacht Basin.

AP PD1.22 Develop up to four additional short-term public docking slips in association with recreational marina-related facilities, provided there is no net increase in slips within the subdistrict.

Recreational Marina Facilities

PD1.23 Modify, or replace in-kind, existing recreational marina-related facilities in the Shelter Island Yacht Basin, provided there is no unmitigated increase in shading or fill.

Hand-Launched Nonmotorized Watercraft

PD1.24 Maintain existing launch areas for hand-launched nonmotorized watercraft in the following locations, as generally depicted in *Figure PD1.3*:

a. Along the Shelter Island Drive (Island Segment), west of the Shelter Island Boat Launch; and

b. Kellogg Beach.

PD1.25 Develop one launch area for hand-launched nonmotorized watercraft, near the intersection of Anchorage Lane and Shelter Island Drive (Entry Segment), as generally depicted in *Figure PD1.3*.

Shelter Island Boat Launch

PD1.26 Maintain the Shelter Island Boat Launch, to provide a facility for watercraft landing and facilitate public access.

Anchorages

PD1.27 Modify, or replace in-kind, the Shelter Island Anchorages, including the A-1, A-1a, A-1b, and A-1c anchorage areas.

AP PD1.28 Allow for modifications to moorings to accommodate a cumulative increase of up to 10 moored vessels at existing Shelter Island Anchorages, including the A-1, A-1a, A-1b, and A-1c anchorage areas, provided the boundaries of each of the anchorages does not change, and there is no unmitigated increase in shading or fill.

5.1.2(C)-III Visitor-Serving Commercial Uses

Retail and Restaurant

PD1.29 Modify, or replace in-kind, existing retail and/or restaurant, to the same or lesser size, and in the same general footprint along Shelter Island Drive (Entry Segment and Island Segment).

Overnight Accommodations

PD1.30 Modify, or replace in-kind, existing hotel rooms, including associated retail, restaurant and/or meeting space to the same or lesser size and in the same general footprint along Shelter Island Drive (Island Segment).

PD1.31 No new hotel rooms are planned.

5.1.2(D) Development Standards

In addition to *Chapter 4, Baywide Development Standards,* the following standards apply to development in the West Shelter Island Subdistrict. The standards provide requirements for development, as well as the size, location, siting, and orientation of required public realm features or buildings and structures.

5.1.2(D)-1 Public Realm Standards

Pathways

PD1.32 Provide a continuous waterside promenade, to offer public coastal access along the waterfront, in accordance with the requirements in *Chapter 4, Baywide Development Standards*:

a. Waterside promenades shall be required as part of all development that abuts the waterfront, unless otherwise depicted in *Figure PD1.4*. Waterside promenades are not required for development that is a coastal-dependent maritime industrial use.

b. Where adjacent to Recreation Open Space in the West Shelter Island Subdistrict, waterside promenades shall have a minimum width of 20 feet, in accordance with the requirements of PD1.9, as generally depicted in *Figure PD1.7*.

c. In all other areas in the West Shelter Island Subdistrict, waterside promenades shall have a minimum width of 12 feet, as generally depicted in *Figure PD1.8*.



The La Playa Trail is classified as a nature trail, not a waterside promenade, and the applicable planned improvements are described in PD1.13 through PD1.18 for the La Playa Trail.

PD1.33 Provide walkways to offer physical access perpendicular to the waterfront, in the mapped locations generally depicted in *Figure PD1.4*, and in accordance with the requirements in *Chapter 4, Baywide Development Standards*.

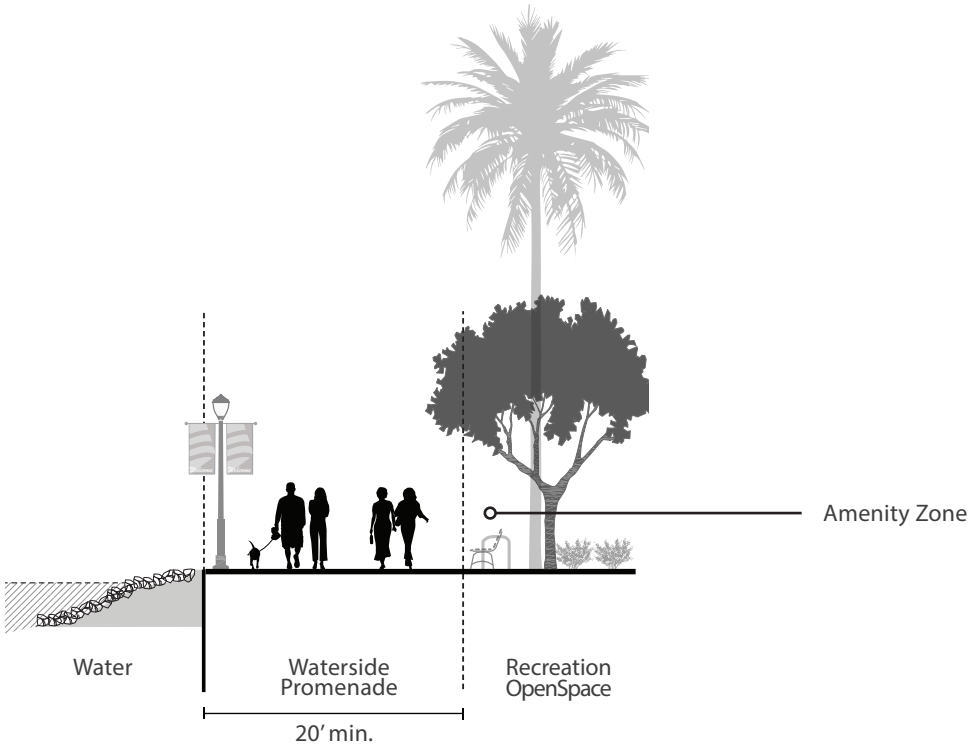

Figure PD1.7 Cross-Section of West Shelter Island Waterside Promenade in Recreation Open Space

For illustrative purposes only

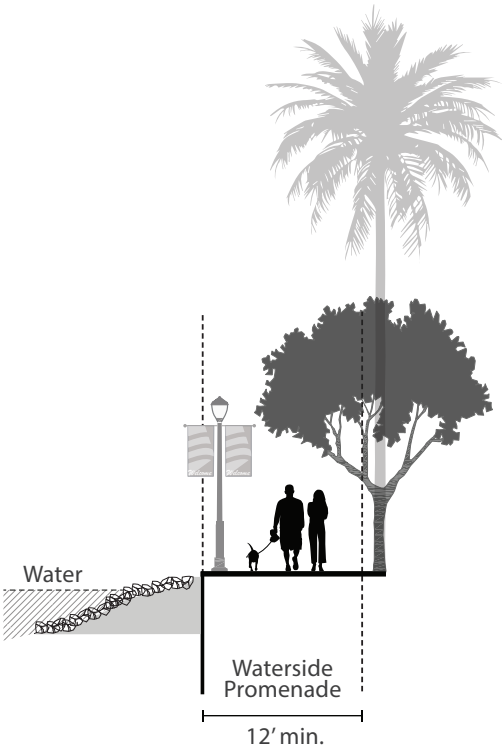

Figure PD1.8 Cross-Section of West Shelter Island Waterside Promenade

For illustrative purposes only.

Views

PD1.34 Preserve scenic vista areas in accordance with the requirements of *Chapter 4, Baywide Development Standards*, in the following locations as generally depicted in *Figure PD1.4*:

a. View of the Bay, from Kellogg Beach;

b. View of the La Playa waterfront from the entrance to the Southwestern Yacht Club leasehold, immediately adjacent to Qualtrough Street;

c. View of the Shelter Island Yacht Basin from the La Playa trailhead;

d. View of the Shelter Island Yacht Basin from the water's edge near Shelter Island Drive at Anchorage Lane;

e. View of the Bay from Shelter Island Shoreline Park, north of Anchorage A-1c;

f. View of the Bay from Shelter Island Park near Shelter Island Pier; and

g. View of the Bay and Pacific Ocean from Shelter Island Point.

PD1.35 Preserve view corridor extensions to protect views from public roadways in accordance with the requirements of *Chapter 4, Baywide Development Standards*, in the following locations as generally depicted in *Figure PD1.4:*

a. Bessemer Street;

b. Nichols Street; and

c. McCall Street.

5.1.2(D)-II Building Standards

Structure Height

PD1.36 New structures shall not exceed 30 feet in height. Structures that exceed 30 feet in height and are existing as of the certification of this Plan, may maintain their structure heights.

Parking

PD1.37 Provide parking for the general public as follows:

a. The location and configuration of existing parking areas may be modified if an equivalent amount of public parking is provided through a mobility hub, on-street parking, or a combination, subject to the requirements of the Mobility Element.

b. There will be no net loss of parking spaces in the parking lot directly adjacent to the Shelter Island Boat Launch, which provides convenient parking for boat trailers and others using the launch as an access point into the Bay.

c. Diagonal on-street parking is not allowed where its location creates a conflict with ingress to/egress from the Shelter Island Boat Launch.

5.1.3 East Shelter Island Subdistrict

5.1.3(A) Vision

Continue East Shelter Island's strong support for the area's boating and fishing communities, integrated with visitor-serving uses.

The vision for East Shelter Island includes improved public access through enhanced mobility and pedestrian connections, to allow workers and visitors to safely work and explore the area. The Plan enables the development of new opportunities that will complement the commercial fishing and sportfishing industries, and promote recreational boating, as well as modernize the commercial fishing, sportfishing, and recreational boating facilities. The intensity of commercial development is not planned to substantially increase. Planned improvements are intended primarily to further enhance and enliven the area, consistent with the subdistrict's character and scale of development.

Planned improvements in East Shelter Island will enhance water and land mobility through new or improved water-based transfer points, recreational marina facilities, public docking, roadway reconfigurations, a mobility hub, and the integration of a bayfront circulator. Modifications to the existing commercial fishing marina will modernize the facility and increase capacity. Planned improvements associated with visitor-serving commercial amenities, such as hotels, retail, and restaurant uses will improve the amenities and provide safe public access between the water and land. Planned public access improvements focus on the pedestrian experience by enhancing the walkability of existing pathways and creating a continuous waterside promenade that integrates a variety of scenic view areas. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this subdistrict, and should be in accordance with applicable PMPU policies and standards, including but not limited to: *Chapter 3.1 Water and Land Use Element* (e.g., Tables 3.1.2 and 3.1.3) and policies within *Chapter 3.3 Ecology Element, ECO Goal 1 and Chapter 3.4 Safety and Resiliency Element, SR Goal 3.*



The East Shelter Island Subdistrict planned improvements provide requirements for the improvements and development envisioned for this area. In addition to *Chapter 4, Baywide Development Standards*, development standards provide subdistrict-specific criteria related to building design and public realm design. There are no special allowances identified in this subdistrict.

5.1.3(B) Special Allowances

No special allowances are included for the East Shelter Island Subdistrict.

5.1.3(C) Planned Improvements

This section describes the extent of planned improvements for landside access, coastal access, and visitor-serving commercial uses.

5.1.3(C)-1 Landside Access

Mobility Hubs

PD1.38 Develop a Connector Mobility Hub south of North Harbor Drive, as generally depicted in *Figure PD1.3*. The mobility hub shall:

a. Meet the criteria for Connector Mobility Hub, or larger hub, in accordance with the requirements of *Chapter 4, Baywide Development Standards*; and

b. Provide wayfinding and pathway connections to connect to the existing water-based transfer point and existing short-term public docking south of the North Harbor Drive and adjacent to Point Loma Marina Park.

See *Section 4.1 (Chapter 4, Baywide Development Standards)* for more information about mobility hubs.

Bayfront Circulator

PD1.39 Develop and operate a bayfront circulator, as generally depicted in *Figure PD1.3*, to provide connections between the Shelter Island, Harbor Island, and Embarcadero Planning Districts. The bayfront circulator may be phased so that it starts during the summer months and, if demand warrants, is then expanded during other times of the year.

See *Section 3.2.3(C) (Chapter 3.2, Mobility Element)* for more information about the bayfront circulator.

Roadway Improvements

AP PD1.40 Modify North Harbor Drive to accommodate vehicular traffic, pathways, and bikeways.

AP PD1.41 Modify Nimitz Boulevard to accommodate vehicular traffic, pathways, and bikeways.

Pedestrian Crossings

PD1.42 Provide enhanced pedestrian crossing facilities at intersections and midblock crossings, such as bulb-outs or curb extensions, in conjunction with controlled crossings or high-visibility crosswalks, to facilitate pedestrian access, shorten walking distance, and slow traffic at the pedestrian crossing facilities.

Multi-use Path

PD1.43 Develop a multi-use path to connect Shelter Island to Spanish Landing Park, located in the Harbor Island Planning District, in coordination with the adjacent jurisdictions and appropriate agencies.

5.1.3(C)-II Coastal Access

Water-Based Transfer Points and Short-Term Public Docking

PD1.44 Modify, or replace in-kind, the existing water-based transfer points and the existing short-term public docking in the following locations, as generally depicted in *Figure PD1.3*:

a. Adjacent to Point Loma Marina Park, including the existing dinghy dock;

b. Opening of America's Cup Harbor; and

c. At America's Cup Harbor, near the intersection of Anchorage Lane and Shelter Island Drive.

AP PD1.45 Develop a water-based transfer point at the southern end of Shelter Island Drive (Entry Segment), in America's Cup Harbor, as generally depicted in *Figure PD1.3*. This water-based transfer point should be developed for small recreational water-craft, such as dinghies.

AP PD1.46 Allow development of up to two additional short-term public docking slips, in association with recreational marina-related facilities.

Recreational Marina Facilities

PD1.47 Modify, or replace in-kind, existing recreational marina-related facilities, including sportfishing facilities, in America's Cup Harbor, provided there is no unmitigated increase in shading or fill.

AP PD1.48 Allow for development of up to 35 additional recreational boat berthing vessel slips in association with existing recreational marina-related facilities in this subdistrict, to allow for the accommodation of various-sized vessels.

Anchorages

PD1.49 Modify, or replace in-kind, the moorings in America's Cup Harbor Anchorage (A-2).

AP PD1.50 Allow for modifications to moorings to allow for an increase of up to 20 moored vessels at America's Cup Harbor Anchorage (A-2) provided the boundaries of the anchorage do not change and there is no unmitigated increase in shading or fill.

5.1.3(C)-III Visitor-Serving Commercial Uses

Retail and Restaurant

PD1.51 Modify, or replace in-kind, existing retail and/or restaurant space, to the same or lesser size, and in the same general footprint.

Overnight Accommodations

PD1.52 Modify, or replace in-kind, existing hotel rooms, including associated retail, restaurant and/or meeting space, to the same or lesser size, and in the same general footprint along Shelter Island Drive.

PD1.53 No new hotel rooms are planned.

5.1.3(C)-IV Commercial Fishing Facilities

PD1.54 Modify, or replace in-kind, existing commercial fishing marina facilities in this subdistrict, provided there is no unmitigated increase in shading or fill.

AP PD1.55 Allow development of up to 65 additional commercial fishing berthing vessel slips in association with commercial fishing marina-related facilities in this subdistrict, to accommodate various-sized vessels.

5.1.3(D) Development Standards

In addition to *Chapter 4, Baywide Development Standards*, the following standards apply to development in the East Shelter Island Subdistrict. The standards provide requirements for development, as well as the size, location, siting, and orientation of required public realm features or buildings and structures.

5.1.3(D)-I Public Realm Standards

Pathways

PD1.56 Provide a continuous waterside promenade, to offer public coastal access along the waterfront in accordance with the requirements in *Chapter 4, Baywide Development Standards*:

a. Waterside promenades shall be required as part of all development that abuts the waterfront, unless otherwise depicted in *Figure PD1.4*. Waterside promenades are not required for development that is a coastal-dependent maritime industrial use.

b. Waterside promenades shall have a minimum width of 12 feet in the East Shelter Island Subdistrict, as generally depicted in *Figure PD1.9*.

PD1.57 Provide walkways to offer physical access perpendicular to the waterfront, in the mapped locations generally depicted in *Figure PD1.4*, and in accordance with the requirements in *Chapter 4, Baywide Development Standards*.

Views

PD1.58 Preserve scenic vista areas in accordance with the requirements of *Chapter 4, Baywide Development Standards*, in the following locations as generally depicted in *Figure PD1.4*:

a. View of America's Cup Harbor and the Bay from Point Loma Marina Park;

b. View of America's Cup Harbor from the point of East Shelter Island; and

c. View of America's Cup Harbor from the America's Cup Harbor pier lookout.

PD1.59 Preserve view corridor extensions to protect views from public roadways in accordance with the requirements of *Chapter 4, Baywide Development Standards,* in the following locations as generally depicted in *Figure PD1.4*:

a. Garrison Street; and

b. Dickens Street.

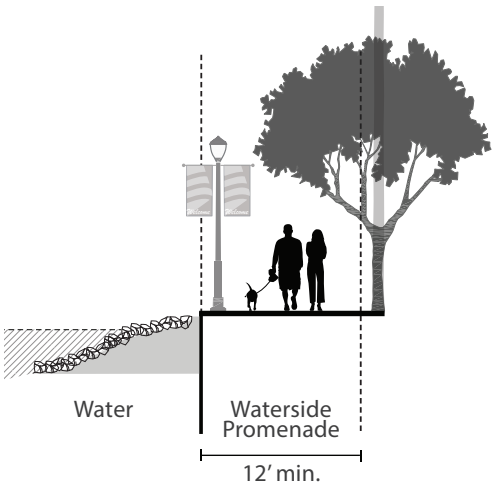

Figure PD1.9 Cross-Section of East Shelter Island Waterside Promenade

For illustrative purposes only.

5.1.3(D)-II Building Standards

Structure Height

PD1.60 New structures shall not exceed 30 feet in height. Structures that exceed 30 feet in height and are existing as of the certification of this Plan may maintain their structure heights.

Building Orientation

PD1.61 All non-water-oriented uses located along Shelter Island Drive, between Anchorage Lane and the Shelter Island Roundabout, shall orient the building's primary frontage along Shelter Island Drive.

Fishing Visibility

PD1.62 Orient buildings in a manner that promotes the public visibility of waterside sportfishing and commercial fishing activities.

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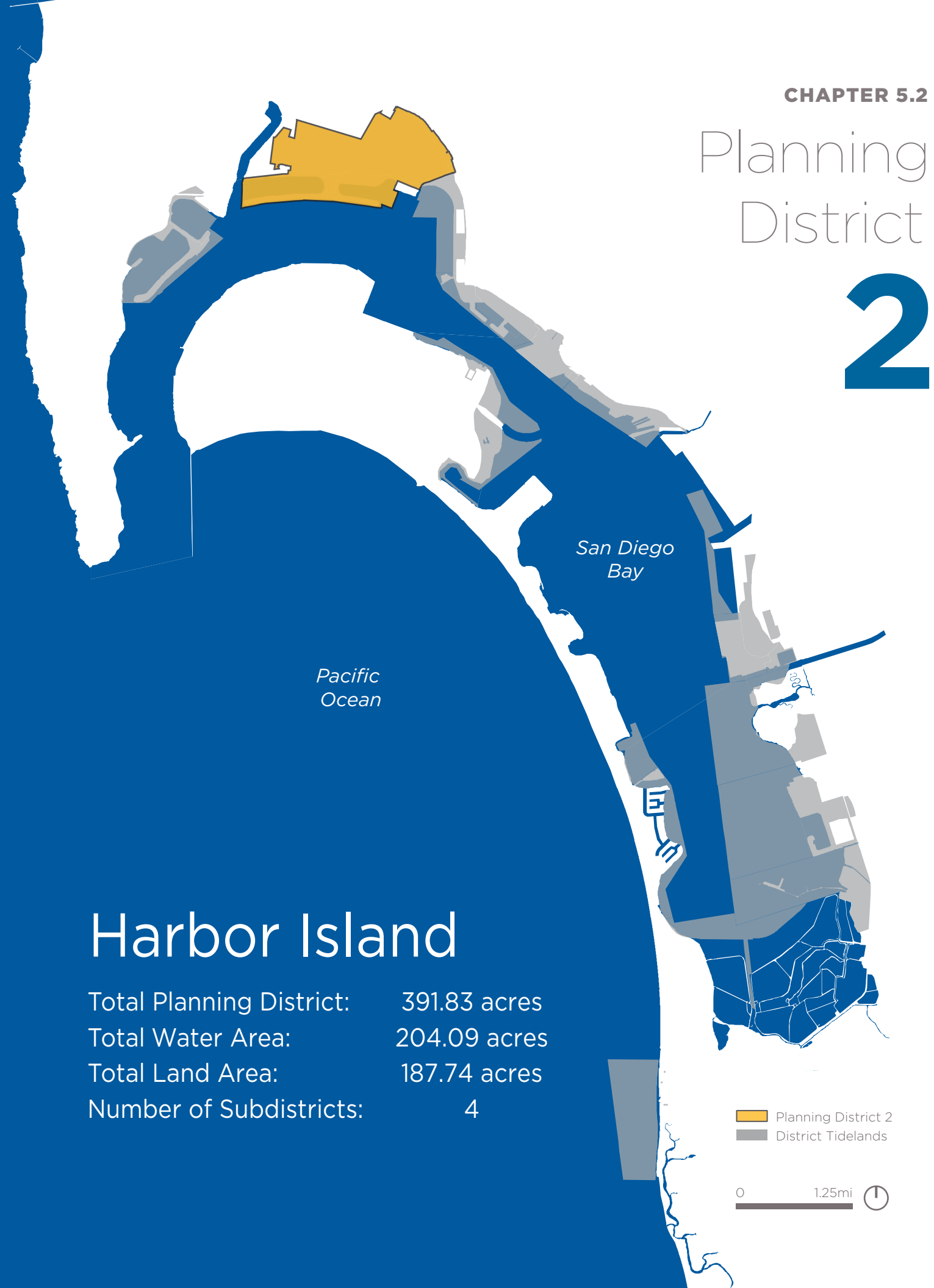
CHAPTER 5.2

Planning District 2



Harbor Island

Total Planning District:	391.83 acres
Total Water Area:	204.09 acres
Total Land Area:	187.74 acres
Number of Subdistricts:	4

5.2.1 Existing Setting

The Harbor Island Planning District is a gateway to San Diego and the Downtown, welcoming visitors to San Diego as a high-quality destination to explore. With nearly 5 miles of waterfront, the Harbor Island Planning District offers views of the Bay that can be enjoyed from the shoreline parks, shoreline path and play areas, and restaurants located on the water's edge of the western and eastern tips of the island. The Harbor Island Planning District consists of four subdistricts: West Harbor Island, East Harbor Island, Spanish Landing, and Pacific Highway Corridor. *Figure PD2.1* shows the location and context of the subdistricts that make up the Harbor Island Planning District.

The West Harbor Island Subdistrict (West Harbor Island) is primarily a visitor-serving, recreational area with a focus on hospitality and recreation, both on land and in the water. The visitor-serving focus is illustrated by the availability of a variety of recreational spaces and activities, including marinas for recreational boaters and Harbor Island Park, with its walking paths and recreational open spaces. The activities and areas are supported by hotels and restaurants that provide opportunities for visitors to stay, eat, and explore the area. Located adjacent to the San Diego International Airport and with views of Naval Air Station North Island, this subdistrict provides easy physical access for visitors. All visitors have access to expansive views of the water across the Bay to Downtown San Diego.

The East Harbor Island Subdistrict (East Harbor Island) includes a mix of visitor-serving uses. Waterside facilities include an established recreational boating marina, as well as restaurants along the island segment of Harbor Island Drive. The remainder of this subdistrict is composed of surface parking lots, former off-airport rental car facilities, and the San Diego Harbor Police facility. Located adjacent to the San Diego International Airport and with views of Naval Air Station North Island and downtown San Diego, this subdistrict has numerous opportunities for coastal access.

The Spanish Landing Subdistrict (Spanish Landing) includes a linear park formed by Spanish Landing Park West, Spanish Landing Park East, and Cancer Survivor Park, located along Harbor Drive adjacent to West Harbor Island. An existing path through these parks serves as a link connecting these park spaces with pedestrian and bicycle pathways along the District's comprehensive open space network. Amenities include a play structure, public art, and surface parking, as well as a beach area that allows visitors to interact with the water and launch small, nonmotorized watercraft.

The Pacific Highway Corridor Subdistrict (Pacific Highway) includes the District Administration Building and associated surface parking, the former rental car services and off-airport parking, and surface parking lots associated with industrial maritime businesses.

5.2.1(A) Water and Land Use Designations

The water and land use designations for the Harbor Island Planning District are shown in *Figure PD2.2*. The acreage of each water and land use designation is summarized in *Table PD2.1*.

5.2.1(B) Coastal Access Maps

Figure PD2.3 and *Figure PD2.4* provide additional information to illustrate the planned improvements and public realm standards related to coastal access, including mobility, views, and pathways in the planning district.

Figure PD2.1 Harbor Island Planning District Location and Context

For illustrative purposes only.



Table PD2.1 Harbor Island Planning District Water and Land Use Acreages

WATER USES	ACRES
Anchorage	9.08
Conservation / Intertidal	5.02
Navigation Corridor	48.60
Open Bay / Water	42.50
Recreational Berthing	98.90
Subtotal - Water Uses	204.09
LAND USES	**ACRES**
Commercial Recreation	105.66
Institutional / Roadway	40.56
Maritime Services and Industrial	4.06
Recreation Open Space	37.47
Subtotal - Land Uses	187.74
TOTAL - WATER AND LAND USES	**391.83**

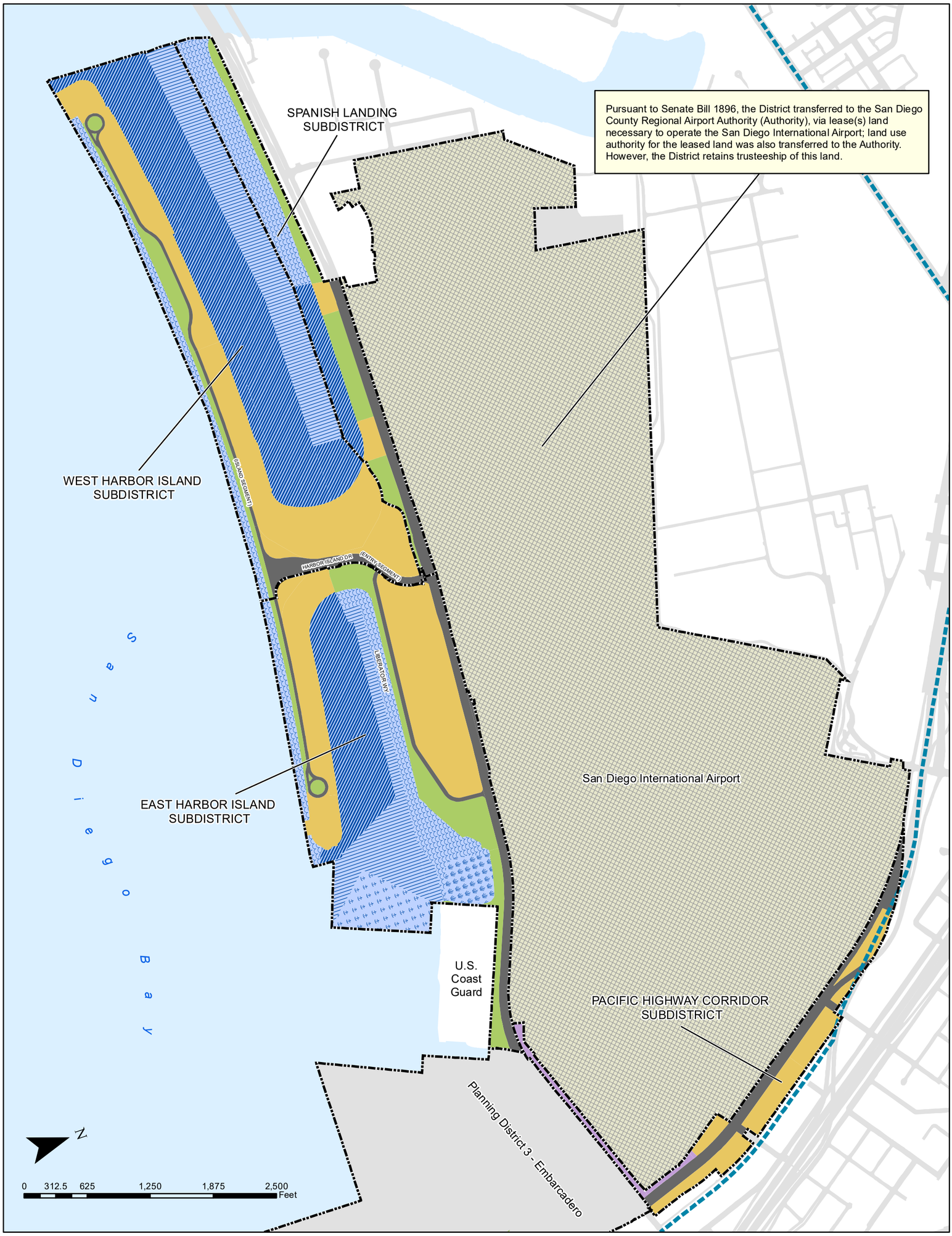


FIGURE PD2.2 **HARBOR ISLAND PLANNING DISTRICT: WATER AND LAND USES**

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Jurisdictional Boundaries

- Planning Subdistricts
- Coastal Zone
- Not Within District Permitting Authority

Other

- Recreation Open Space
- Anchorage
- Institutional/Roadway

Landside Access

- Regional Mobility Hub
- Local Gateway Mobility Hub
- Potential Bayfront Circulator Route

Water Access

Water-Based Transfer Point

W Existing W Potential

Short-Term Public Docking

P Existing P Potential

Hand-Launched Non-Motorized Watercraft Launch Area

Existing Potential

FIGURE PD2.3 HARBOR ISLAND PLANNING DISTRICT - COASTAL ACCESS: MOBILITY

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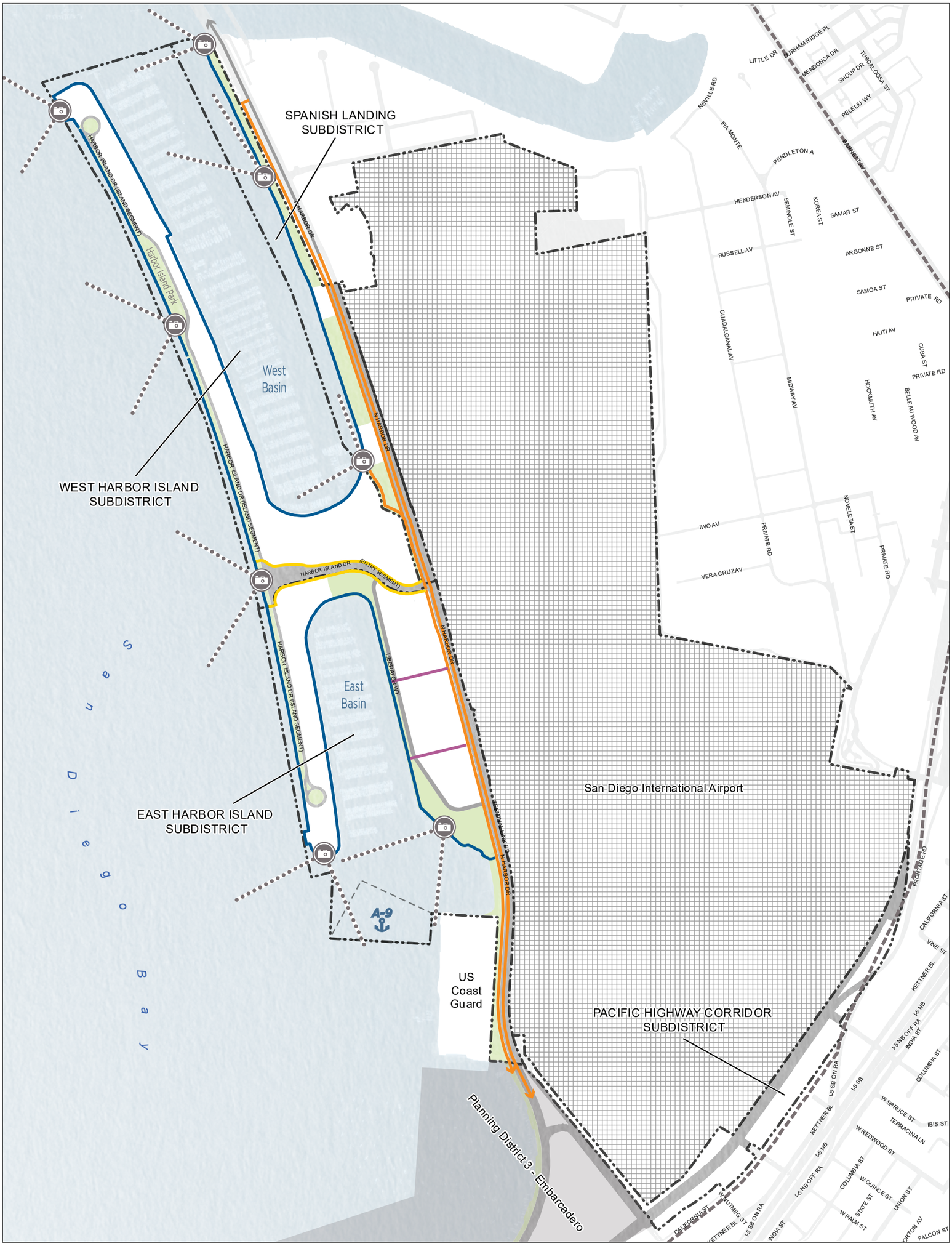

December 6, 2023

Jurisdictional Boundaries

- Planning Subdistricts
- Coastal Zone
- Not Within District Permitting Authority

Other

- Recreation Open Space
- Anchorage
- Institutional/Roadway

Views

- Scenic Vista Area

Pathways (See Mobility Element for definitions)

- Multi-Use Path
- Waterside Promenade
- Sidewalk
- Walkway (Non-Waterside)
- Nature Trail
- Non-District Pathway
  Not Within District Permitting Authority

FIGURE PD2.4 HARBOR ISLAND PLANNING DISTRICT - COASTAL ACCESS: VIEWS AND PATHWAYS

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5.2.2 West Harbor Island Subdistrict

5.2.2(A) Vision

Create a premier, visitor-serving destination welcoming visitors to San Diego.

The District envisions increased intensity of commercial development with new hotel rooms, retail and restaurant space, and attractions in West Harbor Island, providing greater opportunities for visitors to explore and enjoy the area. Future mobility improvements will enhance connections to, from, and through the subdistrict with dedicated bikeways, a mobility hub, and integration of the bayfront circulator.

Other planned improvements for West Harbor Island include the reconfiguration of Harbor Island Drive, creating new areas for recreation. Activation of newly formed recreation areas will add both passive and active amenities to enhance the visitor's experience in this subdistrict. Waterside improvements will add or enhance existing water-based transfer points, public docking areas, and recreational marinas. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this subdistrict, and should be in accordance with applicable PMPU policies and standards, including but not limited to: *Chapter 3.1 Water and Land Use Element (e.g., Tables 3.1.2 and 3.1.3)* and policies within *Chapter 3.3 Ecology Element, ECO Goal 1 and Chapter 3.4 Safety and Resiliency Element, SR Goal 3*. Finally, the visitor experience will be expanded with a continuous promenade that provides uninterrupted coastal access that preserves scenic views from the shoreline.

The West Harbor Island Subdistrict planned improvements provide requirements for the improvements and development envisioned for this area. In addition to *Chapter 4, Baywide Development Standards*, development standards provide subdistrict-specific criteria related to building design and public realm design. There are no special allowances identified in this subdistrict.

5.2.2(B) Special Allowances

No special allowances are included for the West Harbor Island Subdistrict.

5.2.2(C) Planned Improvements

This section describes the extent of planned improvements for landside access, coastal access, and visitor-serving commercial uses.

5.2.2(C)-1 Landside Access

Mobility Hubs

PD2.1 Develop a Local Gateway Mobility Hub on the western portion of Harbor Island Drive, as generally depicted in *Figure PD2.3*. The mobility hub shall:

a. Meet the criteria for Local Gateway Mobility Hubs, in accordance with the requirements of *Chapter 4, Baywide Development Standards*; and

b. Provide wayfinding and pathway connections to connect to the existing water-based transfer point near the western portion of Harbor Island Drive, on the basinside of the subdistrict.

See *Section 4.1 (Chapter 4, Baywide Development Standards)* for more information about mobility hubs.

Bayfront Circulator

PD2.2 Develop and operate a bayfront circulator, as generally depicted in *Figure PD2.3*, to provide connections between the Shelter Island, Harbor Island, and Embarcadero Planning Districts. The bayfront circulator may be phased so that it starts during the summer months and, if demand warrants, is then expanded during other times of the year.



See *Section 3.2.3(C) (Chapter 3.2, Mobility Element)* for more information about the bayfront circulator.

Roadway Improvements

PD2.3 In conjunction with PD2.31, develop an entry gateway on or adjacent to Harbor Island Drive (Entry Segment) at the entrance to West Harbor Island, welcoming visitors and highlighting the unique visitor-serving, public access, and recreational opportunities available on Harbor Island.

PD2.4 In conjunction with PD2.32, modify North Harbor Drive, in coordination with other agencies, by:

AP a. Narrowing North Harbor Drive to four general travel lanes to accommodate vehicular traffic;

AP b. Providing potential dedicated transit lane(s) along the south side of North Harbor Drive, east of Harbor Island Drive, to support a bayfront circulator or other transit options. The potential dedicated transit lane(s) are planned to ultimately provide a connection between the San Diego International Airport and the San Diego Convention Center; and

c. Due to constrained roadway widths, developing a multi-use path along the south side of North Harbor Drive, as generally depicted in Figure PD2.4, adjacent to the potential dedicated transit lane(s), to ultimately connect to the Shelter Island and Embarcadero Planning Districts.

PD2.5 In conjunction with PD2.33, modify Harbor Island Drive (Entry Segment) to accommodate vehicular traffic, pathways, bikeways, and other improvements, including:

a. New signage welcoming visitors to San Diego and Harbor Island;

b. An arrival gateway at the intersection of North Harbor Drive and Harbor Island Drive;

c. Pedestrian connections between North Harbor Drive and Harbor Island Drive (Entry Segment), through improvements such as high-visibility crosswalks, controlled crossings, and curb extensions or safety islands to reduce crossing distances;

d. Pedestrian and landscape improvements along both the west and east sides of Harbor Island Drive, as generally depicted in *Figure PD2.5*, including:

1. Street furniture, seating, and pedestrian lighting;
2. A parkway with landscaping and street trees:
    i. The parkway shall be located between the street (roadway) and the sidewalk;
    ii. The parkway shall measure a minimum of 8 feet in width; and
    iii. The parkway shall include native and drought-tolerant landscaping; and

3. A multi-use path measuring a minimum width of 12 feet along the west side of the street; and
4. A sidewalk measuring 8 feet in width along the east side of the street.

e. Safety islands integrated into the design of street crossings to shorten pedestrian crossing distances where needed; and

f. Where they exist, medians improved in coordination with the design of the above improvements, which may include a combination of signage, lighting, landscaping, and/or public art.

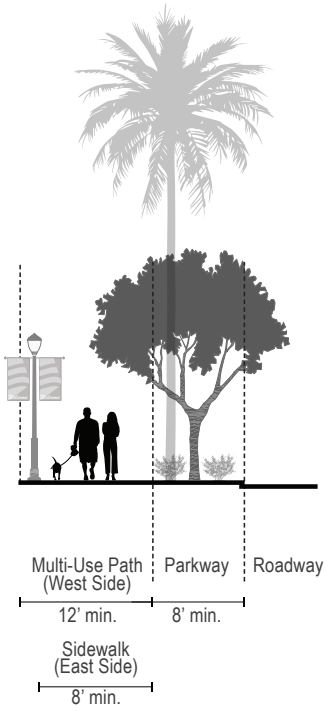


Figure PD2.5 Cross-Section of Harbor Island Drive (Entry Segment) Sidewalk and Parkway

For illustrative purposes only.

PD2.6 Modify the east-west portion of Harbor Island Drive (Island Segment). An illustrative concept of the improvements is shown in *Figure PD2.6*. The improvements may include:

a. Narrowing Harbor Island Drive to two or three general travel lanes to accommodate vehicular traffic;

b. Reconfiguring off-street public parking as diagonal parking, to increase on-street parking supply and avoid loss of existing public parking unless parking is provided in the Local Gateway Mobility Hub as described in PD2.1;

c. Incorporating high-visibility crosswalks in alignment with walkways and at intersections, including controlled crossings and curb extensions to reduce crossing distances; and

d. Upon reconfiguration of Harbor Island Drive, expanding and activating Recreation Open Space as described in PD2.7.

Recreation Open Space

PD2.7 Upon reconfiguration of Harbor Island Drive, as described in PD2.6 and illustrated in *Figure PD2.6*, expand and improve the Recreation Open Space, which may include the following improvements. The improvements should be planned together but may be implemented in phases:

a. An expanded waterside promenade, as described in PD2.19;

b. A series of garden spaces;

c. An amenity zone landside of the waterside promenade; and

d. Up to five activating features, three of which may be pavilions, in accordance with the requirements of *Chapter 4, Baywide Development Standards*.

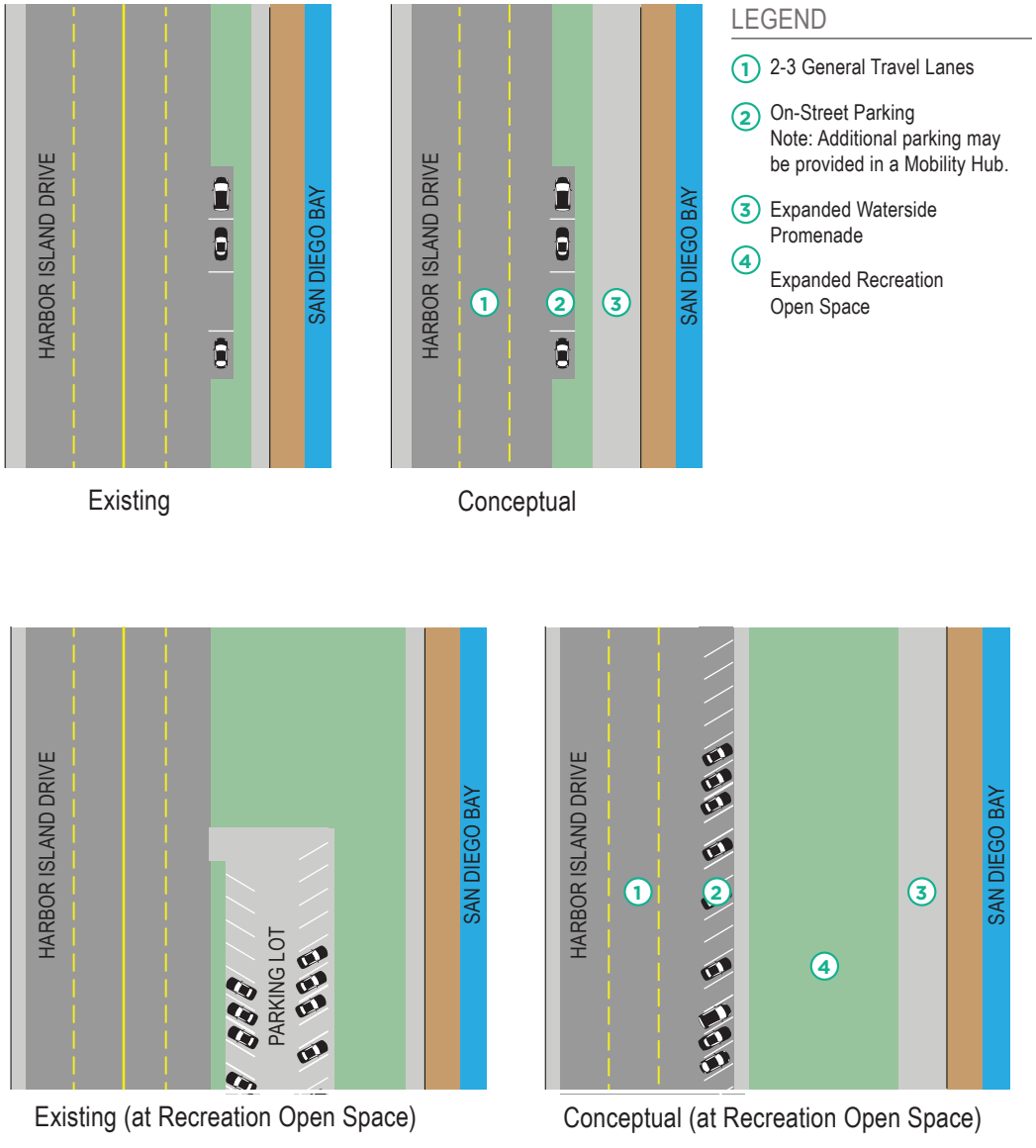


Figure PD2.6 Illustrative of Harbor Island Drive Reconfiguration

For illustrative purposes only.

5.2.2(C)-II Coastal Access

Water-Based Transfer Points and Short-Term Public Docking

PD2.8 Modify, or replace in-kind, the existing water-based transfer point at the western portion of Harbor Island Drive, on the basinside of the subdistrict, as generally depicted in *Figure PD2.3*.

AP PD2.9 Develop a water-based transfer point on the northeast side of the West Basin of Harbor Island, as generally depicted in *Figure PD2.3*.

PD2.10 Develop up to four short-term public docking slips in association with recreational marina-related facilities in the West Basin of Harbor Island.

Recreational Marina Facilities

PD2.11 Modify, or replace in-kind, existing recreational marina-related facilities in the West Basin of Harbor Island provided there is no unmitigated increase in shading or fill.

AP PD2.12 Develop up to 165 additional recreational boat berthing vessel slips in association with existing recreational marina-related facilities in this subdistrict to allow for the accommodation of various-sized vessels.

Step-Down Areas

PD2.13 Provide step-down areas to offer direct, physical access to the water, and enable the public to touch the water, as described below:

a. Upon reconfiguration of Harbor Island Drive (see PD2.6 and PD2.7), step-down areas may be integrated into the area between the Scenic Vista Areas depicted in *Figure PD2.4*.

PD2.14 Where provided, integrate step-down areas into the design of adjacent Recreation Open Space areas.

5.2.2(C)-III Visitor-Serving Commercial Uses

Retail and Restaurant

PD2.15 Modify, or replace in-kind, existing retail and/or restaurant, to the same or lesser size, and in the same general footprint in the Commercial Recreation-designated area along Harbor Island Drive (Entry Segment and Island Segment).

PD2.16 In the Commercial Recreation-designated area along Harbor Island Drive (Entry Segment and Island Segment), develop up to 25,000 additional square feet of:

AP a. Retail and/or retail with restaurant space; or

b. Restaurant space.

Overnight Accommodations

PD2.17 Modify, or replace in-kind, existing hotel rooms, including associated retail, restaurant and/or meeting space, to the same or lesser size, and in the same general footprint in the Commercial Recreation-designated area along Harbor Island Drive (Entry Segment and Island Segment).

AP

PD2.18 In addition to existing facilities, develop up to 1,700 additional hotel rooms, with up to 32,000 additional square feet of associated retail and restaurant, and/or up to 37,000 additional square feet of meeting space along Harbor Island Drive (Island Segment), for a total of 2,985 hotel rooms plus ancillary facilities in the West Harbor Island Subdistrict.

5.2.2(D) Development Standards

In addition to *Chapter 4, Baywide Development Standards*, the following standards apply to development in the West Harbor Island Subdistrict. The standards provide requirements for development, as well as the size, location, siting, and orientation of required public realm features or buildings and structures.

5.2.2(D)-1 Public Realm Standards

Pathways

PD2.19 Provide a continuous waterside promenade, to offer public coastal access along the waterfront in accordance with the requirements of *Chapter 4, Baywide Development Standards*:

a. Waterside promenades shall be required as part of all development that abuts the waterfront and that is not a coastal-dependent maritime industrial use, and in any other location where a waterside promenade is generally depicted in *Figure PD2.4*.

b. Waterside promenades shall have a minimum width of 15 feet in the West Harbor Island Subdistrict, as generally depicted in *Figure PD2.7*, and aligned with the guidance in PD2.7.

PD2.20 Provide walkways to offer physical access perpendicular to the waterfront, in accordance with the requirements of *Chapter 4, Baywide Development Standards*.

Views

PD2.21 Preserve scenic vista areas in accordance with the requirements of *Chapter 4, Baywide Development Standards*, in the following locations, as generally depicted in *Figure PD2.4*:

a. Bayside of Harbor Island Drive near the west point of Harbor Island;

b. Harbor Island Park on the bayside of Harbor Island Drive; and

c. Bayside of Harbor Island Drive (Island Segment) near the intersection of the Entry and Island Segments of Harbor Island Drive.

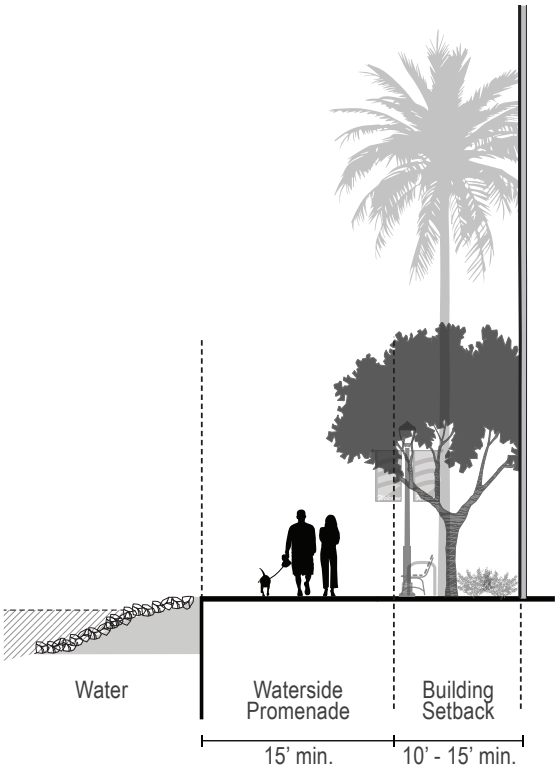


Figure PD2.7 Cross-Section of West Harbor Island Waterside Promenade and Setback
For illustrative purposes only.

5.2.2(D)-II Building Standards

Structure Height and Setback

PD2.22 Structures shall not exceed 160 feet in height.

PD2.23 Provide a 10- to 15-foot-wide building setback, as generally depicted in *Figure PD2.7*, between all waterside promenades and all landside development. The setback area shall include landscaping and bicycle and pedestrian facilities, such as bike racks, fixed or movable seating, and/or other possible improvements.

Building Orientation

PD2.24 Buildings located on Tidelands at the intersection of Harbor Drive and Harbor Island Drive shall be oriented to the corner to create a welcoming entry:

a. Roof forms and other architectural features, such as doors, windows, and canopies, shall be oriented toward the corner and Harbor Island Drive.

b. Open space, patios, plazas, and/or landscaping may be located at this intersection; however, they must be accessible and scaled for pedestrian use.

c. Surface parking or structured parking is not allowed to front this intersection and shall not be oriented toward Harbor Island Drive. Parking should be located internal to the block, or oriented toward Harbor Drive.

PD2.25 Buildings located on Tidelands along the Harbor Island Drive (Entry Segment) shall be oriented to front the street and open onto Harbor Island Drive, to create a pedestrian-oriented "main street" environment.

Parking

PD2.26 The location and configuration of existing public parking areas may be modified if an equivalent amount of public parking is provided through a mobility hub, on-street parking, or a combination, subject to the requirements of the Mobility Element.

PD2.27 When a development site is located between the waterfront (Bay or Basin) and Harbor Island Drive, parking shall be located toward the most interior, roadside portion of the development site. Parking may be located partially underground or in a structure but shall not directly abut the water's edge.



See *Chapter 3.2, Mobility Element*, for additional detail related to the provision of shared parking.

5.2.3 East Harbor Island Subdistrict

5.2.3(A) Vision

Create a regional destination that is welcoming to visitors with improved mobility, increased recreation, and enhanced coastal access.

The intensity of commercial development in East Harbor Island is planned to increase with new hotel rooms, retail and restaurant space, and attractions. Mobility improvements will expand access to and through the area, with the integration of bayfront circulator routes connecting directly to the San Diego International Airport, the Convention Center, and dedicated bikeways. A new mobility hub, together with water-based transfer points, will provide options for workers and visitors to transfer between modes of transportation and reduce reliance on single-occupancy vehicles. The vision includes coordination with agencies that have transportation authority on the location of an airport transit connection, along with supporting transit stations and infrastructure. The reconfiguration of Harbor Island Drive will allow for safer cycling, while providing new areas for recreation open space.

New recreation open space areas, created through road reconfiguration and the reuse of off-airport surface parking and rental car services, will be enhanced with new amenities, such as active and passive spaces, water step-down areas, and activating features. Planned coastal access improvements will enhance visitor activity on land and expand access to the water. Pedestrian connections will be expanded in the subdistrict, with a continuous shoreline promenade that also preserves scenic views. Waterside facility improvements may enable the consolidation of the San Diego Harbor Police facility, while providing greater opportunity for visitors to interact with the water through enhancements to public docking areas, a recreational marina, and a launching area for nonmotorized watercraft. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this subdistrict, and should be in accordance with applicable PMPU policies and standards, including but not limited to: *Chapter 3.1 Water and Land Use Element (e.g., Tables 3.1.2 and 3.1.3)* and policies within *Chapter 3.3 Ecology Element, ECO Goal 1 and Chapter 3.4 Safety and Resiliency Element, SR Goal 3.*



The East Harbor Island Subdistrict planned improvements provide requirements for the improvements and development envisioned for this area. In addition to *Chapter 4, Baywide Development Standards*, development standards provide subdistrict-specific criteria related to building design and public realm design. This subdistrict also includes standards to address special allowances for unique situations in this area.

5.2.3(B) Special Allowances

The following special allowance, consistent with *WLU Goal 2 (Chapter 4.1, Water and Land Use Element)*, addresses unique situations in the East Harbor Island Subdistrict.

Consolidated Harbor Police Facilities

PD2.28 The future consolidation of all of the District's Harbor Police water and land facilities may potentially be located within the East Harbor Island Subdistrict. Such a facility would include development of up to a 15,000-square-foot dock for mooring of patrol watercraft and include a nearby land area of approximately 3 acres for construction of a new headquarters building and supporting service areas.

5.2.3(C) Planned Improvements

This section describes the extent of planned improvements for landside access, coastal access, and visitor-serving commercial uses.

5.2.3(C)-1 Landside Access

Mobility Hubs

PD2.29 Develop a Regional Mobility Hub near the northwestern portion of the East Basin of Harbor Island, as generally depicted in *Figure PD2.3*.

a. The mobility hub shall:

1. Meet the criteria of a Regional Mobility Hub, in accordance with the requirements of *Chapter 4, Baywide Development Standards*; and
2. Provide wayfinding and pathway connections to connect to the nearby water-based transfer points on the northwestern portion of the East Basin of Harbor Island.

b. Coordinate with agencies that have transportation authority on the location of transit connections on Tidelands, between Shelter Island and the Convention Center.



See *Section 4.1 (Chapter 4, Baywide Development Standards)* for more information about mobility hubs.

Bayfront Circulator

PD2.30 Develop and operate a bayfront circulator, as generally depicted in *Figure PD2.3*, to provide connections between the Shelter Island, Harbor Island, and Embarcadero Planning Districts. The bayfront circulator may be phased so that it starts during the summer months and, if demand warrants, is then expanded during other times of the year.



See *Section 3.2.3(C) (Chapter 3.2, Mobility Element)* for more information about the bayfront circulator.

Roadway Improvements

PD2.31 In conjunction with PD2.3, develop an entry gateway on or adjacent to Harbor Island Drive (Entry Segment) at the entrance to East Harbor Island, welcoming visitors and highlighting the unique visitor-serving, public access, and recreational opportunities available on Harbor Island.

PD2.32 In conjunction with PD2.4, modify North Harbor Drive, in coordination with other agencies, by:

AP a. Narrowing North Harbor Drive to four general travel lanes to accommodate vehicular traffic;

AP b. Providing potential dedicated transit lane(s) along the south side of North Harbor Drive, east of Harbor Island Drive, to support a bayfront circulator or other transit options. The potential dedicated transit lane(s) areplanned to ultimately provide a connection between the San Diego International Airport and the San Diego Convention Center; and

c. Due to constrained roadway widths, developing a multi-use path along the south side of North Harbor Drive, as generally depicted in Figure PD2.4, adjacent to the potential dedicated transit lane(s), to ultimately connect to the Shelter Island and Embarcadero Planning Districts.

AP PD2.33 In conjunction with PD2.5, modify Harbor Island Drive (Entry Segment) to accommodate vehicular traffic, pathways, bikeways, and other improvements, including:

a. New gateway signage welcoming visitors to San Diego and Harbor Island;

b. An arrival gateway at the intersection of Harbor Drive and Harbor Island Drive;

c. Pedestrian connections between North Harbor Drive and Harbor Island Drive (Entry Segment), through improvements such as high-visibility crosswalks, controlled crossings, and curb extensions or safety islands to reduce crossing distances; and

d. Pedestrian and landscape improvements along both the west and east sides of Harbor Island Drive, as generally depicted in *Figure PD2.5*, including:

1. Street furniture, seating, and pedestrian lighting;
2. A parkway with landscaping and street trees:
    i. The parkway shall be located between the street (roadway) and the sidewalk;
    ii. The parkway shall measure a minimum of 8 feet in width; and
    iii. Landscaping shall include native and drought-tolerant landscaping.
3. A multi-use path measuring a minimum width of 12 feet along the west side of the street; and
4. A sidewalk measuring 8 feet in width along the east side of the street.

e. Where they exist, medians improved in coordination with the design of the above improvements, which may include a combination of signage, lighting, enhanced landscaping, and/or public art.

PD2.34 Modify the east-west portion of Harbor Island Drive (Island Segment), which may include the following improvements:

a. Narrowing to two or three general travel lanes, to accommodate vehicular traffic;
b. Reconfiguring off-street public parking as diagonal parking, to increase on street parking supply and avoid loss of existing public parking unless parking is provided in the Regional Mobility Hub as described in PD2.29;
c. Incorporate high-visibility crosswalks in alignment with walkways and at intersections, including controlled crossings and curb extensions to reduce crossing distances; and
d. Upon reconfiguration of Harbor Island Drive, expanding and activating Recreation Open Space as described in PD2.36.

PD2.35 Modify Liberator Way, which may include the following improvements:

a. Narrowing to two general travel lanes to accommodate vehicular traffic;
b. On-street parking;
c. Crosswalks at Liberator Way and Harbor Island Drive; and
d. Pedestrian and landscape improvements along both sides of Liberator Way, as generally depicted in *Figure PD2.8*, including:
    1. Street furniture, seating, and pedestrian lighting;
    2. A parkway with enhanced landscaping and street trees:
        i. The parkway shall be located between the street (roadway) and the sidewalk;
        ii. The parkway shall measure a minimum of 9 feet in width; and
        iii. The parkway shall include native and drought-tolerant landscaping; and
    3. Sidewalks shall measure a minimum width of 8 feet along each side of the street.

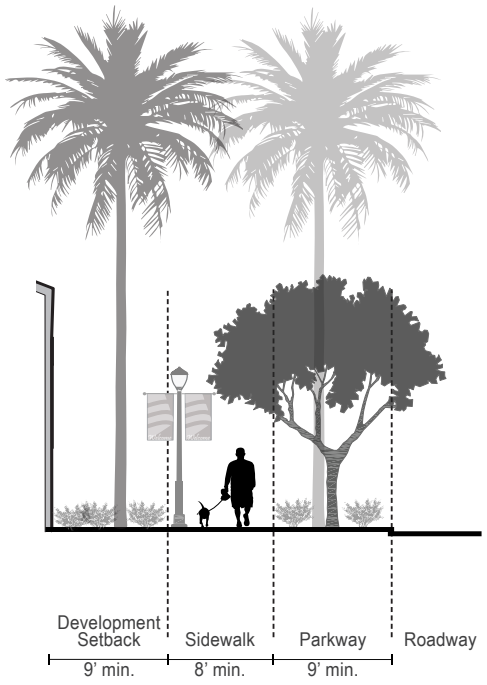


Figure PD2.8 Cross-Section of Liberator Way Pedestrian Realm

For illustrative purposes only.

Recreation Open Space

PD2.36 Upon reconfiguration of Harbor Island Drive, as described in PD2.34, expand and include activating features in the Recreation Open Space, which may provide the following improvements as generally depicted in *Figure PD2.6*:

a. An expanded waterside promenade, as described in PD2.53;
b. A series of garden spaces;
c. An amenity zone landside of the waterside promenade; and
d. Up to five activating features, three of which may be pavilions, in accordance with the requirements of *Chapter 4, Baywide Development Standards*.

PD2.37 Upon reconfiguration of Liberator Way, as described in PD2.35, create Recreation Open Space in the Recreation Open Space-designated area north of the basin, with the following features:

a. A waterside promenade, as described in PD2.53;
b. A step-down area, as described in PD2.46 and PD2.47;
c. A potential hand-launched, non-motorized watercraft launch area, as described in PD2.43;
d. A potential water-based transfer point, as described in PD2.38;
e. A potential skate park; and
f. Other potential health and wellness features.

5.2.3(C)-II Coastal Access

Water-Based Transfer Points and Short-Term Public Docking

AP PD2.38 Develop water-based transfer points in the following locations, as generally depicted in *Figure PD2.3*:

a. The northwest side of the East Basin of Harbor Island; and
b. The northeast side of the East Basin of Harbor Island. This water-based transfer point should also be developed to allow for small recreational watercraft, such as dinghies.

PD2.39 Maintain existing short-term public docking in the East Basin of Harbor Island.

AP PD2.40 Develop one short-term public docking slip in the northwest side of the East Basin of Harbor Island.

Recreational Marina Facilities

PD2.41 Modify, or replace in-kind, existing recreational marina-related facilities in the East Basin of Harbor Island provided there is no unmitigated increase in shading or fill.

AP PD2.42 Develop up to 60 additional recreational boat berthing vessel slips in association with existing recreational marina-related facilities in this subdistrict, to allow for the accommodation of various-sized vessels.

Hand-Launched Nonmotorized Watercraft

PD2.43 Develop a launch area for hand-launched nonmotorized watercraft on the northeast side of the East Basin, as generally depicted in *Figure PD2.3*.

Anchorages

PD2.44 Modify, or replace in-kind, the moorings in the Harbor Island Anchorage (A-9).

AP PD2.45 Allow for modifications to moorings to allow for an increase of up to five moored vessels at existing Harbor Island Anchorage (A-9), provided the boundaries of the anchorage do not change and there is no unmitigated increase in shading or fill.

Step-Down Areas

PD2.46 Provide step-down areas to offer direct, physical access to the water, and enable the public to touch the water, as generally described below:

a. At the west end of the basin;

b. At the northeastern edge of the basin, in the vicinity of the Scenic Vista Area; and

c. Upon reconfiguration of Harbor Island Drive, in Recreation Open Space.

PD2.47 Where provided, step-down areas should be integrated into the design of adjacent Recreation Open Space areas.

5.2.3(C)-III Visitor-Serving Commercial Uses

Retail, Restaurant and Overnight Accommodations

PD2.48 Modify, or replace in-kind, existing retail and/or restaurant, to the same or lesser size, and in the same general footprint in the Commercial Recreation-designated area along Harbor Island Drive, south of the basin.

PD2.49 In the Commercial Recreation-designated area north of the basin, develop retail, restaurant and/or overnight accommodations, as described below:

AP a. Overnight accommodations of up to 1,360 hotel rooms with up to 40,000 square feet of meeting space; and/or

AP b. 92,500 square feet of associated retail and/or retail with restaurant; or

c. 92,500 square feet of restaurant.

AP PD2.50 In the Commercial Recreation-designated area north of the basin, develop a site that has been reserved for the provision of lower cost overnight accommodations with up to 400 beds or camping/recreational vehicle sites, or equivalent rooms, and may be constructed as a component of the Regional Mobility Hub (as generally depicted in *Figure PD2.3*) in this subdistrict. This may also include associated visitor-serving retail, restaurant, and/or meeting space.

PD2.51 In the Commercial Recreation-designated area north of the basin, develop a visitor-serving attraction with up to approximately 70,000 square feet of associated retail and/or retail with restaurant.

AP PD2.52 As approved under the previously certified Port Master Plan (in 1991), develop up to 500 hotel rooms. This may also include associated visitor-serving retail, restaurant, and/or meeting space, including piers, and ancillary uses, along Harbor Island Drive, near the intersection of the Entry Segment and Island Segment of Harbor Island Drive.

5.2.3(D) Development Standards

In addition to *Chapter 4, Baywide Development Standards*, the following standards apply to development in the East Harbor Island Subdistrict. The standards provide requirements for development, as well as the size, location, siting, and orientation of required public realm features or buildings and structures.

5.2.3(D)-1 Public Realm Standards

Pathways

PD2.53 Provide a continuous waterside promenade, to offer public coastal access along the waterfront in accordance with the requirements of *Chapter 4, Baywide Development Standards*, and *Figure PD2.9*:

a. Waterside promenades shall be required as part of all development that abuts the waterfront and that is not a coastal-dependent maritime industrial use, and in any other location where a waterside promenade is generally depicted in *Figure PD2.4*.

b. Where adjacent to Recreation Open Space in the East Harbor Island Subdistrict, waterside promenades shall have a minimum width of 20 feet.

c. In all other areas in the East Harbor Island Subdistrict, waterside promenades shall have a minimum width of 15 feet.

PD2.54 Provide walkways to offer physical access perpendicular to the waterfront:

a. In the mapped locations generally depicted in *Figure PD2.4* and in accordance with the requirements of *Chapter 4, Baywide Development Standards*; and

b. Walkways in the locations depicted in *Figure PD2.4*, which link the basin with North Harbor Drive, shall measure a minimum of 60 feet in width.

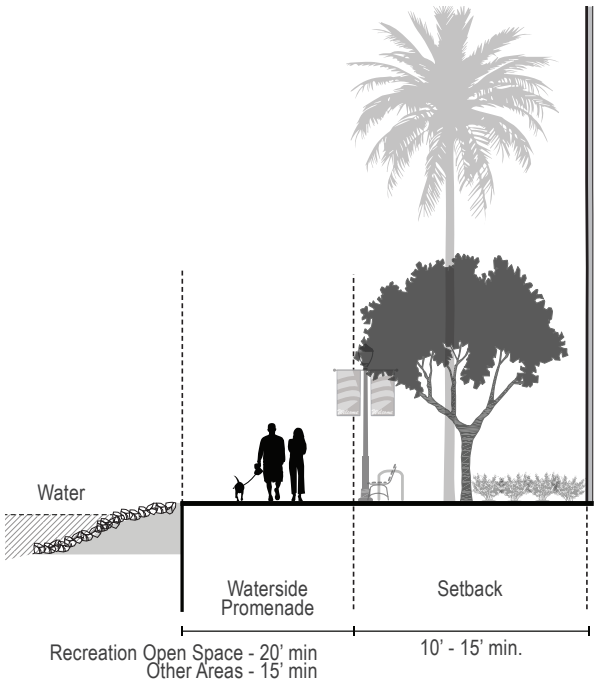


Figure PD2.9 Cross-Section of East Harbor Island Waterside Promenade and Setback

For illustrative purposes only.

Views

PD2.55 Preserve scenic vista areas in accordance with the requirements of *Chapter 4, Baywide Development Standards*, in the following locations as generally depicted in *Figure PD2.4*:

a. View of the Bay from the northeast side of the East Basin of Harbor Island; and

b. View of the Bay from the eastern point of Harbor Island.

5.2.3(D)-II Building Standards

Setbacks

PD2.56 Buildings shall be set back a minimum of 26 feet from the Liberator Way roadway.

PD2.57 Buildings shall be set back a minimum of 20 feet from the North Harbor Drive roadway.

PD2.58 For all other areas in this subdistrict, a 10- to 15-foot-wide setback between all waterside promenades and all landside development shall be provided:

a. The setback may include landscaping, public access, and activating features, as well as bicycle and pedestrian facilities, such as bike racks and fixed or movable seating.

b. Parking is not permitted within the setback.

Structure Height

PD2.59 Structures shall not exceed 225 feet in height, subject to FAA determination.

PD2.60 Upper story stepbacks shall be provided, limiting structure height to a maximum of two stories and a height of 40 feet in the following locations, as generally depicted in *Figure PD2.10*:

a. Between 26 feet and 51 feet from Liberator Way;
b. Between 20 feet and 45 feet from North Harbor Drive; and
c. Within the 25 feet adjacent to any walkways.

Parking

PD2.61 The location and configuration of existing public parking areas may be modified if an equivalent amount of public parking is provided through a mobility hub, on-street parking, or a combination, subject to the requirements of the Mobility Element.

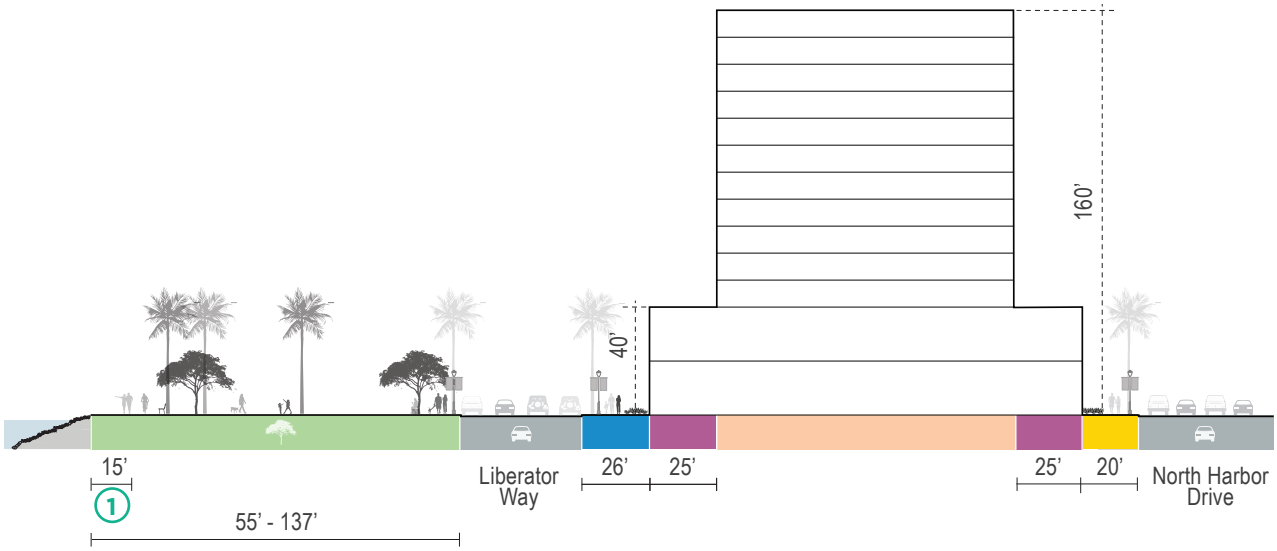


See *Chapter 3.2, Mobility Element*, for additional detail related to the provision of shared parking.

PD2.62 When a parcel is located between the waterfront (Bay or basin) and Harbor Island Drive, parking shall be located toward the most interior, roadside portion of the parcel. Parking may be located partially underground or in a structure but shall not directly abut the water's edge.



Plan diagram of East Harbor Island between Liberator Way and N. Harbor Drive.



North-South cross-section.

Recreation Open Space
Required Setback along Liberator Way
Required Setback along North Harbor Drive
Maximum Structure Height
Required Upper Story Stepback
Walkway (Minimum Width of 60 feet)
1 Waterside Promenade

Figure PD2.10 Conceptual Diagram of East Harbor Island Structure Height and Setbacks

For illustrative purposes only.

5.2.4 Spanish Landing Subdistrict

5.2.4(A) Vision

Preserve Spanish Landing's recreation and pedestrian-focused character while enhancing bicycling and transit access and expanding commercial amenities.

The intensity of commercial development is expected to increase in Spanish Landing, with the addition of new retail and restaurant space. Future waterside development will promote public access throughout the area and activate the shoreline with a continuous waterfront promenade.

Planned improvements will enhance mobility opportunities, increase recreation activity, and enhance coastal access. Visitors and workers will have more opportunities to move around Spanish Landing with integration of the bayfront circulator, dedicated bikeways, and enhancements to waterside facilities, such as a new transient dock and water-based transfer point. New commercial, retail, and restaurant space will provide the opportunity to explore and enjoy the landside of Spanish Landing, while maintaining an existing launch area for nonmotorized watercraft will continue to encourage use of the water. Planned coastal access improvements will improve the pedestrian experience, with a continuous promenade that offers scenic views from the shoreline, parks, and water step-down areas.

The Spanish Landing Subdistrict planned improvements provide requirements for the improvements and development envisioned for this area. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this planning district, and should be in accordance with applicable PMPU policies and standards, including but not limited to: *Chapter 3.1 Water and Land Use Element (e.g., Tables 3.1.2 and 3.1.3)* and policies within *Chapter 3.3 Ecology Element, ECO Goal 1 and Chapter 3.4 Safety and Resiliency Element, SR Goal 3*. In addition to *Chapter 4, Baywide Development Standards*, development standards provide subdistrict-specific criteria related to building design and public realm design. There are no special allowance standards identified in this subdistrict.

5.2.4(B) Special Allowances

No special allowances are included for the Spanish Landing Subdistrict.

5.2.4(C) Planned Improvements

This section describes the extent of planned improvements for landside access, coastal access, and visitor-serving commercial uses.

5.2.4(C)-1 Landside Access

Bayfront Circulator

PD2.63 Develop and operate a bayfront circulator, as generally depicted in *Figure PD2.3*, to provide connections between the Shelter Island, Harbor Island, and Embarcadero Planning Districts. The bayfront circulator may be phased so that it starts during the summer months and, if demand warrants, is then expanded during other times of the year.



See *Section 3.2.3(C) (Chapter 3.2, Mobility Element)* for more information about the bayfront circulator.

Roadway Improvements

PD2.64 Modify North Harbor Drive in coordination with other agencies by:

AP a. Narrowing to four general travel lanes to accommodate all modes of travel; and

b. Developing a multi-use path along the south side of North Harbor Drive as generally depicted in *Figure PD2.4*, adjacent to the potential dedicated transit lane(s), to ultimately connect the Shelter Island, Harbor Island, and Embarcadero Planning Districts.

Spanish Landing Park Access Improvements

PD2.65 Develop a multi-use path to connect Spanish Landing Park to Shelter Island in coordination with the adjacent jurisdictions and appropriate agencies.

5.2.4(C)-II Coastal Access

Water-Based Transfer Point

PD2.66 AP Develop a water-based transfer point at the northwest side of the West Basin of Harbor Island along Spanish Landing Park, as generally depicted in *Figure PD2.3*.

Hand-Launched Nonmotorized Watercraft

PD2.67 Maintain the existing launch area for hand-launched nonmotorized watercraft on the southside of Spanish Landing Park in the West Basin of Harbor Island, as generally depicted in *Figure PD2.3*.

5.2.4(C)-III Visitor-Serving Commercial Uses

Retail and Restaurant

PD2.68 In the Commercial Recreation-designated area along Spanish Landing, develop up to 90,000 additional square feet of:

AP a. Retail and/or retail with restaurant space; or

b. Restaurant space.

5.2.4(D) Development Standards

In addition to *Chapter 4, Baywide Development Standards*, the following standards apply to development in the Spanish Landing Subdistrict. The standards provide requirements for development, as well as the size, location, siting, and orientation of required public realm features or buildings and structures.

5.2.4(D)-I Public Realm Standards

Pathways

PD2.69 Provide a continuous waterside promenade to offer public coastal access along the waterfront in accordance with the requirements of Chapter 4, Baywide Development Standards, and *Figure PD2.11*:

a. Waterside promenades shall be required as part of all development that abuts the waterfront and that is not a coastal-dependent maritime industrial use, and in any other location where a waterside promenade is generally depicted in *Figure PD2.4*.

b. Waterside promenades shall have a minimum width of 15 feet in the Spanish Landing Subdistrict.

PD2.70 Provide walkways to offer physical access perpendicular to the waterfront, in accordance with the requirements of *Chapter 4, Baywide Development Standards*.

Views

PD2.71 Preserve scenic vista areas in accordance with the requirements of *Chapter 4, Baywide Development Standards*, in the following locations as generally depicted in *Figure PD2.4*:

a. View of the Bay from the western edge of Spanish Landing Park;

b. View of the West Basin of Harbor Island and Bay from the middle of Spanish Landing Park; and

c. View of the West Basin of Harbor Island from the eastern edge of the Spanish Landing Subdistrict.

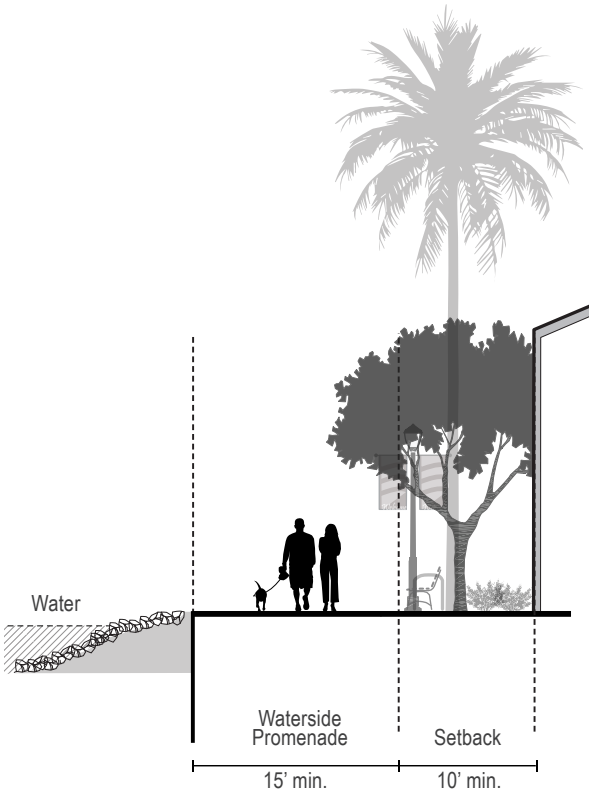


Figure PD2.11 Cross-Section of Spanish Landing Waterside Promenade

For illustrative purposes only.

5.2.4(D)-II Building Standards

Structure Height

PD2.72 Structures shall not exceed 30 feet in height.

Development Setback

PD2.73 Provide a 10-foot-wide development setback between all waterside promenades and all landside development, as generally depicted in *Figure PD2.11*:

a. The development setback shall include landscaping, public access, and waterfront activation, as well as bicycle and pedestrian facilities, such as bike racks and fixed or movable seating.

b. Parking is not permitted within the development setback.

Parking

PD2.74 Modifications may be made to the location and configuration of existing public parking areas if an equivalent amount of public parking is maintained.

5.2.5 Pacific Highway Corridor Subdistrict

5.2.5(A) Vision

Improve multimodal access in the Pacific Highway Corridor while providing opportunities for limited commercial development and lower cost overnight accommodations.

The District envisions the existing roadway, administrative, and parking uses will be preserved throughout the area, while also providing limited commercial development and lower cost opportunities for visitors to stay on Tidelands. Planned improvements proposed for this subdistrict include enhanced mobility connections that offer enhanced access for vehicular traffic, pedestrians, and bicyclists, as well as supporting regional mobility. The vision includes coordination with agencies that have transportation authority on the location of an airport transit connection, along with supporting mobility hubs, transit stations and infrastructure.

The Pacific Highway Corridor Subdistrict planned improvements provide requirements for the improvements and development envisioned for this area. In addition to *Chapter 4, Baywide Development Standards*, development standards provide subdistrict-specific criteria related to building design and public realm design. There are no special allowances identified in this subdistrict.

5.2.5(B) Special Allowances

The following special allowances, consistent with *WLU Goal 2 (Chapter 4.1, Water and Land Use Element)*, address unique situations in the Pacific Highway Corridor Subdistrict.

PD2.75 The temporary usage of Commercial Recreation-designated areas in this subdistrict may occur when needed for truck and other staging uses associated with cruise operations.

5.2.5(C) Planned Improvements

This section describes the extent of planned improvements for landside access and visitor-serving commercial uses.

5.2.5(C)-1 Landside Access

Road Improvements

AP PD2.76 Modify Pacific Highway to accommodate vehicular traffic, pathways, and bikeways.

5.2.5(C)-II Visitor-Serving Commercial Uses

Overnight Accommodations

AP PD2.77 In the Commercial Recreation-designated area along Pacific Highway, develop a site that has been reserved for the provision of lower cost overnight accommodations with up to 1,000 beds (or equivalent in rooms). This may also include associated visitor-serving retail, restaurant, and/or meeting space.

5.2.5(D) Development Standards

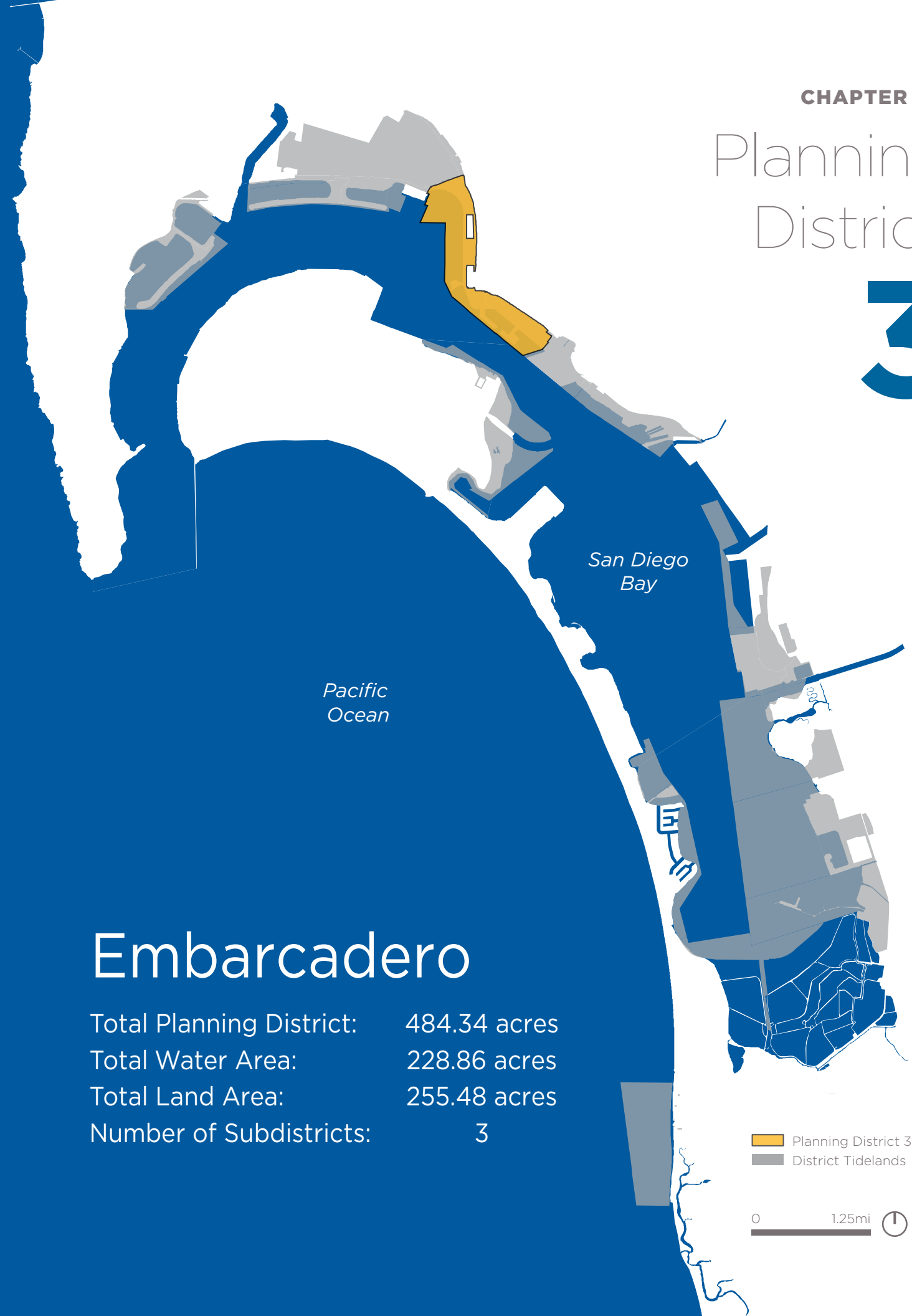
In addition to *Chapter 4, Baywide Development Standards*, the following standards apply to development in the Pacific Highway Corridor Subdistrict. The standards provide requirements for structure height.

Structure Height

PD2.78 Structures shall not exceed 130 feet in height.

CHAPTER 5.3

Planning District 3



Embarcadero

Total Planning District:	484.34 acres
Total Water Area:	228.86 acres
Total Land Area:	255.48 acres
Number of Subdistricts:	3

5.3.1 Existing Setting

The Embarcadero Planning District is home to more than 4 miles of waterfront lined with an assortment of commercial, visitor-serving, recreational, and industrial uses. The planning district is conveniently located south of the San Diego International Airport; adjacent to Downtown San Diego and three of its communities, which include residential populations (Little Italy, Columbia District, and Marina District); and close to regional roadways, freeways, and transit providing multiple opportunities for local and distant visitors to access the Bay. The Embarcadero Planning District is vibrant, with broad regional recreation opportunities, bayfront coastal access, tourism, and economic value. This waterfront area combines visitor- and marine-serving uses with waterside maritime activities that showcase and celebrate the history of San Diego's waterfront, including commercial fishing, maritime museums, military history, recreational boating, and recreation areas, all of which contribute to the area's dynamic urban setting and enliven the waterfront user experience. The Embarcadero Planning District consists of three distinct subdistricts: North Embarcadero, Central Embarcadero, and South Embarcadero. *Figure PD3.1* shows the location and context of the subdistricts that compose the Embarcadero Planning District.

The North Embarcadero Subdistrict is considered the "front door" to San Diego for travelers arriving by sea, land, or air because it offers a vibrant mix of visitor-serving commercial and recreational activities and internationally recognized attractions that showcase and celebrate the history of San Diego's waterfront. The subdistrict provides a diverse waterside experience with commercial fishing, water-based transit vessel berthing, recreational vessel berthing, and cultural facilities in the form of historic ship berthing and water-based museums. The cruise ship operations are the core of the subdistrict with facilities on B Street Pier and Broadway Pier connecting visitors to Tidelands and downtown San Diego. A waterside promenade providing continuous waterside access extends the entire subdistrict with public art features and plaza areas for visitors to rest and explore Tidelands.

The Central Embarcadero Subdistrict provides a mix of recreational, visitor-serving commercial, and commercial fishing uses. Waterfront open spaces, such as Tuna Harbor Park, Ruocco Park, and Embarcadero Marina Park North, provide recreational opportunities and expansive views of the water. Tuna Harbor Basin, home to San Diego's well-established historic commercial fishing industry, allows visitors to see activities such as net mending and fish offloading firsthand, as well as visit the commercial fishermen's Dockside Market. This is also the location of the former American Tunaboat Association. In 1998, Old Police Headquarters was added to the National Register of Historic Places, and since then, it has been rehabilitated into a vibrant shopping, dining, and entertainment destination. Old Police Headquarters, together with Seaport Village's small-scale commercial development located along the waterfront, provides visitors with a mix of restaurants and specialty retail.

The South Embarcadero Subdistrict provides a mix of commercial and recreational uses, including the San Diego Convention Center, hotels, and park space. Waterside experiences include recreational boat berthing and fishing opportunities. Embarcadero Marina Park South includes a permanent performance venue that is publicly accessible. Visitors have views of maritime operations, the Coronado Bridge, and the Coronado Bayfront. An existing ferry service is located west of the convention center, providing service to and from Coronado.

5.3.1(A) Water and Land Use Designations

The water and land use designations for the Embarcadero Planning District are shown in *Figure PD3.2*. The acreage of each water and land use designation is summarized in *Table PD3.1.*

5.3.1(B) Coastal Access Maps

Figure PD3.3 and *Figure PD3.4* provide additional information to illustrate the planned improvements and public realm standards related to coastal access, including mobility, views, and pathways in the planning district.

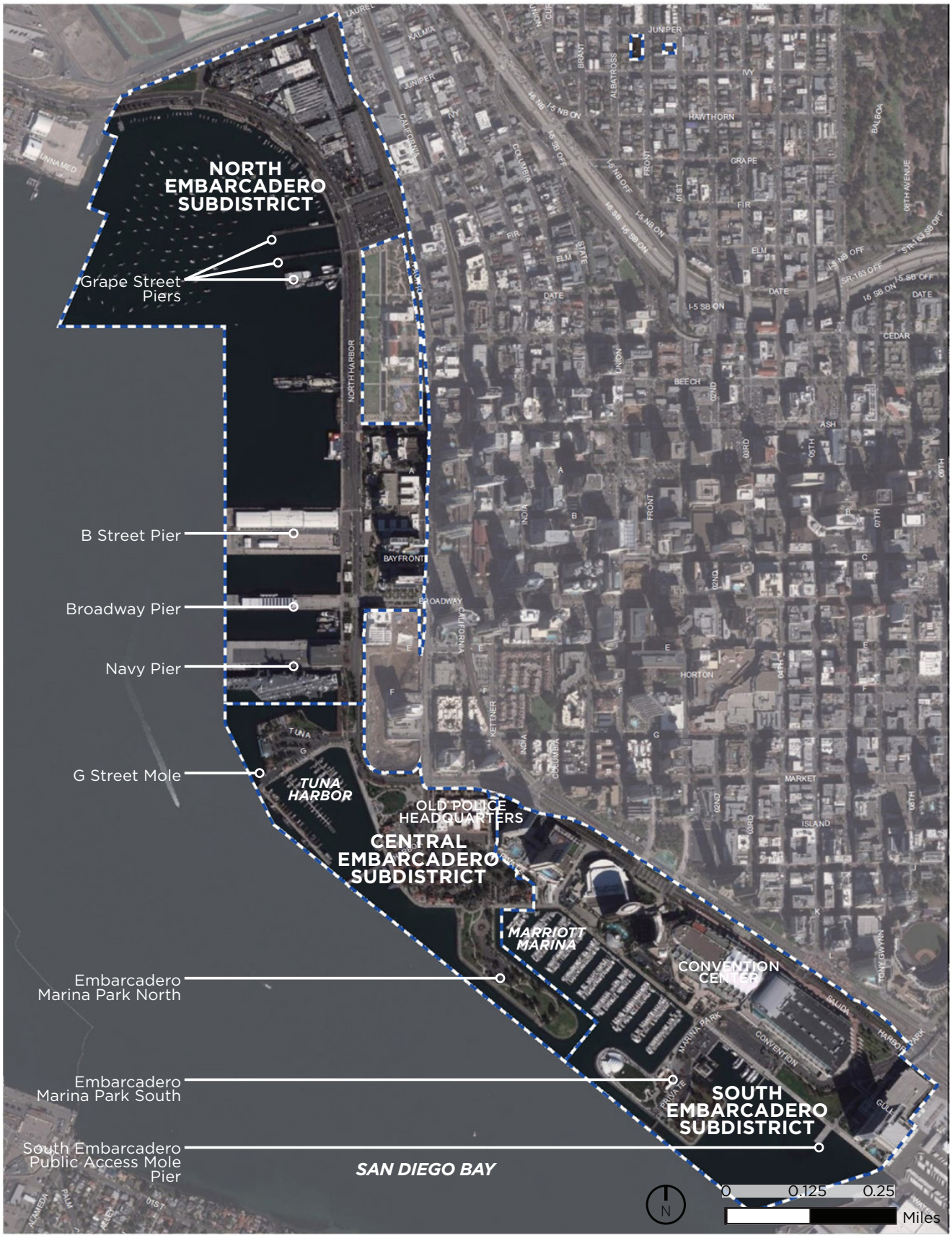
Table PD3.1 Embarcadero Planning District Water and Land Use Acreages

WATER USES	ACRES
Anchorage	47.73
Commercial Fishing Berthing	18.71
Conservation / Intertidal	2.51
Industrial and Deep Water Berthing	36.04
Navigation Corridor	44.30
Open Bay / Water	3.06
Recreational Berthing	76.52
Subtotal - Water Uses	228.86
LAND USES	**ACRES**
Commercial Fishing	4.76
Commercial Recreation	102.67
Institutional / Roadway	48.17
Maritime Services and Industrial	24.43
Recreation Open Space	63.33[1]
Visitor-Serving Marine Terminal	12.11
Subtotal - Land Uses	255.48
TOTAL - WATER AND LAND USES	**484.34**

[1] Listed acreage includes 6.3 acres of above-grade Recreation Open Space.

Figure PD3.1 Embarcadero Planning District Location and Context

For illustrative purposes only.



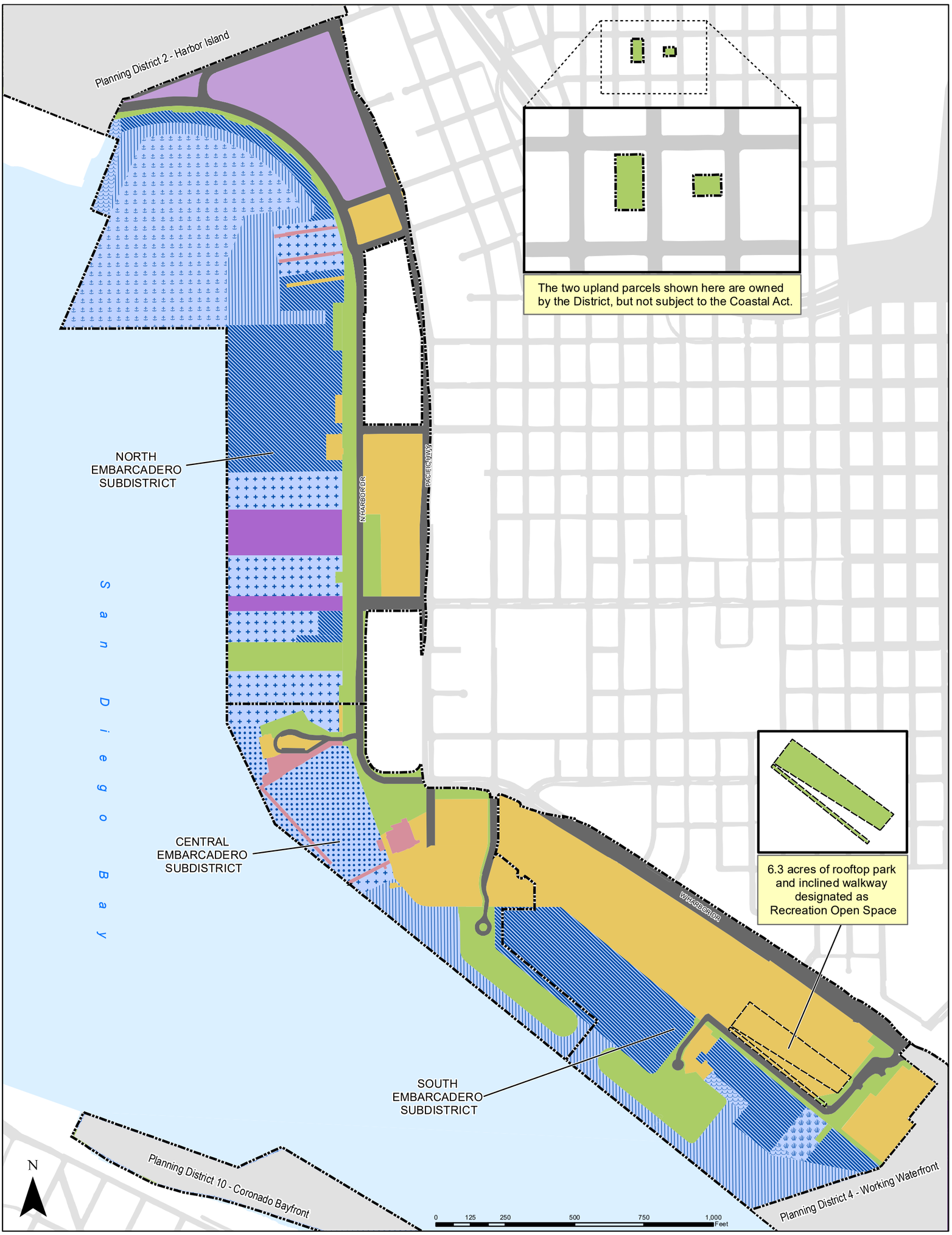


FIGURE PD3.2 **EMBARCADERO PLANNING DISTRICT: WATER AND LAND USES**

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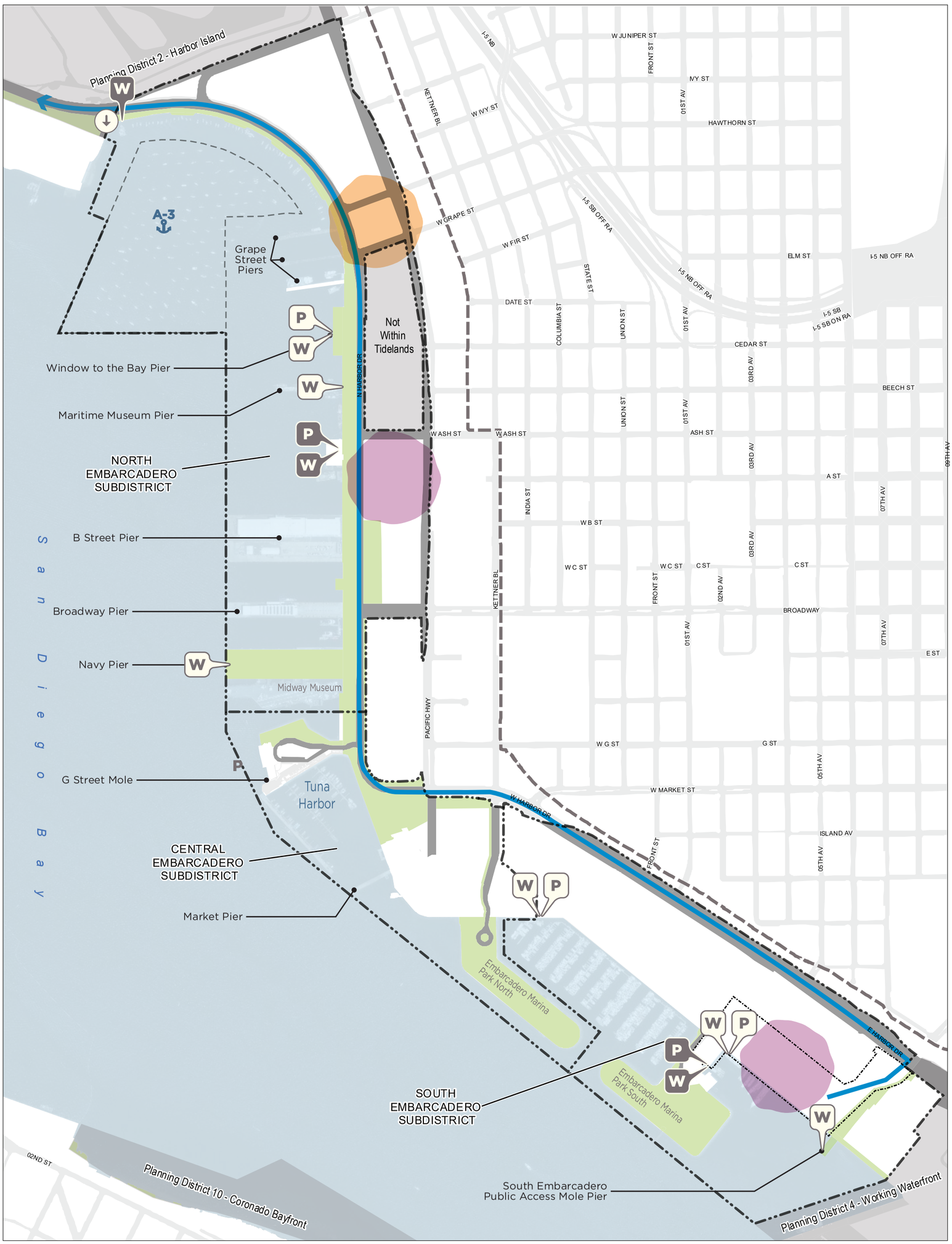

FIGURE PD3.3 **EMBARCADERO PLANNING DISTRICT - COASTAL ACCESS: MOBILITY**

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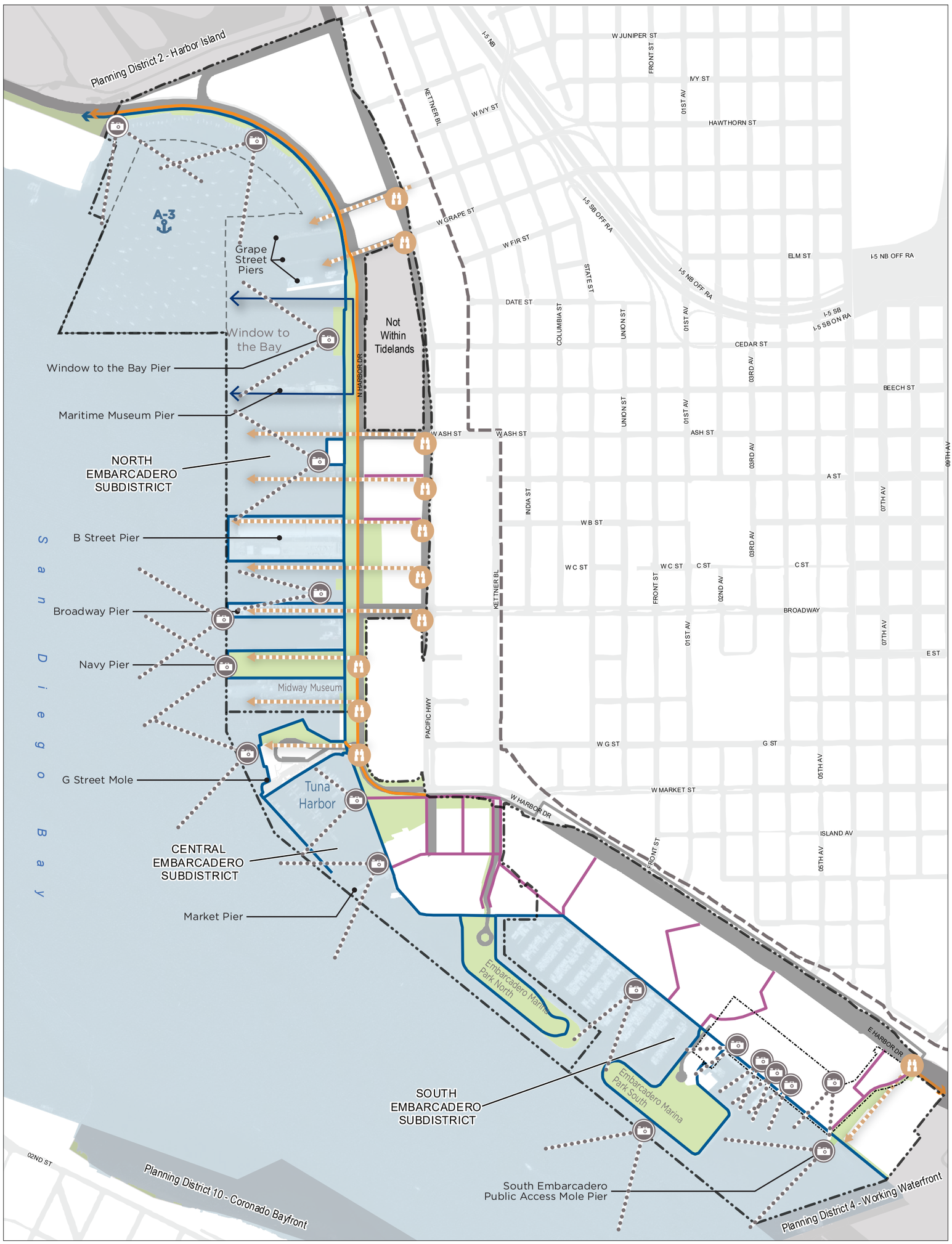

0 0.125 0.25 Miles

December 6, 2023

Jurisdictional Boundaries
- Planning Subdistricts
- Coastal Zone

Other
- Recreation Open Space
- Anchorage
- Institutional/Roadway

Views
- View Corridor Extension
- Scenic Vista Area
- Window to the Bay

Pathways (See Mobility Element for definitions)
- Multi-Use Path
- Waterside Promenade
- Walkway (Non-Waterside)
- Non-District Pathway
  Not Within District Permitting Authority

FIGURE PD3.4 EMBARCADERO PLANNING DISTRICT - COASTAL ACCESS: VIEWS AND PATHWAYS

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5.3.2 North Embarcadero Subdistrict

5.3.2(A) Vision

Create a premier visitor destination on Tidelands, with recreational and commercial activating uses that encourage interaction with the waterfront.

The vision for this subdistrict is that of a premier visitor destination on Tidelands, with recreational and commercial activating uses that encourage interaction with the waterfront. In addition to new attractions and enhancements to existing water-based museum attractions in the area, the intensity of commercial development is expected to increase to accommodate new hotel rooms and retail and restaurant space. Future waterside development will contribute to a continuous waterside promenade to promote public access throughout the area. In addition to new development, enhancements to existing uses and activation of new uses should increase coastal access opportunities. New and enhanced recreational space, including the completion of the Lane Field Setback Park, is a primary component of this area's vision, where proposed reconfiguration of roadways and reallocation of parking areas will expand open space to add both passive and active amenities that enhance the visitor experience. Finally, the numerous piers in this subdistrict are a focal point for this area, and the District envisions a subdistrict in which these piers will provide expansive views of the Bay and unique waterfront recreational space with activating features, continue to serve as a welcoming entry point for cruise passengers, and provide additional commercial fishing space.

Planned improvements proposed in the North Embarcadero Subdistrict center on an enhanced mobility network for ease of access throughout the subdistrict for public transit, vehicular traffic, pedestrians, and bicyclists. These enhancements include the addition of mobility hubs to consolidate existing parking, street connections, and accommodation of a bayfront circulator to connect this subdistrict with adjacent planning districts on Tidelands. In addition, planned improvements are proposed to enhance the water mobility system through the addition of water-based transfer points, as well as enhance short-term public docking and anchorage areas. Coastal access improvements will enhance pathways throughout the area with a continuous waterside promenade, while preserving scenic views from the shoreline and water step-down areas. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this subdistrict, and should be in accordance with applicable PMPU policies and standards, including but not limited to: *Chapter 3.1 Water and Land Use Element (e.g., Tables 3.1.2 and 3.1.3)* and policies within *Chapter 3.3 Ecology Element, ECO Goal 1 and Chapter 3.4 Safety and Resiliency Element, SR Goal 3.*



The North Embarcadero Subdistrict planned improvements provide requirements for the improvements and development envisioned for this area. In addition to *Chapter 4, Baywide Development Standards*, development standards provide subdistrict-specific criteria related to building design and public realm design. This subdistrict also includes standards to address special allowances for unique situations in this area.

5.3.2(B) Special Allowances

The following special allowances, consistent with *WLU Goal 2 (Chapter 4.1, Water and Land Use Element)*, address unique situations in the North Embarcadero Subdistrict.

B Street Cruise Operations Staging

PD3.1 The temporary closure of the completed B Street connection as described in PD3.7, between Pacific Highway and North Harbor Drive, may occur when needed for truck and other staging uses associated with cruise operations.

Broadway Pier

PD3.2 The following shall apply to the use of Broadway Pier:

a. Wayfinding signage shall be provided to communicate that public access is permitted on the pier during days with no cruise ship calls;

b. During cruise ship calls at Broadway Pier, Broadway Plaza (the area landward of the Broadway Pier) shall facilitate vehicle access to Broadway Pier for cruise operations and allow public access along the promenade consistent with security regulations; and

c. Up to 12 public meetings and 40 nonprofit events per year may occur, as long as they do not disrupt maritime operations.

Navy Pier

PD3.3 Designate the entire Navy Pier with the Recreation Open Space land use designation on the Embarcadero Planning District Water and Land Use Map (*Figure PD3.2*).

5.3.2(C) Planned Improvements

This section describes the extent of planned improvements for landside access, coastal access, visitor-serving commercial uses, and commercial fishing facilities.

5.3.2(C)-1 Landside Access

Mobility Hubs

PD3.4 Develop a Regional Mobility Hub on the block bounded by Grape Street, North Harbor Drive, Hawthorn Street, and Pacific Highway, as generally depicted in *Figure PD3.3*. The mobility hub shall:

a. Meet the criteria for Regional Mobility Hubs, in accordance with *Chapter 4, Baywide Development Standards*;

b. Provide wayfinding and pathway connections to connect to the potential water-based transfer point and short-term public docking at the Window to the Bay Pier;

c. Accommodate existing parking, if the mobility hub is located on a parcel(s) with existing public and/or private parking, in addition to any relocated or new parking anticipated to be required by development in the vicinity;

d. Include a mix of commercial uses that are integrated to help visually screen structured parking; and

e. Receive vehicular access from Hawthorn Street and Pacific Highway.

See *Section 4.1 (Chapter 4, Baywide Development Standards)* for more information about mobility hubs.

PD3.5 Develop a Local Gateway Mobility Hub between Ash and B Streets, in the area generally depicted in *Figure PD3.3*. The mobility hub shall:

a. Meet the criteria of a Local Gateway Mobility Hub, or larger, in accordance with *Chapter 4, Baywide Development Standards*; and

b. Provide wayfinding and pathway connections to connect to the existing water-based transfer point and short-term public docking at the restaurant at the foot of Ash Street, as well as the potential water-based transfer point at Navy Pier.

Bayfront Circulator

PD3.6 Develop and operate a bayfront circulator to provide connections between the Shelter Island, Harbor Island, and Embarcadero Planning Districts. The District may expand the summer shuttle service that operates along Harbor Drive to establish year-round connections.

See *Section 3.2.3(C) (Chapter 3.2, Mobility Element)* for more information about the bayfront circulator.

Roadway Reconnections

PD3.7 The following roadway reconnections shall be made in the area bounded by Ash Street, B Street, Pacific Highway, and North Harbor Drive, including portions of the block south of B Street, as generally depicted in *Figure PD3.4*:

AP a. Extend A Street to North Harbor Drive to provide a link between North Harbor Drive and Pacific Highway for pedestrian, bicycle, and vehicle use. The minimum width of this connection shall be 80 feet, building face to building face, measured at grade.

AP b. Reconnect B Street between Pacific Highway and North Harbor Drive for pedestrian, bicycle, and vehicle use, in addition to temporary truck and other staging associated with cruise ship operations, as described in PD3.1. The minimum width of this connection shall be 80 feet, building face to building face, measured at grade.

c. If a north-south connection is provided linking Ash Street to B Street, the minimum width of that connection shall be 30 feet, building face to building face, measured at grade.

Roadway Improvements

PD3.8 Reconfigure North Harbor Drive to more efficiently accommodate all modes of travel while allowing for:

AP a. Four general travel lanes, north of Grape Street;

AP b. Two general travel lanes, one lane in each direction, between Grape Street and F Street;

AP c. Bayfront circulator stops, including a potential dedicated transit lane;

d. Intermittent curbside management areas, including:

1. Dedicated short-term parking and longer term Americans with Disabilities Act accessible parking;
2. Passenger, taxi, and ride-share loading areas; and
3. Tenant servicing on the west side of North Harbor Drive.

e. A multi-use path along the west side of the street as part of the Recreation Open Space; and

f. Upon reconfiguration, expanding and activating Recreation Open Space on the bayside of North Harbor Drive, as described in PD3.10.

PD3.9 Existing on-street parking shall first be consolidated into mobility hubs, as described in PD3.4 and PD3.5, to then enable the reconfiguration of North Harbor Drive (see PD3.8).



See *M Policies 1.3.4 through 1.3.8 (Chapter 3.4, Mobility Element)*, which provide additional guidance on parking.

Recreation Open Space

PD3.10 Upon reconfiguration of Harbor Drive as described in PD3.8, expand and activate the Recreation Open Space, as generally depicted in *Figure PD3.5*, and as follows:

a. Create Recreation Open Space along the west side of North Harbor Drive, including a series of garden spaces that are linked through pathways, with the intent of creating a cohesive waterfront experience that also protects maritime operations.

b. Incorporate a multi-use path on the landside of the Recreation Open Space.

c. New Recreation Open Space areas (excluding waterside promenades) shall include a minimum of 40 percent of the surface area as soft surfaces to provide users with visual and physical relief from paved surfaces. Soft surfaces may include planting ground cover and other materials, such as mulch and turf.

d. Design the Recreation Open Space between Grape Street and Ash Street as a waterfront destination park with active uses.

PD3.11 Introduce up to 16 activating features, nine of which may be pavilions, in Recreation Open Space areas and along the waterside promenade in accordance with the requirements of *Chapter 4, Baywide Development*, and the following standards:

a. Activating features shall be dispersed throughout the Recreation Open Space.

b. Pavilions may be sited as single buildings or in pairs.

PD3.12 As new Recreation Open Space areas are designed and constructed, consideration shall be given for service loading for all existing and future Tideland amenities and tenants.

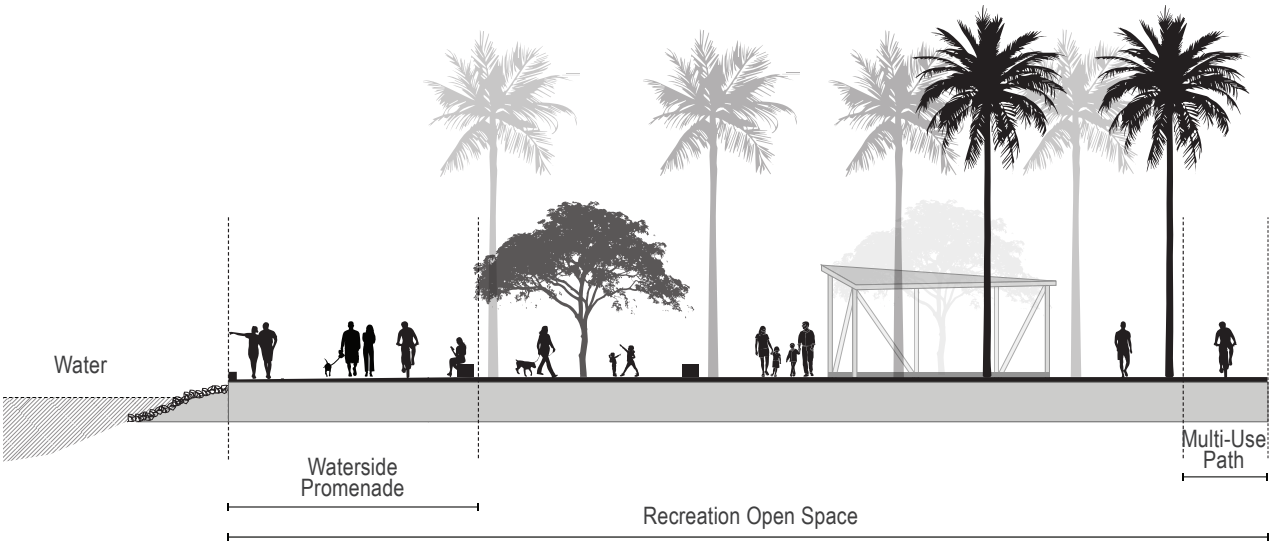


Figure PD3.5 Cross-Section of North Embarcadero Recreation Open Space

For illustrative purposes only.

5.3.2(C)-II Coastal Access

Water-Based Transfer Points and Short-Term Public Docking

PD3.13 Modify, or replace in-kind, the existing water-based transfer point in the following locations, as generally depicted in *Figure PD3.3*:

a. The foot of Ash Street; and

b. At the crescent near the Embarcadero Anchorage (A-3), including the existing dinghy dock.

AP PD3.14 Develop up to three water-based transfer points, as generally depicted in *Figure PD3.3* and as described below:

a. South of the Grape Street Piers in association with the Window to the Bay Pier;

b. At the foot of Beech Street in association with the Maritime Museum; and

c. At the west end of Navy Pier.

PD3.15 Modify, or replace-in-kind, the existing short-term public docking at the restaurant at the foot of Ash Street, as generally depicted in *Figure PD3.3*.

PD3.16 Develop a new 12,000-square-foot transient dock with up to 85 vessel slips associated with the Window to the Bay Pier, as shown in *Figure PD3.3*.

Piers

PD3.17 Modify, or replace-in-kind, the southernmost existing Grape Street Pier, used for commercially operated passenger vessels, to allow for the continuation of this water-dependent, visitor-serving use in the subdistrict.

PD3.18 Develop a 30,000-square-foot public pier, referred to as the Window to the Bay Pier, south of the existing Grape Street Piers and north of Ash Street, with a designation of Recreation Open Space.

Hand-Launched Non-motorized Watercraft

PD3.19 Develop a launch area for hand-launched non-motorized watercraft at the northwestern corner of the subdistrict, adjacent to Laurel Street and North Harbor Drive, as generally depicted in *Figure PD3.3*.

Anchorages

PD3.20 Modify, or replace in-kind, the moorings in the Embarcadero Anchorage (A-3).

AP PD3.21 Allow for modifications to moorings to allow for an increase of up to 20 moored vessels at the Embarcadero Anchorage (A-3), provided the boundaries of the anchorage do not change and there is no unmitigated increase in shading or fill.

Step-Down Areas

PD3.22 Provide step-down areas to offer direct, physical access to the water and enable the public to touch the water in the following locations:

a. The Window to the Bay Pier; and

b. The Recreation Open Space areas on the west side of North Harbor Drive.

5.3.2(C)-III Visitor-Serving Commercial Uses

Retail, Restaurant and Overnight Accommodations

PD3.23 In the Commercial Recreation-designated area located on the block bounded by Grape Street, North Harbor Drive, Hawthorn Street, and Pacific Highway, develop retail, restaurant and/or lower cost overnight accommodations at the Regional Mobility Hub, as described below:

AP a. Lower cost overnight accommodations with up to 500 beds (or equivalent rooms); and/or

AP b. Up to 25,000 additional square feet of retail and/or retail with restaurant space; or

c. Up to 25,000 additional square feet of restaurant space.

PD3.24 Modify, or replace in-kind, existing retail and/or restaurant, to the same or lesser size, and in the same general footprint in the Commercial Recreation-designated area between Ash Street and Broadway.

PD3.25 Modify, or replace in-kind, existing hotel rooms, including associated retail, restaurant and/or meeting space, to the same or lesser size, and in the same general footprint in the Commercial Recreation-designated area between Ash Street and Broadway.

AP PD3.26 In addition to existing facilities, develop up to 750 additional hotel rooms, with 30,000 additional square feet of associated retail and restaurant, and 30,000 additional square feet of meeting space, for a total of up to 2,150 hotel rooms plus ancillary facilities, in the Commercial Recreation-designated area between Ash Street and Broadway.

Attractions

PD3.27 Modify and/or expand the existing water-based museum attraction, as described below:

a. Up to 20,000 square feet of museum space, with associated retail and/or retail with restaurant space, to be constructed within two stories on an overwater platform of up to 15,000 square feet that includes coastal access features; and

b. Up to 110,000 square feet of berthing area for historic vessels and barges, along with a water-based transfer point.

Cruise Ship Terminals

PD3.28 Modify, or replace in-kind, cruise ship terminal facilities, to the same or lesser size, and in the same general footprint in the Visitor-Serving Marine Terminal-designated areas.

5.3.2(C)-IV Commercial Fishing Facilities

Commercial Fishing

AP PD3.29 Modify and/or expand the two northernmost existing Grape Street Piers, which are used for commercial fishing operations, by up to 0.2 net new acre. Allow for support of on- and off-loading needs, such as a truck loading area at the foot of the piers.

5.3.2(D) Development Standards

In addition to *Chapter 4, Baywide Development Standards*, the following standards apply to development in the North Embarcadero Subdistrict. The standards provide requirements for development, as well as the size, location, siting, and orientation of required public realm features or buildings and structures.

5.3.2(D)-1 Public Realm Standards

Pathways

PD3.30 Provide a continuous waterside promenade to offer public coastal access along the waterfront in accordance with the requirements in *Chapter 4, Baywide Development Standards*, and as follows:

a. Waterside promenades shall be required as part of all development that abuts the waterfront and that is not a coastal-dependent maritime industrial use, and in any other location where a waterside promenade is generally depicted in *Figure PD3.4*.

b. Waterside promenades shall have a minimum width of 30 feet, as generally depicted in *Figure PD3.6*.

c. If minimum width is not physically possible because of existing features, such as roadways, the waterside promenade shall not be less than 16 feet wide in such areas.

d. Where provided, amenity zones shall be located on the landside of the waterside promenade.

PD3.31 All development along North Harbor Drive shall provide a sidewalk and parkway, as generally depicted in *Figure PD3.7*, and described as follows:

a. Sidewalks shall be provided along both the east and west sides of North Harbor Drive.

b. Sidewalks shall extend through the entire subdistrict.

c. Sidewalks shall be continuous along the length of the street.

d. Sidewalks should be noncontiguous with the curb, incorporating a parkway between the sidewalk and roadway.

PD3.32 In the area bounded by Ash Street, B Street, Pacific Highway, and North Harbor Drive, including portions of the block south of B Street, as generally depicted in *Figure PD3.8*, a midblock, north-south pedestrian link may be incorporated as an option.

a. Stepbacks and the minimum width are identified in *Figure PD3.8.*

b. The location of the north-south pedestrian link should generally occur mid-block, but may vary subject to District lease boundaries, and is subject to verification prior to issuance of a coastal development permit for any development that includes a north-south pedestrian link.

c. Any building facade located along a future midblock link should conform to the standards of PD3.44.

PD3.33 Maintain east-west pedestrian linkages along Grape Street and Ash Street to connect the San Diego County Administration Building and the waterside promenade along North Harbor Drive.

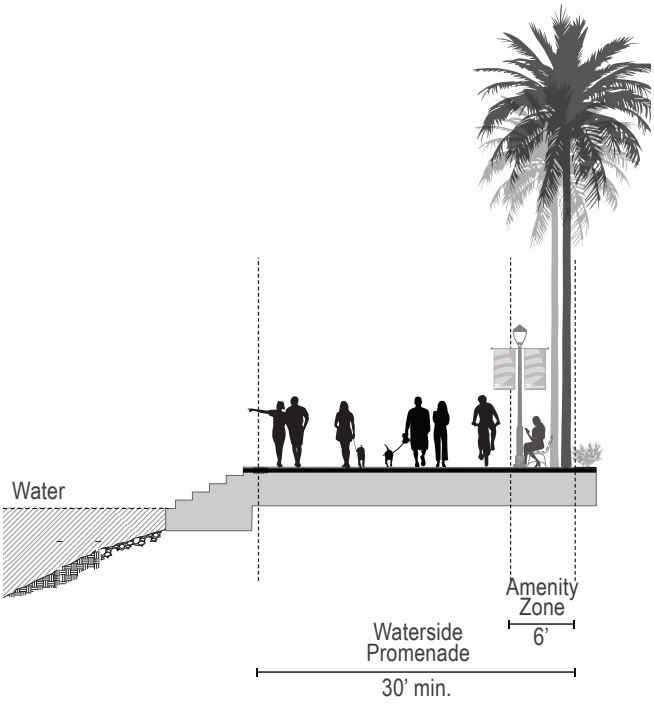


Figure PD3.6 Cross-Section of North Embarcadero Waterside Promenade
For illustrative purposes only.

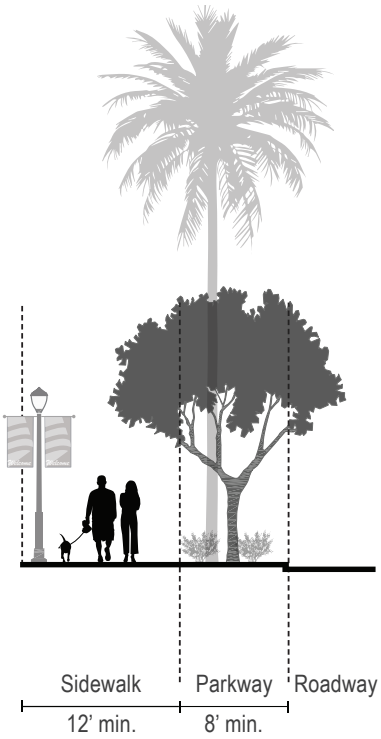


Figure PD3.7 Cross-Section of North Embarcadero Sidewalk and Parkway
For illustrative purposes only.

Views

PD3.34 Preserve scenic vista areas in accordance with the requirements of *Chapter 4, Baywide Development Standards*, in the following locations as generally depicted in *Figure PD3.4*:

a. Area near Laurel Street and North Harbor Drive;
b. The Crescent along North Harbor Drive;
c. The Window to the Bay Pier;
d. The waterside promenade around the restaurant at the foot of Ash Street;
e. The public viewing platform north of Broadway Pier;
f. West end of Broadway Pier; and
g. West end of Navy Pier.

PD3.35 The Window to the Bay Pier shall preserve physical access to the scenic views from public spaces along the North Embarcadero Subdistrict, between Date Street and Beech Street, in accordance with the requirements of *Chapter 4, Baywide Development Standards*, and as depicted in *Figure PD3.4*.

PD3.36 Preserve view corridor extensions to protect views from public roadways in accordance with the requirements of *Chapter 4, Baywide Development Standards*, in the following locations as generally depicted in *Figure PD3.4*:

a. Hawthorn Street;
b. Grape Street;
c. Ash Street;
d. A Street;
e. B Street;
f. C Street;
g. West Broadway;
h. E Street; and
i. F Street.

5.3.2(D)-II Building Standards

Structure Height and Scale

PD3.37 On the block bounded by Grape Street, North Harbor Drive, Hawthorn Street, and Pacific Highway, the following standards apply:

a. Structures shall not exceed 80 feet in height.

b. Upper story setbacks shall be provided, limiting the base building height to 30 feet, for a minimum depth of 15 feet, at the following locations:

1. Hawthorn Street; and
2. Grape Street.

PD3.38 In the area bounded by Ash Street, North Harbor Drive, B Street, and Pacific Highway, including portions of the block south of B Street, as generally depicted in *Figure PD3.8*, the following standards apply:

a. Base building height shall not exceed 55 feet:

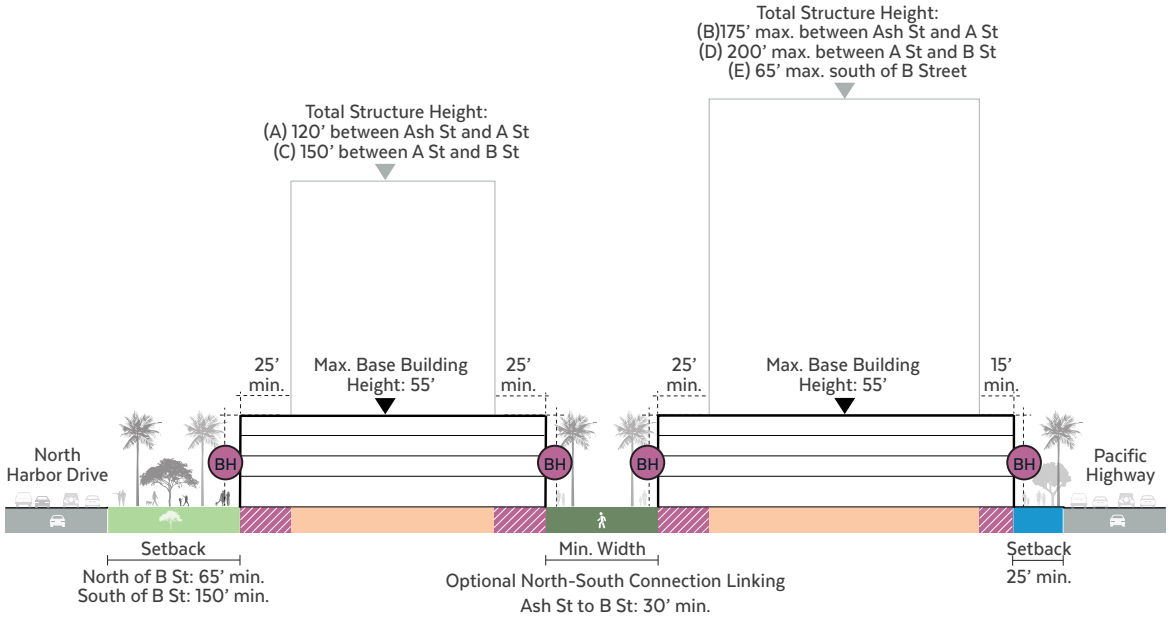
b. The following height limits apply, subject to the tower requirements in PD3.39, in the area north of B Street:

1. Total structure height shall not exceed 120 feet, in the area north of A Street, within the western portion of the block, adjacent to North Harbor Drive (identified as Block A on *Figure PD3.8*).
2. Total structure height shall not exceed 175 feet, in the area north of A Street, within the eastern portion of the block, adjacent to Pacific Highway (identified as Block B on *Figure PD3.8*).
3. Total structure height shall not exceed 150 feet, in the area between A Street and B Street, within the western portion of the block, adjacent to North Harbor Drive (identified as Block C on *Figure PD3.8*).
4. Total structure height shall not exceed 200 feet, in the area between A Street and B Street, within the eastern portion of the block, adjacent to Pacific Highway (identified as Block D on *Figure PD3.8*).
5. The transition between the western and eastern portion of the block should generally occur mid-block, but may vary subject to lease boundaries. Exact locations of a mid-block transition are subject to verification prior to issuance of a coastal development permit for any development in this area. Also see PD3.32 for guidance related to optional midblock link.

c. Total structure height shall not exceed 65 feet, in the area south of the B Street reconnection.



Plan diagram of area bounded by Ash Street, North Harbor Drive, B Street, and Pacific Highway, including portions of the block south of B Street.



East-West cross-section, north of B Street.

Required Setback along North Harbor Drive, North of B Street

Required Setback (Recreation Open Space) along North Harbor Drive, South of B Street

Required Setback along Pacific Highway

Required Upper Story Stepback

BH — Base Building Frontage Height
- 45' min. base building height along Pacific Highway

Figure PD3.8 Conceptual Diagram of Structure Height and Setbacks

For illustrative purposes only. Please read in conjunction with development standards.

PD3.39 The following tower requirements (as depicted below) apply to all buildings over 55 feet in height:

Tower Component	Numeric Standard	Notes
Maximum Tower Height	See PD3.38 for total structure height by block.	n/a
Maximum North-South Tower Dimension	110 ft	The maximum tower floor plate dimension of any tower shall be measured from elevation drawings.
Maximum East-West Dimension	none	
Minimum Tower Separation	60 ft between Towers	
Maximum Tower Coverage	30% of Allowable Footprint	Allowable footprint means maximum allowable footprint at ground level (of base building area), after building setback or other requirements.
Tower Setback	Towers shall conform to setback, stepback, and streetwall requirements, as identified in PD3.40 through PD3.43.	n/a

Setbacks and Stepbacks

PD3.40 The following setbacks shall apply, consistent with *Figure PD3.8*:

a. A minimum building setback of 65 feet from the lease boundary shall be maintained along North Harbor Drive north of the B Street reconnection, to allow for the implementation of public realm space that establishes continuity and connections to adjacent open space areas.

b. A minimum building setback of 150 feet from the lease boundary shall be maintained along North Harbor Drive south of the B Street reconnection, to allow for the implementation of Recreation Open Space.

c. A minimum building setback of 25 feet from the curb shall be maintained along Pacific Highway, to allow for the implementation of a parkway and sidewalk, as well as landscaping adjacent to the building.

PD3.41 Along Ash Street, Pacific Highway, and A Street, a minimum of 65% of the base building façade shall be placed within 5 feet of the minimum required building setback, as generally depicted on *Figure PD3.9*. The remaining building may be set back further, to allow for articulation of the façade, variation in the design of the streetscape and public realm, and/or the integration of project features such as public plazas, outdoor dining, etc.

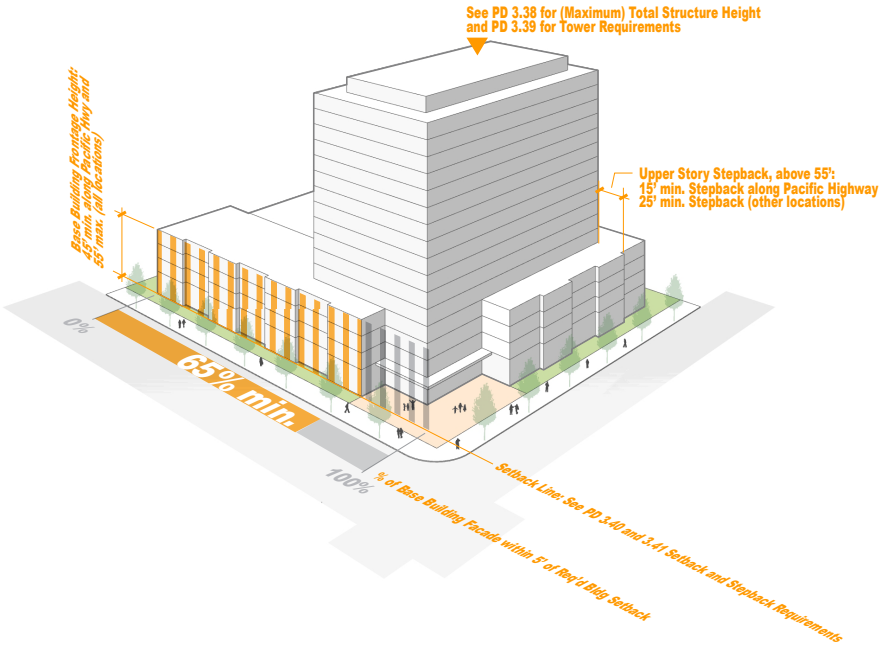


Figure PD3.9 Conceptual Frontage Diagram

For illustrative purposes only.

PD3.42 Upper story stepbacks, consistent with *Figure PD3.8*, shall be provided, limiting the base building frontage height to a maximum of 55 feet, for a minimum depth of 25 feet, at the following locations:

a. Along Ash Street;
b. Along the A Street reconnection;
c. Along the B Street reconnection;
d. Adjacent to Harbor Drive setback areas; and
e. Adjacent to the optional north-south connection.

PD3.43 Along Pacific Highway, the following standards apply, as generally depicted in *Figure PD3.8* and *Figure PD3.9*.

a. The Pacific Highway base building frontage height shall be a minimum of 45 feet.
b. The Pacific Highway base building structure may be a maximum height of 65 feet, to comply with the City of San Diego Fire Department requirements. Above 50 feet, the building shall step back 15 feet.

Building Frontages and Orientation

PD3.44 Require building frontages to incorporate activating uses and features as follows:

a. Locate coastal-dependent primary uses and visitor-serving uses on the ground floor facing the promenade, recreation areas, and Recreation Open Space areas, and streets;
b. For multilevel structures, secondary uses are not allowed at ground floor;
c. Provide direct access between development and the waterside promenade;
d. Provide direct access between development and recreation open space; and
e. Provide a high degree of building transparency along the promenade, recreation areas, Recreation Open Space areas, and ground floor building frontages.

5.3.3 Central Embarcadero Subdistrict

5.3.3(A) Vision

With the exception of the redevelopment of the existing restaurant of G Street Mole (currently, the Fish Market) and roadway improvements along Harbor Drive, the PMPU does not propose any new uses, development or change in intensity of development in Central Embarcadero. Rather, the continuation of the existing uses, with potential maintenance of and minor improvements to existing development, such as Seaport Village and Tuna Harbor, could be allowed under the PMPU.

Accordingly, the proposed vision in the PMPU reflects the existing state of the Central Embarcadero. The vision for this subdistrict is to continue it as a premier Tidelands destination that provides continuous coastal access and dining and shopping attractions while honoring the area's long-standing maritime and commercial fishing legacy. The Central Embarcadero will continue to provide a mix of recreational, commercial, and commercial fishing uses along the existing 6-mile-long waterside promenade, which will continue to provide continuous coastal access with connections north to Spanish Landing Park, south toward the Working Waterfront, and a waterside promenade loop around the G Street Mole.

Existing waterfront open spaces, such as Tuna Harbor Park, Ruocco Park, and Embarcadero Marina Park North, provide recreational opportunities and expansive views of the water. The continuation of the visitor-serving commercial uses will serve as an anchor for the Embarcadero, providing dining and shopping attractions. Pedestrian linkages from the upland areas will continue to provide access to the waterfront, making this a lively activity center for residents and visitors alike. The existing commercial fishing uses at Tuna Harbor Basin, including the fish processing facility, the marina, and the piers, will honor the long-standing maritime and commercial fishing legacy of this area and allowing opportunities for visitors to witness the commercial fishing activities firsthand. Commercial fishing uses will continue to use and maintain the existing fish unloading dock, with direct, unrestricted access to joint use of the pier/dockside facilities.

5.3.3(B) Special Allowances

No special allowances are included for the Central Embarcadero Subdistrict.

5.3.3(C) Planned Improvements

This section describes the extent of planned improvements for landside access, coastal access, visitor-serving commercial uses, and commercial fishing facilities. The Subdistrict, which is mostly made up of Seaport Village, shall remain as existing conditions with the exception of maintenance, such as, without limitation, roof replacements, painting, resurfacing of facades, mechanical equipment upgrades, and tenant improvements to the existing structures and the addition of activating uses like live music, outdoor dining, etc. (see PMPU *Chapter 6, Plan Implementation and Development Conformance)*. Except the District may allow for the redevelopment of the existing restaurant on the G Street Mole. In addition, modification to or replacement-in-kind of existing commercial fishing facilities is allowed.

5.3.3(C)-I Landside Access

Roadway Improvements

PD3.45 Reconfigure the North Harbor Drive/West Harbor Drive roadway to accommodate all modes of travel while allowing for:

AP a. Two general travel lanes north of Market Street;

AP b. Four general travel lanes south of Market Street;

AP c. Bayfront circulator stops, including potential dedicated transit lane;

d. Multi-use path north of Market Street;

e. Landscaping; and

f. Curbside management program, including:

1. Dedicated short-term parking, and longer term Americans with Disabilities Act accessible parking;
2. Passenger, taxi, and ride-share loading areas; and
3. Tenant servicing on the west side of Harbor Drive.

PD3.46 Improve the efficiency and safety of the intersection at G Street and North Harbor Drive by consolidating the two existing crosswalks into a single crossing, with vehicular traffic to be signalized at that intersection.

G Street Mole

PD3.47 On the G Street Mole, maintain the existing waterside promenade.

5.3.3(C)-II Visitor-Serving Commercial Uses

Retail and Restaurant

PD3.48 The District may allow for the redevelopment of the existing restaurant on the G Street Mole.

5.3.3(C)-III Commercial Fishing Facilities

Commercial Fishing

PD3.49 The District shall allow permittees of development to modify, or replace in-kind, existing commercial fishing facilities in this subdistrict provided there is no unmitigated increase in shading or fill.

5.3.3(D) Development Standards

The following standards apply to development in the Central Embarcadero Subdistrict. The standards reflect existing conditions and uses.

5.3.3(D)-1 Public Realm Standards

Pathways

PD3.50 The existing waterside promenade of 20 feet, as generally depicted in *Figure PD3.10,* is reflective of the existing intensity of adjacent land uses as of the effective date of the Port Master Plan Update.

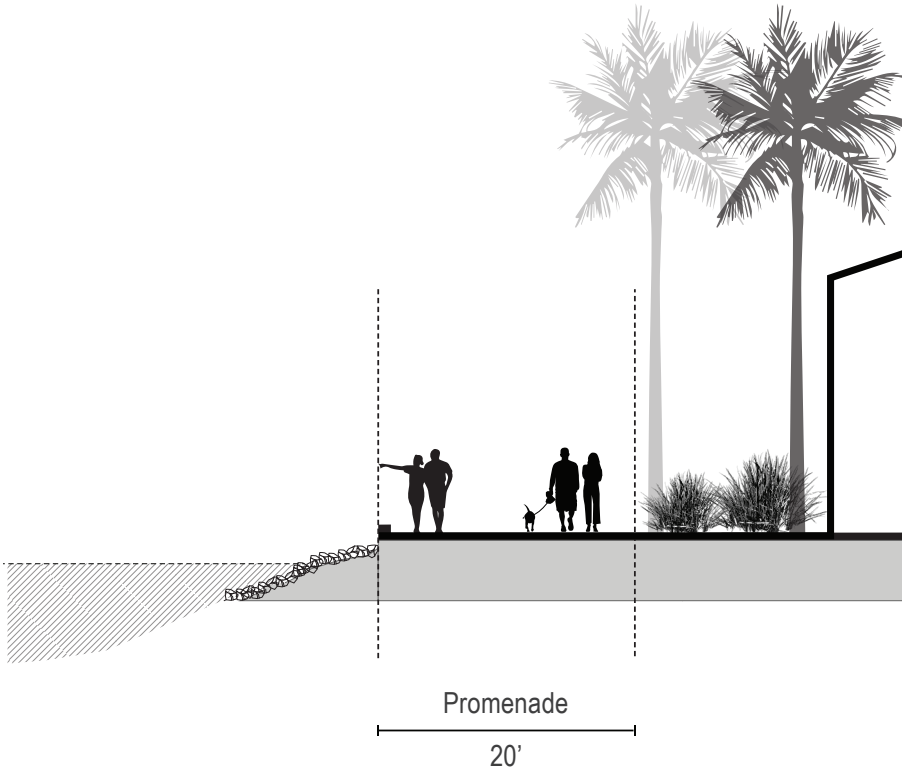


Figure PD3.10 Cross-Section of Existing Central Embarcadero Waterside Promenade

For illustrative purposes only.

Views

PD3.51 Preserve scenic vista areas in the following locations as generally depicted in *Figure PD3.4*:

a. Bayside of G Street Mole;

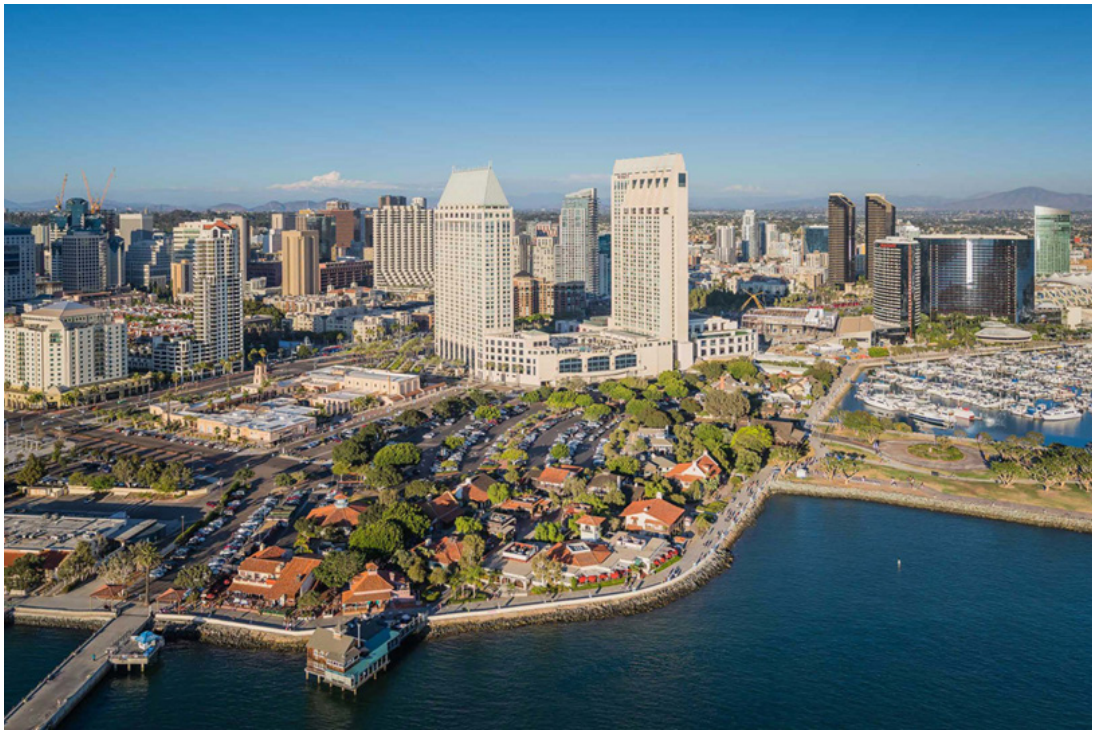
b. View of Tuna Harbor; and

c. Along the waterfront south of Ruocco Park and north of Market Pier.

5.3.3(D)-II Building Standards

Structure Height and Scale

PD3.52 With the exception of the existing restaurant on G Street Mole that has a maximum height of 45 feet, the PMPU proposes the continuation of existing conditions.



2020 photo of Seaport Village.

5.3.4 South Embarcadero Subdistrict

5.3.4(A) Vision

Provide a mix of convention center support services, coastal recreation areas, activating features, and programmed activities so that visitors have multiple opportunities to access and enjoy the area.

The vision for this subdistrict is an easily accessible area that provides an expansion of the San Diego Convention Center, as previously approved by the Board of Port Commissioners and California Coastal Commission, a mix of convention center uses and support services, coastal recreation areas, activating features, and programmed activities so that visitors have multiple opportunities to access and enjoy the area. The intensity of commercial development is expected to increase to accommodate new hotel rooms and retail space, and recreational enhancements are planned to offer coastal access and enhance the visitor experience in the subdistrict's recreation open spaces. In addition, the performance venue in Embarcadero Marina Park South is a unique feature of this subdistrict, and low-cost visitor-serving opportunities will continue to be a part of the venue's programming to encourage visitors to stay and enjoy this area.

Additionally, there has been interest in improving mobility for all modes, especially pedestrians, in this subdistrict. While not in the District's jurisdiction, one area of opportunity includes Market Street between West Harbor Drive and Columbia Street and providing a pedestrian scramble or roundabout at the West Harbor Drive/Market Street intersection, in coordination with the City of San Diego.

Planned improvements proposed in the subdistrict focus on water and land mobility connections, such as improved transit through integration of the bayfront circulator route and road improvements and reconfigurations to accommodate vehicular traffic and increase bicycle and pedestrian connectivity. Enhancements to the water mobility system through improvements to the existing water-based transfer points, a new water-based transfer point, and short-term public docking will improve waterside access to and from the subdistrict. Additional recreational boat berthing will increase capacity for recreational vessels in the marina. Proposed public access improvements include accessibility enhancements at the South Embarcadero public access mole pier, a continuous waterside promenade throughout the subdistrict, and preserving scenic views from the shoreline. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this subdistrict, and should be in accordance with applicable PMPU policies and standards, including but not limited to: *Chapter 3.1 Water and Land Use Element (e.g., Tables 3.1.2 and 3.1.3)* and policies within *Chapter 3.3 Ecology Element, ECO Goal 1 and Chapter 3.4 Safety and Resiliency Element, SR Goal 3.*

The South Embarcadero Subdistrict planned improvements provide requirements for the improvements and development envisioned for this area. In addition to *Chapter 4, Baywide Development Standards*, development standards provide subdistrict-specific criteria related to building design and public realm design. This subdistrict also includes standards to address special allowances for unique situations in this area.

5.3.4(B) Special Allowances

The following special allowances, consistent with *WLU Goal 2 (Chapter 3.1, Water and Land Use Element)*, address unique situations in the South Embarcadero Subdistrict.

Embarcadero Marina Park South Programming

PD3.53 The permanent performance venue located in Embarcadero Marina Park South shall remain open to the public 85 percent of the year, except for the performance stage, back-of-house facilities, pavilions, and box office, which will be unavailable to the public at all times. No physical or visual barriers to public access shall be present during the 85 percent of the year when the permanent venue is open to the public. As part of the annual operation of the permanent performance venue, low-cost visitor-serving opportunities shall include some combination of reduced admission pricing, free rehearsals, community events, and public educational programming offered free of charge to the general public.

5.3.4(C) Planned Improvements

This section describes the extent of planned improvements for landside access, coastal access, and visitor-serving commercial uses.

5.3.4(C)-1 Landside Access

Mobility Hubs

PD3.54 Modify, or replace in-kind, the existing Local Gateway Mobility Hub near the Convention Center, as generally depicted in *Figure PD3.3*. The mobility hub shall:

a. Meet the criteria for a Local Gateway Mobility Hub, in accordance with *Chapter 4, Baywide Development Standards*; and

b. Connect to nearby water-based transfer points by providing wayfinding and pathway connections.



See *Section 4.1 (Chapter 4, Baywide Development Standards)* for more information about mobility hubs.

Bayfront Circulator

PD3.55 Develop and operate a bayfront circulator to provide connections between the Shelter Island, Harbor Island, and Embarcadero Planning Districts. The District may expand the summer shuttle service that operates along Harbor Drive to establish year-round connections.



See *Section 3.2.3(C) (Chapter 3.2, Mobility Element)* for more information about the bayfront circulator.

Roadway Improvements

PD3.56 Reconfigure West Harbor Drive/East Harbor Drive between the Harbor Drive/Market Street intersection and Park Boulevard to more efficiently accommodate all modes of travel while allowing for:

AP a. Four general travel lanes between Market Street and Park Boulevard;

AP b. Potential dedicated transit lane (s), including bayfront circulator stops; and

c. A multi-use path connecting to Martin Luther King Jr. Promenade.

PD3.57 Enhance Park Boulevard bayward of Harbor Drive to facilitate access to the water.

PD3.58 Reconfigure the Convention Way geometry to enable the consolidation of development parcel(s).

Recreation Open Space

PD3.59 Add at least 11.1 acres of Recreation Open Space as part of the expanded Convention Center, as generally depicted in *Figure PD3.2*. The Recreation Open Space shall include:

a. Approximately 4.80 acres at-grade;

b. Approximately 6.30 acres above-grade, which consists of the following:

1. An approximately 5-acre park on the rooftop of the expanded convention center that shall be completed before issuance of a final certificate of occupancy for the San Diego Convention Center Expansion, and shall be publicly accessible approximately 85 percent of the year;
2. At least six access points from the ground level, including access from elevators, as well as an approximately 1.3-acre inclined walkway from the ground-level to the rooftop; and
3. At least five scenic vista areas, which shall face the Bay.

PD3.60 Introduce up to six activating features, two of which may be pavilions, in Embarcadero Marina Park South and along the waterside promenade, in accordance with the requirements of *Chapter 4, Baywide Development Standards*:

a. At least one activating feature should be sited to face the bayward side of the Convention Center.

b. Activating features shall be dispersed throughout the Recreation Open Space.

c. Pavilions may be sited as single buildings or in pairs.

5.3.4(C)-II Coastal Access

Water-Based Transfer Points and Short-Term Public Docking

PD3.61 Modify, or replace-in-kind, existing water-based transfer points in the locations generally depicted in *Figure PD3.3* and as described below:

a. At the northwest end of the basin south of Embarcadero Marina Park South; and

b. At the northeast end of the basin south of Embarcadero Marina Park South.

PD3.62 Relocate the water transit center (used for harbor excursion boats, water taxis, ferries) to the west, onto the former Spinnaker Hotel site. In the relocated water transit center, include a public plaza (minimum 1,900 square feet) east of the relocated water transit building, and a public parking lot with at least 12 short-term public parking spaces adjacent to the water transit center.

AP PD3.63 Develop water-based transfer points in the locations generally depicted in *Figure PD3.3* and as described below:

a. At the northeast corner of the Marriott Marina; and

b. At the South Embarcadero public access mole pier.

AP PD3.64 Develop up to two short-term public docking slips in association with recreational marina-related facilities, as generally depicted in *Figure PD3.3*.

Piers

PD3.65 Enhance the South Embarcadero public access mole pier by adding perimeter railings and seating and other improvements required to make the pier publicly accessible.

Recreational Marina Facilities

PD3.66 Modify, or replace in-kind, existing recreational marina-related facilities in the subdistrict, provided there is no unmitigated increase in shading or fill.

AP PD3.67 Develop a new marina with up to 30 recreational boat berthing vessel slips and associated recreational marina-related facilities, southeast of the South Embarcadero public access mole pier, to accommodate various-sized vessels.

AP PD3.68 Develop up to 35 additional recreational boat berthing vessel slips in association with existing recreational marina-related facilities in the subdistrict, to accommodate various sized vessels.

5.3.4(C)-III Visitor-Serving Commercial Uses

Convention Center

PD3.69 Develop a third phase of the regional convention center to provide contiguous expansion, including up to 400,000 additional square feet of exhibit area, meeting rooms, and ballrooms; 560,000 additional square feet of support spaces; and approximately 15,000 additional square feet of visitor-serving uses.

Retail, Restaurant and Overnight Accommodations

PD3.70 Modify, or replace in-kind, existing retail and/or restaurant, to the same or lesser size, and in the same general footprint in the Commercial Recreation-designated area in this subdistrict.

PD3.71 Modify, or replace in-kind, existing hotel rooms, including associated retail, restaurant and/or meeting space, to the same or lesser size, and in the same general footprint in the Commercial Recreation-designated area in this subdistrict.

AP PD3.72 Develop up to 600 hotel rooms (100 net new rooms above the number of rooms approved under the previously certified Port Master Plan in 2013), with 2,500 additional square feet of associated retail and restaurant, and/or 55,000 additional square feet of meeting space along Harbor Drive.

5.3.4(D) Development Standards

In addition to *Chapter 4, Baywide Development Standards*, the following standards apply to development within the South Embarcadero Subdistrict. The standards provide requirements for development, as well as the size, location, siting, and orientation of required public realm features.

5.3.4(D)-1 Public Realm Standards

Pathways

PD3.73 Provide a continuous waterside promenade, as generally depicted in *Figure PD3.11*, to offer public coastal access along the waterfront in accordance with the requirements in *Chapter 4, Baywide Development Standards*, and the following standards:

a. Waterside promenades shall have a minimum width of 30 feet.

b. If minimum width is not physically possible because of existing features, such as roadways, the promenade shall be not less than 24 feet wide in such areas.

c. The waterside promenade shall incorporate a multi-use path, which should be located on the landside side of the promenade.

d. Where provided, amenity zones shall be located on the waterside of the waterside promenade.

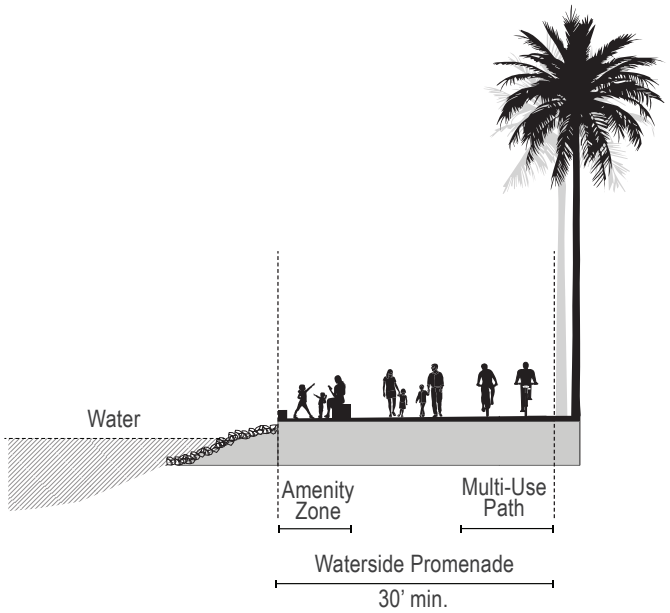


Figure PD3.11 Cross-Section of South Embarcadero Waterside Promenade

For illustrative purposes only.

Views

PD3.74 Preserve scenic vista areas in accordance with the requirements of *Chapter 4, Baywide Development Standards*, in the following locations as generally depicted in *Figure PD3.4*:

a. View of the Marriott Marina from the waterside promenade, west of the Convention Center;

b. View of the Bay, from the fishing pier at Embarcadero Marina Park South;

c. View of the Bay, from the South Embarcadero public access mole pier; and

d. Five scenic vista areas on the rooftop of the expanded Convention Center, as specified in PD3.60(b)(3).

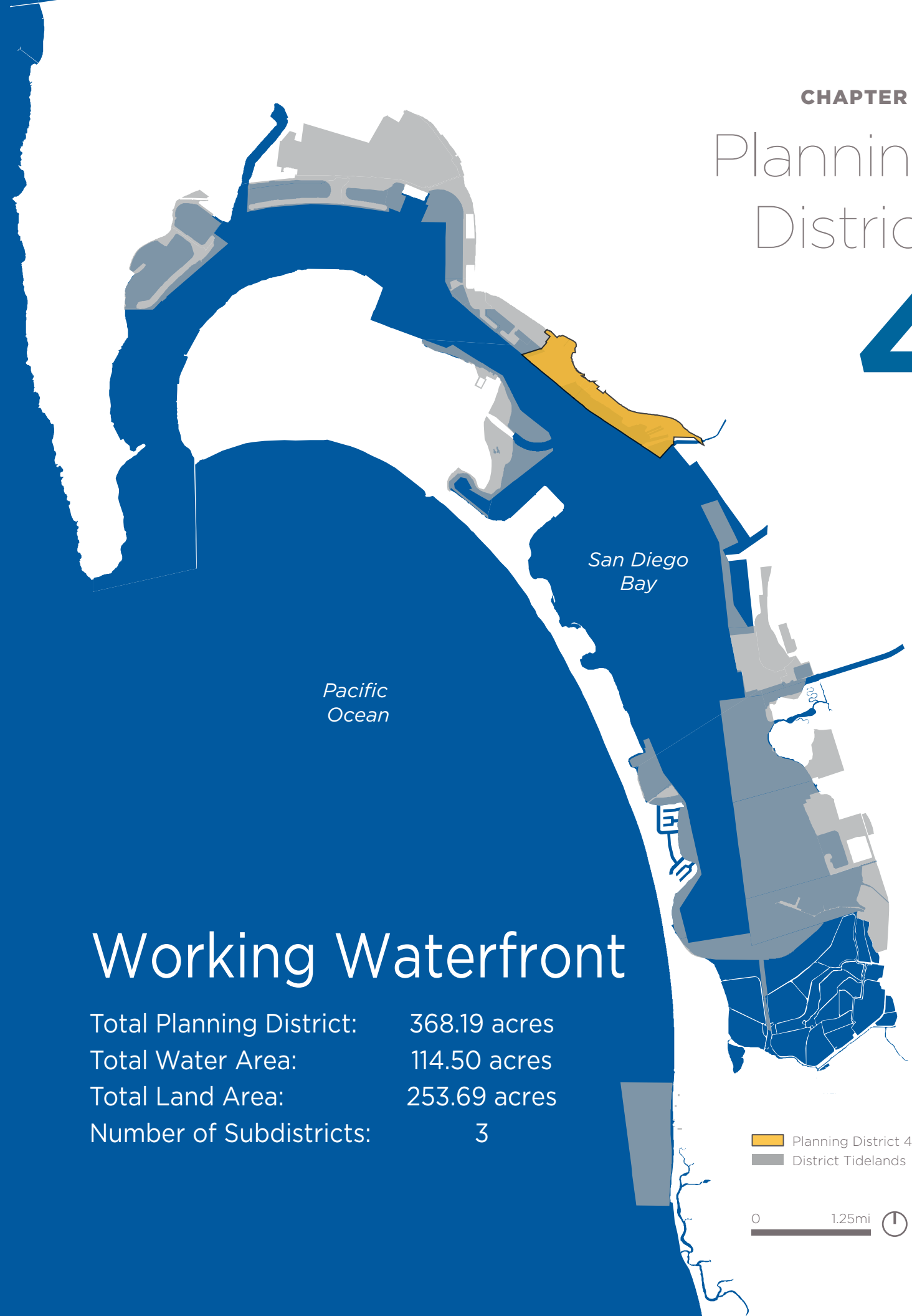
PD3.75 Preserve the Park Boulevard View Corridor Extension, as generally depicted in *Figure PD3.4*, to protect views from public rights-of-way in accordance with the requirements of *Chapter 4, Baywide Development Standards*.

5.3.4(D)-II Building Standards

There are no building standards specified in the South Embarcadero Subdistrict.

CHAPTER 5.4

Planning District 4



Working Waterfront

Total Planning District:	368.19 acres
Total Water Area:	114.50 acres
Total Land Area:	253.69 acres
Number of Subdistricts:	3

5.4.1 Existing Setting

Located south of downtown San Diego, the Working Waterfront Planning District largely serves as a strategic regional, State, and federal port of entry. It is a highly productive consolidation of marine terminal and maritime services and industrial land uses, facilitating maritime trade and providing large-scale coastal-dependent industrial activities with direct access to heavy rail service and deep-water berthing. This planning district includes water and land uses supporting a range of coastal-dependent maritime trade operations and water-based commerce with a competitive and sustainable freight movement system. It provides high-quality jobs in goods movement and in shipbuilding and ship repair for maritime and national defense interests. This planning district is divided into three subdistricts: Tenth Avenue Marine Terminal, Cesar Chavez Park, and Harbor Drive Industrial. *Figure PD4.1* shows the subdistricts that make up the Working Waterfront Planning District.

The Tenth Avenue Marine Terminal Subdistrict includes eight deep-water berths that can accommodate four large ships and facilitate a variety of cargo. The Tenth Avenue Marine Terminal is connected to the regional rail and roadway network, which provides critical connections and allows the transportation of cargo. Historically, the terminal has focused on the following cargo types: dry bulk, liquid bulk, refrigerated and nonrefrigerated containers, and multipurpose/break bulk.

The Cesar Chavez Park Subdistrict, nestled between the Tenth Avenue Marine Terminal and maritime services and industrial uses, was developed in collaboration with the City of San Diego's adjacent Barrio Logan community. Cesar Chavez Park and the adjacent Cesar Chavez Pedestrian Pier provide valuable public access to the Bay and visitor-serving amenities along the District's comprehensive open space network. The park and pier provide views of the working waterfront maritime activities, the San Diego-Coronado Bridge (also known as State Route 75), and the Bay.

The Harbor Drive Industrial Subdistrict is located along Harbor Drive, south of the Tenth Avenue Marine Terminal, and includes maritime services and industrial uses that support regional commerce and the U.S. Navy, such as shipbuilding and ship repair.

5.4.1(A) Water and Land Use Designations

The water and land use designations for the Working Waterfront Planning District are shown in *Figure PD4.2*. The acreage of each water and land use designation is summarized in *Table PD4.1*.

5.4.1(B) Coastal Access Maps

Figure PD4.3 and *Figure PD4.4* provide additional information to illustrate the planned improvements and public realm standards related to coastal access, including mobility, views, and pathways in the planning district.

Figure PD4.1 Working Waterfront Planning District Location and Context

For illustrative purposes only.



Table PD4.1 Working Waterfront Planning District Water and Land Use Acreages

WATER USES	ACRES
Industrial and Deep-Water Berthing	114.50
Subtotal - Water Uses	114.50
LAND USES	**ACRES**
Institutional / Roadway	16.04
Marine Terminal	105.62
Maritime Services and Industrial	127.40
Recreation Open Space	4.63
Subtotal - Land Uses	253.69
TOTAL - WATER AND LAND USES	**368.19**

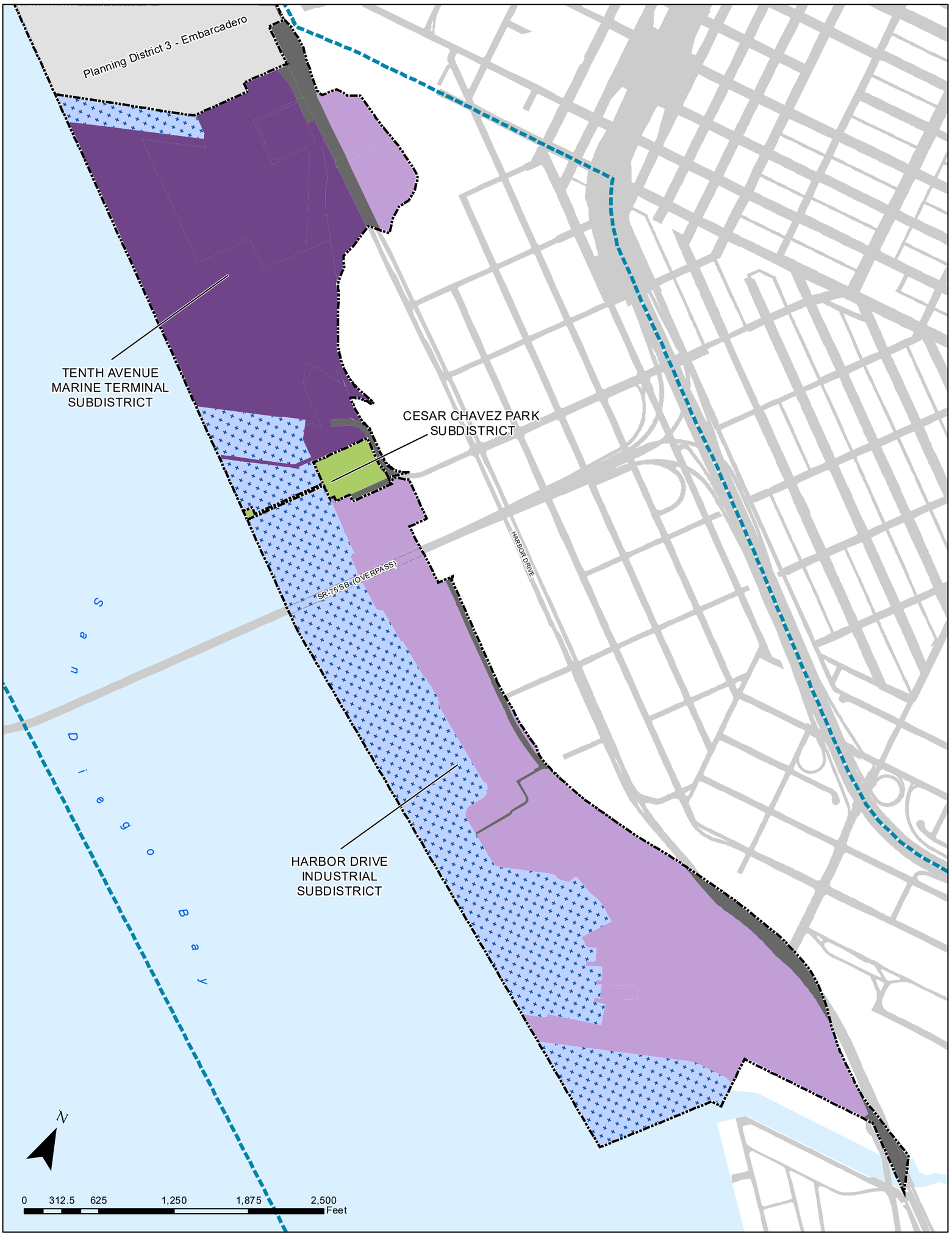


FIGURE PD4.2 **WORKING WATERFRONT PLANNING DISTRICT: WATER AND LAND USES**

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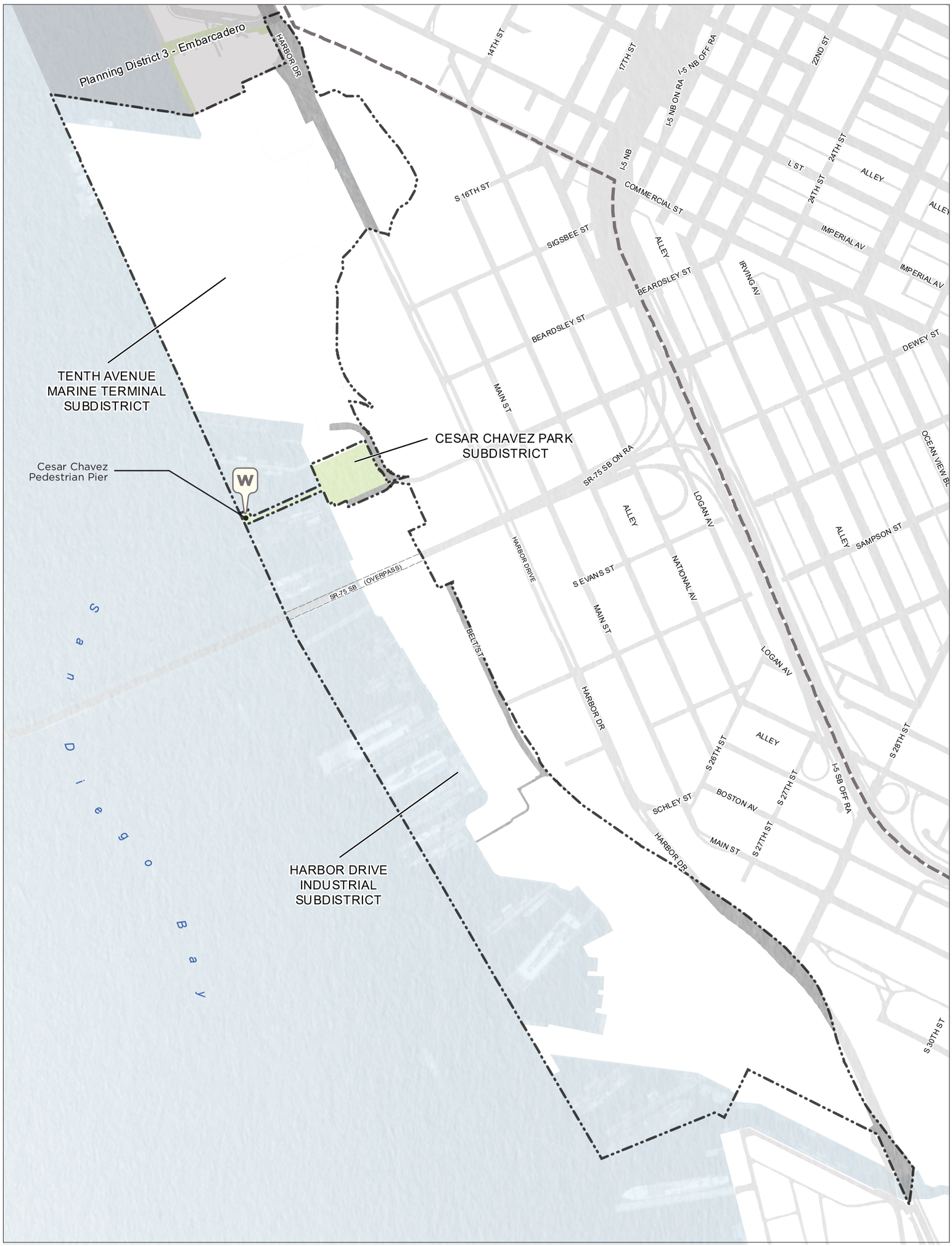

December 6, 2023

Jurisdictional Boundaries

- Planning Subdistricts
- Coastal Zone

Other

- Recreation Open Space
- Institutional/Roadway

Water Access

Water-Based Transfer Point

- W Potential

FIGURE PD4.3 **WORKING WATERFRONT PLANNING DISTRICT - COASTAL ACCESS: MOBILITY**

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December 6, 2023

Jurisdictional Boundaries

- Planning Subdistricts
- Coastal Zone

Other

- Recreation Open Space
- Institutional/Roadway

Views

- Scenic Vista Area

Pathways (See Mobility Element for definitions)

- Multi-Use Path
- Waterside Promenade
- Sidewalk
- Walkway (Non-Waterside)
- Non-District Pathway

Not Within District Permitting Authority

FIGURE PD4.4 WORKING WATERFRONT PLANNING DISTRICT - COASTAL ACCESS: VIEWS AND PATHWAYS

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5.4.2 Tenth Avenue Marine Terminal Subdistrict

5.4.2(A) Vision

A modern marine terminal that serves as a vital, global gateway for imports and exports supported by safe, efficient, and environmentally sensitive operations and technology.

The vision for this subdistrict is a modern marine terminal that serves as a vital global gateway for imports and exports, with dedicated mobility connections to access the terminal, enhanced infrastructure that provides convenient and safe access to jobs, and safe public access for pedestrians and bicyclists. Modifications to modernize the marine terminal will help to optimize sustainable terminal operations while ensuring that it remains flexible and responsive to future market conditions and the environment. The modifications will include upgraded facilities and a competitive and sustainable freight movement system that handles cargo in an efficient, safe, and environmentally responsible way.

Planned improvements in the Tenth Avenue Marine Terminal Subdistrict will add new or enhance existing mobility connections to allow for safe public access for pedestrians and bicyclists, as well as roadway reconfigurations and improvements, often through interagency coordination, for improved efficiency for truck and goods movement. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this subdistrict, and should be in accordance with applicable PMPU policies and standards, including but not limited to: *Chapter 3.1 Water and Land Use Element (e.g., Tables 3.1.2 and 3.1.3)* and policies within *Chapter 3.3 Ecology Element, ECO Goal 1 and Chapter 3.4 Safety and Resiliency Element, SR Goal 3.*

The Tenth Avenue Marine Terminal Subdistrict planned improvements provide requirements for the improvements and development envisioned for this area. In addition to *Chapter 4, Baywide Development Standards*, development standards provide subdistrict-specific criteria related to building design and public realm design. There are no special allowances identified in this subdistrict.

5.4.2(B) Special Allowances

No special allowances are included for the Tenth Avenue Marine Terminal Subdistrict.

5.4.2(C) Planned Improvements

5.4.2(C)-1 Landside Access

Roadway Improvements

PD4.1 Modify the entire segment of northbound and southbound Harbor Drive within the District's jurisdiction by:

a. Providing a multi-use pathway; and

AP b. Including one "flexible" lane in each direction that is dedicated for trucks, transit buses, and/or shuttles with an information technology system (or similar technology) and signalization improvements that can be modified or adjusted during peak and nonpeak hours between the Tenth Avenue Marine Terminal's back gate and Cesar Chavez Parkway.

PD4.2 Coordinate with transportation agencies and adjacent jurisdictions to reconfigure portions of Harbor Drive outside the District's jurisdiction to implement roadway improvements consistent with the improvements described in PD4.1 supporting improved efficiency and safety for vehicular traffic, goods movement, and pedestrian and bicycle facilities.

PD4.3 Coordinate with adjacent jurisdictions to provide appropriate signage to identify designated truck routes.

PD4.4 Coordinate with the City of San Diego to ensure that truck route requirements and truck parking prohibitions in adjacent neighborhoods are followed.

5.4.2(D) Development Standards

In addition to *Chapter 4, Baywide Development Standards*, the following standards apply to development in the Tenth Avenue Marine Terminal Subdistrict. The standards provide requirements for development and required public realm features, as well as the movement of goods to, from, and through Tidelands.

5.4.2(D)-I Public Realm Standards

Views

PD4.5 To ensure that the scenic vista areas identified for the Cesar Chavez Park Subdistrict in standards PD4.17 and PD4.18 are preserved, and visual quality is protected, permanent devices and/or dry docks intended to lift vessels from the water for service or repair at the Crosby Street Pier shall be limited in size, bulk, and scale to ensure that there are no adverse impacts on these designated vista areas.

5.4.2(D)-II Goods Movement Standards

Freight Movement

PD4.6 Occupants, tenants, and permittees at the Tenth Avenue Marine Terminal shall use designated truck routes for goods movement to, from, and through the planning district.

Sustainable Freight and Shipping Methods

PD4.7 Development, including operations, shall implement the emissions reductions goals of the California Sustainable Freight Action Plan or similar, future plans by implementing the measures below. Such improvements may be planned, designed, and implemented by third parties through partnerships or leases with the District, subject to the discretion of BPC:

a. Continue to implement a vessel speed reduction program for operations, occupants, tenants, and permittees at the Tenth Avenue Marine Terminal; and

Refer to *ECO Goal 2 and ECO Goal 3 (Chapter 3.3, Ecology Element)* and *EJ Goal 3 (Chapter 3.5, Environmental Justice Element)* for more information about Baywide pollution reduction measures.

For more information about the District's MCAS, please see *Chapter 3.3, Ecology Element*. The MCAS is not part of this Plan but this Plan supports the MCAS and aligns with it.

b. Require development on the terminal to implement electrification or other improvements to reduce the reliance on fossil fuels, reduce criteria air pollutants and greenhouse gas emissions, and demonstrate consistency with State goals and requirements, which may include:

   1. Developing a compilation of improvements, such as installation of electric infrastructure to support on-terminal cargo-handling equipment and shore power;
   2. Developing on-site renewable energy production and battery storage consistent with State goals and requirements and preferably ahead of schedule, where feasible;
   3. Developing infrastructure for zero-emission vehicles and trucks consistent with State goals and requirements and preferably ahead of schedule, where feasible;
   4. Developing a program that phases in the use of zero-emission vehicles and trucks, including drayage trucks and specialized heavy trucks by District occupants, tenants, and permittees at the Tenth Avenue Marine Terminal consistent with State goals and requirements and preferably ahead of schedule, where feasible; and
   5. Supporting implementation of pilot programs or demonstration projects that advance deployment of zero-emission equipment, vehicles, and trucks.

PD4.8 Expand shore power capabilities at the Tenth Avenue Marine Terminal as adjacent utility upgrades occur.

Vessel Speed Reduction Program

Several District programs focus on decreasing emissions from freight transportation, including by reducing the speed of ocean-going vessels traveling off the coast of San Diego. For policies supporting sustainable freight strategies and clean vessel technologies, refer to *M Goal 2 (Chapter 3.2, Mobility Element)*.

Dry Bulk Goods Conveyance

PD4.9 Implement best available control and retrofit technologies for conveyor systems and bulk discharge unloaders, for future dry bulk operations associated with the Tenth Avenue Marine Terminal, in accordance with regional air pollution control district requirements.

Parking

PD4.10 District occupants, tenants, and permittees at the Tenth Avenue Marine Terminal shall collectively, or individually, establish an off-site parking strategy to ensure that workers, vendors, and/or visitors at the Terminal do not adversely affect adjacent areas, including public parking at Cesar Chavez Park.

Refer to *Chapter 3.2, Mobility Element* for policies related to parking, mobility hubs, and transportation demand management on Tidelands.

5.4.3 Cesar Chavez Park Subdistrict

5.4.3(A) Vision

Protect and enhance recreation and public access opportunities at Cesar Chavez Park.

The vision for the Cesar Chavez Park Subdistrict is to preserve the existing recreational character of the area, while providing better accessibility to the public, through enhanced water and land mobility connections and infrastructure improvements that provide physical and visual public access opportunities at Cesar Chavez Park.

Planned improvements in this subdistrict will maintain and expand existing mobility connections to allow for safe public access for pedestrians, bicyclists, and vehicular traffic, including the addition of a water-based transfer point. Public access improvements will also consist of measures to enhance the visitor experience at Cesar Chavez Park and Cesar Chavez Parkway, such as wayfinding and walkability improvements. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this subdistrict, and should be in accordance with applicable PMPU policies and standards, including but not limited to: *Chapter 3.1 Water and Land Use Element (e.g., Tables 3.1.2 and 3.1.3)* and policies within *Chapter 3.3 Ecology Element, ECO Goal 1 and Chapter 3.4 Safety and Resiliency Element, SR Goal 3.*

The Cesar Chavez Park Subdistrict planned improvements provide requirements for the improvements and development envisioned for this area. In addition to *Chapter 4, Baywide Development Standards*, development standards provide subdistrict-specific criteria related to building design and public realm design. There are no special allowances identified in this subdistrict.

5.4.3(B) Special Allowances

No special allowances are included for the Cesar Chavez Park Subdistrict.

5.4.3(C) Planned Improvements

This section describes the extent of planned improvements for landside access and coastal access.

5.4.3(C)-I Landside Access

Roadway Improvements

AP PD4.11 Modify Cesar Chavez Parkway to accommodate vehicular traffic while allowing for pedestrian, bicycle, and mobility enhancements. This includes partnering with adjacent jurisdictions to support urban greening efforts, such as walkability improvements, enhanced tree canopy, and stormwater treatment opportunities, consistent with the City of San Diego's planned Bay to Park link along Cesar Chavez Parkway between 25th Street and Cesar Chavez Park.

Public Access

PD4.12 Modify, or replace in-kind, pathways to Cesar Chavez Park and the Cesar Chavez Pedestrian Pier, and expand public access by providing a connection to the Bayshore Bikeway.

PD4.13 Collaborate with adjacent jurisdictions to improve rail and road crossings for pedestrians and bicycles, including to and from Barrio Logan Trolley Station and to and from Cesar Chavez Park, to increase safety and prioritize active transportation users through the provision of high-visibility crosswalks and designated controlled crossings.

PD4.14 Incorporate interpretive signage and wayfinding in the scenic vista area on the Cesar Chavez Pedestrian Pier to guide safe public viewing of the waterfront.

5.4.3(C)-II Coastal Access

Water-Based Transfer Point

AP PD4.15 Develop a water-based transfer point at the Cesar Chavez Pedestrian Pier, as generally depicted in *Figure PD4.3*.

Step-Down Areas

PD4.16 Provide direct, physical access from Cesar Chavez Park to the water via step-down areas or support other opportunities that restore or enhance ecological value, and to enable the public to touch the water. As part of the effort, barriers shall be installed to ensure public safety by prohibiting interference with the deep-water berthing and navigation channel.

Please refer to *Chapter 3.3 Ecology Element* and *Chapter 3.5 Environmental Justice Element*, for supportive policies on ecological opportunity areas and restoring or enhancing ecological value in areas on Tidelands that may also provide coastal access or environmental education benefits.

5.4.3(D) Development Standards

In addition to *Chapter 4, Baywide Development Standards*, the following standards apply to development in the Cesar Chavez Park Subdistrict. The standards provide requirements for development and required public realm features.

5.4.3(D)-1 Public Realm Standards

Views

PD4.17 Preserve scenic vista areas in accordance with the requirements of *Chapter 4, Baywide Development Standards*, in the following locations as generally depicted in *Figure PD4.4*:

a. View of the Bay from the promenade along Cesar Chavez Park, north of the Cesar Chavez Pedestrian Pier; and

b. View of the Bay from the western end of the Cesar Chavez Pedestrian Pier.

PD4.18 Permanent above water vessel repair shall not affect views from designated scenic vista areas.

PD4.19 Develop additional urban greening features to Cesar Chavez Park to establish an enhanced buffer between the park and industrial uses, where feasible.

5.4.4 Harbor Drive Industrial Subdistrict

5.4.4(A) Vision

A premier and high-performing center for shipbuilding and ship repair for the defense and maritime industries.

The vision for this subdistrict is a premier and high-performing center for shipbuilding and ship repair for the defense and maritime industries, with dedicated mobility connections to access this center and enhanced infrastructure that provides convenient and safe access to jobs. This includes upgraded facilities and a competitive and sustainable freight movement system that handles cargo in an efficient, safe, and environmentally responsible way.

Planned improvements in this subdistrict will add new or enhance existing mobility connections to allow for safe public access for pedestrians and bicyclists, as well as roadway improvements for improved efficiency for truck and transit movement. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this subdistrict, and should be in accordance with applicable PMPU policies and standards, including but not limited to: *Chapter 3.1 Water and Land Use Element (e.g., Tables 3.1.2 and 3.1.3)* and policies within *Chapter 3.3 Ecology Element, ECO Goal 1 and Chapter 3.4 Safety and Resiliency Element, SR Goal 3.*

The Harbor Drive Industrial Subdistrict planned improvements provide requirements for the improvements and development envisioned for this area. In addition to *Chapter 4, Baywide Development Standards*, development standards provide subdistrict-specific criteria related to building design and public realm design. There are no special allowances identified in this subdistrict.

5.4.4(B) Special Allowances

No special allowances are included for the Harbor Drive Industrial Subdistrict.

5.4.4(C) Planned Improvements

This section describes the extent of planned improvements for landside access.

5.4.4(C)-1 Landside Access

Roadway Improvements

PD4.20 Modify the entire segment of northbound and southbound Harbor Drive within the District's jurisdiction by:

a. Providing a multi-use pathway;

AP b. Modifying northbound and southbound Harbor Drive to include one "flexible" lane in each direction, that is dedicated for trucks, transit buses, and/or shuttles, with an information technology system (or similar technology) and signalization improvements that can be modified and/or adjusted during peak and nonpeak hours between Schley Street and 32nd Street; and

c. Developing additional bus/truck loading, parking, and queueing areas to facilitate better drop-off movements at Belt Street and Sampson Street.

5.4.4(D) Development Standards

In addition to *Chapter 4, Baywide Development Standards*, the following standards apply to development in the Harbor Drive Industrial Subdistrict. The standards provide requirements for development, as well as the movement of goods to, from, and through the Tidelands.

5.4.4(D)-1 Goods Movement Standards

Sustainable Shipyards

PD4.21 Development shall be required to invest in electrification or other improvements on-site to reduce the reliance on fossil fuels, reduce criteria air pollutants and greenhouse gas emissions, and demonstrate consistency with State goals and requirements, which may include investment in a compilation of improvements, such as installation of electric infrastructure to support equipment and operations on-site.

Truck Routes

PD4.22 District occupants, tenants, and permittees shall use designated truck routes to, from, and through the planning district.

Refer to *Chapter 3.2 Mobility Element* for more policies related to designated truck routes.

PD4.23 Coordinate with the City of San Diego to ensure that truck route requirements and truck parking prohibitions in adjacent neighborhoods are followed.

Parking

PD4.24 Implement parking solutions, which may include a multiphased approach, including the following:

a. District occupants, tenants, and permittees at the Harbor Drive Industrial Subdistrict shall collectively or individually establish an off-site parking strategy to ensure that workers do not adversely affect adjacent areas.

b. Coordinate with the City of San Diego and other regional partners to address workforce parking, including implementing a shared parking facility or other parking solutions, for public off-street parking.

Refer to *ECO Goal 2 and ECO Goal 3 (Chapter 3.3, Ecology Element)* and *EJ Goal 3 (Chapter 3.5, Environmental Justice)* for more information about baywide pollution reduction measures.

CHAPTER 5.5

Planning District 5



National City Bayfront

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5.5.1 National City Bayfront

The National City Bayfront Planning District (PD5) and associated use designations have not been included and are not a part of this master plan update. These existing planning districts and associated use designations were not revised or readopted as part of the Port Master Plan Update. Excerpts from the current Port Master Plan pertaining to National City Bayfront are included as part of Appendix B for informational purposes only.

At the time of publication of this Final Draft Plan, the Environmental Impact Report (EIR) and associated Port Master Plan Amendment for the National City Bayfront Planning District, the project often referred to as the "National City Balanced Plan," has been certified and adopted, respectively, by the BPC and Port Master Plan Amendment has been submitted to CCC for its consideration. The previously certified Port Master Plan National City Bayfront Planning District (formerly PD5) text and Precise Plan is included as Appendix B, for reference, and will be updated when the pending amendment is certified by the CCC.

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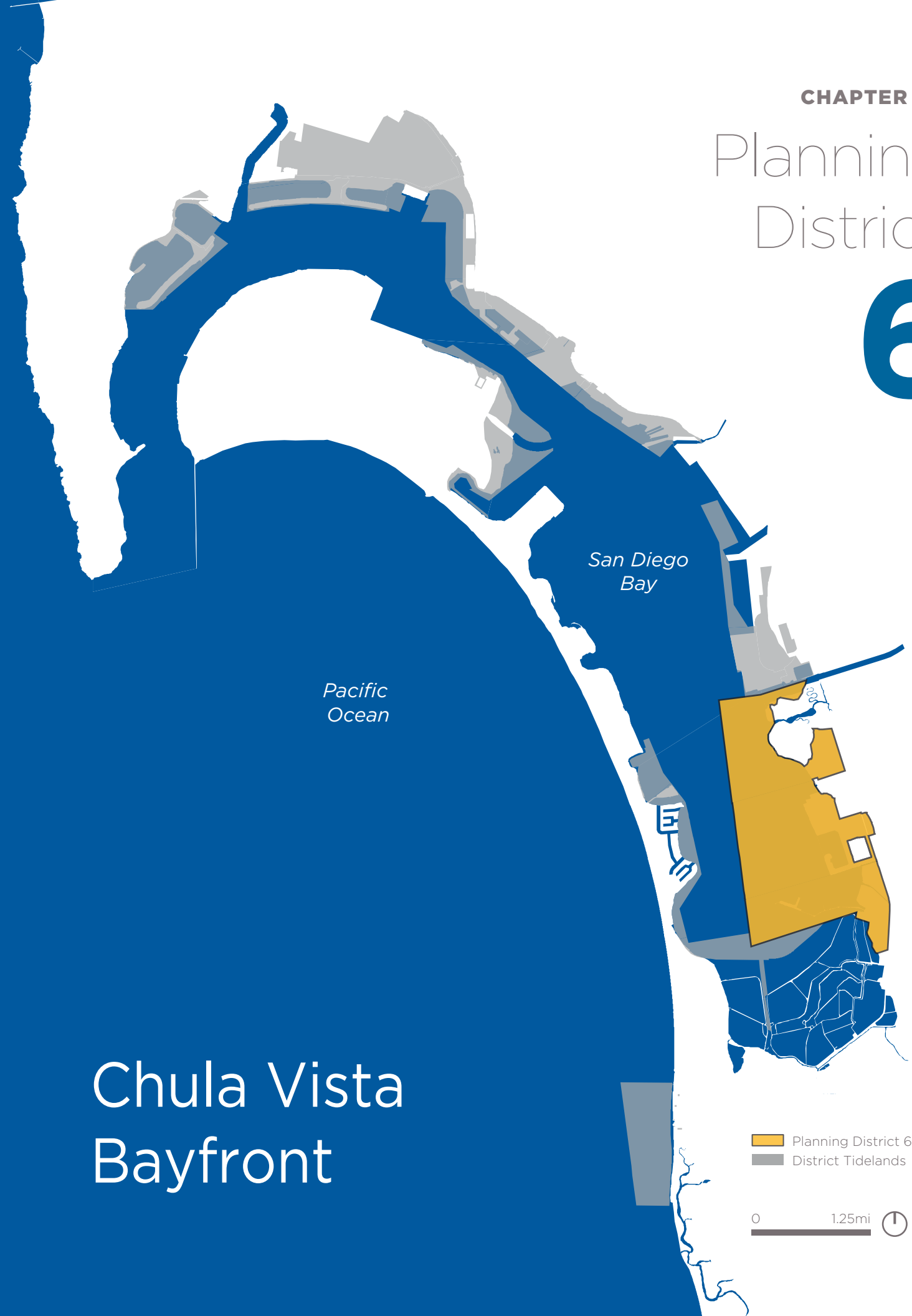
CHAPTER 5.6

Planning District 6



Chula Vista Bayfront

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5.6.1 Chula Vista Bayfront

The Chula Vista Bayfront Planning District (PD6) and associated use designations have not been included and are not a part of this master plan update. These existing planning districts and associated use designations were not revised or readopted as part of the Port Master Plan Update. Excerpts from the current Port Master Plan pertaining to Chula Vista Bayfront are included as part of Appendix B for informational purposes only.

The bayfront area of the Chula Vista Bayfront Planning District (currently PD7 but proposed to be PD6 in the updated Port Master Plan) has already undergone an extensive update and planning process, known as the Chula Vista Bayfront Master Plan (CVBMP). The Environmental Impact Report and the Port Master Plan Amendment for CVBMP were approved by the District in 2010 and certified by the California Coastal Commission in 2012.

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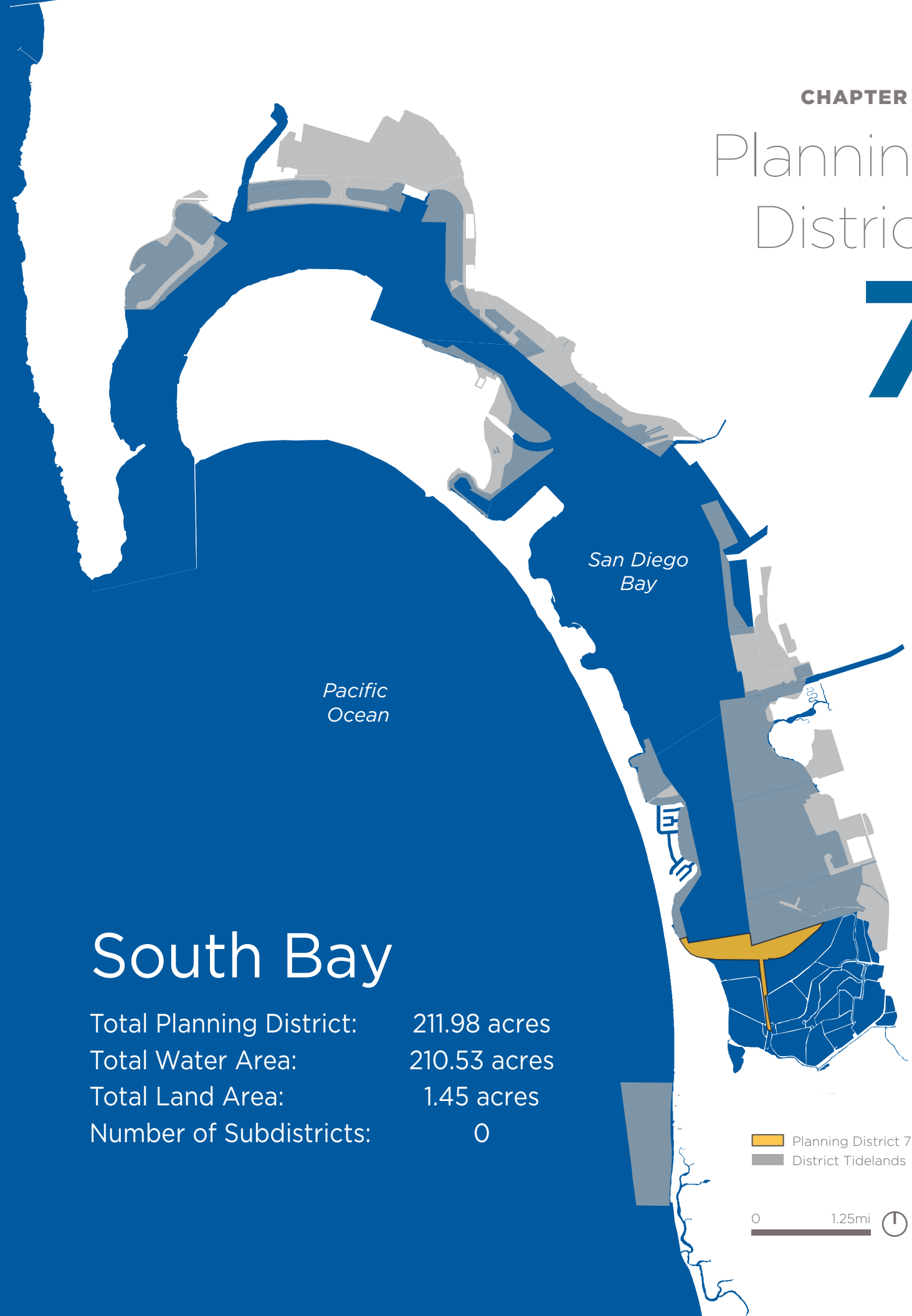
CHAPTER 5.7

Planning District 7



South Bay

Total Planning District:	211.98 acres
Total Water Area:	210.53 acres
Total Land Area:	1.45 acres
Number of Subdistricts:	0

5.7.1 Existing Setting

The South Bay Planning District includes both water and land areas at the southern end of San Diego Bay. Located adjacent to the San Diego Bay National Wildlife Refuge, the planning district offers a diverse range of natural resources and ecosystems. A portion of the Bayshore Bikeway near the planning district offers both physical and visual access to the Bay. The location and context of the South Bay Planning District is shown in *Figure PD7.1*.

5.7.1(A) Vision

Preserve the existing coastal and intertidal habitats and natural resources in the South Bay, through complementary restoration and enhancement activities, while improving public access and view opportunities.

The vision for the South Bay Planning District is to preserve the existing coastal and intertidal habitats and natural resources in this area, through habitat restoration and creation activities. Maintaining the connection between the Bayshore Bikeway and Tidelands is also a part of the vision, along with improving public access opportunities through views and linkages for the enjoyment of the Bay's natural beauty. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this planning district, and should be in accordance with applicable PMPU policies and standards, including but not limited to: *Chapter 3.1 Water and Land Use Element (e.g., Tables 3.1.2 and 3.1.3)* and policies within *Chapter 3.3 Ecology Element, ECO Goal 1 and Chapter 3.4 Safety and Resiliency Element, SR Goal 3.*

Given the natural character of this planning district, no special allowances, coastal access requirements, or development standards are identified for the district. See the Water and Land Use Element, as well as the Ecology Element, for specific policies related to conservation, preservation, and mitigation.

5.7.1(B) Water and Land Use Designations

The water and land use designations for the South Bay Planning District are shown in *Figure PD7.2*. The acreage of each water and land use designation is summarized in *Table PD7.1*.

Figure PD7.1 South Bay Planning District Location and Context

For illustrative purposes only.



Table PD7.1 South Bay Planning District Water and Land Use Acreages

WATER USES	ACRES
Conservation / Intertidal	210.53
Subtotal - Water Uses	210.53
LAND USES	**ACRES**
Institutional / Roadway	1.45
Subtotal - Land Uses	1.45
TOTAL - WATER AND LAND USES	**211.98**

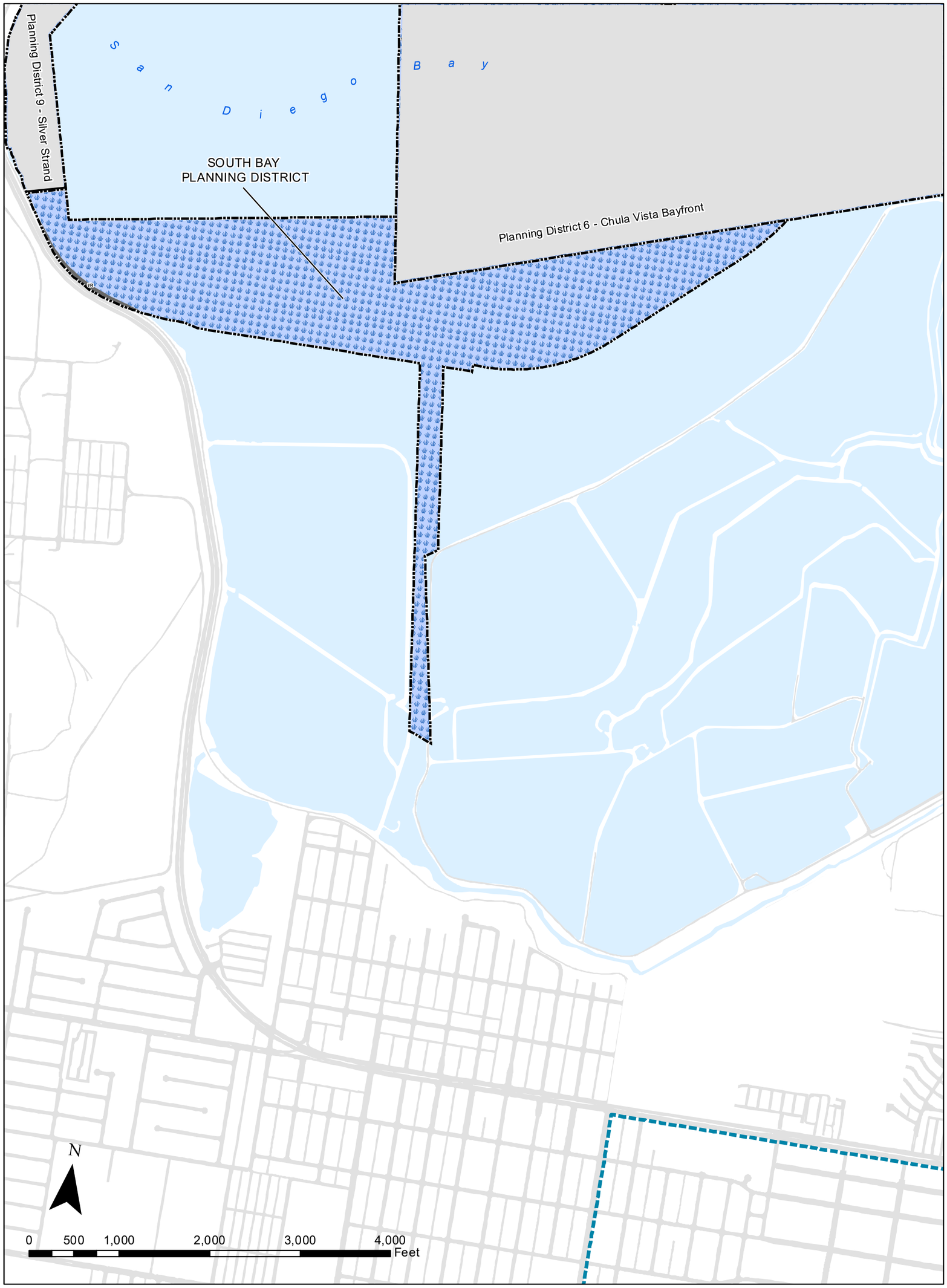


FIGURE PD7.2 **SOUTH BAY PLANNING DISTRICT: WATER AND LAND USES**

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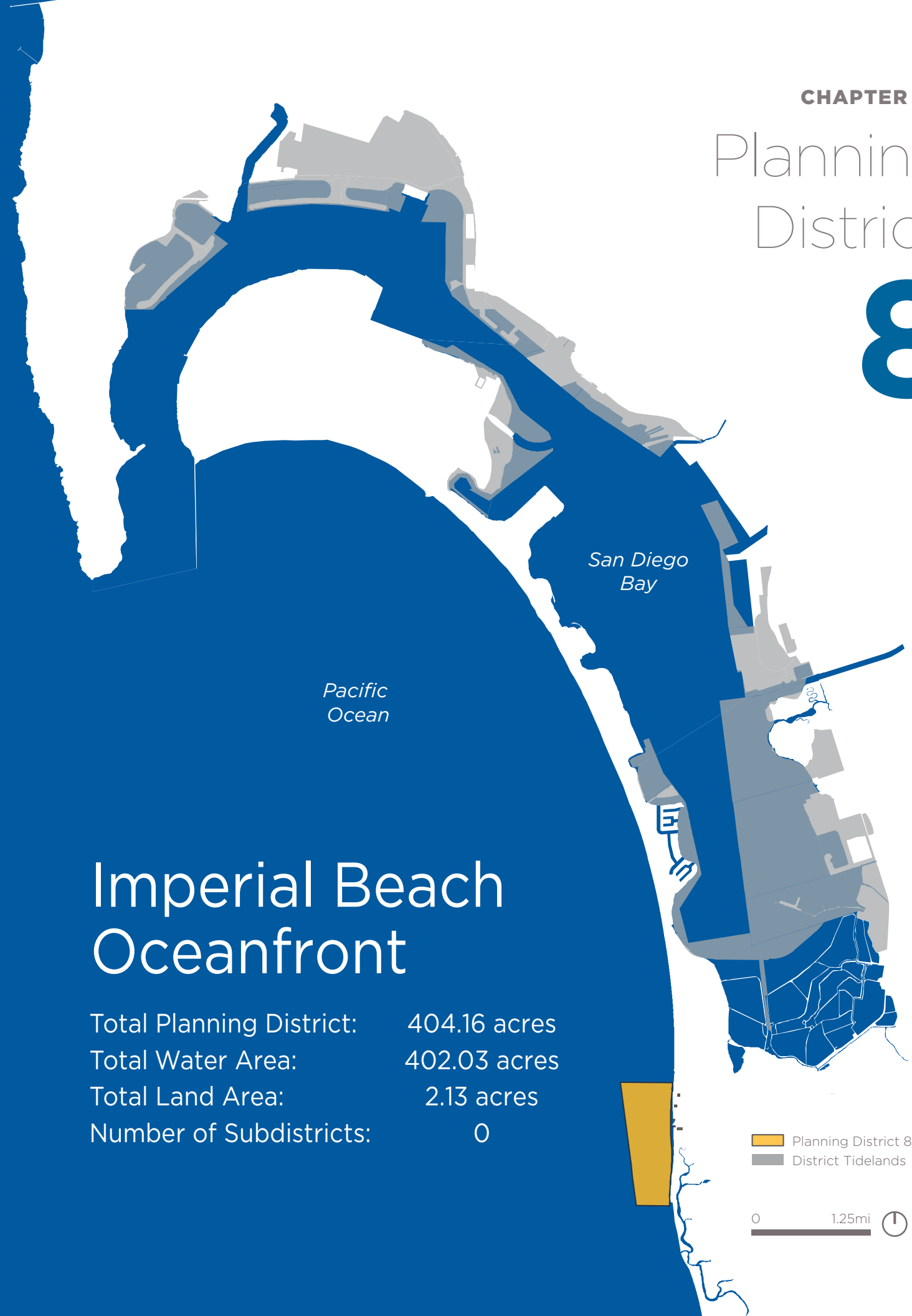
CHAPTER 5.8

Planning District 8



Imperial Beach Oceanfront

Total Planning District:	404.16 acres
Total Water Area:	402.03 acres
Total Land Area:	2.13 acres
Number of Subdistricts:	0

5.8.1 Existing Setting

The Imperial Beach Oceanfront Planning District includes retail, restaurant, and open space uses. Beach- and water-based recreational activities, community beach festivals, and special events are among the public access opportunities available along the shoreline. The sandy ocean beach is a prominent public amenity and natural physical asset, and the Imperial Beach Pier provides visitors with fishing opportunities, expansive views, and commercial recreation facilities. The location and context of the Imperial Beach Oceanfront Planning District are shown in *Figure PD8.1*. There are no subdistricts in this planning district.

5.8.1(A) Water and Land Use Designations

The water and land use designations for the Imperial Beach Oceanfront Planning District are shown in *Figure PD8.2*. The acreage of each water and land use designation is summarized in *Table PD8.1*.

5.8.1(B) Coastal Access Maps

Figure PD8.3 and *Figure PD8.4* provide additional information to illustrate the planned improvements and public realm standards related to coastal access, including mobility, views, and pathways in the planning district.

5.8.1(C) Vision

A prominent public destination with safe coastal access and opportunities for visitors to explore the area and enjoy spectacular ocean views.

Development intensity is proposed to increase in this planning district to accommodate additional visitor-serving uses and potential aquaculture opportunities. Safe public access will continue to be integrated into new development to enhance physical and visual access and recreation opportunities, as well as provide improved pedestrian features for visitors. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this planning district, and should be in accordance with applicable PMPU policies and standards, including but not limited to: *Chapter 3.1 Water and Land Use Element (e.g., Tables 3.1.2 and 3.1.3)* and policies within *Chapter 3.3 Ecology Element, ECO Goal 1 and Chapter 3.4 Safety and Resiliency Element, SR Goal 3.*

Planned improvements for the Imperial Beach Oceanfront Planning District are intended to add new or enhance existing amenities, such as retail, restaurant, and activating features that serve beach visitors, as well as expand Imperial Beach Pier to provide additional public and shoreside open space. Public access improvements will include additional bicycle parking, recreational opportunities, and installation of pedestrian and overwater lighting at the Imperial Beach Pier and Pier Plaza.

The Imperial Beach Oceanfront Planning District planned improvements provide requirements for the improvements and development envisioned for this area. In addition to *Chapter 4, Baywide Development Standards*, development standards provide subdistrict-specific criteria related to building design and public realm design. There are no special allowances identified in this subdistrict.

Figure PD8.1 Imperial Beach Oceanfront Planning District Location and Context

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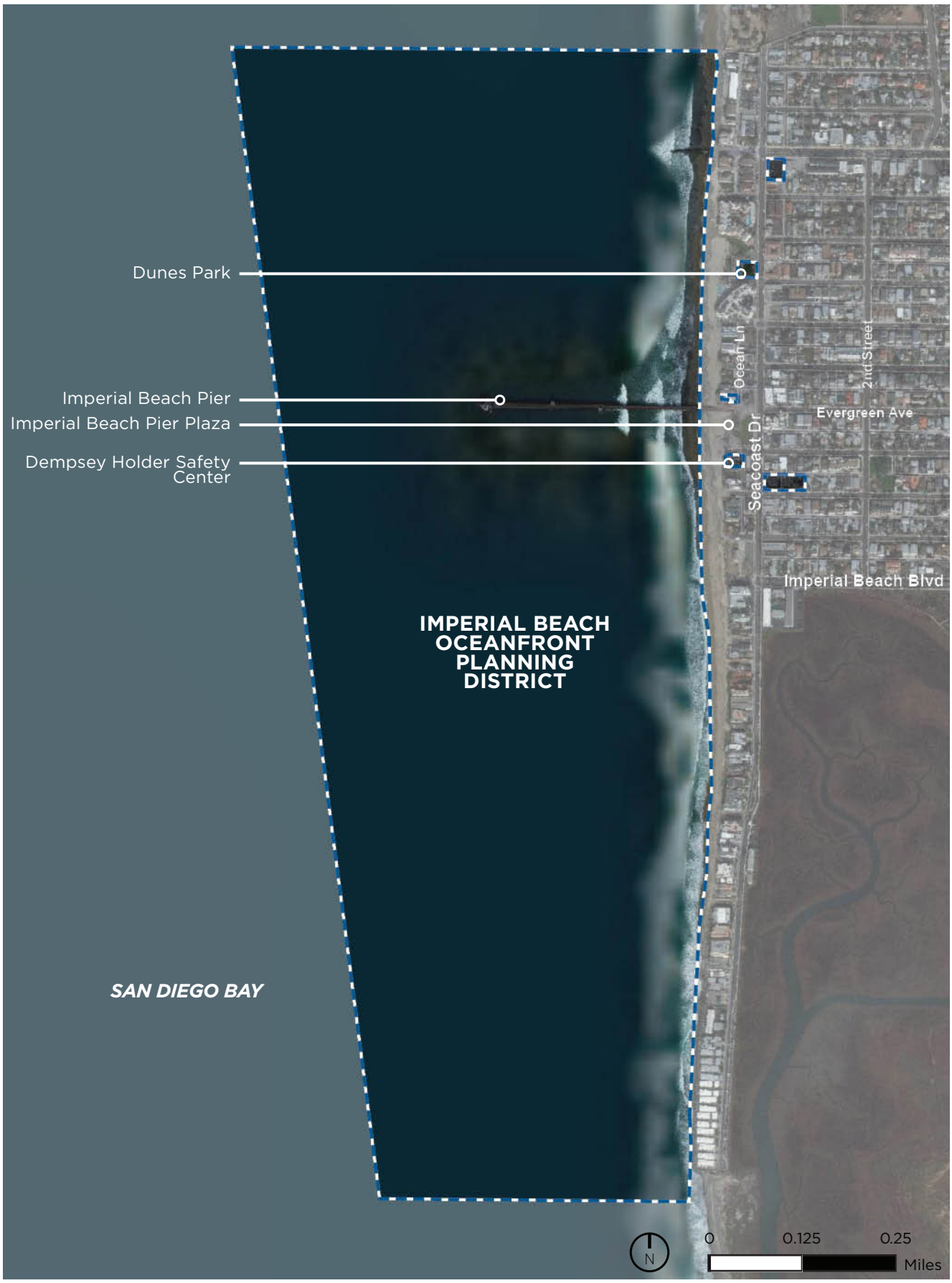

Table PD8.1 Imperial Beach Oceanfront Planning District Water and Land Use Acreages

WATER USES	ACRES
Open Bay / Water	402.03
Subtotal - Water Uses	402.03
LAND USES	**ACRES**
Commercial Recreation	1.05
Institutional / Roadway	0.13
Recreation Open Space	0.95
Subtotal - Land Uses	2.13
TOTAL - WATER AND LAND USES	**404.16**

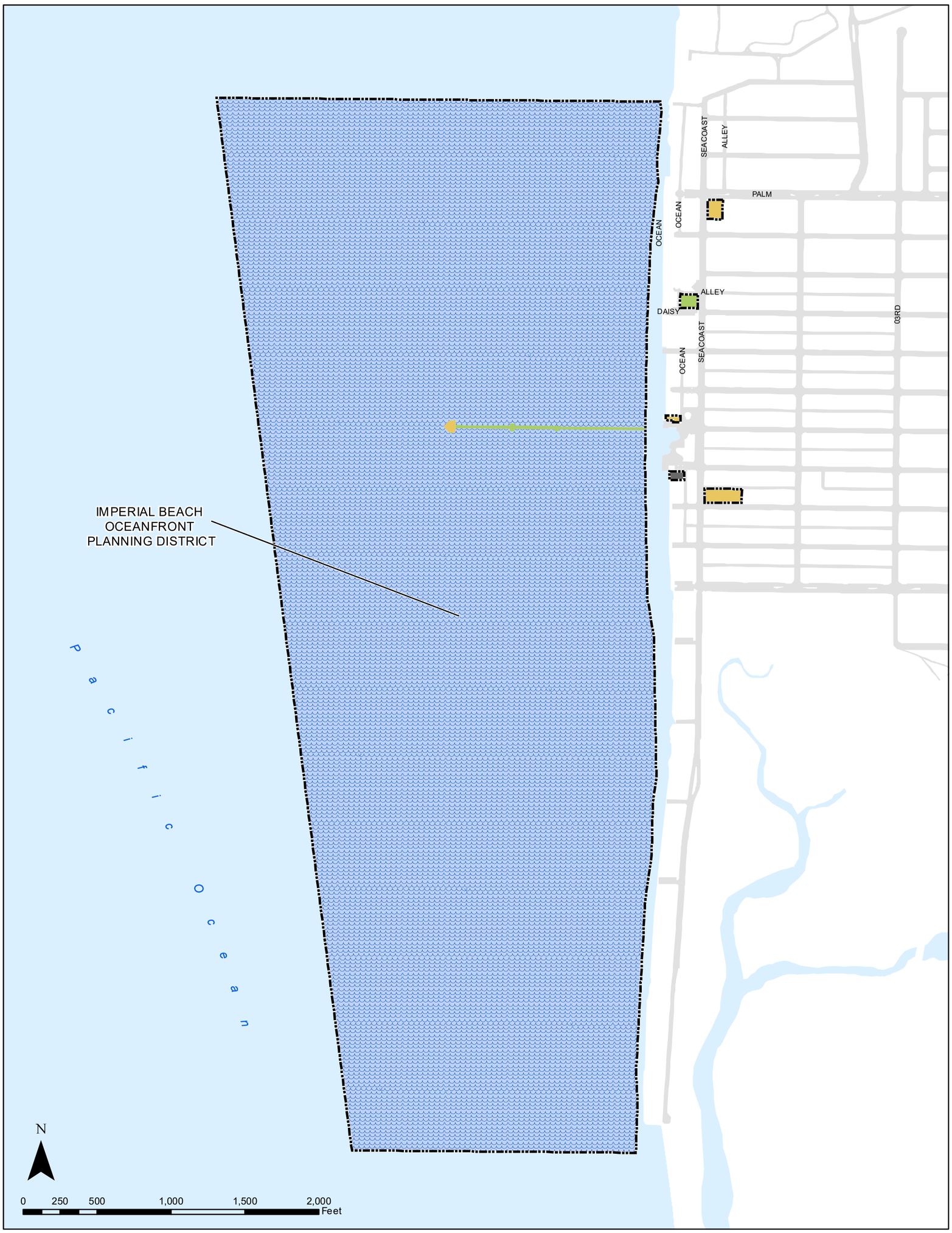

FIGURE PD8.2 **IMPERIAL BEACH OCEANFRONT PLANNING DISTRICT: WATER AND LAND USES**

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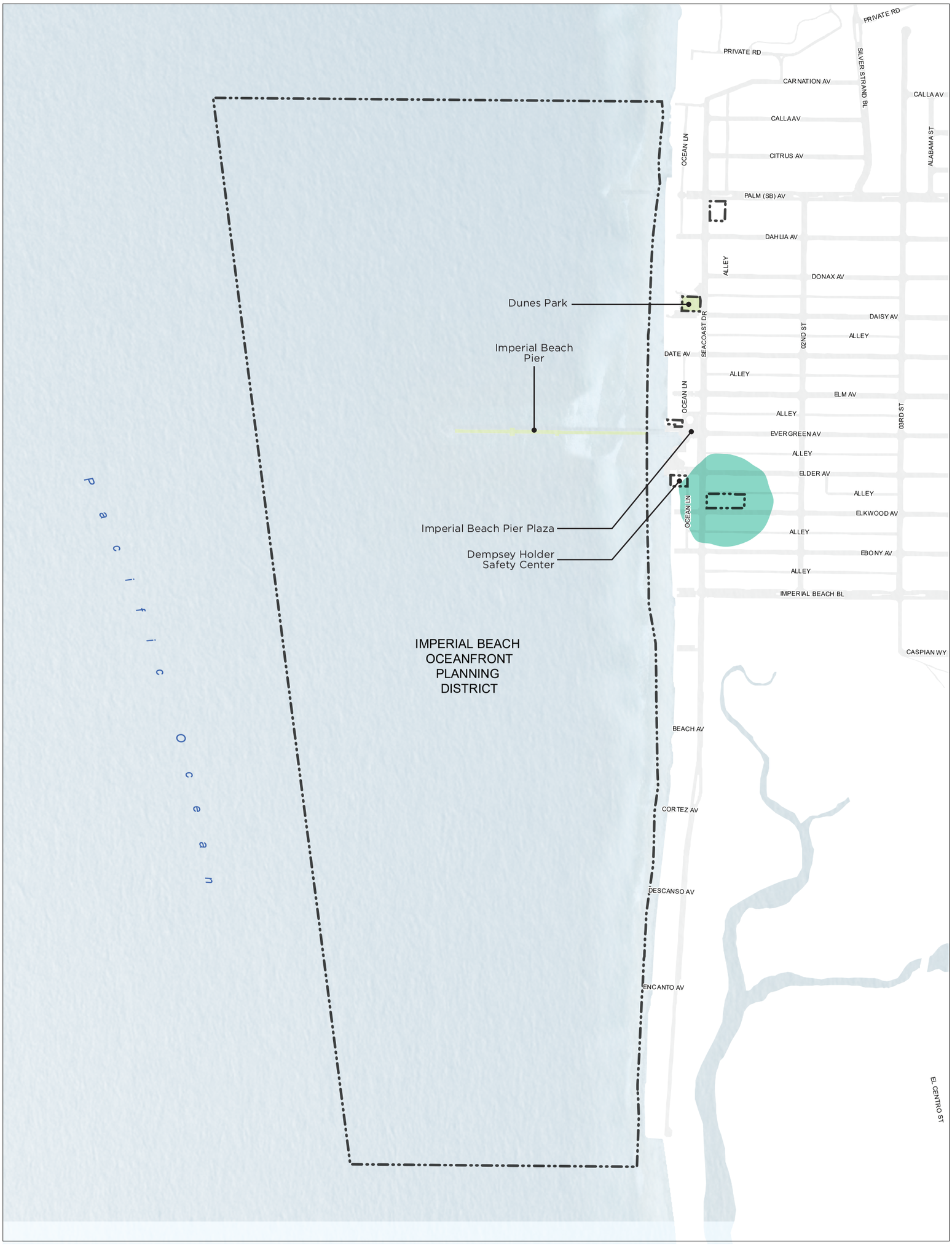

FIGURE PD8.3 **IMPERIAL BEACH OCEANFRONT PLANNING DISTRICT - COASTAL ACCESS: MOBILITY**

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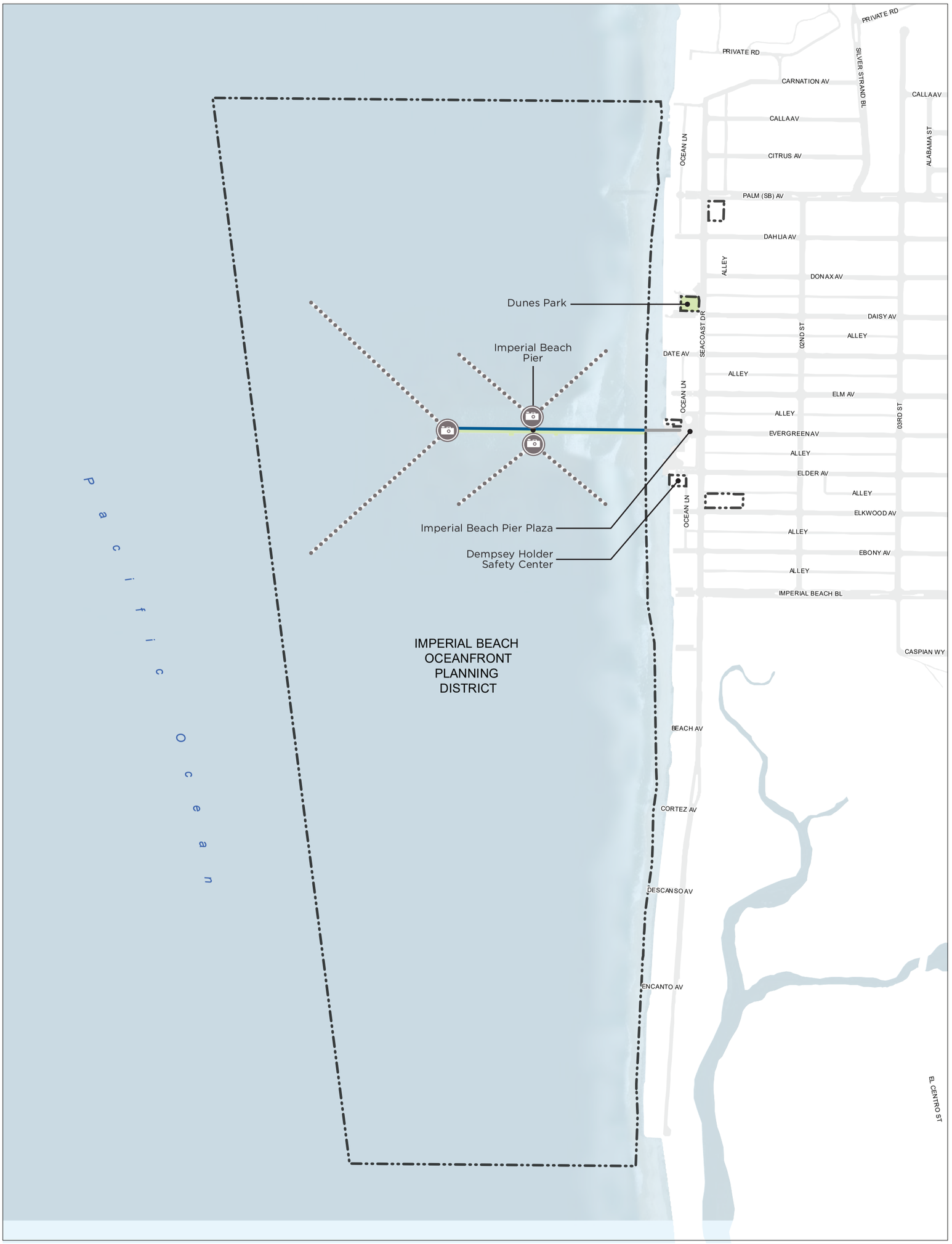

FIGURE PD8.4 **IMPERIAL BEACH OCEANFRONT PLANNING DISTRICT - COASTAL ACCESS: VIEWS AND PATHWAY**

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5.8.1(D) Special Allowances

No special allowances are included for the Imperial Beach Oceanfront Planning District.

5.8.1(E) Planned Improvements

This section describes the extent of planned improvements for landside access, coastal access, and visitor-serving commercial uses.

5.8.1(E)-1 Landside Access

Mobility Hubs

PD8.1 Develop a Connector Mobility Hub in the vicinity of Seacoast Drive and Elkwood Avenue, as generally depicted in *Figure PD8.3*.

a. The mobility hub shall meet the criteria for Connector Mobility Hub, or larger hub, in accordance with the requirements of *Chapter 4, Baywide Development Standards*.



See *Section 4.1 (Chapter 4, Baywide Development Standards)* for more information about mobility hubs.

Imperial Beach Pier and Pier Plaza

PD8.2 Modify public access to the shoreline, oceanfront, and Imperial Beach Pier to include wayfinding signage and pedestrian lighting.

PD8.3 Develop bicycle parking at the Imperial Beach Pier Plaza.

Public Services Building

PD8.4 Allow the public services facility (Dempsey Holder Safety Center), south of Pier Plaza, to remain.

Recreation Open Space

PD8.5 Maintain existing public amenities at Dunes Park at Daisy Avenue.

PD8.6 Develop up to two activating features in Dunes Park, one of which may be a pavilion, in accordance with the requirements of *Chapter 4, Baywide Development Standards*.

5.8.1(E)-II Coastal Access

Imperial Beach Pier and Pier Plaza

PD8.7 Maintain contiguous coastal access along the perimeter of the pier.

PD8.8 Provide a 150-foot-wide pier safety zone in the ocean, from both sides of the pier, to separate swimmers, surfers, and watercraft from the potential hazards of submerged obstructions, collisions with pier pilings, and entanglement with fishing hooks and lines.

PD8.9 Modify the Imperial Beach Pier and Pier Plaza, and associated visitor-serving uses, as a public destination and prominent viewing area. Modifications include, but are not limited to, the following improvements:

a. Provide development that serves beach visitors, such as seasonal activating features and recreational equipment rental, along the length of the pier;

b. Install overwater lighting on the pier, which shall be designed to promote environmental sensitivity (e.g., minimum necessary, shielded, directed downward, and on a sensor); and/or

c. Expand the pier, as needed and as feasible, to provide additional public and shoreside open space in the area.

5.8.1(E)-III Visitor-Serving Commercial Uses

Retail and Restaurant

PD8.10 Modify, or replace in-kind, the existing visitor-serving commercial uses in the Pier Plaza building.

AP PD8.11 Modify, or replace in-kind, the existing pier building, with a potential increase of up to 3,000 additional square feet of retail and/or retail with restaurant space, to improve visual and physical access at the western end of the pier.

PD8.12 On the Palm Avenue and Elkwood Avenue sites designated Commercial Recreation, develop up to 15,000 additional square feet of:

AP a. Retail and/or retail with restaurant space; or

b. Restaurant space.

5.8.1(F) Development Standards

In addition to *Chapter 4, Baywide Development Standards*, the following standards apply to development in the Imperial Beach Oceanfront Planning District. The standards provide requirements for development, as well as the size, location, siting, and orientation of required public realm features or buildings and structures.

5.8.1(F)-I Public Realm Standards

Views

PD8.13 Preserve scenic vista areas in accordance with the requirements of *Chapter 4, Baywide Development Standards*, in the following locations, as generally depicted in *Figure PD8.4*:

a. View of the ocean to the north, from the north side of the Imperial Beach Pier;

b. View of the ocean to the south, from the south side of the Imperial Beach Pier; and

c. View of the ocean to the west, from the west end of the Imperial Beach Pier.

5.8.1(F)-II Building Standards

Structure Height

PD8.14 The following standards for structure height apply:

a. Structures, other than those on the Imperial Beach Pier, shall not exceed 30 feet, and structures shall not have more than three stories; and

b. On the Imperial Beach Pier, structures shall not exceed 26 feet from the deck of the pier, and structures shall have no more than one story.

Parking

PD8.15 Collaborate with the City of Imperial Beach to implement parking solutions related to public off-street parking.

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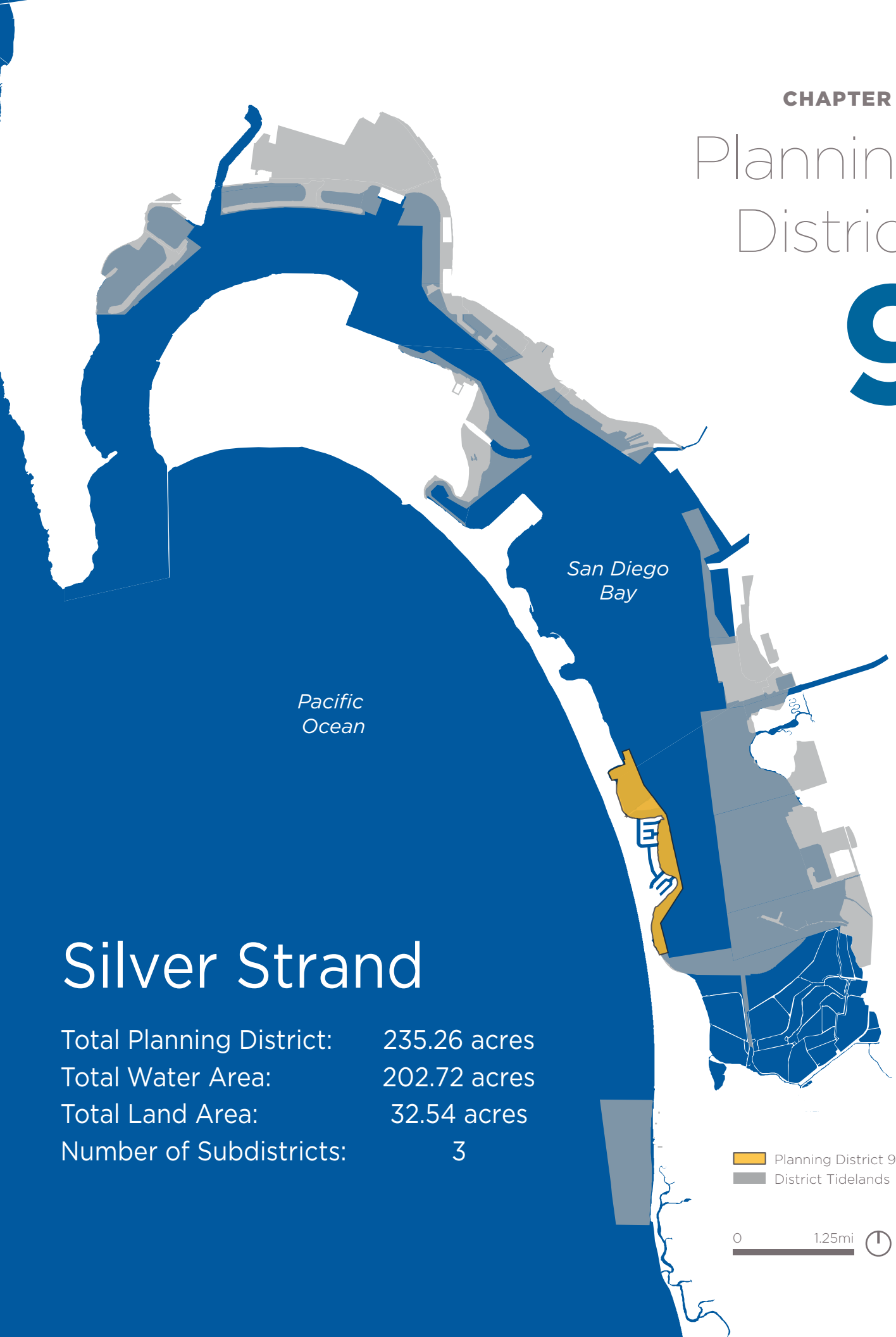
CHAPTER 5.9

Planning District 9



Silver Strand

Total Planning District:	235.26 acres
Total Water Area:	202.72 acres
Total Land Area:	32.54 acres
Number of Subdistricts:	3

5.9.1 Existing Setting

There are three subdistricts in the Silver Strand Planning District: State Park Basin, Crown Isle, and Grand Caribe Isle and South Cays. *Figure PD9.1* shows the location and context of the subdistricts that make up this planning district.

The State Park Basin Subdistrict (State Park Basin) primarily consists of the water areas in Crown Cove, on the bayside of the Silver Strand, directly east of the Pacific Ocean side of Silver Strand State Beach. A variety of recreational activities are provided on the shore of the cove, including walking along nature trails, enjoying expansive views of the Bay, and bird watching. Natural wildlife habitat partially composed of native plants is one of the highlights that visitors can enjoy along the water's edge. The Crown Cove Aquatic Center, which offers recreational activities, such as paddling, sailing, kayaking, surfing, and safe boating education, is located on the shore. Southwestern College operates the aquatic center at Silver Strand State Beach through a collaboration with the California Department of Parks and Recreation and California Division of Boating and Waterways. The Crown Cove Anchorage (A7) also provides transient docking and mooring for boaters.

The Crown Cove Anchorage (A-7) also provides transient docking and mooring for boaters. The Crown Isle Subdistrict (Crown Isle) includes the small land mass on the east side of the Silver Strand that is connected by Coronado Bay Road. This subdistrict features visitor-serving commercial amenities, including hotels and restaurants, as well as recreational boat berthing marinas. It is surrounded by water and features expansive views of San Diego Bay. Piers and docks extend into the subdistrict from private residences located off Tidelands, connecting directly to the residences with no ability to provide public access due to physical constraints.

The Grand Caribe Isle and South Cays Subdistrict (Grand Caribe Isle and South Cays) includes the small land mass east of the Coronado Cays that is connected to the Silver Strand by Grande Caribe Causeway. Piers and docks with no associated public access extend into the subdistrict from off- Tidelands private residences. A portion of Tidelands in the cove south of the residential community is included in the subdistrict. The northern portion of Grand Caribe Isle includes commercial recreation, marinas, and boat storage. This particular area includes a yacht club with associated docks, a homeowners' association building complex with public serving amenities, such as a cafe and associated parking. This area also includes homeowners association docks, and a public access path that extends along the waterfront on the west side of the Isle from the homeowners association building parking lot all the way to the yacht club on the north end, and along the waterfront on the north end of the yacht club. The southern portion of the subdistrict includes Grand Caribe Shoreline Park, which was created as a native plant garden and natural habitat restoration area. This area includes land and open space primarily reserved for the management of habitat and wildlife conservation and environmental protection.

5.9.1(A) Water and Land Use Designations

The water and land use designations for the Silver Strand Planning District are shown in *Figure PD9.2*. The acreage of each water and land use designation is summarized in *Table PD9.1*.

5.9.1(B) Coastal Access Maps

Figure PD9.3 and *Figure PD9.4* provide additional information to illustrate the planned improvements and public realm standards related to coastal access, including mobility, views, and pathways in the planning district.

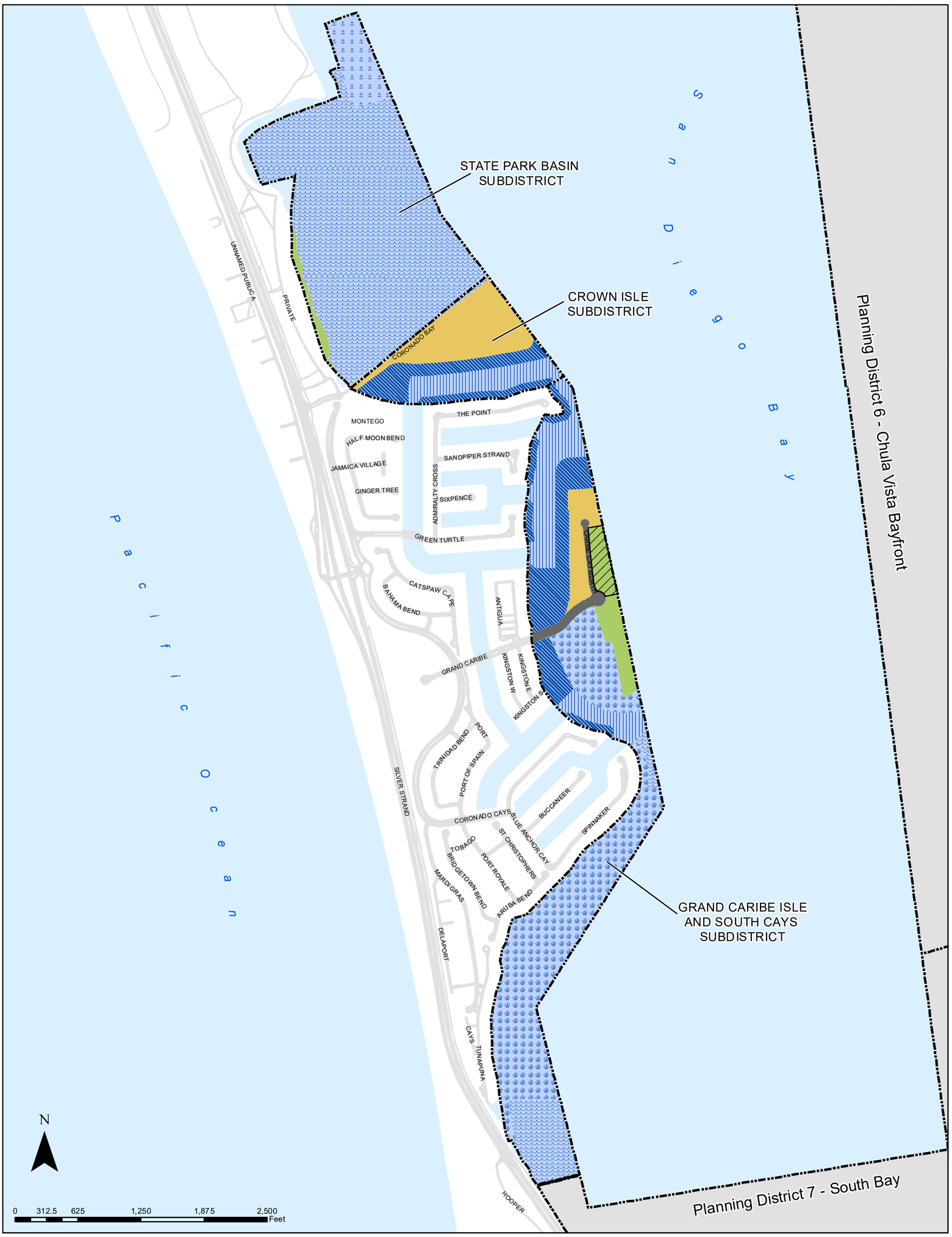
Figure PD9.1 Silver Strand Planning District Location and Context

For illustrative purposes only.



Table PD9.1 Silver Strand Planning District Water and Land Use Acreages

WATER USES	ACRES
Anchorage	7.54
Conservation/Inter-tidal	50.64
Navigation Corridor	22.12
Open Bay / Water	95.88
Recreational Berthing	26.53
Subtotal - Water Uses	202.72
LAND USES	**ACRES**
Commercial Recreation	20.76
Institutional / Roadway	2.76
Recreation Open Space	9.02
Subtotal - Land Uses	32.54
TOTAL - WATER AND LAND USES	**235.26**



JURISDICTIONAL BOUNDARIES

Planning Subdistricts

LAND USE DESIGNATIONS

Commercial Recreation

Institutional / Roadway

Recreation Open Space

WATER USE DESIGNATIONS

Anchorage

Conservation / Intertidal

Navigation Corridor

Open Bay / Water

Recreational Berthing

A parcel consisting of approximately 2.38 acres on the northern portion of Grand Caribe Isle in the Grand Caribe Isle and South Cays Subdistrict of Planning District 9 is subject to an existing lease which expires in 2034 (District Document No. 17678). Under the Port Master Plan Update, the Commercial Recreation land use designation has been changed to Recreational Open Space (ROS). Notwithstanding the ROS designation, nothing in the Port Master Plan Update shall impair or infringe upon any rights or obligations existing under the lease when the Port Master Plan Update took effect.

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FIGURE PD9.2 **SILVER STRAND PLANNING DISTRICT: WATER AND LAND USES**

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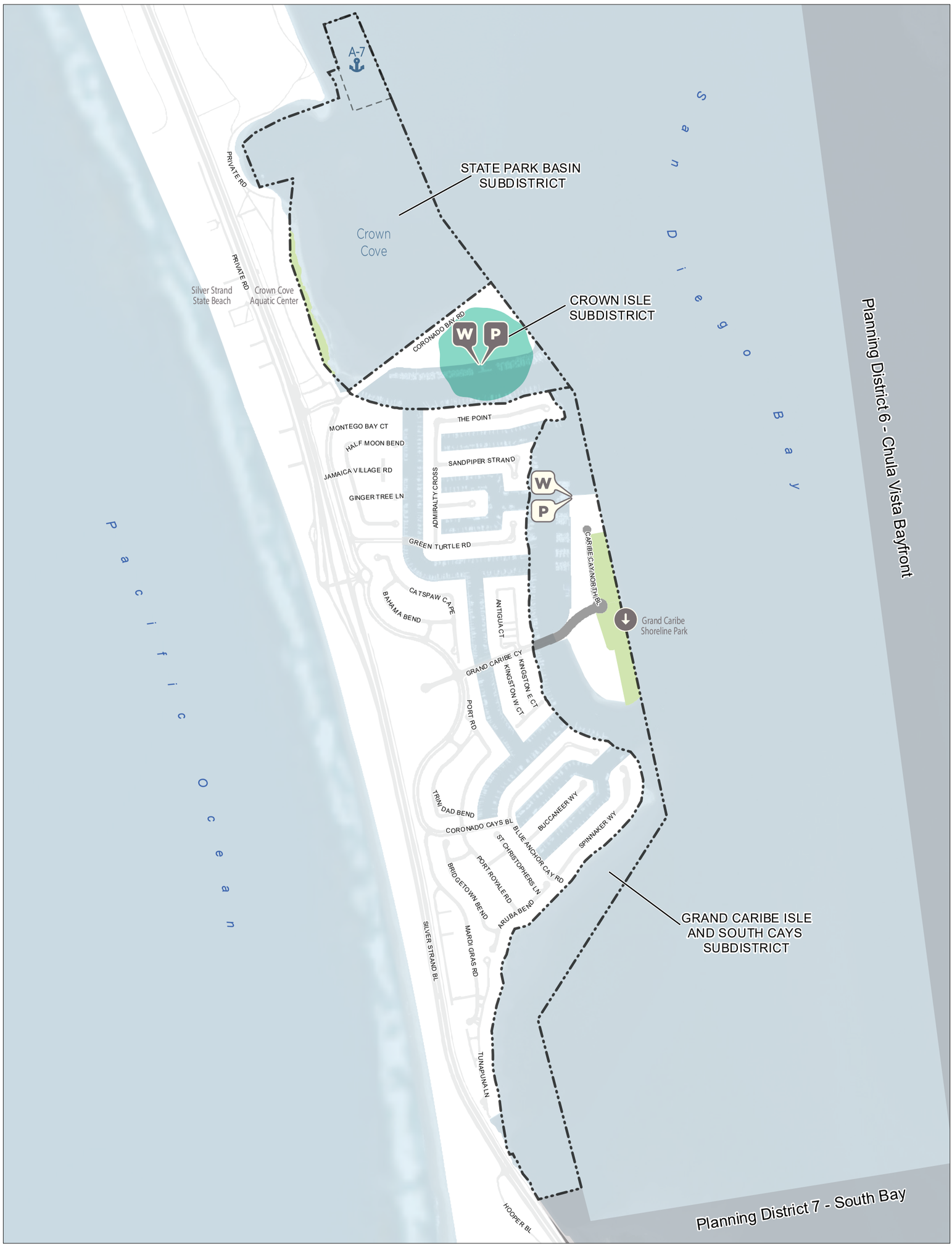

December 6, 2023

Jurisdictional Boundaries

- Planning Subdistricts

Other

- Recreation Open Space
- Anchorage
- Institutional/Roadway

Landside Access

- Connector Mobility Hub

Water Access

Water-Based Transfer Point

- W Existing
- W Potential

Short-Term Public Docking

- P Existing
- P Potential

Hand-Launched Non-Motorized Watercraft Launch Area

- Existing

FIGURE PD9.3 SILVER STRAND PLANNING DISTRICT - COASTAL ACCESS: MOBILITY

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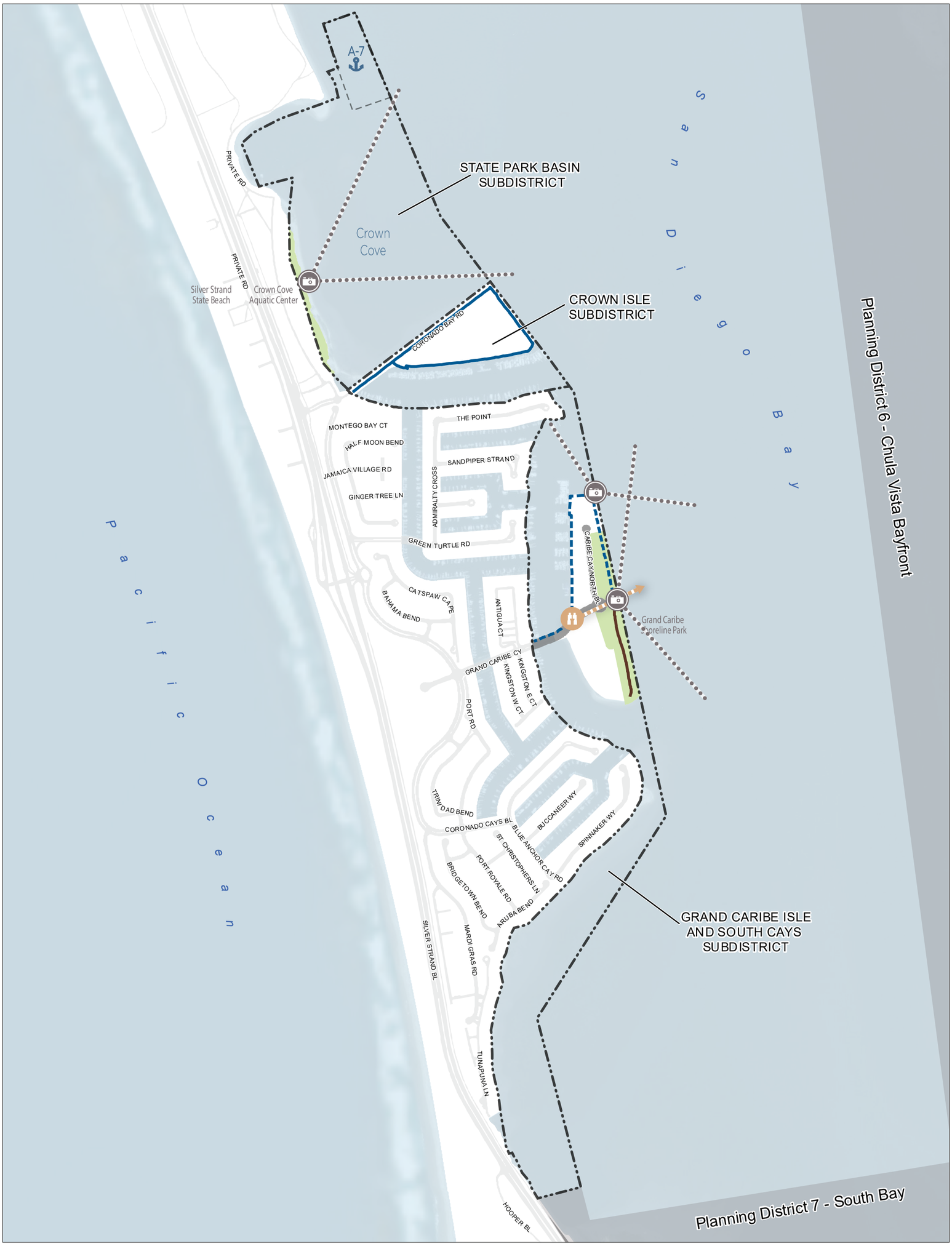

FIGURE PD9.4 SILVER STRAND PLANNING DISTRICT - COASTAL ACCESS: VIEWS AND PATHWAYS

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5.9.2 State Park Basin Subdistrict

5.9.2(A) Vision

Preserve the existing character of the State Park Basin, and honor the connection to the water.

The vision for this subdistrict is to preserve the existing character of the area, protect natural resources through environmental restoration and habitat preservation, and honor its connection to the water, by maintaining and enhancing its recreational marinas and scenic views of San Diego Bay and its wildlife. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this subdistrict, and should be in accordance with applicable PMPU policies and standards, including but not limited to: *Chapter 3.1 Water and Land Use Element (e.g., Tables 3.1.2 and 3.1.3)* and policies within *Chapter 3.3 Ecology Element, ECO Goal 1 and Chapter 3.4 Safety and Resiliency Element, SR Goal 3.*

The State Park Basin Subdistrict planned improvements provide requirements for the improvements and development envisioned for this area. In addition to *Chapter 4, Baywide Development Standards*, development standards provide subdistrict-specific criteria related to building design and public realm design. There are no special allowances identified in this subdistrict.

5.9.2(B) Special Allowances

No special allowances are included for the State Park Basin Subdistrict.

5.9.2(C) Planned Improvements

This section describes the extent of planned improvements for landside access and coastal access.

5.9.2(C)-I Landside Access

There are no landside access improvements planned for the State Park Basin Subdistrict.

5.9.2(C)-II Coastal Access

Recreational Marina Facilities

PD9.1 Maintain existing recreational marina-related facilities at the Crown Cove Aquatic Center.

Anchorages

PD9.2 Modify, or replace in-kind, the moorings in the Crown Cove Anchorage (A7).

AP PD9.3 Allow for modifications to moorings to allow for an increase of five moored vessels at the Crown Cove Anchorage (A-7), provided the boundaries of the anchorage do not change, and there is no unmitigated increase in shading or fill.

5.9.2(D) Development Standards

In addition to *Chapter 4, Baywide Development Standards*, the following standards apply to development in the State Park Basin Subdistrict. The standards provide requirements for development, as well as the size, location, siting, and orientation of required public realm features or buildings and structures.

5.9.2(D)-I Public Realm Standards

Views

PD9.4 The designated Crown Cove Scenic Vista Area, looking east from the shore in front of the Crown Cove Aquatic Center, as generally depicted in Figure PD9.4, shall be preserved in accordance with the requirements of *Chapter 4, Baywide Development Standards.*

PD9.5 The District shall coordinate with the adjacent jurisdiction to provide and maintain access to recreational areas and scenic view areas in this subdistrict.

5.9.2(D)-II Building Standards

No building standards are included for the State Park Basin Subdistrict.

5.9.3 Crown Isle Subdistrict

5.9.3(A) Vision

Honor Crown Isle's connection to the water, and protect the subdistrict's natural resources while preserving its unique mix of recreational boat berthing marinas and visitor-serving commercial amenities.

The intensity of commercial development is to remain generally unchanged in the Crown Isle Subdistrict because modifications to the commercial areas are planned to occur within the existing footprint of the development. Modest modifications or upgrades are planned for the hotel, which includes the associated retail and restaurant areas. Any future development or planned improvements in the Crown Isle Subdistrict are intended to further enhance the area while being consistent with the subdistrict's character.

Planned improvements in the Crown Isle Subdistrict are intended to enhance both water and land access and mobility connections, such as recreational marinas and public docking areas, and include the addition of a mobility hub integrated with the water mobility system. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this subdistrict, and should be in accordance with applicable PMPU policies and standards, including but not limited to: *Chapter 3.1 Water and Land Use Element (e.g., Tables 3.1.2 and 3.1.3)* and policies within *Chapter 3.3 Ecology Element, ECO Goal 1 and Chapter 3.4 Safety and Resiliency Element, SR Goal 3.* Environmental restoration and habitat enhancement will continue to protect the subdistrict's natural resources.

The Crown Isle Subdistrict planned improvements provide requirements for the improvements and development envisioned for this area. In addition to *Chapter 4, Baywide Development Standards*, development standards provide subdistrict-specific criteria related to building design and public realm design. This subdistrict also includes standards to address special allowances for unique situations in this area.

5.9.3(B) Special Allowances

The following special allowances, consistent with *WLU Goal 2 (Chapter 3.1, Water and Land Use Element)*, address unique situations in the Crown Isle Subdistrict.

Coronado Cays Residential Piers and Docks

PD9.6 Residential piers and docks adjacent to off-Tidelands residences in the Coronado Cays may be repaired or replaced in-kind provided changes in configuration have no net increase in square footage of surface area coverage of San Diego Bay water and/or fill in the Bay floor.

5.9.3(C) Planned Improvements

This section describes the extent of planned improvements for landside access, coastal access, and visitor-serving commercial uses.

5.9.3(C)-I Landside Access

Mobility Hubs

PD9.7 Develop a Connector Mobility Hub, or larger hub, south of the existing hotel along Coronado Bay Road, as generally depicted in Figure PD9.3. The mobility hub shall:

a. Meet the criteria for Connector Mobility Hubs, or larger hub, in accordance with the requirements of *Chapter 4, Baywide Development Standards*; and

b. Provide wayfinding and pathway connections to connect with the existing water-based transfer point and short-term public docking.

See *Section 4.1 (Chapter 4, Baywide Development Standards)* for more information about mobility hubs.

5.9.3(C)-II Coastal Access

Water-Based Transfer Points and Short-Term Public Docking

PD9.8 Modify, or replace in kind, the existing water-based transfer point south of the existing hotel, as generally depicted in *Figure PD9.3*.

PD9.9 Modify, or replace in-kind, existing short-term public docking that is located south of the existing hotel, as generally depicted in *Figure PD9.3*.

Recreational Marina Facilities

PD9.10 Modify, or replace in-kind, existing recreational marina-related facilities located south of the existing hotel, as generally depicted in *Figure PD9.3,* provided there is no unmitigated increase in shading or fill.

AP PD9.11 Develop up to 10 additional recreational boat berthing vessel slips in association with existing recreational marina-related facilities in the subdistrict.

5.9.3(C)-III Visitor-Serving Commercial Uses

Overnight Accommodations

PD9.12 Modify, or replace in-kind, existing hotel rooms, including associated retail, restaurant and/or meeting space, to the same or lesser square footage and room count and in the same general footprint along Coronado Bay Road.

PD9.13 No new hotel rooms are planned.

5.9.3(D) Development Standards

In addition to *Chapter 4, Baywide Development Standards*, the following standards apply to development in the Crown Isle Subdistrict. The standards provide requirements for development, as well as the size, location, siting, and orientation of required public realm features or buildings and structures.

5.9.3(D)-I Public Realm Standards

Pathways

PD9.14 Provide a continuous waterside promenade, to offer public coastal access along the waterfront in accordance with the requirements in *Chapter 4, Baywide Development Standards*:

a. Waterside promenades shall be required as part of all development that abuts the waterfront and that is not a coastal-dependent maritime industrial use, and in any other location where a waterside promenade is generally depicted in *Figure PD9.4*.

b. Waterside promenades shall have a minimum width of 12 feet in the Crown Isle Subdistrict, as generally depicted in *Figure PD9.5*.

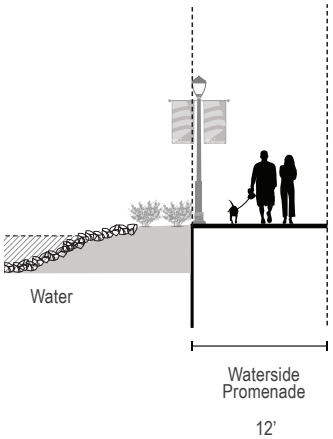


Figure PD9.5 Cross-Section of Crown Isle Waterside Promenade

For illustrative purposes only.

5.9.3(D)-II Building Standards

Structure Height

PD9.15 Structures shall not exceed 35 feet in height.

Building Orientation and Character

PD9.16 Modify, or replace in-kind, of existing visitor-serving commercial uses in the Crown Isle Subdistrict, consistent with the following standards:

a. Building design shall be compatible with the character of the surrounding community; and

b. A minimum of 15 percent of the total site area shall be landscaped. Required parking spaces shall not be considered as a portion of the required landscaping.

5.9.4 Grand Caribe Isle and South Cays Subdistrict

5.9.4(A) Vision

Continue to honor Grand Caribe Isle and South Cays' connection to the water with small-scale amenities and access improvements, environmental restoration, and habitat creation.

The intensity of development is not planned to significantly increase, because modifications are intended to enhance the recreational and public access aspects of the area. Planned improvements in the Grand Caribe Isle and South Cays Subdistrict are intended to add new or enhance existing amenities that support the area's ties to the recreational boating community, such as public docking and marina areas and the addition of a water-based transfer point. Planned public access improvements will enhance physical and visual access through new public pathways and recreational areas that provide opportunities to enjoy views of the Bay and the neighboring natural open space, as well as enhance the area's connection to the region through the Bayshore Bikeway. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this subdistrict, and should be in accordance with applicable PMPU policies and standards, including but not limited to: *Chapter 3.1 Water and Land Use Element (e.g., Tables 3.1.2 and 3.1.3)* and policies within *Chapter 3.3 Ecology Element, ECO Goal 1 and Chapter 3.4 Safety and Resiliency Element, SR Goal 3*. Environmental restoration and habitat creation in this area will continue to protect the subdistrict's natural resources. See the Water and Land Use Element, as well as the Ecology Element, for specific policies related to conservation, preservation, and mitigation.

The Grand Caribe Isle and South Cays Subdistrict planned improvements provide requirements for the improvements and development envisioned for this area. In addition to *Chapter 4, Baywide Development Standards*, development standards provide subdistrict-specific criteria related to building design and public realm design. This subdistrict also includes standards to address special allowances for unique situations in this area.

5.9.4(B) Special Allowances

The following policy addresses special allowances specific to the Grand Caribe Isle and South Cays Subdistrict.

Coronado Cays Residential Piers and Docks

PD9.17 Residential piers and docks adjacent to off-Tidelands residences in the Coronado Cays may be repaired or replaced in-kind provided changes in configuration have no net increase in square footage of surface area coverage of San Diego Bay water and/or fill in the Bay floor.

5.9.4(C) Planned Improvements

This section describes the extent of planned improvements for landside access and coastal access.

5.9.4(C)-I Landside Access

Recreation Open Space

PD9.18 The passive Grand Caribe Shoreline Park will be expanded north of Grand Caribe Causeway, as depicted in *Figure PD9.4*, subject to the following requirements:

a. The expansion shall be designed and developed in a manner that is complementary to adjacent natural open space and sensitive coastal resource areas and conducted as part of a public process; and

b. Adjacent development in Commercial Recreation areas shall include amenities, such as restroom facilities, to serve the public visiting Grand Caribe Shoreline Park.

Bayshore Bikeway

PD9.19 Coordinate with adjacent jurisdictions to maintain connections between the Bayshore Bikeway and Tidelands.

5.9.4(C)-II Coastal Access

Water-Based Transfer Points and Short-Term Public Docking

AP PD9.20 Develop a water-based transfer point at the northern portion of Grand Caribe, as generally depicted in *Figure PD9.3*.

AP PD9.21 Develop short-term public docking slips at the northern portion of Grand Caribe in association with recreational marina-related facilities, as generally depicted in *Figure PD9.3*.

Recreational Marina Facilities

PD9.22 Modify, or replace in-kind, existing recreational marina-related facilities on Grand Caribe Isle, provided there is no unmitigated increase in shading or fill.

AP PD9.23 Develop up to 10 additional recreational boat berthing vessel slips in association with existing recreational marina-related facilities in the subdistrict. Landside facilities shall be small-scale water-oriented or marina-related development that is in character with the scale and size of the surrounding development.

Conservation / Intertidal

PD9.24 Create wetland habitat to be used as a mitigation bank at Grand Caribe Isle South.

5.9.4(C)-III Visitor-Serving Commercial Uses

Overnight Accommodations

PD9.25 No new hotel rooms are planned.

5.9.4(D) Development Standards

In addition to *Chapter 4, Baywide Development Standards*, the following standards apply to development in the Grand Caribe Isle and South Cays Subdistrict. The standards provide requirements for development, as well as the size, location, siting, and orientation of required public realm features or buildings and structures.

5.9.4(D)-I Public Realm Standards

Pathways

PD9.26 Provide a continuous waterside promenade or nature trail, or a combination of the two, to offer public coastal access along the waterfront as follows:

a. Waterside promenades shall be required as part of all development that abuts the waterfront and that is not a coastal-dependent maritime industrial use, as well as in any other location where a waterside promenade is generally depicted in *Figure PD9.4*.

b. North of Grand Caribe Causeway, extending to the west side of Grand Caribe Isle along the basin, looping around the north side of Grande Caribe Isle, the nature trail or waterside promenade shall have a minimum width of 6 feet, as generally depicted in *Figure PD9.6*.

c. South of Grand Caribe Causeway, on the east side/bayside of Grand Caribe Isle, in the areas with a Recreation Open Space land use designation and extending to the southern point of Grand Caribe Isle, the existing, continuous nature trail shall be maintained and shall not exceed 6 feet in width, as generally depicted in *Figure PD9.7*.

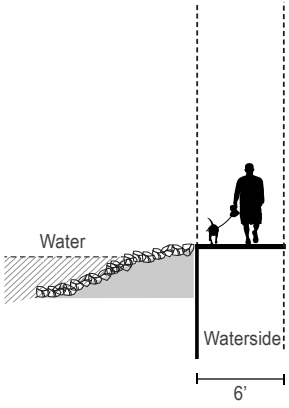


Figure PD9.6 Grand Caribe Isle Waterside Promenade/Nature Trail North of Grand Caribe Causeway

For illustrative purposes only.

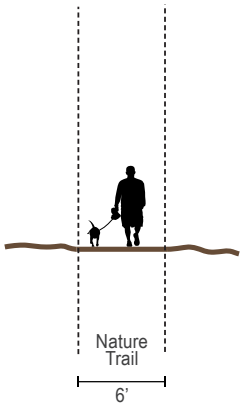


Figure PD9.7 Grand Caribe Isle Waterside Promenade/Nature Trail South of Grand Caribe Causeway

For illustrative purposes only.

Views

PD9.27 Preserve the scenic vista areas in accordance with the requirements of *Chapter 4, Baywide Development Standards*, in the following locations as generally depicted in *Figure PD9.4:*

a. View of the Bay from Grand Caribe Shoreline Park; and

b. View of the Bay from the northeast portion of Grand Caribe.

PD9.28 Preserve the Grand Caribe Causeway View Corridor Extension, as generally depicted in Figure PD9.4, to protect view from the public roadways in accordance with the requirements of Chapter 4, Baywide Development Standards.

5.9.4(D)-II Building Standards

Structure Height

PD9.29 Structures shall not exceed 35 feet in height.

Building Orientation and Character

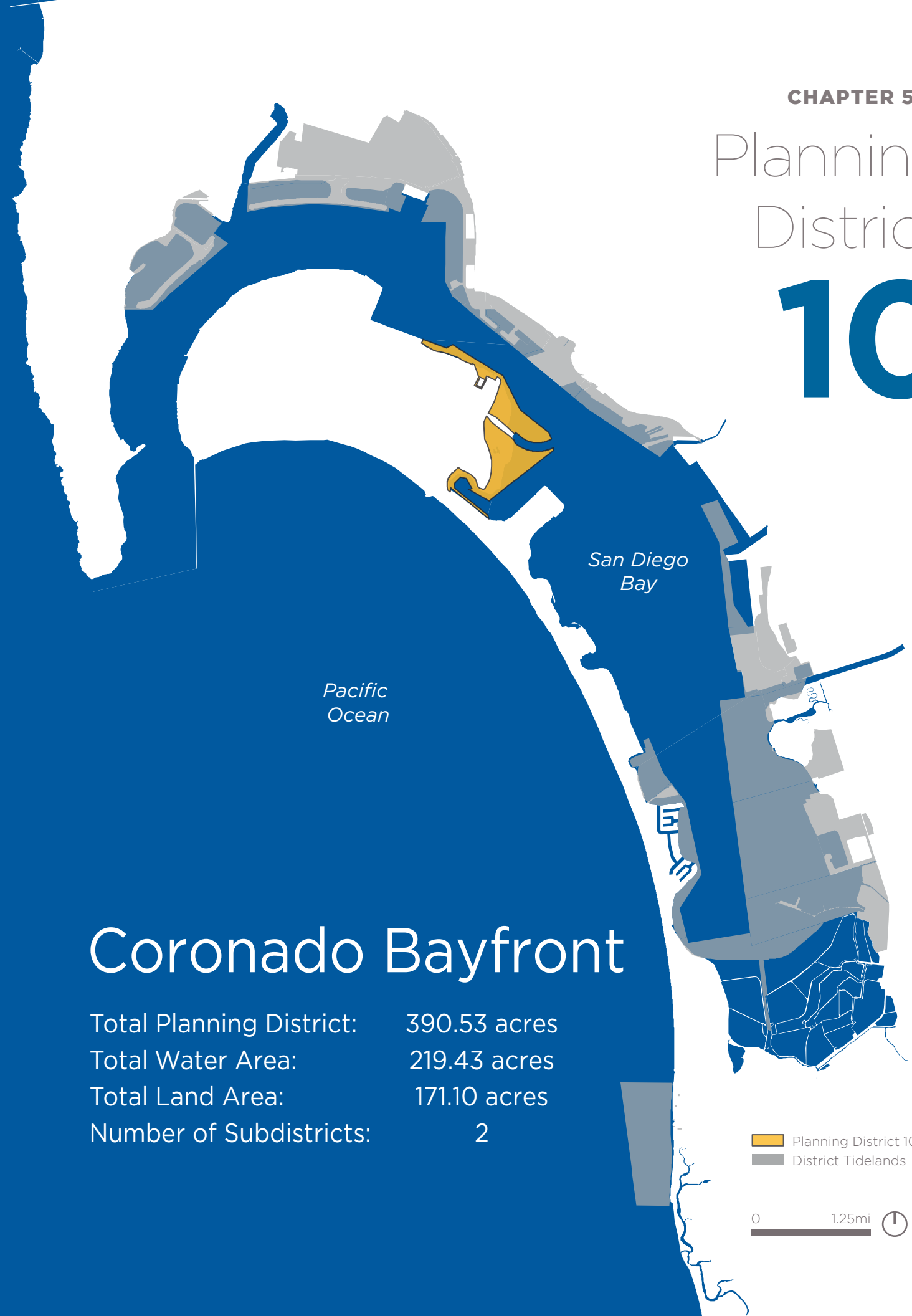
PD9.30 Development shall be designed consistent with the following standards:

a. Building design shall be water-oriented and context-sensitive to the Coronado Cays community character, surrounding Commercial Recreation development west of Caribe Cay North Boulevard, and views of the Bay; and

b. A minimum of 15 percent of the development site shall be landscaped. Required parking spaces shall not be considered as a portion of the required landscaping.

CHAPTER 5.10

Planning District 10



Coronado Bayfront

Total Planning District:	390.53 acres
Total Water Area:	219.43 acres
Total Land Area:	171.10 acres
Number of Subdistricts:	2

5.10.1 Existing Setting

The Coronado Bayfront Planning District is characterized by recreation and shopping areas that have a strong relationship with the surrounding residential neighborhoods in the City of Coronado. It is a recreational jewel on the Bay, providing strong public access to the shoreline, coastal-dependent activities, and passive and active open space, as well as other recreational opportunities and diverse opportunities for east-facing views of the Bay and the San Diego skyline and waterfront. There are two subdistricts in the Coronado Bayfront Planning District: North Coronado and South Coronado. The two subdistricts are separated by the San Diego-Coronado Bridge, also known as State Route 75. *Figure PD10.1* shows the location and context of the subdistricts that make up the Coronado Bayfront Planning District.

The North Coronado Subdistrict (North Coronado) is a visitor-focused recreation area with a variety of coastal access opportunities. Waterside promenades and pathways provide easy coastal access and connections to the water throughout this subdistrict, while the Coronado Ferry Landing offers public water-based transit to and from downtown San Diego. Tidelands Park provides a variety of land-based recreational opportunities, including play fields, a public beach, and a skate park.

The South Coronado Subdistrict (South Coronado) includes a marina and a yacht club in Glorietta Bay, as well as the Coronado Municipal Golf Course, which is operated by the City of Coronado and provides expansive views of the water. Waterside promenades and pathways around the various commercial establishments and recreation areas provide public access and connections to the water throughout this subdistrict.

5.10.1(A) Water and Land Use Designations

The water and land use designations for the Coronado Bayfront Planning District are shown in *Figure PD10.2*. The acreage of each water and land use designation is summarized in Table PD10.1.

5.10.1(B) Coastal Access Maps

Figure PD10.3 and *Figure PD10.4* provide additional information to illustrate the planned improvements and public realm standards related to coastal access, including mobility, views, and pathways in the planning district.

District Tidelands in the Coronado Bayfront Planning District, with the exception of the Coronado Municipal Golf Course and the Coronado Yacht Club, are within the boundaries of the City of Coronado's Tidelands Overlay Zone (TOZ). The TOZ, which is the result of a 1980 Citizen Initiative that was ultimately codified into the City of Coronado's Municipal Code by the City Council, identifies development criteria for development on District Tidelands in Coronado. Consistent with the TOZ, the District and City of Coronado continue to coordinate on open space and traffic circulation in the Coronado Bayfront.

Although the TOZ does not apply to District Tidelands, District Tidelands in the Coronado Bayfront Planning District have been developed with consideration of development criteria that are similar to those contained in the City of Coronado's TOZ. This Plan carries forward similar criteria as development standards, including, but not limited to: maintaining view corridors down Second Street, Third Street, Orange Avenue, C Avenue, and B Avenue; maintaining continuous public coastal access to the Coronado Bayfront via the Bayshore Bikeway; requiring development to be context-sensitive in size, scale and design, be in character with the adjacent community, and result in comprehensive, integrated development of commercial and public areas in a cohesive landscaped setting; and limiting building heights to no more than 40 feet.

Figure PD10.1 Coronado Bayfront Planning District Location and Context

For illustrative purposes only.



Table PD10.1 Coronado Bayfront Planning District Water and Land Use Acreages

WATER USES	ACRES
Anchorage	49.76
Open Bay / Water	143.19
Recreational Berthing	26.48
Subtotal - Water Uses	219.43
LAND USES	**ACRES**
Commercial Recreation	28.70
Institutional / Roadway	6.55
Recreation Open Space	135.86
Subtotal - Land Uses	171.10
TOTAL - WATER AND LAND USES	**390.53**

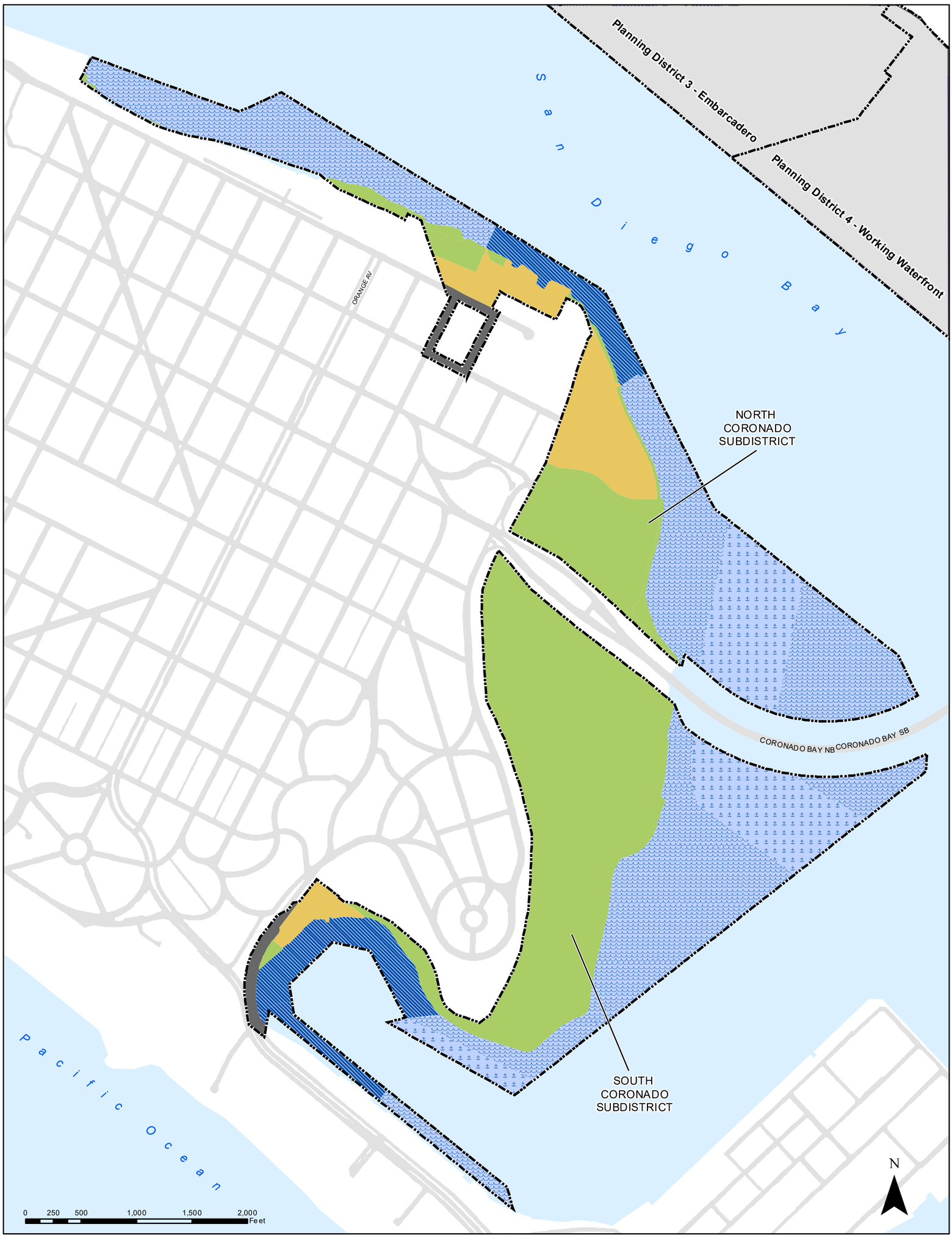


FIGURE PD10.2 CORONADO BAYFRONT PLANNING DISTRICT: WATER AND LAND USES

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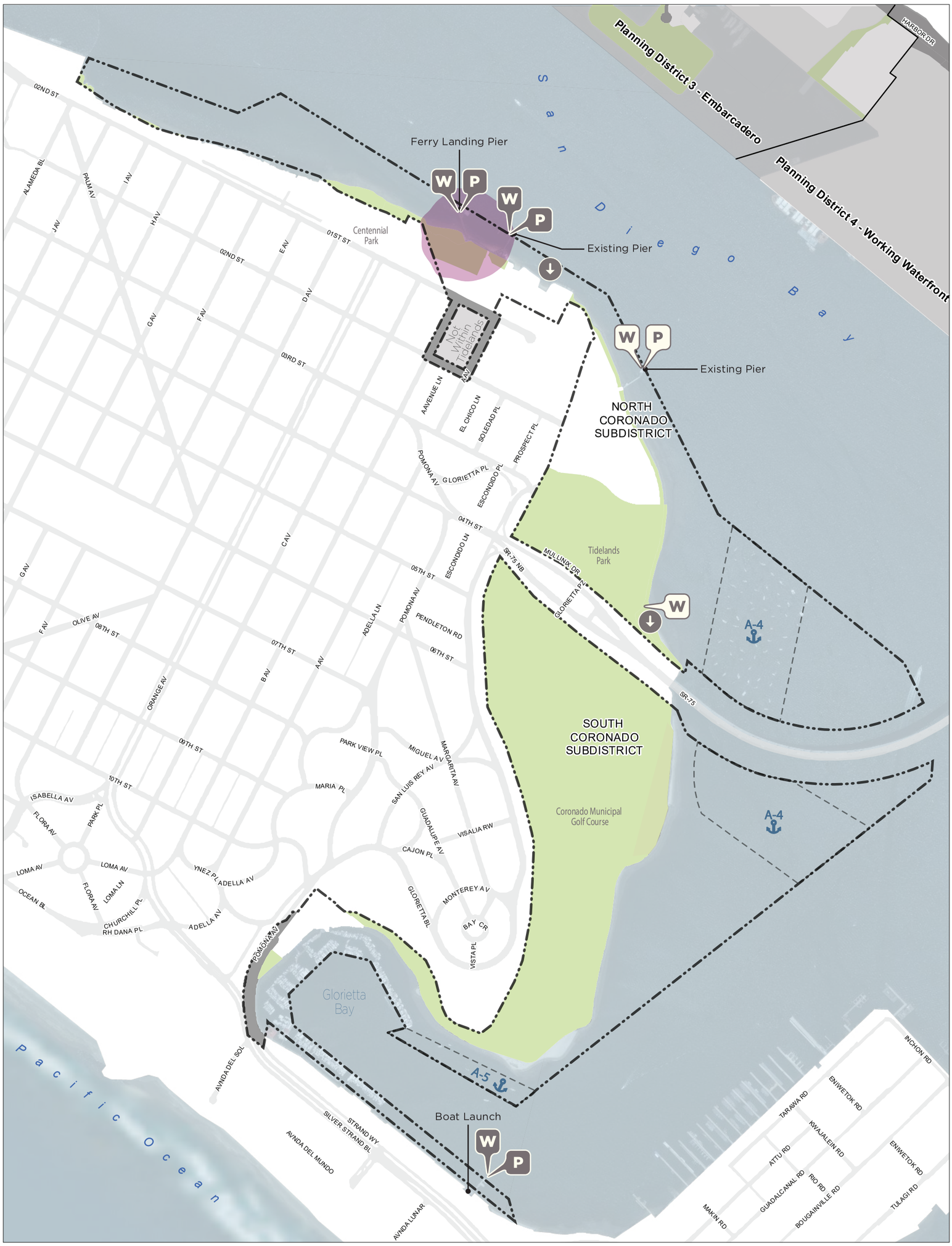

December 6, 2023

Jurisdictional Boundaries

- Planning Subdistricts
- Coastal Zone

Landside Access

- Local Gateway Mobility Hub

Water Access

Water-Based Transfer Point

- W Existing
- W Potential

Short-Term Public Docking

- P Existing
- P Potential

Hand-Launched Non-Motorized Watercraft Launch Area

- Existing

Recreation Open Space

Anchorage

Institutional/Roadway

FIGURE PD10.3 CORONADO BAYFRONT PLANNING DISTRICT - COASTAL ACCESS: MOBILITY

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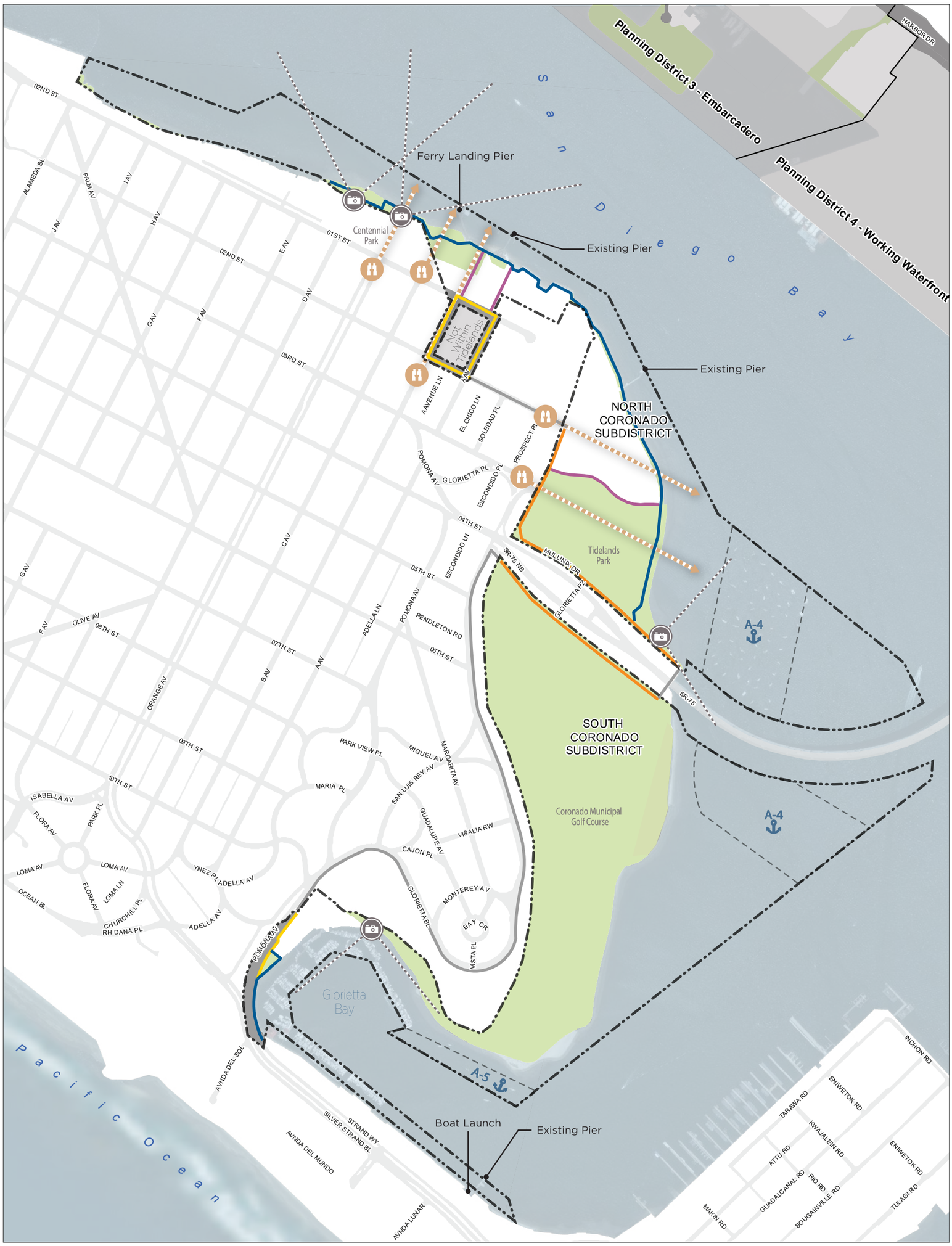

FIGURE PD10.4 CORONADO BAYFRONT PLANNING DISTRICT - COASTAL ACCESS: VIEWS AND PATHWAYS

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5.10.2 North Coronado Subdistrict

5.10.2(A) Vision

Maintain North Coronado's existing character and strong connections to the water through physical and visual coastal access and coastal-focused recreational activities.

The District's vision includes preservation of the existing water mobility system and walkways to ensure coastal access. North Coronado will continue to provide visitors with the opportunity to explore Tidelands through low-intensity commercial amenities, open space recreation areas, pathways, and access to the Bayshore Bikeway.

Planned improvements focus on enhancing the area's water and land mobility, including enhancements to waterside promenades and pathways, new public docking and watercraft launching areas, and a mobility hub with a water-based transfer point. Modifications to existing commercial amenities will further strengthen the area's public access and connection to the water, as well as the adjacent community character, without increasing development intensity. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this subdistrict, and should be in accordance with applicable PMPU policies and standards, including but not limited to: *Chapter 3.1 Water and Land Use Element (e.g., Tables 3.1.2 and 3.1.3)* and policies within *Chapter 3.3 Ecology Element, ECO Goal 1 and Chapter 3.4 Safety and Resiliency Element, SR Goal 3.*



The North Coronado Subdistrict planned improvements provide requirements for the improvements and development envisioned for this area. In addition to *Chapter 4, Baywide Development Standards*, development standards provide subdistrict-specific criteria related to building design and public realm design. There are no special allowances identified in this subdistrict.

5.10.2(B) Special Allowances

No special allowances are included for the North Coronado Subdistrict.

5.10.2(C) Planned Improvements

This section describes the extent of planned improvements for landside access, coastal access, and visitor-serving commercial uses.

5.10.2(C)-I Landside Access

Mobility Hubs

PD10.1 Develop a Local Gateway Mobility Hub, or larger hub, to support Tidelands uses near the Ferry Landing, as generally depicted in *Figure PD10.3*. The mobility hub shall:

a. Meet the criteria for Local Gateway Mobility Hubs, or larger hub, in accordance with the requirements of *Chapter 4, Baywide Development Standards*;

b. Provide wayfinding and pathway connections to connect to the water-based transfer points and short-term public docking at the Ferry Landing Pier and the Existing Pier east of the Commercial Recreation area at the Ferry Landing; and

c. Be integrated within a surface-level or below-grade parking facility that consolidates or reconfigures public parking with parking that serves the commercial uses.

See *Section 4.1 (Chapter 4, Baywide Development Standards)* for more information about mobility hubs.

Bayshore Bikeway

PD10.2 Maintain continuous public coastal access to the Coronado Bayfront via the Bayshore Bikeway.

Roadway Improvements

PD10.3 Coordinate with the adjacent jurisdiction on streetscape improvements for roadways within this subdistrict.

Coronado Free Summer Shuttle

PD10.4 Coordinate with the City of Coronado to provide marketing support and enhanced links between Tidelands and the adjacent jurisdiction for the operation of the City of Coronado's free summer shuttle.

5.10.2(C)-II Coastal Access

Water-Based Transfer Points and Short-Term Public Docking

PD10.5 Modify, or replace in-kind, the existing water-based transfer points and the existing short-term public docking at the following locations, as generally depicted in *Figure PD10.3*:

a. At the Ferry Landing Pier; and

b. At the Existing Pier east of the Commercial Recreation area at the Ferry Landing.

AP PD10.6 Develop a water-based transfer point at the existing pier facing northeast, as generally depicted in *Figure PD10.3*.

AP PD10.7 Develop a water-based transfer point at the southern portion of Tidelands Park, near the beach north of the San Diego-Coronado Bridge, as generally depicted in *Figure PD10.4*. This water-based transfer point should be developed for small recreational watercraft, such as dinghies.

AP PD10.8 Develop one short-term public docking slip on the existing dock facing northeast, as generally depicted in *Figure PD10.3*.

Anchorages

PD10.9 Modify, or replace in-kind, the moorings within Coronado Anchorage (A-4).

AP PD10.10 Allow for modifications to moorings to allow for a cumulative increase of up to 20 moored vessels at existing Coronado Anchorage (A-4), provided the boundaries of the anchorage do not change, and there is no unmitigated increase in shading or fill.

Hand-Launched Nonmotorized Watercraft

PD10.11 Maintain existing launch areas for hand-launched nonmotorized watercraft in the following locations, as generally depicted in *Figure PD10.3*:

a. At the beach south of the Commercial Recreation area at the Ferry Landing; and

b. At Tidelands Park beach.

Step-Down Areas

PD10.12 Provide step-down areas integrated into the design of the adjacent Recreation Open Space areas. Step-down areas should provide direct physical access to the water to enable the public to touch the water in the following locations, as generally depicted in *Figure PD10.3*:

a. As part of improvements at the beach south of the Ferry Landing Pier; and

b. North or south of Tidelands Park beach.

5.10.2(C)-III Visitor-Serving Commercial Uses

Retail and Restaurant

PD10.13 Modify, or replace in-kind, existing retail and/or restaurant space to the same or lesser size and in the same general footprint.

PD10.14 As As approved under the previously certified Port Master Plan (in 1990), develop a new restaurant with up to 7,500 square feet in the southern portion of the commercial development at Ferry Landing.

Overnight Accommodations

PD10.15 Modify, or replace in-kind, existing hotel rooms, including associated retail, restaurant, and/or meeting space to the same or lesser size and in the same general footprint east of Second Street.

PD10.16 No new hotel rooms are planned.

5.10.2(D) Development Standards

In addition to *Chapter 4, Baywide Development Standards*, the following standards apply to development in the North Coronado Subdistrict. The standards provide requirements for development, as well as the size, location, siting, and orientation of required public realm features or buildings and structures.

5.10.2(D)-1 Public Realm Standards

Pathways

PD10.17 Provide a continuous waterside promenade, to offer public coastal access along the waterfront in accordance with the requirements in *Chapter 4, Baywide Development Standards*:

a. Waterside promenades shall be required as part of all development that abuts the waterfront and that is not a coastal-dependent maritime industrial use, as well as in any other location where a waterside promenade is generally depicted in *Figure PD10.4*.

b. In the North Coronado Subdistrict, waterside promenades shall have a minimum width of 30 feet, as generally depicted in *Figure PD10.5*.

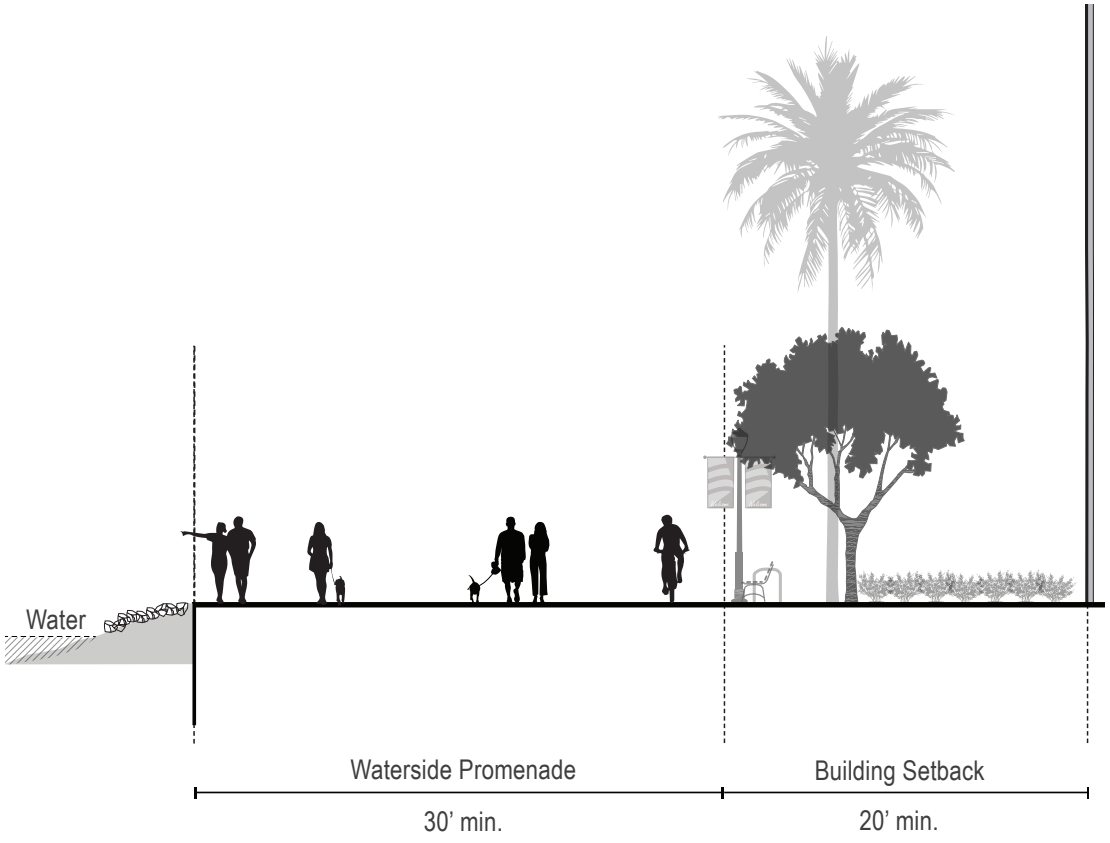


Figure PD10.5 Cross-Section of North Coronado Waterside Promenade

For illustrative purposes only.

Views

PD10.18 Preserve scenic vista areas in accordance with the requirements of *Chapter 4, Baywide Development Standards*, in the following locations as generally depicted in *Figure PD10.4*:

a. View of downtown San Diego from the sandy beach located at the foot of D Avenue;

b. View of downtown San Diego from Centennial Park at the foot of Orange Avenue; and

c. View of the working waterfront from Tidelands Park.

PD10.19 Preserve view corridor extensions to protect views from public roadways in accordance with the requirements of *Chapter 4, Baywide Development Standards,* in the following locations as generally depicted in *Figure PD10.4:*

a. Orange Avenue;

b. C Avenue;

c. B Avenue;

d. Second Street; and

e. Third Street.

Parking

PD10.20 District occupants, tenants, and permittees within this subdistrict shall coordinate with the adjacent jurisdiction to collectively, or individually, establish an off-site parking strategy to ensure that Tidelands visitors do not adversely affect adjacent parking areas.

5.10.2(D)-II Building Standards

Structure Height and Setbacks

PD10.21 Structures shall not exceed 40 feet in height.

PD10.22 Buildings shall be set back 20 feet from the waterside promenade, as generally depicted in *Figure PD10.5*. The setback area shall include landscaping, public access, and bicycle and pedestrian facilities, such as bike racks, fixed or movable seating, and/or other possible improvements.

Building Orientation and Character

PD10.23 Development shall be context-sensitive in size, scale, and design; be in character with the adjacent community; and should result in comprehensive, integrated development of commercial and public areas in a cohesive landscaped setting, consistent with the following standards:

a. Buildings shall be oriented toward the waterfront along the Bay;

b. Buildings shall include active uses on the ground floor adjacent to the waterfront; and

c. Development is encouraged to provide substantial landscaping throughout the site. However, a minimum of 15 percent shall be required. Required parking spaces shall not be considered as a portion of the required landscaping.

5.10.3 South Coronado Subdistrict

5.10.3(A) Vision

Enhance South Coronado's connection to the water by increasing recreational boat berthing opportunities and promoting public access throughout the area.

Planned public improvements for this subdistrict are intended to increase connections to the water mobility system through new water-based transfer points and public docking opportunities. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this subdistrict, and should be in accordance with applicable PMPU policies and standards, including but not limited to: *Chapter 3.1 Water and Land Use Element (e.g., Tables 3.1.2 and 3.1.3)* and policies within *Chapter 3.3 Ecology Element, ECO Goal 1 and Chapter 3.4 Safety and Resiliency Element, SR Goal 3*.

In addition to the Port Master Plan, Glorietta Bay, located in the South Coronado Subdistrict, is subject to the Glorietta Bay Master Plan, which was legislatively approved through a Port Master Plan Amendment. All public improvements contemplated in the Glorietta Bay Master Plan for this area have been constructed.

The South Coronado Subdistrict planned improvements provide requirements for the improvements and development envisioned for this area. In addition to *Chapter 4, Baywide Development Standards*, development standards provide subdistrict-specific criteria related to building design and public realm design. There are no special allowances identified in this subdistrict.

5.10.3(B) Special Allowances

No special allowances are included for the South Coronado Subdistrict.

5.10.3(C) Planned Improvements

This section describes the extent of planned improvements for landside access and coastal access.

5.10.3(C)-1 Landside Access

Bayshore Bikeway

PD10.24 Maintain continuous public coastal access to the Coronado Bayfront via the Bayshore Bikeway.

Roadway Improvements

PD10.25 Coordinate with the adjacent jurisdiction on streetscape improvements for roadways within this subdistrict.

Coronado Free Summer Shuttle

PD10.26 Coordinate with the City of Coronado to provide marketing support and enhanced links between Tidelands and the adjacent jurisdiction for the operation of the City of Coronado's free summer shuttle.

5.10.3(C)-II Coastal Access

Water-Based Transfer Points and Short-Term Public Docking

PD10.27 Modify, or replace in-kind, the existing water-based transfer point at the south side of Glorietta Bay, as generally depicted in *Figure PD10.3*, in coordination with the City of Coronado.

PD10.28 Modify, or replace in-kind, the existing short-term public docking associated with Glorietta Bay Boat Launch, as generally depicted in *Figure PD10.3*, in collaboration with the City of Coronado.

AP PD10.29 Develop one additional short-term public docking slip within this subdistrict in association with recreational marina-related facilities in collaboration with the City of Coronado.

Recreational Marina Facilities

PD10.30 Modify, or replace in-kind, existing recreational marina-related facilities in this subdistrict, provided there is no unmitigated increase in shading or fill.

AP PD10.31 Develop up to 55 additional recreational boat berthing vessel slips in association with existing recreational marina-related facilities in this subdistrict, in coordination and in partnership with the City of Coronado, to allow for the accommodation of various-sized vessels.

Anchorages

PD10.32 Modify, or replace in-kind, the moorings within Coronado Anchorage (A-4) and Glorietta Bay Anchorage (A-5).

AP PD10.33 Allow for modifications to moorings to allow for a cumulative increase of up to 20 moored vessels at existing Coronado Anchorage (A-4), provided the boundaries of the anchorage do not change, and there is no unmitigated increase in shading or fill.

AP PD10.34 Allow for modifications to moorings in coordination and in partnership with the City of Coronado to allow for an increase of up to five moored vessels at existing Glorietta Bay Anchorage (A-5), provided the boundaries of the anchorage do not change, and there is no unmitigated increase in shading or fill.

5.10.3(D) Development Standards

In addition to *Chapter 4, Baywide Development Standards*, the following standards apply to development in the South Coronado Subdistrict. The standards provide requirements for development, as well as the size, location, siting, and orientation of required public realm features or buildings and structures.

5.10.3(D)-I Public Realm Standards

Pathways

PD10.35 Maintain existing pathways to offer public coastal access through and along Tidelands.

PD10.36 A waterside promenade is not required on the waterfront around Coronado Municipal Golf Course for public safety concerns.

PD10.37 A waterside promenade is not required on the waterfront around the Coronado Yacht Club. A waterside promenade alternative alignment is encouraged in order to avoid operational and safety conflicts.

Views

PD10.38 Physical access shall be preserved to the scenic vista area overlooking Glorietta Bay from the Coronado Bay Promenade Park, as generally depicted in *Figure PD10.4*, in accordance with the requirements of *Chapter 4, Baywide Development Standards*.

5.10.3(D)-II Building Standards

Structure Height

PD10.39 Structures shall not exceed 40 feet in height.

Building Orientation and Character

PD10.40 Development shall be context-sensitive in size, scale, and design, in character with the adjacent community, and should result in comprehensive, integrated development of commercial and public areas in a cohesive landscaped setting, consistent with the following standards:

a. Buildings shall be oriented toward the waterfront along the Bay;

b. Buildings shall include active uses on the ground floor adjacent to the waterfront; and

c. A minimum of 15 percent of the total site area shall be landscaped. Required parking spaces shall not be considered as a portion of the required landscaping.

6

Plan Implementation and Development Conformance

PORT of SAN DIEGO

CHAPTER 6

Plan Implementation and Development Conformance

6.1 Overview

The purpose of this chapter is to describe the various aspects of how the Plan will be implemented and the requirements in determining conformance with this Plan. Both the plan implementation and development conformance sections described in this chapter are necessary to guide development on Tidelands and successfully carry out the broad vision, goals, objectives and policies presented in this Plan, as well as Planned Improvements and Development Standards in each Subdistrict.

The Plan represents the District's long-range vision for future growth and development on Tidelands and future development and Plan implementation actions must be consistent with the Plan. This chapter explains the parameters for interpretation and potential amendments, as well as the interplay between *Chapter 3, Elements, Chapter 4, Baywide Development Standards,* and *Chapter 5, Planning Districts*. Together, these items provide a collective road map for determining conformance with this Plan.

6.2 Plan Implementation

The information contained in this Plan is intended to facilitate clear and consistent treatment of proposed development, in accordance with the District's approval authority under the Coastal Act and the powers and authority granted to the District by the Port Act. This Plan also establishes goals, objectives, and policies, as well as permitted uses and development standards to ensure development and activities are consistent with applicable portions of the Coastal Act and the allowed uses codified in the Port Act.

This Plan provides a vision, and the guidance and requirements, for future development as it occurs on Tidelands. This Plan does not commit the District to a specific development or action. The following principles have been created to guide this Plan's implementation:

- Long-term Implementation: The District's intent is to meet the overall vision and goals of this plan and to require implement its objectives and policies. However, it is not intended that all policies or programs will be implemented immediately or concurrently.
- Prioritization: Since implementation can take time, the District will need to prioritize programs. This Plan contemplates this prioritization as an ongoing process as part of the District's policymaking function.
- Review, Evaluate and Adjust: While this Plan identifies actions and programs, the District recognizes they may need to be adjusted or adapted over time based on new information or changing circumstances. The District intends to continually evaluate the effectiveness of these actions and programs and adjust the actions and programs so long as the adjustments remain consistent with the overall intent of this Plan and do not require an amendment to this Plan pursuant to the Coastal Act. There may be some adjustments or adaptions that will require an amendment to the Plan.
- Subsequent Actions: This Plan includes policy direction and other potential future District actions, including subsequent ordinances and resolutions, policies, and programs that may be adopted by the District after the CCC's certification of this Plan. While they are not required to be part of this Plan by either the Port Act or Coastal Act, they are important for successful execution of this Plan. Unless potential future or existing actions or documents are expressly incorporated by reference in the Plan, they are included for informational purposes only and are not part of the Plan for Coastal Act compliance.

6.2.1 Appealable Projects

Projects considered appealable under Section 30715 of the Coastal Act, are required to be in conformance with this Plan and reviewed for consistency with the policies of Chapter 3 (commencing with Section 30200), in accordance with Coastal Act Sections 30711(a)(4), 30714(b). Section 30007.5 of the Coastal Act recognizes that some policies may conflict with others within the Coastal Act and states: "The Legislature therefore declares that in carrying out the provisions of this division such conflicts be resolved in a manner which on balance is the most protective of significant coastal resources. In this context, the Legislature declares that broader policies which, for example, serve to concentrate development in proximity to urban and employment centers may be more protective, overall, than specific wildlife habitat and other similar resource policies." Section 30200 of the Coastal Act further reinforces this policy. The authority to issue a CDP for an appealable project is made by BPC and such decision requires a public hearing, as more particularly described in Section 6.2.4. Public notice of consideration of an appealable CDP occurs as part of the District's agenda posting. Additionally, a 10-day notice is issued to: (i) the applicant; (ii) all persons who have requested in writing to be notified of public hearings on the project, or of CDP decisions within the Planning District (as defined in the Plan) where the proposed development is located, and have provided stamped, self-addressed envelopes for such mailing; (iii) all property owners, lessees, and residents of property within 100 feet of the perimeter of the proposed development; (4) the Mayor and City Manager of the city in which the proposed development is located; and (5) the CCC.

6.2.2 Non-Appealable Projects

Projects that are not listed as appealable under Section 30715 of the Coastal Act are non-appealable and unless they are on a site that is identified as wetlands, estuary or a recreation area in the 1975 Coastal Plan, do not require consistency with the policies of Chapter 3 (commencing with Section 30200). Non-appealable projects must conform to this Plan and the authority to issue a CDP for non-appealable projects is made by BPC, but such decision does not require a public hearing. Public notice of consideration of a non-appealable CDP occurs as part of the District's agenda posting and the through the CEQA process when noticing is required by CEQA.

6.2.3 Port Master Plan Amendments

Once adopted by the BPC and certified by the CCC, this Plan may be amended using the same procedure by which it was originally approved by the BPC and CCC, respectively, as set forth under Chapter 8 of the Coastal Act and the CCC's regulations. All amendments to the Plan will be subject to the BPC's review and consideration. If a PMPA is required, staff may also be directed by the BPC to process, or not process, a PMPA application.

Proposed changes that may require a PMPA include, but are not limited to:

1. Legislative changes and updates that may be necessary to improve the efficacy of this Plan and for the District to continue to meet its obligations pursuant to the Coastal Act, Public Trust Doctrine, and Port Act;
2. Addition or removal of development or changes to development not included in this Plan;
3. Addition, or substantial change, to an appealable project described in the Planned Improvements section of a subdistrict, unless an alternative mechanism is allowed by the Coastal Act or CCC regulations;
4. A change to a water or land use designation, or to the allowable use types listed for that designation per *Table 3.1.2, Allowable Use Types for Water Use Designations* and *Table 3.1.3, Allowable Use Types for Land Use Designations* except where a conflict exists between designation on the map and the corresponding Subdistrict vision, policy, standard, or designation description, the Subdistrict vision, policy, standard, or designation description shall prevail pursuant to Section 6.3.3; or
5. Development that exceeds the maximum development intensity, setbacks or height limits described in the *Chapter 4, Baywide Development Standards,* and *Chapter 5, Planning Districts,* including any development that exceeds the development standards within the applicable planning district or subdistrict.

However, if the proposed change is in conformance with this Plan as described in Section 6.3, a PMPA shall not be required.

A PMPA must be adopted by the BPC and certified by the CCC in a manner consistent with Chapter 8 of the Coastal Act and the CCC's regulations. All sections or portions of this Plan to be changed or affected must be included in the proposed PMPA.

6.2.4 Regional Water and Land Use Compatibility

The State of California requires that the San Diego County Regional Airport Authority Board, acting as the Airport Land Use Commission (ALUC), prepare Airport Land Use Compatibility Plans (ALUCP) for each public-use and military air installation in San Diego County. An ALUCP addresses compatibility between airports and future land uses that surround them by addressing safety, noise, airspace protection, and overflight notification concerns to minimize the public's exposure to excessive safety hazards and noise within the airport influence area for each airport. For military air installations, the State also requires that the ALUC prepare ALUCPs consistent with the Air Installation Compatible Use Zones study prepared by the military to help guide local governments in planning efforts. District property falls within three Airport Influence Areas (AIA) including: San Diego International Airport, Naval Air Station North Island, and Naval Outlying Landing Field Imperial Beach.

Upon completion of the following actions, the ALUCPs will be implemented and the District will be responsible for the consistency review of discretionary and ministerial projects located within the AIAs listed above.

1. The District shall coordinate with the ALUC to ensure consistency with the ALUCPs as follows:
    a. In the preparation of future amendments or updates to the ALUCPs to ensure the compatibility of District water and land uses with airport operations; and
    b. For submission of all future PMPAs to the ALUC for a determination of consistency with the adopted ALUCPs. This should typically occur prior to any BPC or CCC approval of a subject PMPA.
2. After a PMPA has been determined by the ALUC to be consistent with applicable ALUCPs, the District shall:
    a. Coordinate with the ALUC to implement the ALUCPs as required under California Government Code §65302.3(a), (b) and (c). Legislative actions (Port Master Plan amendments) will continue to be forwarded to the ALUC for consistency review; and
    b. Use the applicable ALUCP as guidance/reference during consistency review of discretionary and ministerial developments on Tidelands that are within an AIA. For ALUCPs that have not been implemented, the District shall continue to submit all developments that are within an AIA to the ALUC for review (refer to *SR Policies 1.1.7 through 1.1.9 [Chapter 3.4, Safety and Resiliency Element]* regarding guidance for safe development in the AIA).

6.2.5 Public Participation and Hearings

Section 30711(a)(5) of the Coastal Act requires that a port master plan contain "[p]rovisions for adequate public hearings and public participation in port planning and development decisions."

6.2.5(A) Public Participation and Outreach

The District, due to its basic purpose and organizational structure as a special district, utilizes governmental processes and hearings, and citizen participation and involvement in a slightly different manner than the more familiar general-purpose form of government, such as a city or county. This difference is noteworthy in the activities related to the BPC and is generally described below.

The BPC serves as the policy-making body of the District and gives overall direction to the District's operational and administrative staff recognizing the multi-faceted interests of the District and adjacent jurisdictions. The Commissioners are appointed to a four-year term by the City Councils of the adjacent jurisdictions included in the District - Chula Vista, Coronado, Imperial Beach, National City, and San Diego. The Commissioners are selected in an appointive process conducted in a public forum, involving public hearings and citizen participation. The Commissioners often report back to their respective City Councils and, in some instances, the Commissioners' reports are scheduled at the public meetings of the City Councils. Commissioners, as part of their typical activities, interact with local, regional, state and federal agencies, as well as with stakeholders and the public.

BPC policies adopted by the District emphasize public engagement and participation as a primary goal to ensure that communities can meaningfully participate in planning decisions. The BPC participates in regularly scheduled public meetings to conduct District business. Agendas and staff reports are prepared for each meeting and copies are provided to the public prior to the meeting in accordance with Brown Act requirements (codified at California Government Code Section 54950 et seq.). The public meetings are open to public participation. Public testimony is accepted on specific items at the time the item is considered by the BPC.

6.2.5(B) Public Hearings

When the BPC determines a public hearing is required or a public hearing is required by law, public notice of the meeting is distributed, in accordance with law. Minutes of the BPC meetings provide a public record of discussions, staff reports, and District actions. Minutes are made available to the interested public and agencies upon request.

The District has adopted CDP Regulations that provide procedures and criteria for the issuance of CDPs in accordance with the requirements of the Coastal Act. Pursuant to the CDP Regulations, authorization to issue CDPs for non-appealable developments do not require a public hearing before the BPC, while authorization to issue CDPs for appealable developments do require a public hearing before the BPC. This Plan does not change or amend the CDP Regulations.

The BPC's public hearing on a CDP is conducted during a regularly scheduled or a specifically convened meeting in a manner deemed most suitable to ensure fundamental fairness to all parties concerned, and with a view toward securing all relevant information and material necessary to render a decision without unnecessary delay. All dates for public hearings shall be set with a view

toward allowing adequate public dissemination of the information contained in the application prior to the time of the hearing, and toward allowing public participation and attendance at the hearing, while affording applicants expeditious consideration of their CDP application.

The scheduling of the public hearing, the issuances of notices for the public hearing, the contents of the hearing notice, the District staff's review and recommendation on the issuance of the CDP, the public hearing, and the BPC's decision are conducted, pursuant to Section 11 of the CDP Regulations, as may be amended from time to time.

6.3 Development Conformance

In accordance with Section 30715.5 of the Coastal Act, all development must conform with this Plan. A development will be deemed in conformance with this Plan when:

1. The use type is allowed within the designated water and/or land use as provided in Section 6.3.3;

2. Structure(s) and public realm areas comply with Chapter 4, Baywide Development Standards and planning district and subdistrict development standards included in Chapter 5, Planning Districts as provided in Section 6.3.4; and

3. Subject to [6.3.2-6.3.4], uses and activities that are consistent with the broad vision, goals, objectives, and policies of this Plan, as applicable to the specific development site and do not obstruct the overall attainment of the Plan's goals, objectives, and policies.

The District may issue further administrative procedures and Board Policies to determine conformance with this Plan and substantial conformance with a Coastal Act Approval granted pursuant to this Plan. The District may issue such procedures and policies upon a finding by the BPC that the procedure or policy itself is reasonably consistent with the broad vision, goals, objectives and policies of the Plan. If the BPC finds that the policy and procedure is reasonably consistent with the broad vision, goals, objectives and policies of the Plan, CCC approval and an amendment to this Plan will not be required. If a Coastal Act Approval has been issued, and a change of development is proposed and the change conforms to the original findings and conditions required for the CDP and is in substantial conformance with the CDP, District staff may make finding of conformance and approve the proposed change without an amendment to the CDP.

6.3.1 Map, Illustration and Coordination Interpretation

1. Planned Improvement Maps. The maps of planned improvements in this Plan's planning districts are for general depiction purposes of the feature location(s) only. The actual location of those items on the map may shift slightly once development is initiated. However, such shifting of a location shall not be interpreted to excuse the development of the planned improvements or conformity to the development standards.

2. Figures, Illustrations, Diagrams, and Photos. Illustrations, diagrams, and photos in this Plan are intended for illustrative purposes only. They should be reviewed in conjunction with the applicable text. Proposing a similar design to what is depicted in an illustration, diagram, or photo will not guarantee development acceptance or approvall.

3. Coordination, Collaboration and Engagement. "Coordinate," "collaborate," "engage," or other similar terminology mean taking a stakeholder's recommendations, if given, into account. Many of the Elements and PDs include requirements for the District to collaborate, coordinate or engage in similar activities with a third party(ies) that are out of the control of the District.

Consequently, if the District attempts to coordinate, collaborate or engage with third party(ies), and the third party(ies) refuses or fails to cooperate, the District's obligation with the applicable Element and PD requirements shall be satisfied. The District has the discretion regarding the timing of its coordination, collaboration and engagement efforts, which may occur before, during, or after environmental review. If the third-party entity fails to respond to efforts to coordinate, collaborate, or engage in a timely manner (or a date identified in the District's correspondence), the District shall consider coordination, collaboration, and engagement complete. Failure to "coordinate," "collaborate," or "engage" shall not constitute grounds for overturning a project approval, unless required by the Coastal Act or another law.

6.3.2 Conformance with the Elements

This Plan attempts to balance a range of potentially competing interests to further the District's mission. The Plan does not require a development to address every goal, objective, or policy in the elements, as some may be inapplicable to a specific development. Consistency findings shall be adopted pursuant to the District's CDP regulations.

6.3.3 Conformance with Use Designations

Water and land use designations are illustrated on *Figure 3.1.1, Baywide Water and Land Use Designations* in with corresponding descriptions in *Table 3.1.4, Water and Land Use Designation Descriptions (Chapter 3.1, Water and Land Use Element)*. Where a conflict exists between designation on the map and the corresponding Subdistrict vision, policy, standard, or designation description, the Subdistrict vision, policy, standard, or designation description shall prevail. All developments and use of Tidelands are to be consistent with the corresponding use designation(s) (refer to *Figure 3.1.1, Baywide Water and Land Use Designations*, and *Table 3.1.2, Allowable Use Types for Water Use Designations* and *Table 3.1.3, Allowable Use Types for Land Use Designations (Chapter 3.1, Water and Land Use Element)*. Additional water and land use considerations include:

- Additional uses that are currently not listed as a primary use or secondary use in any use designation that are reasonably consistent with the broad vision, goals, objectives and policies of the Plan and compatible with the water or land use designation for that site, may be considered an allowable use, and treated in the same manner. The use must also be an allowed Public Trust use.

6.3.4 Conformance with Baywide Development Standards and Planning Districts

Chapter 4, Baywide Development Standards includes development standards that apply for all development on Tidelands and *Chapter 5, Planning Districts* includes location specific development standards that apply to a specific planning district or subdistrict.

Conformance with *Chapter 4, Baywide Development Standards* and planning district development standards are mandatory for any developments within such planning district or subdistrict, subject to *Chapter 3, Elements*; *Chapter 5, Planning Districts*; *Sections 6.2.2, Port Master Plan Amendments*; and *6.3.2, Conformance with Elements*.

Lease Approval

The District, under the Port Act, has the sole and absolute discretion to enter a lease with a potential or existing tenant. The authority to approve a lease corresponds to the duration of lease as follows:

- The BPC may approve long-term leases of more than five years; and
- District staff, without prior BPC approval, may enter short-term leases of five years or less.

This Plan shall not divest or in any way impede the District's discretion to enter a lease. Moreover, a potential or existing tenant shall not rely on this Plan to assume a lease will be approved by the BPC or District staff.

6.3.5 Nonconforming Uses and Nonconforming Developments

Certain uses and developments on Tidelands, which may have been legally established at the time of their commencement, may no longer conform with water and land use designations or goals, objectives, policies and standards in this Plan, and are therefore, considered legal nonconforming uses or legal nonconforming developments. The following section provides requirements that regulate such legal nonconforming uses and legal nonconforming developments.

The following provisions establish the requirements for legal nonconforming uses and legal nonconforming developments. Real property rights to implement development on Tidelands are primarily granted through leases, and hundreds of leases exist at any one time within Tidelands. The term of the leases also varies widely. The provisions below recognize the existence of leases between the District and third parties and the rights and obligations contained therein. Subject to being legally established, the provisions allow legal nonconforming uses and legal nonconforming developments to continue to exist, and to be repaired and maintained, within appropriate parameters that address potential impacts to public health, safety and welfare. The provisions also establish findings to allow for such repair and maintenance to protect public health, safety, welfare and the environment.

6.3.5(A) General Requirements

1. Determination of Legal Nonconforming Status. When submitting an application for any development. the occupant, lessee or permittee shall have the burden of proof of establishing the legal status of any nonconforming use or nonconforming development and submit such proof to the District for its review and approval. At a minimum, the occupant, lessee or permittee must produce the following: a legally established lease, easement, license agreement or other legal document granting rights to the real property or use of the real property; building permits covering each component of the development, if applicable; certificate of occupancy for the element of the development at issue, if applicable; and a Coastal Act Approval under the Coastal Act or evidence that no Coastal Act Approval was required. The District may determine that additional items must be produced. Nonconforming uses and/or nonconforming developments that were not lawfully established are prohibited within Tidelands and may be subject to an enforcement action, and the occupant, lessee or permittee shall automatically fail the burden of proof required herein. For avoidance of doubt, when the terms "legal nonconforming use" and "legal nonconforming development" are used in this *Section 6.3.5(A)*, it means the occupant, lessee or permittee has met the burden of proof in this *Section 6.3.5(A)* and the District has determined that the legal nonconforming use or legal nonconforming development was legally established.

2. Permits and Required Authorization. Development performed on a legal nonconforming development or a development accommodating a legal nonconforming use shall be conducted pursuant to a Coastal Act Approval, a building permit, and all other required permits and approvals and shall meet the requirements of Section 6.3.5(A) unless an exception is provided herein. Nothing in Section 6.3.5(A) is intended to allow encroachment without necessary legal authorization, either by a lease, easement, license agreement or other legal means. Nothing contained in Section 6.3.5(A) shall be deemed to require any change in a legal nonconforming use or a legal nonconforming development unless major development is proposed; provided, however, that legal nonconforming uses and legal nonconforming development shall continue to be subject to conformance with laws or regulations that may be enacted to protect the public health and safety and the public welfare and are generally applicable on a Districtwide basis or are necessary to comply with state or federal laws and regulations.

3. Exceptions. Development performed on a legal nonconforming development or a development accommodating a legal nonconforming use solely to comply with the American with Disabilities Act or solely to comply with federal standards for rehabilitation of historic properties shall be excluded for the purposes of *Section 6.3.5(A)* except for the requirement to establish legal status as provided above, *Determination of Legal Nonconforming Status*, and shall be allowed with a Coastal Act Approval.

6.3.5(B) Legal Nonconforming Uses

Section 6.3.5(B) applies to all legal nonconforming uses on Tidelands. It addresses the continuation of a legal nonconforming use or development to a legal nonconforming use. For legal nonconforming development refer to *Section 6.3.5(C)*.

1. Continuation of Legal Nonconforming Uses and Nonconforming Rights. The lawful use of land existing on the effective date of the Port Master Plan Update may be continued, even if the use no longer conforms to this Plan; provided, however, that intensification of the legal nonconforming use shall be prohibited. Except as provided by expressed language in a lease, *Section 6.3.5(A), Section 6.3.5(B),* or during the time modifications to a development are being made, a legal nonconforming use that is not in use for 365 days or more out of the past five years loses its status as a legal nonconforming use, and the use must conform to current uses allowed by this Plan.

2. Development accommodating an existing legal nonconforming use. The following types of modifications to a legal nonconforming uses described below (a, b, c or d) may be allowed subject to obtaining a Coastal Act Approval, other entitlements and permits and subject to the required findings specified in *Section 6.3.5(D)*, below; provided, however, if the remaining term of the lease, including all options to extend, is less than five years at the time a Coastal Act Approval application is deemed complete by the District, the BPC may approve a buy-out of the remaining lease term and disapprove any of the following types of development.

    a. Alterations, Maintenance and Repair. Alterations, maintenance, and repair to a development that accommodates a legal nonconforming use are permitted unless said alteration, maintenance or repair expands the square footage, height or footprint of the structure(s) or changes the location of the structure or constitutes major development (refer to the *Glossary* for definition).

    b. Reconstruction. Reconstruction of a major development only after a catastrophic event is permitted as specified in *Section 6.3.5(E).*

    c. Development to Major Structural Component(s). Development, such as, but not limited to, replacement, modifications or alterations, to major structural component(s) are permitted unless such development expands the square footage, height or footprint of the structure(s) or change the location of the structure or constitute major development.

3. Development conducted by the occupant, lessee, or permittee in accordance with *Section 6.3.5(E)* shall not count towards an additional lease term under the lease or any District or BPC policy, and occupant, lessee, or permittee shall not rely on such development in requesting a lease term extension.

4. In any remaining portion of the development as of the effective date of the Port Master Plan Update that is not subject to each case (a, b, c or d) above in *Section 6.3.5(B)(2)* must continue to comply with the laws and regulations in effect when the development was established. All other development associated with a legal nonconforming use that do not meet the criteria in *Section 6.3.5(A)(1)* shall be required to conform to this Plan.

6.3.5(C) Legal Nonconforming Developments

This section applies to all legal nonconforming developments on Tidelands. This *Section 6.3.5(C)* addresses legal nonconforming development even if the use is conforming to this Plan. For legal nonconforming uses or development that supports a legal nonconforming use refer to *Section 6.3.5(B)*.

1. Changes to Legal Nonconforming Developments. The requirements of *Section 6.3.5(C)* are in addition to and do not supersede any requirements or permit approvals required for any change, addition, alteration, or the like to a development that was existing as of the date of this Plan's original certification. The following requirements shall apply to development conducted to a legal non-conforming development or a development site where legal non-conforming development is located. All such development is subject to obtaining a Coastal Act Approval, other entitlements and permits and subject to the required findings specified in *Section 6.3.5(D)*, below; provided, however, if the lease term, including all options to extend, at the time a development application is deemed complete by District is less than five years, the BPC may approve buy-out of the remaining lease term and disapprove any of the following types of development. Development conducted in accordance with *Section 6.3.5(C)* shall in no way be relied on in claiming a right to a lease term extension.

    a. Alterations, Maintenance and Repair. Alterations, maintenance, and repair to a legal nonconforming development is permitted unless said alteration, maintenance or repair expands the square footage, height or footprint of the structure(s), changes the location of the development or constitutes major development.

    b. Reconstruction. Reconstruction of a major development of a development or development site after a catastrophic event is permitted subject to *Section 6.3.5(E)*.

    c. Development to Major Structural Component(s). Further development, such as, but not limited to, replacement, modifications or alterations, to a major structural component(s), to a legal nonconforming development are permitted unless such further development expands the square footage, height or footprint of the structure(s) or change the location of the structure or constitute major development.

2. In any remaining portion of the development, as of the effective date of the Port Master Plan Update, that is not subject to each case above (a, b, or c) in *Section 6.3.5(C)(1),* must continue to comply with the laws and regulations in effect when the development was established. All other modifications to a legal nonconforming development that do not meet criteria (a, b, or c) in *Section 6.3.5(C)(1)* shall be required to conform to this Plan.



Any illegal encroachments onto the District's jurisdiction may be subject to an encroachment action. The result of the encroachment action may include fines, removal of the encroachment, obtaining a required permit for the encroachment to remain and/or an encroachment to remain and/or an encroachment removal agreement that includes additional requirements and terms.

6.3.5(D) Findings

In addition to any findings required by law, the following findings must be made in connection with any Coastal Act Approval allowing any of the types of development specified in *Section 6.3.5(B)* and *Section 6.3.5(C)*:

1. That the location of the development site, the proposed development, and the conditions under which the proposed development would be operated or maintained will not be detrimental to the health, safety, or welfare of persons residing or working in the area or the general public, and will not be materially injurious to properties or improvements in the vicinity; and

2. That the location of the development site, the proposed development and the conditions under which the proposed development would be operated or maintained will be in conformance with all applicable regulations, ordinances and laws other than this Plan; and

3. That the proposed development will not, with the incorporation of mitigation if required, result in a new or increased permanent environmental or coastal resource impact; and

4. That the proposed development, as it may be conditioned, will complement and harmonize with the existing and proposed adjacent land uses and will be compatible with the physical design aspects and land and water use intensities, in the surrounding area.

6.3.5(E) Reconstruction of a Legal Nonconforming Development or to a Development accommodating a Legal Nonconforming Use after a Catastrophic Event

Reconstruction of a legal nonconforming development or a development that supports a legal nonconforming use after a catastrophic event is allowed upon issuance of a Coastal Act Approval, building permit and any other entitlements or approvals that may be required; provided, however, the reconstructed development shall not increase the legal nonconformity of the development which existed prior to the catastrophic event, including, without limitation to square footage, height, footprint, and the reconstructed development shall be located in generally the same location and within the same development envelope as the current/prior development unless development on the same location or within the same development envelope is infeasible as a result of the catastrophic event.

After a catastrophic event, nonconforming rights are retained for three (3) years after the event, by which time a Coastal Act approval, building permit, or any other entitlements or approvals must be obtained and exercised to repair or reconstruct the development. Such a three (3) year period may be extended up to two (2) years for good cause after BPC approval. If the lease term, including all options to extend, at the time a catastrophic event is less than five years, the BPC may approve buy-out of the remaining lease term and disapprove the proposed development. Development conducted in accordance with *Section 6.3.5(E)* shall in no way be relied on in claiming a right to a lease term extension.

6.3.6 Coastal Act Approval Applications: Findings of Conformity

All decisions of the BPC or the District relating to Coastal Act Approval applications shall be accompanied by written findings about the conformance of the proposed development to this Plan and applicable provisions of the Coastal Act. Additionally, subject to the District's CDP regulations, all development authorized under this Plan by a Coastal Act approval must be implemented in substantial conformance with said approval.

G

Glossary

PORT of SAN DIEGO

Glossary

TERM	DEFINITION
Accessory Use	A use of land or building, or portion thereof, that is customarily incidental to, related to, or clearly subordinate to a primary use or secondary use of the land or building located on the same premises. Accessory uses are distinguished from secondary uses in that an accessory use has a relationship to a primary or secondary use, whereas a secondary use may be independent of and have little to no relation to a primary use.
Accessway	A route by water or land that provides access to or through a destination. Examples of accessways include, but are not limited to, roadways, rail, pathways, bikeways, and navigation corridors. Refer to *Figure 3.2.2 Accessway Hierarchy in (Chapter 3.2, Mobility Element)*.
Accommodate	To have or provide.
Accommodating	Supporting or sustaining.
Achieve	To carry out and meet stated policy or action.
Activating Feature	Attract visitors to, and extend users stay on Tidelands. May involve temporary or permanent activities and/or structures or amenities. Activating commercial features host small-scale commercial enterprises and serve visitors and the community. These features include, but are not limited to, carts, kiosks, stands, and pavilions for food service, retail, or other small-scale commercial, leisure or hospitality activities. Activating non-commercial features are structures or amenities designed for enhancing the public's use or enjoyment of open space. These features include, but are not limited to, furnishings or structures that offer shade or host interactive activities such as performance, entertainment, education, games, play, exercise, or similar activities. Shade structures are not considered an activating feature.

TERM	DEFINITION
Activation Plan	An activation plan provides a framework and guidance for planning and programming of recreation open space for diverse human activity. The focus of place activation is on ensuring the needs of all potential users are met.
Active Uses	A use that involves participation, movement, or engagement in an activity.
Adaptation	Adjustment in natural or human systems to a new or changing environment. For example, adaptation to climate change refers to adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.
Address	To direct the efforts or attention.
Adhere	To act based on rules or agreements that are upheld.
Adjacent Jurisdictions	Local, state, or federal agencies or municipalities whose jurisdictional boundaries are located adjacent to the District.
Allow	To give permission to have or do something.
Amenity	Facilities or furnishings that provide comfort, convenience, or enjoyment.
Amenity Zone	An area intended to improve comfort, convenience, or enjoyment, by providing a variety of facilities or street furnishings, such as pedestrian seating, trash receptacles, and signage.
Anchorage Area	Space for vessels to anchor with sufficient area for natural movement during mooring and with sufficient access to navigable waters.
Appealable	Section 30715 in Chapter 8 of the Coastal Act provides a list of categories of development that may be appealed by the CCC. Development that is considered within one of these category types is referred to as "appealable," and development that is not considered one of these category types is referred to as "non-appealable." Refer to WLU Goal 1 (Chapter 3.1, Water and Land Use Element) for more information on development types and categories.
Aquaculture	Section 30100.2 of the CCA refers to Section 17 of the Fish and Game Code for the definition of "aquaculture." This Plan relies upon this Fish and Game Code definition, as interpreted by the California Department of Fish and Wildlife: "Aquaculture" means that form of agriculture devoted to the propagation, cultivation, maintenance, and harvesting of aquatic plants and animals in marine, brackish, and fresh water. "Aquaculture" does not include species of ornamental marine or freshwater plants and animals not utilized for human consumption or bait purposes that are maintained in closed systems for personal, pet industry, or hobby purposes, however, these species continue to be regulated under Chapter 2 (commencing with Section 2116) of Division 3 of the Fish and Game Code.
Artifacts	Objects or items characteristic of, or resulting from, a particular human institution, period, trend, or individual and may be prehistoric or historic.
Assess	To consider in order to make a judgement about.
Assessment District	Areas organized for the purpose of aiding in the development or improvement allowing for the collection of special assessments to finance public improvements.
Attractions	Places whose main purpose is to allow public access for entertainment, interest, or education. May include heritage, amusement/entertainment, recreation, or commercial. Activating features are similar to attractions, but with a size threshold for structures.
Avoid	To act in order to prevent something from occurring.
Barge	A large, flat-bottomed boat used to carry cargo from a port to shallow-draft waterways.
Basin	The catchment area of an abiotic compartment of Earth, usually associated with the hydrosphere or atmosphere (e.g. river basin or air basin).
Bayfront	An area of land adjacent to San Diego Bay.

TERM	DEFINITION
Bayfront Circulator	This is a mobility concept advanced in this Plan. It is anticipated that the summer shuttle will be upgraded to provide year-round service (aka bayfront circulator) and operate along Harbor Drive, establishing connections between Shelter Island and the San Diego Convention Center. This Plan is agnostic to specific technology, so that it can include multiple forms of transportation technology (e.g., bus, automated people mover, fixed guideways, etc.).
Bayshore Bikeway	A regional corridor for use by cyclists that is planned to extend 24 miles around San Diego Bay, providing a physical and scenic connection to major bayfront employers, as well as tourist and recreational destinations. The SANDAG Bayshore Bikeway Plan provides guidance for the multi-agency and multi-jurisdictional effort.
Beneficial Use [Water]	Pursuant to the Porter-Cologne Water Quality Control Act, designations assigned to water bodies of the state that may be protected against quality degradation. In the San Diego Region, Beneficial Water Uses, including water quality objectives and implementation plans to protect those uses, are established by the California Water Quality Control Board, San Diego Region's Water Quality Control Plan for the San Diego Basin (Basin Plan). In the Pacific Ocean, Beneficial Water Uses include: contact water recreation; non-contact water recreation; wildlife habitat; industrial service supply; navigation; commercial and sportfishing; preservation of biological habitats of special significance; rare, threatened, or endangered species; marine habitat; migration of aquatic organisms; spawning, reproduction, and/or early development; shellfish harvesting; and aquaculture. In San Diego Bay, Beneficial Water Uses include: contact water recreation; non-contact water recreation; wildlife habitat; industrial service supply; navigation; commercial and sport fishing; preservation of biological habitats of special significance; rare, threatened, or endangered species; estuarine habitat; marine habitat; migration of aquatic organisms; spawning, reproduction, and/or early development; and shellfish harvesting.
Berth	The place primarily for a ship or boat when at anchor, a slip, or dock. A berth may also serve as a place for a barge, dry dock, or floating upweller system.
Best Available Science	The informational, scientific standard followed for decision making for an applicable process for a specific discipline.
Best Management Practices	A best practice is a method or technique that has been generally accepted as superior to any alternatives, because it produces results that are superior to those achieved by other means or because it has become a standard way of doing things, e.g., a standard way of complying with legal or ethical requirements.
Bike Lanes	A type of dedicated bike facility, bike lanes are one-way facilities located on either side of a roadway. They provide a striped lane designated for the exclusive or or semi-exclusive use of bicycles. These are commonly referred to as Class II Bike Lanes.
Bikeway	Accessway and/or a transportation facility that is dedicated to bicycles or nonmotorized micro-mobility vehicles.
Biodiversity	The number and variety of species found within a specified geographic region. The variability among living organisms on the earth, including the variability within and between species and within and between ecosystems.
Biologically Engineered	Application of engineering principles to analyze and design biological systems and technologies.
Blue Economy	The sustainable use of ocean resources for economic growth, improved livelihoods, and jobs while preserving the health of the ocean.
Boat (Yacht) Brokerage	A business representing yacht or boat sellers and/or buyers during sale or purchase of the boat, parts, and/or equipment.
Boat Launch Ramp	A developed slope between the shore and the water by which vessels or boats can be moved to and from the water.
Build	To construct, assemble, erect, convert, enlarge, reconstruct, or structurally alter a building or structure.

TERM	DEFINITION
Building Base	The lower portion of a building located immediately above grade.
California Coastal Plan	As defined in the Coastal Act, Section 30102: "Coastal plan" means the California Coastal Zone Conservation Plan prepared and adopted by the California Coastal Zone Conservation Commission and submitted to the Governor and the Legislature on December 1, 1975, pursuant to the California Coastal Zone Conservation Act of 1972 (commencing with Section 27000). For background on this coastal plan, prior to the passage of the California Coastal Act in 1976, the State of California adopted a Coastal Initiative (Proposition 20) in 1972 that established temporary regional coastal commissions and one statewide commission. These commissions were tasked with preparing a coastal plan with coastal policy and planning recommendations for the State. The California Coastal Zone Conservation Plan was completed in 1975 and many of these recommendations were brought forward into the California Coastal Act, including the establishment of the California Coastal Commission. Part IV of the 1975 Coastal Plan provided specific policy recommendations to each region, with accompanying maps, identifying various landmarks and coastal resources. These maps are referred to in Chapter 8 (titled "Ports") of the Coastal Act for identifying wetland, estuary, or existing recreation areas in the coastal zone."
Cantilevered Area	An area along the water's edge designed to project over the water, allowing for enhanced access and enjoyment of Tidelands.
Carbon Neutrality	Carbon neutrality means annual zero net anthropogenic (human caused or influenced) carbon dioxide emissions.
Catastrophic Event	Tornadoes, hurricanes, earthquakes, tsunamis, unintentional fire, flooding, other acts of nature, terrorism, unintentional hazardous accidents, and other unintentional human-made incidents that severely damage or destroy structures, infrastructure, roads, or other components of the built environment that make such development or any portion thereof or not occupiable or usable for its intended purpose. Economic or fiscal conditions or market fluctuations shall not constitute a catastrophic event.
Clean Transportation and Sustainable Freight Strategies	Strategies fostering improving freight efficiency, transition to zero-emission vehicles and technologies, and increasing the competitiveness of freight systems.
Climate	The meteorological conditions, including temperature, precipitation, and wind, that characteristically prevail in a region.
Climate Change	A change in the state of the climate that can be identified (e.g., by using statistical tests) by changes in the mean and/or the variability of its properties and that persists for an extended period, typically decades or longer.
Coastal Act Approval	A CDP or Coastal Act exclusion issued by the District or alternatively issued by the CCC for an appealed Coastal Act approval.
Coastal-Dependent Development or Use	Any development or use which requires a site on, or adjacent to, the sea (or Bay) to be able to function at all. (Coastal Act Section 30101).
Coastal Development Permit	A permit for any development within the Coastal Zone that is required pursuant to subdivision (a) of Section 30600 of the Coastal Act and as applicable to ports pursuant to Chapter 8 of the Coastal Act.
Coastal-Enhancing Development or Use	Any development or use that is not inherently or physically dependent on access to the water but may benefit or be more attractive by virtue of being in proximity to water. Uses draw from the coastal dependent and coastal related use activities as well as from other activities. Coastal-enhancing uses, while not a formal Coastal Act category, are a use category that has been carried forward in the Plan since it was originally certified by the CCC in 1981. Examples include restaurants, hotels and public recreation areas providing facilities for golf, field sports, and passive recreation.
Coastal Flooding	Flooding resulting from a coastal process—such as waves, tides, storm surge, or heavy rainfall from coastal storms.

TERM	DEFINITION
Coastal Habitat	Habitats above spring high tide limit (or above mean water level in non-tidal waters) occupying coastal features and characterized by their proximity to the water.
Coastal Hazard	Natural hazards that adversely impact the coastline, including but not limited to coastal erosion, coastal flooding, extreme monthly tidal inundation, sea level rise, wave run-up.
Coastal Hazard Area	An area of special flood hazard extending from offshore to the inland limit of a primary frontal dune along an open coast and any other area subject to high velocity wave action from storms or seismic sources.
Coastal-Related Development or Use	Any development or use that is dependent on a coastal-dependent development or use (Coastal Act Section 30101.3).
Coastal Zone	Land and water area of the State of California from the Oregon border to the border of the Republic of Mexico, specified on the maps identified and set forth in Section 17 of that chapter of the Statutes of the 1975-76 Regular Session enacting this division, extending seaward to the state's outer limit of jurisdiction, including all offshore islands, and extending inland generally 1,000 yards from the mean high tide line of the sea. In significant coastal estuarine, habitat, and recreational areas it extends inland to the first major ridgeline paralleling the sea or five miles from the mean high tide line of the sea, whichever is less, and in developed urban areas of the zone generally extends inland less than 1,000 yards. The coastal zone does not include the area of jurisdiction of the San Francisco Bay Conservation and Development Commission, established pursuant to Title 7.2 (commencing with Section 66600 of the Government Code, nor any contiguous thereto, including any river, stream, tributary, creek, or flood control or drainage channel flowing into such area (Coastal Act Section 30103).
Co-Benefit	The positive effects that a policy or measure aimed at one objective might have on other objectives, thereby increasing the total benefits (for the public or the environment).
Collaborate/Collaboration	Please refer to Section 6.3.1, *Chapter 6, Plan Implementation and Development Conformance*.
Commerce	Activities and procedures involved in buying and selling goods or services.
Commercial Fishing	Fishing duly authorized under applicable state and federal laws or regulations, in which fish, or other seafood, wild harvested, either in whole or in part, are intended to enter commerce or enter commerce through sale, barter, or trade.
Commercially Operated Passenger Vessels	Vessels that carry multiple paying passengers for bay- and/or ocean-related activities.
Conservation	The protection and management of natural resources that best reflect environmental stewardship for present and future generations.
Connection Points	Facilitate the transition from one mobility mode to another, including between water and land mobility modes.
Conservation Areas	Geographic locations or extents designated or dedicated to the act of conserving.
Conserve	To protect from loss, harm, and/or wastefulness.
Consider	To look at carefully or to think about in order to understand or decide.
Contribute	To give support or money for a common purpose or fund.
Coordinate/Coordination	Please refer to Section 6.3.1, *Chapter 6, Plan Implementation and Development Conformance*.
Courtyard	An open area of ground which is mostly surrounded by buildings or walls.
Create	To be the cause of establishment or to cause something to come into existence.
Criteria Air Pollutant	Six common air pollutants regulated by the U.S. Environmental Protection Agency per the Clean Air Act: carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide.

TERM	DEFINITION
Cultural History	The history of a culture or cultural area.
Cultural Use	Programming, production, presentation, and exhibition of any of the arts and cultural disciplines.
Curbside Management	Programed organization and the physical treatment of dedicated stretches of curb lengths, designed to better manage and optimize the operations for a variety of users and mobility types who all require the use of the same curb space, ultimately utilizing space more efficiently or dedicating space to other uses other than single-occupancy vehicle parking.
Cycle Track	A bikeway for the exclusive use of bicycles, along a roadway that provides vertical and horizontal separation from vehicular traffic. Cycle tracks have different forms, but all share common elements—they provide space that is intended to be exclusively or primarily used for bicycles, and are separated from vehicular travel lanes. In situations where on-street parking is allowed cycle tracks are located to the curbside of the parking (in contrast to bike lanes).
Dedicated Bike Area	Accessway and/or a transportation facility that is solely dedicated to bicycles. Dedicated bike facilities include bike lanes and cycle tracks.
Dedicated Lanes	Travel lanes within the roadway that are solely dedicated for a specific mode. For example, a dedicated transit lane would be solely dedicated for the use of public transit vehicles, including, but not limited to, buses, street cars, and trolleys.
Deep-Water Berth	A place with sufficient depth of water for the access and usage of very large and heavily loaded ships to loading and unload.
Deep-Water Dependent	Any development or use which requires a site on, or adjacent to, deep water to be able to function at all.
Demolition	The razing, removal, deconstruction, salvaging, or wrecking of portions or all the exterior of a structure or building by hand, with heavy equipment, by explosives or other means where a demolition permit or similar permit is required.
Design	To create, fashion, execute, or construct according to plan.
Destination	The place toward which someone or something is going or a place of arrival.
Develop	To grow or cause to become more physically active, advanced, or changed.
Development	On land, in or under water connected to submerged lands, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or modification of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973 (commencing with Section 4511) [California Coastal Act 30106].
Development Site	An individual lease premises or as determined by the District, collectively, individual lease premises or portions of land and/or water that functions collectively as one experience or development.
Development Standards	Specific requirements for structures, facilities, and buildings. These may include but is not limited to criteria such as minimum and maximum widths, heights, square footages, and setbacks.

TERM	DEFINITION
Disadvantaged Community	Pursuant to SB 1000 (Levya, 2016), the definition of "disadvantaged communities is: an area identified by the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code or an area that is a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation. This Plan encompasses not only the definitions contemplated by SB 1000, but also to include other low-income and minority populations, that are disproportionately burdened by or less able to prevent, respond, and recover from adverse environmental impacts. Refer to *Section 3.5.2 (Chapter 3.5, Environmental Justice Element)* for more information.
Disaster	Severe alterations in the normal functioning of a community or a society due to hazardous physical events interacting with vulnerable social conditions, leading to widespread adverse human, material, economic or environmental effects that require immediate emergency response to satisfy critical human needs and that may require external support for recovery.
Disaster Mitigation	Processes for designing, implementing, and evaluating strategies, policies, and measures to improve the understanding of disaster risk, foster disaster risk reduction and transfer, and promote continuous improvement in disaster preparedness, response, and recovery practices, with the explicit purpose of increasing human security, well-being, quality of life, and sustainable development.
Displacement	To remove and move a use or structure from its place or position.
District Tidelands or Tidelands	The District's territory or jurisdiction as defined the San Diego Unified Port District Act, Section 5: (a) The area within the district shall include all of the corporate area of each of the cities of San Diego, Chula Vista, Coronado, National City, and Imperial Beach which establish the district as provided in this act, and any unincorporated territory in the County of San Diego contiguous thereto, which is economically linked to the development and operation of San Diego Bay, included in the district by the board of supervisors of the county as provided in this act. The regulatory, taxing, and police power jurisdiction of the district, as otherwise provided for in this act, shall apply to the above-described area. (b) In addition to the powers and authority describe in subdivision (a), the district shall exercise its land management authority and powers over the following areas: (1) The tidelands and submerged lands granted to the district pursuant to this act of any other act of the Legislature. (2) Any other lands conveyed to the district by any city of the County of San Diego or acquired by the district in furtherance of the district's powers and purposes as provided in Section 87 [of the San Diego Unified Port District Act]. Additionally, after acquired tidelands and exchanged lands are considered District Tidelands.
Dock	A platform extending from a shoreside facility over water, used to secure, protect, and provide access to a boat or ship.
Dock and Dine	Temporary berthing at a dock or pier to patronize an adjacent or adjoining restaurant
Docking	The act of securing a ship, boat, or barge to a dock.
Drought-tolerant	The ability of a plant to live, grow, and reproduce satisfactorily with limited water supply in the context of existing plant climate for an area/region.
Dry Bulk	A commodity type that includes, but is not limited to, minerals, fertilizing materials, sand and gravel, and cement, which is transported in large quantities.
Dry Dock	A narrow basin or vessel that can be flooded to allow a boat or ship to be floated in, then drained to allow that boat or ship to come to rest on a dry platform.

TERM	DEFINITION
Dry Dock Service	Activity that may occur in or out of water and include, but are not limited to, vessel building, dockside facilities maintenance, and repair services. Activities associated with this use involve lifting vessels out of the water for inspection, maintenance, and repair, as well as undocking after completion of work.
Easement	An easement is a real estate ownership right granted to a third-party individual or entity to make a limited use of the land of another.
Ecological Buffer	An upland, wetland, and/or riparian area that protects and/or enhances biological resource functions associated with wetlands, rivers, streams, lakes, marine, and estuarine systems from disturbances associated with adjacent land uses (33 Code of Federal Regulations 332.2)
Ecology	The relationship between plants, animals, people, and their environment, and the balance of these elements within the ecosystem.
Ecoregion	Ecoregions are areas where ecosystems (and the type, quality, and quantity of environmental resources) are generally similar. Designed to serve as a spatial framework for the research, assessment, and monitoring of ecosystems and ecosystem components, ecoregions denote areas of similarity in the mosaic of biotic, abiotic, terrestrial, and aquatic ecosystem components with humans being considered as part of the biota.
Ecosystem	A unit of land or water comprising populations of organisms (including humans) considered together with their physical environment and the interacting processes between them.
Ecosystem Service	Ecological processes or functions having monetary or non-monetary value to individuals, the environment, or society at large. These are frequently classified as (1) supporting services such as productivity or biodiversity maintenance, (2) provisioning services such as food or fiber, (3) regulating services such as climate regulation or carbon sequestration, and (4) cultural services such as tourism or spiritual and aesthetic appreciation.
Eco-Tourism	Travel to areas of natural or ecological interest for the purpose of observing wildlife and learning about the environment.
Educate	To teach something over a set time period, so that knowledge and understanding is acquired by others.
Effective Date	As to the Port Master Plan Update, once the process codified in 14 California Code of Regulations 13632, subsection (e), as may be amended, is completed
Emergency	A sudden, urgent, usually unexpected occurrence or occasion requiring immediate action.
Emerging market	An economy structured on new technology, standards, increasing access, and revised regulations.
Enable	To make possible or allow for something to occur.
Encourage	To stimulate something/someone by approval or help.
Encroachment	Any obstruction or protrusion into a right of way or adjacent property, whether on the land or above it.
Engage	Please refer to Section 6.3.1, *Chapter 6, Plan Implementation and Development Conformance.*
Enhance	To improve or increase in quality or value.
Ensure	To make certain.
Environmental Justice	Environmental justice means the fair treatment and meaningful involvement of all people regardless of race, color, national origin, culture, education, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Refer to Chapter 3.5, Environmental Justice Element for more information.

TERM	DEFINITION
Environmentally Sensitive Area	Any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.
Establish	To begin or create something such as a program, activity, or use.
Estuary	Partially enclosed body of water where river/fresh and ocean/salt/tidal waters mix.
Evaluate	To find or judge the quality or value of something.
Existing Development Site	A development site that is present as of the date of certification of this Plan (amended XXXX).
Expand	To increase in extent, size, or scope.
Explore	To examine or investigate systematically.
Extreme Monthly Tidal Inundation	Inundation experienced during monthly highest high tide.
Facility	Buildings, structures, pieces of equipment, or other physical systems.
Fair share (in terms of cost sharing)	Equitable distribution of costs amongst entities necessitating or benefiting from the improvements incurring those costs.
Fault Line setback	Distance established between a known fault line and where habitable structures may be built.
Feasible	Capable of being accomplished in a successful manner within a reasonable period of time, considering economic, environmental, social, and technological factors.
Fill	Earth or any other substance or material, including pilings placed for the purposes of erecting structures thereon, placed in a submerged area.
Finished Grade	The final elevation and contour of the ground after cutting or filling and conforming to the proposed design.
Fish Laboratory and Testing	Facility containing laboratory testing equipment in support of marine research to ensure the health of marine species.
Fishery	The industry or occupation devoted to the catching, processing, or selling of fish, shellfish, or other marine or aquatic animals.
Floating Upweller System	Mechanical, water-based, floating structure that relies upon upwelling.
Freight	Goods, excluding passengers, carried by a vessel or vehicle, especially by a commercial carrier; cargo.
Freight Hub	Major airport, seaport, or other type of intermodal facility developed to exchange freight between different vessels or modes of transport.
Garden Space	A garden space is a non-programmed outdoor area that is primarily soft surfaced with ample seating and extensive planted areas. Garden spaces are intimate, nonprogrammed spaces intended as respite from more heavily programmed open spaces located throughout the waterfront.
Gateway/Entry Gateway	[A]n entrance corridor that heralds the approach of a new landscape and defines the arrival point as a destination.
General Travel Lanes	General travel lanes available for use by vehicular traffic without any restrictions or tolls.
Goal	A goal is a broad statement that guides action, in accordance with the District's vision for the Tidelands.
Golf Course	The grounds where the game of golf is played.

TERM	DEFINITION
Greenhouse Gas (GHG)	Gaseous constituents of the atmosphere, both natural and anthropogenic, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the Earth's surface, the atmosphere itself and by clouds.
Green Infrastructure	The range of measures that use plant or soil systems, permeable pavement or other permeable surfaces or substrates, stormwater harvest and reuse, or landscaping to store, infiltrate, or evapotranspirate stormwater and reduce flows to sewer systems or to surface waters.
Habitat	The place or environment where a plant or animal naturally or normally lives and grows.
Habitat Enhancement	Areas where activities are conducted within existing natural habitats to achieve specific management objectives or provide conditions which previously did not exist, and which increase or improve one or more ecosystem functions.
Habitat Replacement	An approach to manipulating habitat conditions in which a habitat is converted from one type to another in order to mimic a desirable natural habitat present at another location.
Habitat Restoration	Returning certain habitats to their former historical condition.
Hand-Launched Non-Motorized Watercraft	Watercraft that does not have or utilize a motor to travel along the water. This type of watercraft does not require the use or assistance of vehicle or additional equipment when being launched into the water from the land.
Hazard	The potential occurrence of a natural or human-induced physical event or trend that may cause loss of life, injury, or other health impacts, as well as damage and loss to property, infrastructure, service provision, ecosystems, and environmental resources.
Height	The distance from the base of something to the top, measured from the ground up.
Identify	To discover, prove, or recognize as being a certain person, cause, or thing, often through an analytical process.
Impact	The effect of any direct man-made or natural actions or indirect repercussion of man-made or natural actions on existing physical, social, or economic conditions and communities.
Implement	To carry into effect; or to enact a document of steps or a scheme of action to ensure attainment of identified planning, development, environmental quality, or other standards within a specific time period.
Include	To add as part of the whole.
Increase	To make or become greater in size, degree, or frequency.
Indigenous	Produced, growing, living, or occurring natively or naturally in a region or environment.
Integrate	To add or bring parts together
Integrated Planning	A multi-faceted, collaborative planning process considering economic, social, and cultural opportunities
Intensification (as in increased density or intensity)	The development of a property, site or area at a higher density than currently exists, through development, redevelopment, infill and expansion or conversion of existing buildings provided such activity increases either the floor area, height, or bulk of the existing structure by more than 10 percent, and the change or expansion of a development or use would result in a new or increased impact to coastal resources.

TERM	DEFINITION
Intertidal	The area along the shore that is intermittently submerged and exposed due to tidal flows, which change daily and seasonally due to the gravitational pull of the moon and the sun.
Invasive Species	Any kind of living organism that is not native to an ecosystem and causes harm.
Invest	To devote time, effort, or resources to a project, process, or initiative considered to useful or likely to succeed.
Involve	To work directly with the stakeholders throughout a process to ensure that concerns and aspirations are consistently understood and considered.
Kiosk	A small building or structure from which people can buy items, goods, or services.
Landward	Towards land (away from water).
Land Use Type	A type of development or activity occurring on the land within a specified land use designation.
Lease	A written agreement by and between the District and a third-party for use of District Tidelands or other granted lands or water that complies with all applicable regulations and laws. For avoidance of doubt, leases include, but are not limited to ground leases, leases, Tideland Use and Occupancy Permit, Right of Entry Permit, or any subleases requiring District consent.
Lessee	The third-party or entity that has legally entered a lease with the District.
License Agreement	A written agreement by and between the District and a third-party that gives the third-party permission to use Tidelands but does not grant the third-party any real property interest in Tidelands. A license agreement may be revocable or irrevocable.
Leverage	To utilize resources or other means of ability to influence situations or people to accomplish some purpose
Linkage	The connection of two (or more) things.
Liquid Bulk Handling (receipt and distribution)	The physical transfer and storage of liquid bulk from vessels to vessels or freight to vessel through pipelines. This may also include bunkering and storage.
Listed Species	A species designated as candidate, threatened, or endangered pursuant to the California Endangered Species Act and/or listed as threatened or endangered under the Federal Endangered Species Act.
Living Shorelines	Constructed features that can be incorporated into shoreline protection that may mimic natural features of a shoreline to provide specific adaptation or ecological services, such as but not limited to, protection, dissipation of wave energy, and biological enhancements.
Locate	To designate the site of.
Logistics and Supply Chain Support Services	Processing, administration, maintenance, or repair facilities supporting cruise terminal or cargo terminal operations of transporting cargo and people.
Long-Term Leases	A lease with term of five years or more in duration.

TERM	DEFINITION
Lower Cost Visitor and Recreational Facilities	Facilities that are intrinsically lower cost or no cost, which may include, but are not limited to: public recreational opportunities such as active and passive parks, open space, gardens, promenades, walkways, and bikeways/bike paths; wayfinding signage, seating, bicycle racks and other enhancements to public access areas; free or lower-cost public events or tours; public art, museums or exhibits; public viewing areas or piers; free or lower cost transportation, including shuttles, van pools, water taxis and bicycle racks; public fishing piers or floating docks; low cost or free moorings or boat slips; dock and dine piers; parking facilities/spaces that are free or lower cost; lower cost overnight accommodations are inherently lower cost and may include, but are not limited to hostels, campgrounds, yurts, recreational vehicle parks, or tent campsites, or may include features which lower the cost of stay, such as but not limited to kitchenettes, free wi-fi, free or reduced cost breakfast, and free parking.
Maintain	To keep in functional and operating condition by regularly checking it and repairing it when necessary.
Major Development	From the effective date of certification of this Plan, as specified in 14 CCR § 13632 the: 1. Cumulative modification or cumulative replacement of 50 percent or more of a single major structural component of an existing development; or 2. Cumulative modification or cumulative replacement of 50 percent or more of the sum total of all major structural components of a single existing development or multiple existing developments on an existing development site; or 3. Issuance of a term extension or cumulative term extensions, that equal to fifteen (15) years or more; or 4. Granting of a new lease of more than fifteen (15) years unless the new lease is a result of a change of ownership and excludes any term extension or the new lease is with an existing tenant and number 3, above, has not been triggered; or 5. Issuance of a new Coastal Development Permit for new development.
Major Structural Component(s)	The foundation, floor framing, exterior wall framing and roof framing of a structure. Exterior siding, doors, window glazing, roofing materials, decks, chimneys, and interior elements including but not limited to interior walls and sheetrock, insulation, fixtures, and mechanical, electrical and plumbing elements are not considered major structural components.
Marine Research	Any study, whether fundamental or applied, intended to increase knowledge about the marine environment, including its resources or living organisms through scientific-based activity.
Marine Technology	Any technology, system, or platform that: 1. is designed for use or application above, on, or below the sea surface or that is otherwise applicable to maritime operational needs, including such a technology, system, or platform that provides continuous or persistent coverage; and 2. supports or facilitates: a. maritime domain awareness, including: i. surveillance and monitoring; ii. observation, measurement, and modeling: or iii. information technology and communications;search and rescue; b. emergency response; c. marine inspections and investigations; or e. protection and conservation of the marine environment.
Maximize	To increase to the maximum or to raise to the highest possible amount of degree.

TERM	DEFINITION
Merchant Marine	United States civilian mariners and merchant vessels that engage in commerce or goods transportation and services in and out of United States' navigable waters. In times of war, the United States Merchant Marine can be called upon to deliver military personnel and material for the military.
Micromobility	Personal transportation using any vehicles whose gross weight is less than 500kg.
Mid-Block Pedestrian Crossing	A pedestrian roadway crossing that is not adjacent to, or aligned, with a controlled intersection. May or may not be aligned with a walkway.
Minimize	To reduce to a minimum or to decrease to the least possible amount.
Minor Development	All other development that is not major development (See Major Development).
Mitigation Banking	A wetland, stream, or other marine or coastal resource area that has been restored, created, enhanced, or preserved for providing compensation for unavoidable impacts to marine or coastal resources permitted under Section 404 of the Clean Water Act or a similar state or local wetland regulation. A mitigation bank may be created when a government agency, corporation, nonprofit organization, or other entity undertakes these activities under a formal agreement with a regulatory agency.
Mobile Fueling Systems	Fueling apparatus that can re-locate to areas of need for fueling purposes for both land vehicles and water vessels.
Mobility Hub	A connection point in which visitors and workers are provided the opportunity to change from one mode of travel to another, as necessary, to reach their destination. A mobility hub includes, but is not limited to, landside modes such as personal auto; transit; rideshare; biking; walking; micro-mobility options; as well as waterside modes such as transient docking and water-based transfer points that support a water-based transit network, such as water taxis and/or ferries.
Modification (or Replacement) of Structural Component Cumulative Threshold to be Major Development (See Major Development)	1. Exterior Wall Modification or Replacement. An exterior wall is considered to be modified 50 percent or more when any of the following occur: a. Exterior cladding and/or framing systems are altered in a manner that requires removal and/or replacement of 50 percent or more of the elements of those cladding and framing systems, normally considered as linear length of wall; or b. Reinforcement is needed for any remaining portions of the wall to provide structural support in excess of 50 percent of existing support elements (e.g., addition of 50 percent or more of beams, shear walls, or studs whether alone or alongside the existing/retained elements, etc.). 2. Floor or Roof Structure Modification or Replacement. A floor or roof structure is considered to be modified 50 percent or more when any of the following occur: a. The roof or floor framing is altered in a manner that requires removal and/or replacement of structural elements (e.g., trusses, joists, shear components, rafters, roof/floor structural surface (e.g., plywood), etc.) supporting 50 percent or more of the square footage of the roof or floor; or b. The roof or floor structural framing system requires additional reinforcement to any remaining portions of the roof or floor system to provide structural support (e.g., addition of 50 percent or more of beams, joists, shear components, rafters, roof/floor structural surface (e.g., plywood), etc., whether alone or alongside existing/retained system elements). 3. Foundation Modification or Replacement. A foundation is considered to be modified 50 percent or more when any work is done on any of the following: a. 50 percent or more of the horizontal surface area of a slab foundation; b. 50 percent or more of the floor area of a structure supported by a pier/post and/or caisson/grade beam foundation; or c. 50 percent or more of a perimeter foundation.

TERM	DEFINITION
Modify	To change or alter.
Mooring	A place where a boat can be tied so that it cannot move away, or the object it is tied to.
Motorized Mobility Device	An electric personal assistive vehicle
Multi-Modal	Characterized by several modes of activity or transportation.
Multi-Use	Intended or suitable for more than one use.
Multi-Use Pathway	An accessway intended or suitable for more than one mode (e.g., pedestrians and bicycles), such as walking, jogging, cycling, and wheelchair use.
Native Vegetation	Vegetation that is local or endemic to the area and which originated or was produced naturally in the region and not introduced directly or indirectly by humans.
Natural Resources	Land, fish, wildlife, biota, air, water, groundwater, drinking water supplies, and other such resources belonging to, managed by, held in trust by, appertaining to, or otherwise controlled by the United States, any state or local government, any foreign government, or any indigenous tribe.
Nature Trail	An unpaved pathway (could be waterside or non-waterside) that provides a dedicated area for pedestrians.
Navigation	The science of locating the position and plotting the course of ships and aircraft.
Net Zero Carbon Emissions	Net zero carbon emissions is considered a synonym for carbon neutrality.
New Development	Development that occurred after the effective date of this Plan.
Nonconforming Development	A development that was lawfully established, improved or constructed prior to the adoption of certification of this Plan (amended XXXX), but that does not conform with goals, objectives, and policies of this Plan's Elements and the standards and requirements of the applicable Planning District where the development is located.
Nonconforming Use	A use of development, water, or land that was legally established and maintained prior to the adoption and certification of this Plan (amended XXXX) yet does not conform to the amended land and/or water use designation.
Non-Native Species	A species living outside its native distributional range.
Non-Port Administration Office	Establishments that may operate on Tidelands but are not directly related to District operations.
Non-Water Oriented	Uses or actions not principally utilized for water-oriented purposes.
Nurture	Encourage or help to develop (plans ideas, or people).
Objective	A statement of a desired end.
Occupant	The third-party or entity that legally occupies a space on Tidelands.
Offer	To present for consideration.
Open Space, Active	Unobstructed, usable outdoor spaces accessible to the public for the purpose of programmed recreational activities including small and large park events.
Open Space, Passive	A publicly accessible space not intended for programmed recreational activities or small and large park events.
Optimize	To obtain the most efficient or optimum use of
Orient	To position, align or set with reference to points of the compass or other specific directions
Oriented	To be principally devoted to. (See non-water-oriented retail)

TERM	DEFINITION
Overnight Accommodations	Land or water areas allowing for temporary overnight accommodation rented to a person for less than 180 consecutive days. Examples of overnight accommodations include, but are not limited to, hotels, hostels, lower cost visitor facilities, and transient vessels.
Parcel	A District-defined piece of real estate.
Park	Open space primarily for recreation and publicly accessible.
Parking District	Defined geographic area within which parking fees are collected and used for parking improvements within that area.
Parkway	Within a street roadway, area between the curb and sidewalk, intended for landscaping and tree planting.
Participate	To take part, be or become actively involved, or share in.
Partner	To join together on an effort or initiative.
Partnership	A relationship between two entities that share the responsibility for a project or service delivery.
Paseo	A pedestrian way or plaza located between two adjacent buildings.
Passageway	A long narrow space with walls or fences on both sides, that connects one place with another.
Pathway	A type of accessway solely dedicated for the use of pedestrians. Examples of pathways include, but are not limited to, sidewalks, walkways, and nature trails.
Pavilions	A permanent or temporary structure providing commercial recreational services, retail/restaurant services, concessions, or entertainment.
Pedestrian Scramble	Traffic signal phase that temporarily stops all vehicular traffic from entering an intersection to allow for pedestrians and cyclists to cross the intersection in all directions, including diagonally, at the same time.
Performance Venue	Any establishment (indoors or outdoors) where entertainment, either passive or active, is provided for the pleasure of the patrons, either independent or in conjunction with any other use. Such entertainment includes but is not limited to vocal and instrumental music, dancing, karaoke, comedy, and acting.
Permittee	Any person or entity that is issued a Coastal Act Approval or has applied for a Coastal Act Approval.
Pier	A fixed structure that extends over the water and used as a landing place for vessels. A pier can also be used for other non-landing activities such as, but not limited to, recreation and commercial uses.
Plan or Port Master Plan Update	A Port Master Plan Amendment approved by the Board of Port Commissioners on (XXX), certified by the CCC on (XXX) and effective as of (XXXX) (see 14 California Code of Regulations Section 13632).
Planning District	Identifiable and functional geographic units of the District's jurisdiction. Planning district boundaries conform closely to the boundaries of established municipal jurisdictions and/or census tracts.
Planned Improvements	Planned improvements provide enhanced coastal access to Tidelands, on land and between the water-land interface or define the thresholds for development for appealable projects consistent with the Coastal Act.
Platform	A fixed structure that extends over the water and functions as an extension of land over the water and is used exclusively for non-landing activities such as, but not limited to, recreation and commercial uses. Some platforms have built structures or may be leased. Like a deck, but a platform is always over water or riprap.
Plaza	An open space designed for public use and defined by surrounding buildings and/or streets.

TERM	DEFINITION
Policy	A policy is a rule or course of action that indicates how a District objective will be achieved.
Port Master Plan	Carries out the provisions Chapter 8 of the Coastal Act. Contains the proposed uses of land and water areas, where known; the projected design and location of port land areas, water areas, berthing, and navigation ways and systems intended to serve commercial traffic within the area of jurisdiction of the port governing body; and proposed projects listed as appealable.
Port Master Plan Amendment	Formal approved change to the certified Port Master Plan, such an Amendment itself requires certification by the CCC.
Portside Community	Communities downwind from industrialized, waterfront uses and activities and tend to have poor air quality. As of certification of this Plan (dated XXXX), Portside Communities included Barrio Logan, Logan Heights, Sherman Heights in the City of San Diego, and West National City.
Preserve	To maintain and protect.
Primary Use	The preferred and dominant use within a water or land use designation. The primary use(s) for which land or a building is or may be intended, occupied, maintained, arranged, or designed.
Prioritize	To designate or treat (something) as more important than other things.
Prohibit	To refuse to allow.
Project	The whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1) an activity directly undertaken by any public agency including but not limited to public works construction and related activities clearing or grading of land, improvements to existing public structures, enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700; (2) an activity undertaken by a person or entity which is supported in whole or in part through public agency contacts, grants, subsidies, loans, or other forms of assistance from one or more public agencies; or (3) an activity involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies (CEQA Guidelines Section 15378). A Project is separate from the 'Appealable Project List' as defined by this document; see definition of 'Appealable'.
Promote	To help bring about or further the growth or establishment of; or to further the popularity of by publicizing and advertising.
Protect	To defend from trouble, harm, or loss.
Provide	To make available.
Public Facility	Any area that is owned, leased, or otherwise operated, or funded by a governmental body or public entity, which may, include, but is not limited to, buildings, property, recreation areas, and roads.
Public Open Space	Unobstructed, usable outdoor spaces accessible to the public.
Public Realm	Public realm is defined as the exterior space around and between structures and facilities that are publicly accessible. These areas support or facilitate social interaction and include active and passive uses. While public realm areas may include designated Recreation Open Space areas, they may also include areas within a developed site or leasehold assigned with other use designations, such as Commercial Recreation. Public realm also includes streets, sidewalks, and other accessways that facilitate public access.
Public Transit	A system of transport, in contrast to private transport, for passengers by group travel systems available for use by the general public, typically managed on a schedule, operated on established routes, and that charge a posted fee for each trip.

TERM	DEFINITION
Public Trust Doctrine	Refers to a common law doctrine creating the legal right of the public to use certain lands and water.
Public-Private Partnership	A partnership between a government agency and private entity that share the responsibility for a project or service delivery.
Pursue	To proceed along, follow, or continue with to try to find or strive for an item or objective.
Rail	A permanent road having a line of rails fixed to ties and laid on a roadbed and providing a track for cars or equipment drawn by locomotives or propelled by self-contained motors.
Recognize	To acknowledge or to be aware of the existence of or significance of.
Reconfiguration	The arrangement or rearrangement of parts into a different form or combination.
Recreation	Activities of leisure.
Recreational Boat Service Facilities	Facilities that provide services to recreational boating necessary for the operation and maintenance of recreational boats or for the comfort of recreational boat users. Such facilities should be located and designed to not interfere with commercial fishing. Facilities may include, but are not limited to, pump outs stations, repairs, fueling, docks, restrooms, and boat launches.
Recreational Marina	Coastal water area designated and used exclusively for the mooring of recreational vessels including mooring slips and service facilities located on mooring slip docks.
Recreational Marina – Related Facilities	Ancillary and supportive uses and areas related to supporting recreational marinas.
Recreational Vehicle & Camping	Areas dedicated for the parking and/or placement of tents, recreational vehicles (i.e. campers, motorhomes, trailers), and motor vehicles for overnight accommodations.
Recreational Vessel	Vessels used for recreational use. Recreational vessels can be motorized or non-motorized. Motorized vessels include but are not limited to jet skis; fly boards; boats; or similar motorized vessels for recreational use. Non-motorized vessels include but are not limited to: kayaks; paddle boats; boards (paddle, stand-up, surf, or similar); or similar non-motorized vessels for recreational use.
Redevelopment	Development on an existing development site.
Regulate	To control, direct, or govern according to a rule, principle, or system.
Remediation (Environmental Remediation)	The removal of pollution or contaminants from environmental media such as soil, groundwater, sediment, or surface water.
Remove	To move something from place or position occupied.
Replace	To provide a substitute or equivalent for what is existing.
Replace in-kind	To provide a substitute or equivalent.
Replacement (as used in the definition of Major Development)	Renovation, reinforcement, or alterations that shall be calculated by linear feet, surface area or volume (in the case of shoreline protection).
Require	To ask or insist upon, as by right or authority.
Research	To conduct careful, systematic, patient study and investigation in some field of knowledge, undertaken to discover or establish facts or principles.
Resilience	The capacity of any entity – an individual, a community, an organization, or a natural system – to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience.
Restaurant (full-service)	Establishments primarily engaged in providing food services to patrons who order and are served while seated (i.e., waiter/waitress service) and pay after eating.

TERM	DEFINITION
Restaurant (limited-service)	Establishments primarily engaged in providing food services where patrons generally order or select items and pay before eating.
Retain	To keep in a fixed state or condition.
Retrofit	To change in design, construction, or equipment of an existing facility in order to incorporate later improvements or to bring it into compliance (or where that is not feasible, more nearly into compliance) with modern standards for such facilities.
Roadways	An accessway which allows and is intended to serve vehicular traffic. Examples of roadways include, but are not limited to, general lanes and dedicated lanes for transit or other mobility modes.
Salt Pond	A human-made feature along the coastline that allows for the drying and collection of salt.
Scenic Vista Area	An area of visual public access providing scenic views from publicly accessible points on Tidelands, as depicted on the Planning District Coastal Access: Views and Pathways figures.
Sea Level Rise	Sea level change, both globally and locally (relative sea level change) due to (1) a change in ocean volume as a result of a change in the mass of water in the ocean, (2) changes in ocean volume as a result of changes in ocean water density, (3) changes in the shape of the ocean basins and changes in the Earth's gravitational and rotational fields, and (4) local subsidence or uplift of the land.
Secondary Use	Complement primary use(s) identified within a water and land use designation but are not the preferred use and should not dominate any development site, or impede, interfere or create conflicts with the functionality of the higher priority primary use.
Sensitive Coastal Habitats	Areas that have: "sensitive resource values," meaning those fragile or unique natural resources, including flora and fauna, which are particularly susceptible to degradation resulting from surrounding development, the adverse effects of which have not been carefully evaluated, mitigated, or avoided. Examples include, but are not limited to, environmentally sensitive areas, as defined in CCA Section 30107.5, areas uniquely suited for scientific or educational purposes, and specific public recreation areas where the quality of the recreational experience is dependent on the character of the surrounding area. (California Coastal Act Section 30525)
Sensitive Habitat	Land, water, and vegetation needed to maintain one or more sensitive species.
Sensitive Receptor	Areas where the occupants are more susceptible to the adverse effects of exposure to toxic chemicals, pesticides, noise, and other pollutants. A sensitive receptor includes, but is not limited to, hospitals, schools, daycare facilities, elderly housing, and convalescent facilities, but excludes overnight accommodations.
Setback	The minimum distance between the landside edge of a waterside promenade and development, or between a roadway and a building face.
Shade Structure	A built or natural structure, either permanent or transient, where the intended use is to provide relief from the sun.
Shared Parking	A parking facility that serves, or is utilized by, two or more developments or uses. An example of a shared parking facility is that shared parking spaces between entities could be utilized during different peak-hour times to result in overall reduction in the total number of required parking spaces.
Ship	A large vessel used for military, cargo, or passenger needs.
Ship Chandlery	A retail dealer specializing in supplies and/or equipment for ships.
Shoreline	Where the land and a body of water meet.

TERM	DEFINITION
Shoreline Protective Devices	Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply." Upland adaptation strategies and "soft" or natural shoreline solutions, such as living shorelines, do not constitute shoreline protective devices. (California Coastal Act, Section 30235)
Sidewalk	A non-waterside pathway that provides a dedicated area for pedestrians adjacent and parallel to a roadway.
Site	To locate or position (verb). The place where a structure or development was, is, or will be located (noun).
Special Allowances	Provide specific detail on allowable uses, conditions, or operations in specific locations on Tidelands. Special allowances are intended to address unique situations in either a planning district or subdistrict.
Spill Response Services	An establishment that provides the necessary services required to effectively respond to, contain, and clean up releases of hazardous chemicals and/or wastes.
Sportfishing	Fishing duly authorized under applicable state and federal laws or regulations in which passengers pay to fish on a licensed sportfishing vessel.
Standards	Establish requirements for the physical development of property.
State Tidelands and Submerged Lands (or tidelands and submerged lands)	Pursuant to the Submerged Lands Act of 1953, these lands include: (1) all lands within the boundaries of each of the respective States which are covered by nontidal waters that were navigable under the laws of the United States at the time such State became a member of the Union, or acquired sovereignty over such lands and waters thereafter, up to the ordinary high water mark as heretofore or hereafter modified by accretion, erosion, and reliction; (2) all lands permanently or periodically covered by tidal waters up to but not above the line of mean high tide and seaward to a line three geographical miles distant from the coast line of each such State and to the boundary line of each such State where in any case such boundary as it existed at the time such State became a member of the Union, or as heretofore approved by Congress, extends seaward (or into the Gulf of Mexico) beyond three geographical miles, and (3) all filled in, made, or reclaimed lands which formerly were lands beneath navigable waters. These lands are managed by the California State Lands Commission or its grantees.
Stepback	An upper-story setback, a step-like recession in a building wall, used to reduce building bulk and scale, promote daylight, create pedestrian character, and/or reduce shadow.
Stewardship	An ethic that embodies the responsible planning and sustainable management of resources.
Storage	Dedicated structures or areas where materials or goods are kept until needed.

TERM	DEFINITION
Strategic Highway Network (STRAHNET)	The STRAHNET is a 62,791-mile system of roads deemed necessary for emergency mobilization and the peacetime movement of heavy armor, fuel, ammunition, repair parts, food, and other commodities to support U.S. military operations. Even though the U.S. Department of Defense deploys heavy equipment primarily by rail, highways still play a critical role in times of need. STRAHNET Connectors (about 1,700 miles) are additional highway routes linking more than 200 important military installations and ports to STRAHNET. These routes typically are used when personnel and equipment are moved during a mobilization or deployment. Generally, these routes end at the port boundary or installation gate. Although installations may have multiple access/egress routes, the STRAHNET Connector is generally the most direct and highest functional class roadway.
Structure	Includes, but is not limited to, any building, road, pipe, electrical power transmission and distribution line, communication facilities, renewable energy facilities, in-water improvements, or placement or erection of any solid material on land or in the water, including without limitation building materials or landscaping.
Subdistrict	A division of a planning district.
Support	To carry or bear the weight of; To promote the interests or cause of.
Sustainable	Practices that meet the needs of present users without compromising the ability of future generations to meet their own needs, particularly with regard to use and waste of natural resources.
Technology Cluster	Broad and inclusive networks made up of public and private entities focused on industrial research, training, and technology transfer.
Terminal	A connection point for Industrial marine or cruise terminal operations.
Tidelands Border Community	Communities in the City of Imperial Beach, which tend to have poor water quality and suffer from transboundary environmental pollution in and around the Tijuana River Valley.
Tower	That portion of a building located above the base building, extending to the top of the building.
Tower Floor Plate	The amount of gross floor area located on a single floor in the tower of a building.
Toxic Air Contaminants	An air pollutant which may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health. (39655 California Health and Safety Code)
Transit Facilities	Structures or location advancing public transit operations on and off the roadway system.
Transition Zone	A sequence of graduated land uses.
Transportation Network Companies	A mobility service provider offering prearranged transportation services for compensation to connect drivers using their personal vehicles with passengers.
Trust-consistent	Activities or uses that are compatible with the District's mandate and responsibilities to administer the Tidelands in trust. Includes administration activities undertaken by the District and associated facilities (offices) principally to conduct such administration as well as the beneficial uses of tidelands (commerce, environmental stewardship, fisheries, navigation, recreation,) and support thereof.
Underutilized Land	An undeveloped or underdeveloped parcel or development site not optimized for social, environmental, and economic potential.
Update	To bring into conformance or to improve with the current facts, methods, or ideas
Upland Connecting Roadway	A landside accessway connecting Tidelands to and from adjacent jurisdictions.

TERM	DEFINITION
Upwelling	An oceanographic phenomenon that involves wind-driven motion of dense, cooler, and usually nutrient-rich water towards the ocean surface, replacing the warmer, usually nutrient-depleted surface water.
Use	Development or activity that occurs on a site or in a building or facility.
Use Type	Any purpose for which a lot, building, or other structure or tract of land may be designated, arranged, intended, maintained, or occupied; or any activity, occupation, business, or operation carried on or intended to be carried on in a building or structure or on a tract of land.
Vessels	All types of ocean-going watercraft (personal and recreational), ships (military, cargo, and cruise), commercially operated passenger boats, and commercial fishing and sportfishing boats.
Viability	Ability to work as intended or to succeed.
View Corridor Extension	A scenic extension from a street, or other accessway, or a defined viewpoint, as depicted on the Planning District Coastal Access: Views and Pathways figures.
Visitor Overnight Accommodations (associated cost levels)	1. Lower Cost. For hotels or motels, the average daily room rate of all economy hotels and motels in the San Diego County Coastal Zone that have room rates that are 25 percent below the Statewide average daily room rate or lower. Economy hotels and motels are AAA-rated one or two diamond hotels, or equivalent. Lower cost overnight accommodations shall also include campgrounds, hostels, and recreational vehicle parks, as these overnight accommodations are inherently lower cost. 2. Moderate Cost. The average daily hotel or motel room rate in the San Diego County Coastal Zone that is between lower cost and higher cost. 3. Higher Cost. The average daily hotel or motel room rate in the San Diego County Coastal Zone is 25 percent higher than the Statewide average daily room rate or greater. Refer to Goal 6 (Chapter 3.1, Water and Land Use Element) for more information.
Visual Access	The unhindered, ability to have continuous views of scenic resources.
Walkways	A non-waterside pathway that provides access from the nearest public road to the waterfront, also known as vertical access. Walkways are primarily for pedestrians (non-exclusive use) and may also function as a multi-use pathway and/or include a designated multi-use pathway and may include a view corridor extension.
Water Feature	A point of interest with water as the defining focus.
Water Use Type	A type of development or activity occurring in or on the water within a specified water use designation.
Water-Based Transit	Transportation services available to the public (operated publicly or privately) picking up and offloading passengers at water-based transfer points.
Watercraft	Vessels used for personal and recreational use.
Waterfront Destination Park	A large, highly programmed recreation open space located at the water's edge. May include a single large flexible space that can be programmed for diverse temporary uses, events, or activities or a series of smaller spaces that can be combined into a single contiguous area for temporary uses, events, or activities.
Water-Oriented Retail	Shopping facilities principally devoted to the sale of commercial goods utilized for water-oriented purposes.
Waterside Promenade or Promenade	A pathway along the waterfront designed to enhance access and enjoyment of District Tidelands. Waterside promenades are primarily for pedestrians (nonexclusive use) and may also function as a multi-use pathway and/or include a designated multi-use pathway.

TERM	DEFINITION
Waterways	A navigable body of water.
Wave run-up	The maximum vertical extent of wave action on a beach or structure, above the still water line.
Wayfinding	Signage, graphic representations, or other digital or technological tools that provide orientation to one's surroundings and help one navigate from place to place.
Wetlands	Lands which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens.
Window to the Bay	A designated stretch of waterfront, located generally between Ash Street and Date Street within the North Embarcadero Subdistrict, providing a continuous visual access of the Bay.
Yacht Club	A sport club specifically related to yachting.

Appendix

Embarcadero Planning District (PD3)
Land Use Map Options

PORT of SAN DIEGO

North Embarcadero Subdistrict Options

In addition to the Embarcadero Planning District Water and Land Use Map that is proposed in the Port Master Plan Update (PMPU), this appendix includes three Water and Land Use Map options for future development along North Harbor Drive in the Embarcadero Planning District (PD3).

- Option 1: Waterfront Destination Park at Foot of Navy Pier.
- Option 2: 205-Foot Setback West of North Harbor Drive.
- Option 3: 205-Foot Setback East of North Harbor Drive.

Analyzing Option 1 is a requirement of the 2011 North Embarcadero Visionary Plan (NEVP) Phase 1 Coastal Development Permit (CDP). Options 2 and 3 are commitments of the 2010 Lane Field Project Memorandum of Understanding (MOU) with the District, Lane Field San Diego Developers, LLC, and the San Diego Navy Broadway Complex Coalition (Coalition) ("Lane Field MOU").

Option 1: Waterfront Destination Park at Foot of Navy Pier

The NEVP Phase 1 CDP requires that the PMPU Program Environmental Impact Report and the proposed PMPU study at least two potential locations for the Waterfront Destination Park: (1) along the esplanade near Navy Pier, between the Navy Broadway Complex (also known as, the IQHQ Research and Development District (RaDD) site) and the waterfront, which must also examine the closure of North Harbor Drive to automobile circulation; and (2) along the esplanade across from or near the County Administration Center. The first potential location is the area being studied as Option 1. The second is included in the proposed PMPU as the preferred location for the Waterfront Destination Park, which is identified as PD3.10 in Chapter 5.3 of the PMPU. Per the proposed PD3.10 (as described in Section 5.3.2(C)-I of the PMPU), this second location is situated along the west side of North Harbor Drive between Grape Street and Ash Street.

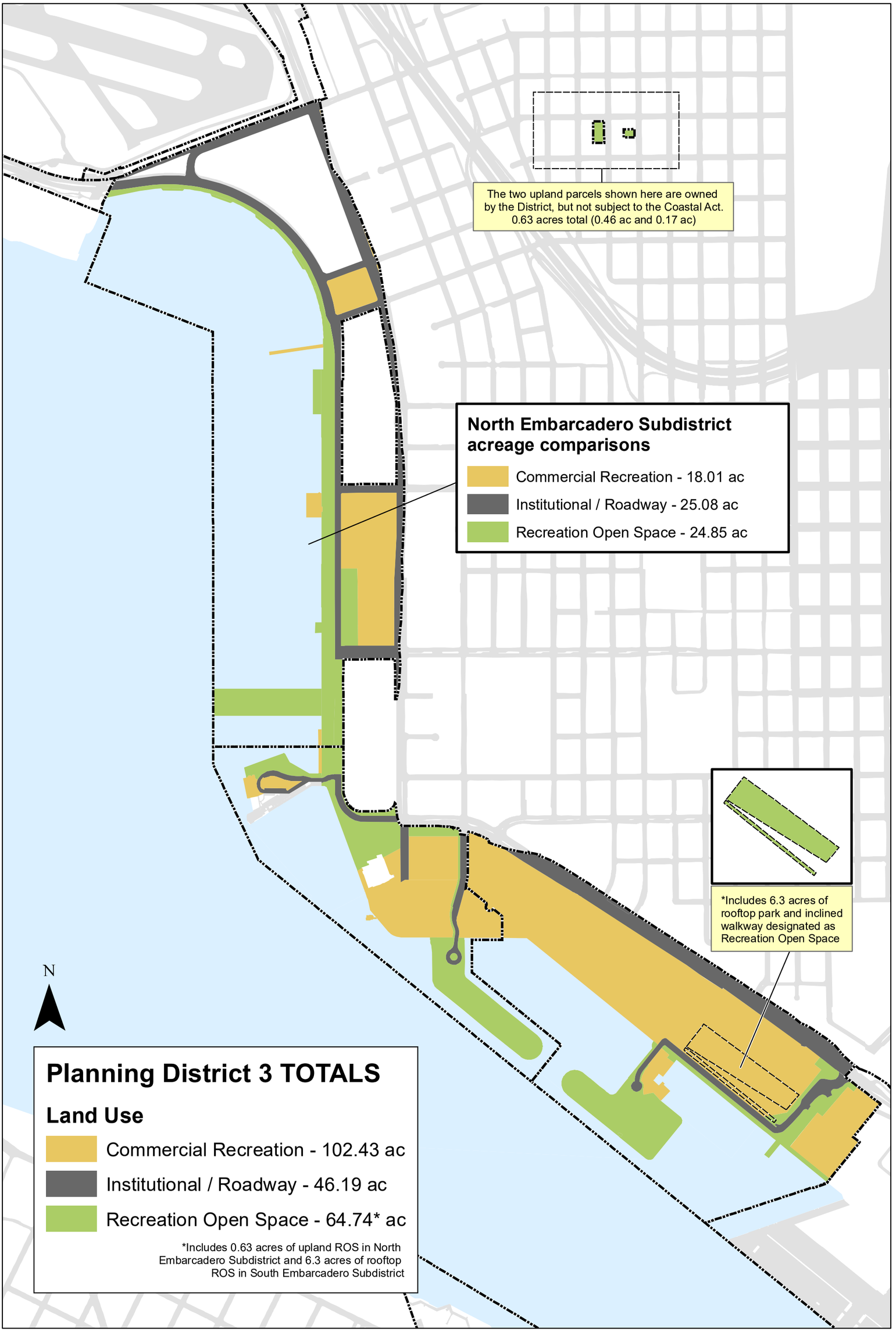
Option 2: 205-Foot Setback West of North Harbor Drive

Option 2 involves realignment of North Harbor Drive to the east of its present location from Hawthorn Street to the prolongation of B Street, and establishment of a 205-foot setback to the immediate west of the realigned North Harbor Drive, and to the immediate east of the promenade planned under NEVP Phase 1 adjacent to San Diego Bay.

Option 3: 205-Foot Setback West of North Harbor Drive

Option 3 involves establishing an average 205-foot setback adjacent to the east side of the present alignment of North Harbor Drive, running from Hawthorn Street to the prolongation of B Street, which is north of the Lane Field Setback Park. Option 2 would create additional Recreation Open Space east of North Harbor Drive, between West B Street and West Ash Street, as well as the parcel bounded by North Harbor Drive, West Hawthorne Street, West Grape Street, and Pacific Highway. The Lane Field Setback Park, which was constructed as part of the Lane Field Hotel Project, previously established a 150-foot setback east of North Harbor Drive between the prolongation of B Street to the north and Broadway to the south.

Option 1: Waterfront Destination Park at Foot of Navy Pier



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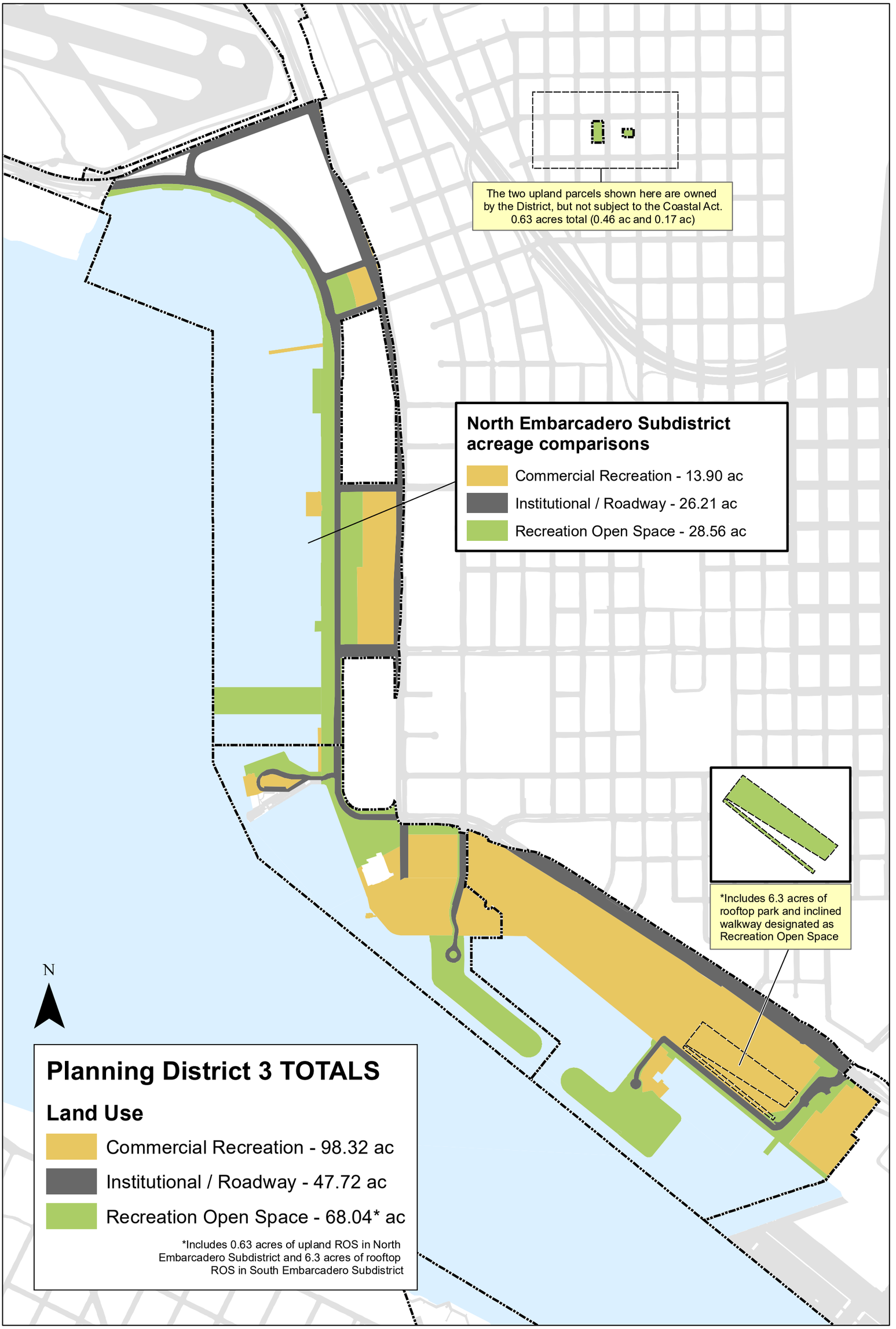
Option 2: 205-Foot Setback East of North Harbor Drive



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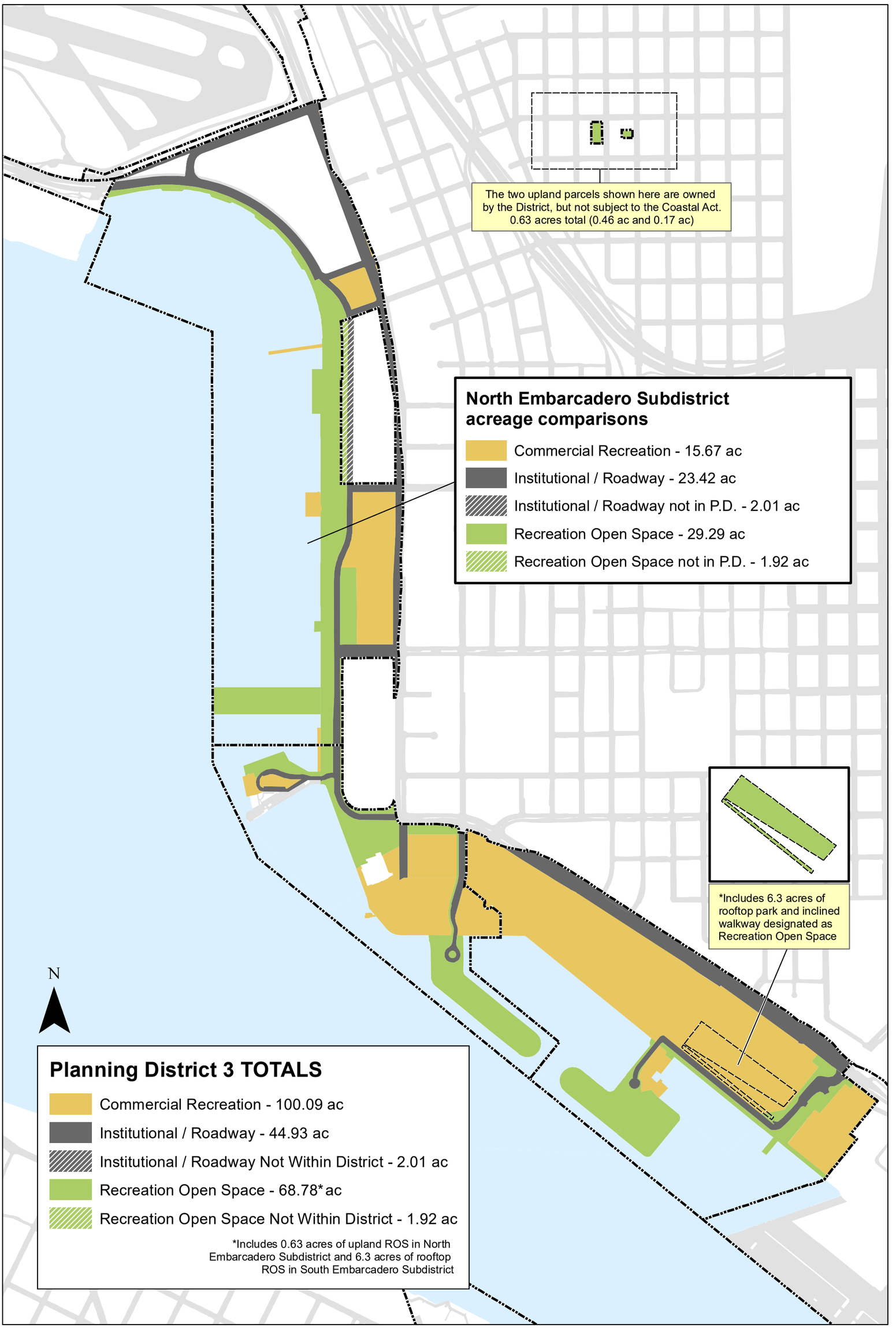
Option 3: 205-Foot Setback West of North Harbor Drive



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Appendix

Excerpts from the Previously Certified
Port Master Plan for the National City Bayfront
and Chula Vista Bayfront Planning Districts

PORT of SAN DIEGO

Excerpts from current Port Master Plan

PORT of SAN DIEGO











PORT MASTER PLAN

PRINT AUGUST 2017

SECTION III
MASTER PLAN INTERPRETATION

The Port District Master Plan is unlike the typical city or county master plan, which has two broad categories of policies for guiding and coordinating development; one category dealing with publicly owned land and another category for privately owned land. The Port District Master Plan deals primarily with land, which the State Legislature has conveyed to the Port District to act as trustee for administration, and upon which the Port District has regulatory duties and proprietary responsibilities.

The extent of the tidelands conveyed to the Port District is indicated in **Table 3**. These tidelands, totaling approximately 5,483 acres, are the area to which the Master Plan relates. A summary, in tabular form, of the proposed land and water use allocations is indicated in **Table 4**.

Development and Conservation Strategy

The basic direction of development and conservation efforts in the coastal zone is, where feasible, to protect, maintain, enhance, and restore the overall quality of the man-made and natural coastal zone environment. Port development seeks to minimize substantial adverse environmental impacts; minimize potential traffic conflicts between vessels in the port; give highest priority to the use of existing land space within harbors for port purposes; and provide for a full array of beneficial activities including recreation and wildlife habitat uses. A balanced approach also takes into account the social and economic needs of the people of the State.

It may be necessary to locate in the coastal zone developments that may have significant adverse effects on coastal resources in order to insure that inland as well as coastal resources are preserved and that orderly economic development proceeds within the State.

The effective mechanism for producing improvements on Port tidelands is felt to lie in the expenditure of public money by the Port District on capital improvements for those fundamental improvements which are essential for balanced development of the tidelands, and which do not appeal to private investors. Direct Port District involvement will be of the type tending to stimulate the private sector into the inducement of private investments on tidelands in a manner that conforms to Port District plans.

Dredging, Filling and Shoreline Protection

Bay and shoreline modifications have played and will continue to play a significant role in the utilization and maintenance of San Diego Bay. All of the State tidelands now under Port District trusteeship were at one time submerged lands. The State of California has laid claim to almost all of the submerged lands in the State and, as a matter of planning policy for Port District tidelands, has encouraged the development of these tidelands for the purposes of commerce, navigation, fisheries and recreation. The tidelands that exist today as land or navigable waters do so as a result of dredging and filling activities rather than as a result of a natural process.

TABLE 3: EXISTING TIDELANDS AND SUBMERGED LANDS CONVEYED OR GRANTED TO THE SAN DIEGO UNIFIED PORT DISTRICT

	SAN DIEGO	*NATIONAL CITY*	*CHULA VISTA*	*CORONADO*	*TOTALS*
Shoreline (in miles)	16.6	2.8	4.8	8.9	33.1
Tidelands * (in acres)	1,550.8	396.0	209.7	313.2	2,469.7
Submerged Lands (in acres)	868.0	286.1	1,479.8	379.4	3,013.3
Total (in acres)	**2,418.8**	**682.1**	**1,689.5**	**692.6**	**5,483.0**

** Includes 421.3 acres of salt ponds.*

Tideland development takes place in an aquatic environment, subject to the rigors of ocean water, wind, wave and tidal action. Although San Diego Bay is offered a degree of protection from the ocean by land barriers, conditions within the bay caused by both weather and ship activity create needs for protective boat basins and shoreline erosion controls.

A comprehensive program for shoreline erosion protection and enhancement has been integrated into the Master Plan. The shoreline protection program's aims are to stabilize filled areas, maintain navigable channels and berthing areas, protect and reestablish wildlife habitat, protect coastal facilities and property values, retain and maximize the use of

TABLE 4: PORT MASTER PLAN LAND AND WATER USE ALLOCATION SUMMARY

LAND USE	*ACRES*	*WATER USE*	*TOTAL ACRES*	*ACRES*	*% of TOTAL*
COMMERCIAL	**457.9**	**COMMERCIAL**	**388.8**	**846.7**	**15%**
Marine Sales and Services	9.1	Marine Services Berthing	17.7		
Airport Related Commercial	38.0				
Commercial Fishing	8.3	Commercial Fishing Berthing	18.8		
Commercial Recreation	398.2	Recreational Boat Berthing	341.2		
Sportfishing	4.3	Sportfishing Berthing	11.1		
INDUSTRIAL	**1163.8**	**INDUSTRIAL**	**212.0**	**1375.8**	**24%**
Aviation Related Industrial	152.9	Specialized Berthing	164.8		
Industrial Business Park	69.5	Terminal Berthing	47.2		
Marine Related Industrial	323.7				
Marine Terminal	149.6				
International Airport	468.1				
PUBLIC RECREATION	**407.5 [413.7*]**	**PUBLIC RECREATION**	**681.1**	**1088.6 [1094.8*]**	**19%**
Open Space	66.9	Open Bay/Water	681.1		
Park/Plaza	211.0 [217.2*]				
Golf Course	97.8				
Promenade	31.8				
CONSERVATION	**485.3**	**CONSERVATION**	**1084.6**	**1569.9**	**28%**
Wetlands	375.8	Estuary	1084.6		
Habitat Replacement	109.5				
PUBLIC FACILITIES	**246.5**	**PUBLIC FACILITIES**	**387.9**	**634.4**	**11%**
Harbor Services	2.6	Harbor Services	10.5		
City Pump Station	0.4	Boat Navigation Corridor	274.3		
Streets	243.5	Boat Anchorage	25.0		
		Ship Navigation Corridor	53.9		
		Ship Anchorage	24.2		
MILITARY	**25.9**	**MILITARY**	**125.6**	**151.5**	**3%**
Navy Fleet School	25.9	Navy Small Craft Berthing	6.2		
		Navy Ship Berthing	119.4		
TOTAL LAND AREA	**2776.7**	**TOTAL WATER AREA**	**2880.0**		
MASTER PLAN LAND AND WATER ACREAGE TOTAL				**5656.7****	**100%**

**Includes 6.3 acres of rooftop park/plaza & inclined walkway*
*** Does not include 6.3 acres of rooftop park/plaza & inclined walkway*

shoreline recreational areas, and enhance options for revenue producing activities. Modernization of storm drains may include incidental minor dredging and filling, which will avoid or mitigate any potential adverse effects. Dredging, filling and shoreline protection projects are discussed in the plan text and are specifically identified in the project list for each Planning District.

Planning Policies for Site Selection

The short supply of developable waterfront sites and the increasing competitive demand has served to stimulate the development of evaluation techniques for assessing a potential user's need for a waterfront location. The determination of need is a major criterion in arriving at a decision on site leasing. In descending order of need, the following categories are established.

Water Dependent Uses require waterside sites and direct access to the water to function. For such uses, the land activity is directly related to a water activity and requires navigable channels and specialized facilities at the land-water interface. Examples of these include boat and ship building and repair, marinas, marine terminals, fishing piers, swimming beaches, and commercial fishing and sportfishing berthing and tending areas. Also included in the water dependent use category are conservation activities which require wildlife habitat consisting of waterside sites, wetlands, and shallow water that is needed to maintain the ecosystem including commercially valuable and scientifically rare and endangered plant and animal species.

Water Linked Uses do not require a waterside site but must be located in close proximity to the water to capitalize on the benefits derived as a result of reduced material handling cost, reduced on-site storage requirements, faster deliveries, a reduction of industrial or other unusual types of traffic on public roads, and special service to water dependent uses. Uses of this type that might be cited as examples include boat sales, sailmaking, fish markets, canneries, fishing tackle sales, and marine hardware sales.

Waterfront Enhancing Uses do not require waterfront sites but can, with special effort, lend enhancement to the waterfront. Such uses draw from the water dependent and water linked use activities as well as from other activities. Examples include restaurants, hotels and public recreation areas providing facilities for golf, field sports and passive recreation.

TABLE 5: PORT DISTRICT SHORELINE BY ACCESS CLASSIFICATION

	SHORELINE LENGTH	
	Miles	***Percentage***
Class I	10.22	30.88
Class II	8.26	24.95
Class III	8.61	26.01
Class IV	6.01	18.16
TOTAL	**33.10**	**100.00**

Public Access to the Shoreline

The total existing shoreline around San Diego Bay, starting and ending at the City of San Diego boundary across the harbor entrance, approximates 54.01 miles in length. The proprietary interests controlling the entire bay shoreline have been identified in the Introduction *(see Table 2)*.

The San Diego Unified Port District has been granted tidelands with a shoreline frontage approaching 33.1 miles, a length equivalent to 61.3 percent of the total bay shoreline. This Master Plan makes provision for differing degrees of physical and visual access to the shoreline in a manner that is consistent with the activities being conducted on the land and water areas involved, and the proprietary interests of the private land owners, lessees, and public rights and needs. Maximum access to the shoreline is encouraged except where security or public safety factors would negate. The location and size of public accessways are guided by considerations for the availability of other recreational areas and support facilities, the proximity to users, the size and physical characteristics of the site and the potential impact the accessway has on the nature, intensity and ownership of existing and planned uses, both on site and in adjacent developments. Major visual access points and physical accessways to public recreational areas are indicated by symbol on the plan maps. In order to pursue the development of physical accessways, the following access categories are established *(see Table 5)*.

Class I applies to shoreline areas proposed for or developed by the Port District for public recreational purposes, including the provision for on-site parking. Public use in this category occurs on property that is unleased, user fees are not involved, and planning policy maximizes direct physical access to and along the shoreline and to public recreational areas. Class I areas usually involve those use categories shown on the Land and Water Use Maps of the Precise Plans as public park, promenade, boat launching ramps, fishing piers, and bicycle corridors. About 10.22 miles or 30.88 percent of the total shoreline under the jurisdiction of the Port District is in Class I.

Class II applies to undeveloped shoreline, the property is generally unleased, and may be small, scattered parcels somewhat isolated, irregular in shape and difficult to develop. While a user fee is usually not involved, planning policy encourages limited use to meet the restraints of the limited carrying capacity of the natural resource area involved. Class II applies to those shoreline areas shown on the Land and Water Maps of the Precise Plans as habitat replacement, wetlands, salt ponds, and in one instance (Kellogg-La Playa Beach) as open space. Of the total shoreline under the jurisdiction of the Port District, 8.26 miles or 24.95 percent is in Class II.

Class III involves leased, developed shoreline areas upon which private or public investment has constructed commercial recreational facilities. The lessee promotes recreational related uses to the user-fee paying public and public access is best controlled by the management of the development. On the maps of the Precise Plans, Class III applies to those shoreline areas shown as sportfishing, recreational boat berthing, specialty shopping, golf course, and commercial recreation. The Commercial Recreation category includes restaurants, which draw substantial numbers in all age groups involved in dining for pleasure; hotels, marinas, and yacht clubs. Approximately 8.61 miles or 26.01 percent of the total shoreline under the jurisdiction of the Port District is in Class III.

Class IV applies to non-recreational areas developed with public or private funds to accommodate industrial activities, military bases, and sea or air transportation facilities. General public access is prohibitive due to security and public safety reasons although, when possible, visual access is encouraged for viewing the more interesting aspects of industrial or transportation activities, which contribute to the image of a working port. Class IV areas are shown on the Precise Plan maps as marine terminal, marine related industrial, aviation-related industrial, and Navy Fleet School. Of the total shoreline over which the Port District has jurisdiction, approximately 6.01 miles or only 18.16 percent is allocated to Class IV.

Artwork and environmental educational materials along the accessways to the Bay shoreline are encouraged as enhancements to the waterfront experience, consistent with maintaining the functionalities of the accessways.

In addition to the many miles of public access to San Diego Bay, citizens of our metropolitan area and tourists enjoy 70 miles of public ocean beaches and 26 miles of public park shoreline in Mission Bay. This area has public access to the shoreline which is unique in the world.

Permitted Uses

Permitted uses for all Port District tidelands are identified in terms of the land and water use designations, which are defined in this Master Plan document. Although specific uses have been listed, the intent is to indicate compatible use groups. Specific uses that are currently not listed may be included in a use group if similar in character and compatible. The plan making process has been based on a definitive sequence of studies and activities that consider the physical, environmental, social, economic, and political determinants of land use. The proposed land and water use allocations set forth in the plan reflect a balanced distribution of activities for the entire bay, evolved after considerable consideration of many factors and issues.

Works of art and environmental educational materials in permanent or temporary placements are a permitted use in all terrestrial public and leased Port District planning sub-areas excluding wetlands and other environmentally sensitive habitats, and provided the art and educational materials are consistent with maintaining the functionalities of the accessways.

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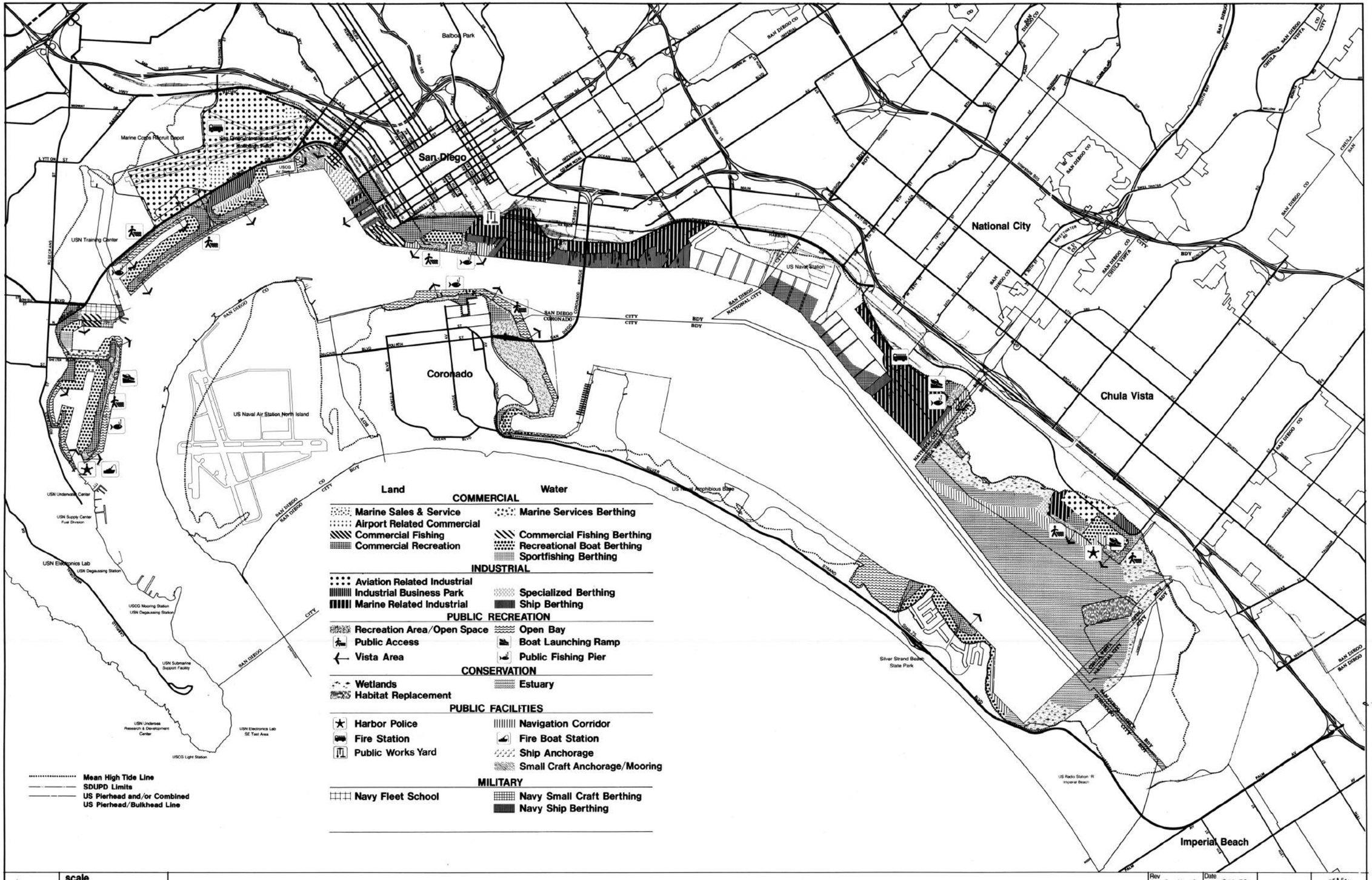

LAND AND WATER USE ELEMENT

Figure 2a

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P. 17 July 85 : KS
P. 12 AUG. 92 IMM

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Master Plan

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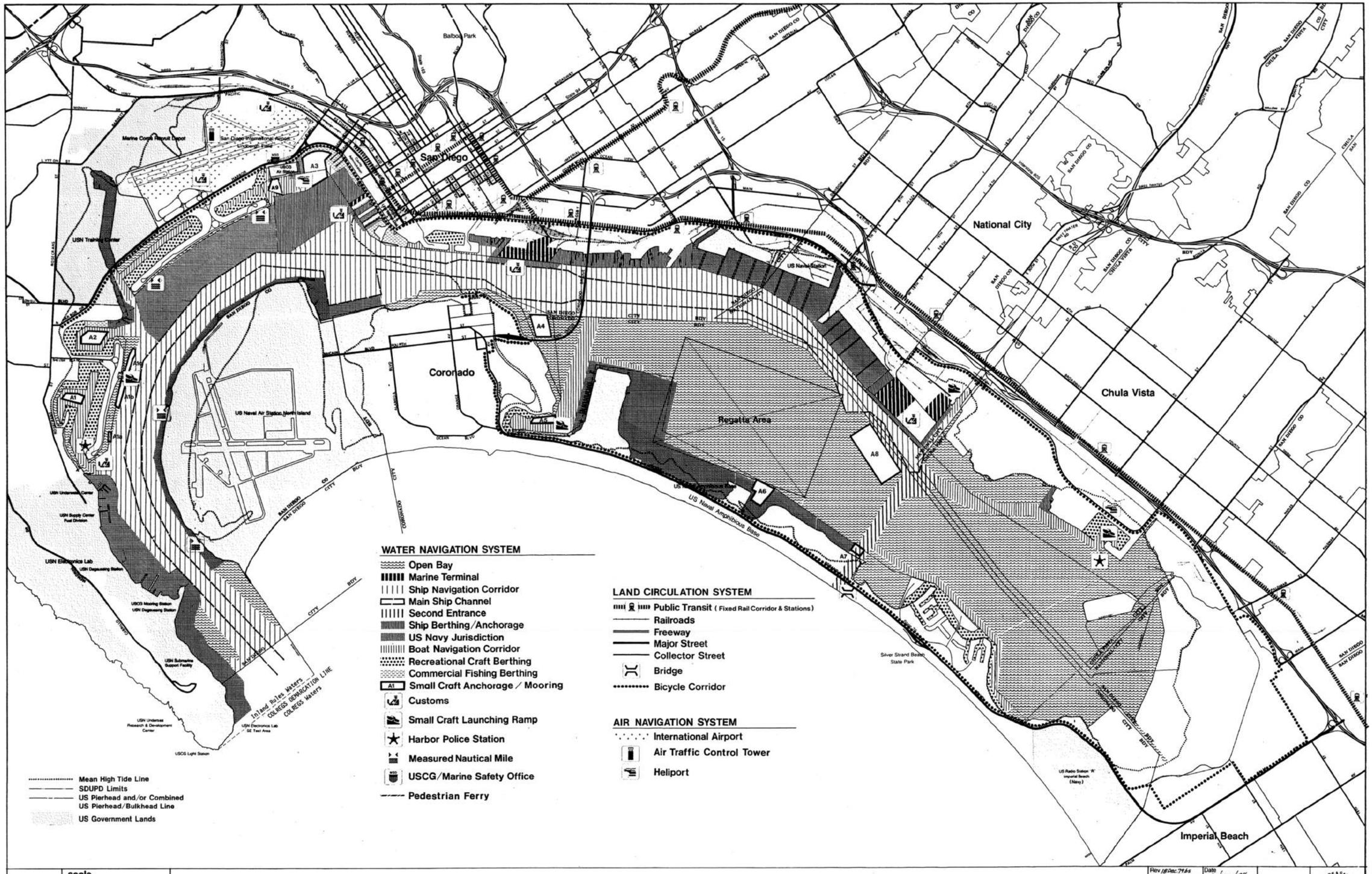
Balboa Park
San Diego
Marine Corps Recruit Depot
San Diego International Airport Lindbergh Field
USCG Air Station
USN Training Center
National City
US Naval Station
Coronado
US Naval Air Station North Island
Regatta Area
Chula Vista
US Naval Amphibious Base
USN Underwater Center
USN Supply Center Fuel Division
USN Electronics Lab
USN Degaussing Station
USCG Mooring Station
USN Degaussing Station
USN Submarine Support Facility
USN Undersea Research & Development Center
USCG Light Station
USN Electronics Lab SE Test Area
Inland Rules Waters
COLREGS DEMARCATION LINE
COLREGS Waters
Silver Strand Beach State Park
US Radio Station 'R' Imperial Beach (Navy)
Imperial Beach
A1
A1a
A1b
A2
A3
A4
A5
A6
A7
A8
A9
WATER NAVIGATION SYSTEM
Open Bay
Marine Terminal
Ship Navigation Corridor
Main Ship Channel
Second Entrance
Ship Berthing/Anchorage
US Navy Jurisdiction
Boat Navigation Corridor
Recreational Craft Berthing
Commercial Fishing Berthing
Small Craft Anchorage / Mooring
Customs
Small Craft Launching Ramp
Harbor Police Station
Measured Nautical Mile
USCG/Marine Safety Office
Pedestrian Ferry
LAND CIRCULATION SYSTEM
Public Transit (Fixed Rail Corridor & Stations)
Railroads
Freeway
Major Street
Collector Street
Bridge
Bicycle Corridor
AIR NAVIGATION SYSTEM
International Airport
Air Traffic Control Tower
Heliport
Mean High Tide Line
SDUPD Limits
US Pierhead and/or Combined
US Pierhead/Bulkhead Line
US Government Lands
scale
0 2000 feet
0 500m 1km
Planning Department
CIRCULATION/NAVIGATION ELEMENT
Rev 18 Dec. 79 As
P. 17 Dec. 79 - BC
P. 17 June 83 - BC
P. 90 days, 89 - BC
P. 26 Aug. 87, BC
P. 15 Dec. 87, BC
P. 18 AUG. 92 (MAP)
P 19 JUNE 96
Date 10/31/98
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No. 0/25026
Master Plan
PORT OF SAN DIEGO UNIFIED PORT DISTRICT

Figure 2b

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Commercial



Land Use Objectives & Criteria

Each commercial area on District lands should have:

- convenient access from major arterials or transportation terminals and ample on-site parking for patrons.
- a unifying design theme enhancing the overall aesthetical qualities of the site and insuring compatible land and water uses benefiting the unique aspect of commercial activities at bayside locations.
- a minimization of the competitive hazard to existing or potential business in the general vicinity.
- a clustering of commercial activities enhancing cumulative attraction wherein complementary and similar units have high incidence of customer interchange and draw more business by being together.

Master Plan Interpretation

Commercial areas, occupying approximately 360 acres of land and 415 acres of water, have been designated in the **Land and Water Use Master Plan Map** in a total of seven major land and water use classifications. These classifications and map delineations include land area for airport oriented commercial activities; land area for commercial fishery operations along with commercial fishing fleet berthing in water areas; land based commercial-recreation areas; water areas for sportfishing berthing and recreational marinas including boat repair facilities. Existing and proposed commercial areas are delineated on the Map to define the general location of commercial areas. More definitive delineations of the exact limits of commercial areas are provided on Planning District maps.



The **Airport Related Commercial** area delineated on the Land and Water Use Element Map is easily accessible to the Interstate freeway system, established airport related firms, and to the airport terminal complex. This category of land use is linked to Lindbergh Field, which is discussed under the heading of aviation-based transportation systems, and to aviation related industrial uses discussed on *page 21*.

Part of this commercial area, located on Pacific Highway between Sassafras and Laurel Streets, is close to but removed from the major flow of traffic to the airport terminal. Thus some traffic associated with airport related commercial uses can be routed away from the terminal. While this use area is exposed to aircraft noise, the proposed land uses are dependent upon the airport, and should have better tolerance of this annoyance.

Established airport related commercial activities in the area provide the nucleus for further clustering and expansion. Activities typically associated with this use category include travel service; airline ticket offices; airline administration; aviation service leasing, training and sales; travel insurance; air freight; flight food preparation; restaurants; lounges; customs broker; weather information service; pilot briefing information services; and automobile rentals.



The **Commercial Fishing** area is intended to meet the needs of the bona fide commercial fishing fleet for: marinas, berthing and moorings, net mending and the minor repair of fishing equipment; the loading of stores and provisions; fish unloading and transshipment; and fresh fish market operations involving restaurants, retail and wholesale operations, including some limited accessory fresh fish processing activities that are not associated with

visual, odor and water pollution. Fish cannery and fish reduction activities are considered as marine oriented industrial uses and are excluded from this commercial classification, although it is recognized that the uses are functionally linked. Other uses associated with the commercial fishing developments include marine management and advisory services, marine custom brokerage, fueling docks, fishing consultants, and fishing organization offices.

In the San Diego region, there are approximately 40 species of fish, crustaceans and mollusks in the California waters market fishery. The most significant proportion of San Diego landings taken from California waters is currently centered around Pacific bonito, albacore, sea urchin, rockfish, white sea bass, shark, yellowtail and swordfish. Abalone and spiny lobster are also significant fisheries but have been declining in annual catch. Some fishermen suggest a growth potential in San Diego for wet fish processing involving hake, squid, anchovy and mackerel. Fish landings from waters south of the state have shown significant irregularities but steady decline year-to-year in both species of fish and total catch. The long-range tuna seiners, many of which use San Diego as homeport, follow the worldwide migration of the fish and the fish landings are also widely scattered. None of the tuna catch is shipped to San Diego for processing.

The number of commercially licensed fishermen in California went through a marked decline in the 1950's; a slow, small increase in the 1960's; and an increase in the 1970's so that by 1976, the statewide total had returned to the levels of the early 1950's. Despite this turnaround, there are fewer commercial fishermen per capita than in 1950. The licensed commercial fishing population in San Diego County, which numbered 2044 in 1978, represents less than 15 percent of the statewide commercial fishing population and is growing at half the rate of the statewide total. Unlike the statewide figure, the San Diego total has not returned to the level of the early 1950's.

The composition of the California commercial fishing fleet shows several changes since the 1950's. Statewide, commercial fishing vessels under 25 feet in length have made the most dramatic increase and comprised about 40 percent of the statewide fleet in 1975. These smaller vessels fall into a trailerable classification and, locally, the most sizable portion of the lobster and crab fleet vessels are about 18 to 22 feet in length. Many are launched at public launching ramps during the fishing season, and in off-season are dry stored. Statewide, over one-third of the total licensed commercial fishing fleet ranges in length from 26 to 40 feet, and about one-fifth are 41 to 65 feet in length. That portion of the statewide fleet over 66 feet in length has decreased from nine percent in 1950 to just over four percent in 1975. Unlike the statewide fleet, the portion of the San Diego fishing fleet that is in the over 66 feet length range, since 1950, made up approximately 25 percent of the local total. This unusual grouping in the longer length category is primarily due to the purse seiner fleet.

Locally, vessels licensed for commercial fishing include charter sportfishing and recreational craft without commercial fishing equipment, as well as commercial fishing vessels. Approximately one-third of the vessels licensed locally for commercial fishing and used exclusively in commercial fishing are granted a preferential property tax assessment rate, although this number still includes some sportfishing and research vessels. It is noted that during a four year period prior to 1978, an annual total of under 230 locally licensed commercial fishing vessels, exclusive of research, party sportfishing and tuna seiners, have been found to be exclusively used in commercial fishing and granted a preferential tax assessment rate.

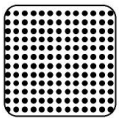
Berthing areas exclusively set aside for the market fishing boats, including baitboats, need to be: protected from wave and wake action, be accessible over low rise piers or floats; located within convenient proximity to fuel and ice supply; provided with dockside fresh water, electricity, trash containers, gear working areas, unloading areas, and hoist; supported with shoreside facilities for marina management, restrooms, equipment storage facilities, pumpout and disposal facilities for waste oil, and automobile parking; and gated and lighted for security. Transshipment areas provide space for fish bucket storage, weighing facilities, inspection area and loading of motor transport for distant canneries. Berthing and offloading areas for transshipment purposes that go beyond that currently provided can be adequately accommodated at the marine terminals. Berthing needs for the tuna seiners include 25-foot-deep water and pier structures strong enough

to support fire trucks and salt delivery trucks. Net tending areas with a minimum-size smooth surface of 50 to 175 feet located parallel to the seiner berths are considered desirable.

It is the intent of this Plan to encourage the development of the local fish market fishery. 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. Berthing, fresh market fish unloading, and net mending activities are encouraged to be exposed to public view and to be a part of the working port identity.

The commercial fishing areas delineated on the Master Plan's Land and Water Use Map, and given more precise location and explanation in the Precise Plans, encourage the efficient use of coastal waterfront space by identifying sites best suited to meet the needs of the short-range market fishing boats, the deep draft vessels of the long-range tuna seiners, the preservability of fish products, and the high cost of preserving and transporting unprocessed fresh fish.

The commercial fishing activity is provided for in the Master Plan, with an allocation of about 61 acres of water and 14 acres of land. Sites provided include, in Planning District 1, the Shelter Island Commercial Basin; in Planning District 3, berthing along the seawall in the crescent area adjacent to Harbor Drive and around the "G" Street Mole where breakwater piers provide a protected fishing boat basin for 98 slips.



The **Commercial Recreation** area. Land use demand forecasts have established a basis for anticipating continued demand for commercial recreational type facilities due to trends drawn from the convergence of numerous factors, of which the most significant are expendable income, paid holidays, leisure time, population, education, travel habits, and new modes of transportation. All of these are increasing while the average number of working hours is decreasing. It seems likely that activities associated with water-based pursuits will continue to be among the most popular. The trends are almost certain to have considerable repercussions on the full range of leisure services. Tourism in the San Diego Bay region is a significant economic base activity, and at the national level, it figures highly in maintaining the balance of payment.

Activities associated with commercial recreation contribute to the economic base of the region with full-time jobs, secondary employment for part-time help, and spin-off employment opportunities in construction, warehousing, trucking, custodial, and personal services. It is the intent of this Master Plan to create attractive destinations in carefully selected locations around the bay to serve the needs of recreationalists for lodging, food, transportation services, and entertainment. Site amenities are to be enhanced and over-commercialization is to be avoided by the balanced development of commercial and public recreational facilities.

Commercial recreation allocations of the Land and Water Use Map include approximately 400 acres of land and about 352 acres of water area, including sportfishing and recreational craft berthing. The Commercial Recreation category includes hotels, restaurants, convention center, recreational vehicle parks, specialty shopping, pleasure craft marinas, water dependent educational and recreational program facilities and activities, dock and dine facilities (public boat docks located in proximity to a restaurant or other retail use where boaters may tie up and disembark for a short period of time to dine, shop, or enjoy other recreational activities), and sportfishing, which are discussed or illustrated in the various District Plans.

Hotels and Restaurants located on San Diego Bay cater to markets involving leisure recreation, tourism, business travel and specialized conference facilities accommodating conventions, training, seminars and meetings. Of growing importance are the attractions or amenities of the restaurant, which caters to the varied age groups dining for pleasure, and the hotel as a provider of more than just rooms. Overnight accommodations should be provided for a range of incomes.

Hotels constitute a significant part of the local recreation industry and, as generators of ancillary business such as restaurants and specialty shops,

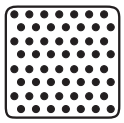
have an important influence on land use. Uses typically associated with hotels, frequently in the same building or on the same site, include lodging; coffee shop; cocktail lounge and restaurant; specialty shops for gifts, sundries, cigarettes, candy, liquor, clothing and sporting goods; tourist information and travel services; auto service station; personal services such as dry cleaning, barber and beauty shop; convention, banquet and conference rooms; and recreational facilities such as swimming pools, cabanas, game rooms, tennis courts, putting green, boat and bicycle rental or charter, and theatrical entertainment. In addition to the man-made structures and organized sports facilities, hotel locations on the bay feature waterfront locations with easy access to beaches, scuba diving and snorkeling, deep sea fishing, sailing, water skiing, boat rides, and "whale watching" during the whale migration season. New hotel locations are allocated in Planning Districts 2, 3, 6, 7 and possibly 8.

Specialty Shopping involves the planned assembly of stores, frequently operating within a unified building complex, designed to give patrons a varied selection of retail goods, personal services, and entertainment facilities. Activities typically found in specialty shopping areas include restaurants and the retail sale of ice cream, dessert items, beverages and sandwiches; artisan activities associated with the production and sale of hand-crafted gift items, and original works of art; professional office space; retail shops handling gifts, novelties, clothing, jewelry, and home furnishings; wholesale and retail fish sales, fish and seafood processing, and unloading docks for vessels and trucks. Characteristic of shopping centers, the specialty shopping developments allocated on tidelands are usually managed and operated as a unit. Shopping areas will feature a major open space format, separate pedestrian traffic from vehicular movement by emphasizing pedestrian mall and plaza developments improved with landscaping, sitting areas, fountains and sculpture. Specialty shopping areas are allocated in Precise Plans for Planning Districts 3, 6, and 7.

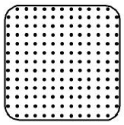
Pleasure Craft Marinas are encouraged to provide a variety of services for boats and boat owners. Services could possibly include in-season wet and dry berthing and dock lockers; boat rentals, charter and sales; sailing schools and membership sailing clubs; fueling docks; launching for transients; automobile parking; dockside electricity; fresh water and telephones; holding tank pumpout stations and disposal facilities for waste oil and hazardous substances; restrooms and showers; repairs; maintenance; off-season storage; ice and fuel. Accessory facilities provided as part of a full-service marina or in the commercial recreational areas and within close proximity to the marinas should include shopping areas for groceries, medicine and clothing; restaurants; shoreside living and recreational accommodations for boatmen; marine supplies; boating equipment; navigation instruments; marine electronics; and sailmaking. Users requiring water frontage are given preference because it is desirable to maintain a dynamic waterfront in recreational areas, which is functionally sound and capable of providing essential services to the operation of a small craft harbor. Proposed recreational boating facilities, to the extent feasible, are to be designed and located so as not to interfere with the needs of the commercial fishing industry.



Recreational Vehicle / Camping parks provide low cost, visitor serving recreational opportunities for enjoying scenic and commercial amenities on the Bay. Such parks may contain ancillary facilities such as offices, pool/spas, snack bars, general stores, meeting spaces, game rooms, laundry rooms, associated parking spaces, and playground equipment. Recreational Vehicle/Camping park designated areas are found in Planning District 7.



Recreational Boat Berthing. Water area used primarily for recreational craft storage, refueling, boat brokerage storage area, sailing school docking, water taxi, excursion ferry and charter craft operations, guest docking, boat launching, sewage pump out, water craft rental, boat navigation corridors, breakwaters for recreational craft protection, navigation facilities, aids to navigation, floats, docks, piers, breakwaters, wave attenuation structures, seawalls, shoreline protection, and any other necessary or essential facilities for providing water-side docking refuge to recreational marine craft and commercial passenger vessels.



Sportfishing. Deep-sea sportfishing is big business in California and San Diego enjoys a major share of that activity. The local fleet takes a large portion of the State's total sportfishing catch of the larger sport fish – yellowtail, yellowfin, albacore, and giant sea bass. Sportfishing brings new revenue into the region from customers heavily drawn from the Los Angeles metropolitan area, and from a small but important segment of out of state fishermen.

The intensity of sportfishing activities reflects the cyclical nature of the sportfishing operations (half day and full day), and the seasonal nature of sportfishing for certain fish species that produces a winter slack season. The size of the local sportfishing fleet also increases two to three times during the peak period from April to September. Operating schedules for most boats provide for pre-dawn departures and return near or after sunset, which forces odd hour maintenance, refueling and store replenishment times. Sportfishers must unload catch, receive major repairs and spare parts, and on-load provisions in the short turn-around time between trips. Activities linked to sportfishing include fishing tackle rental and sales, fueling docks; bait barge facilities; catch processing and exchange; taxidermy services; lodging and transportation services; restaurant, food and beverage sales; and automobile parking.

Sportfishing boats in San Diego Bay, estimated at over 80 part time and full time vessels in 1978, have been centered in the Commercial Basin of Shelter Island. The typical sportfishing boat in San Diego Bay is over 65 feet in length with a beam of approximately 20 feet, a draft of about six feet or less, and a weight of approximately 60 gross tons. Fishermen capacity averages around 30 passengers per trip. All such vessels are inspected and certified by the U.S. Coast Guard as to their seaworthiness and their capacity. Capacity, although considering rail space, deck area and fixed seating, is ultimately based on the stability calculations of the vessel.

The bulk of the local fleet is open party or charter day and half-day boats, although long-range trips are available. Marketing efforts are being made to extend use of the boats throughout the entire year with diving trips, local whale watching excursions, and natural history expeditions into Baja California. The longer and more specialized trips of from five to 16 days are becoming increasingly important. Current trends, stimulated by growth in the sportfishing industry and a desire to reach better fisheries farther off shore, are toward larger boats, more luxurious amenities, installation of better electronic support equipment, and improvements in propulsion systems. Vessels reaching sizes in excess of 100 gross tons will probably be discouraged by the U. S. Coast Guard regulations that are more stringent in terms of material inspection and certification, and in the qualifying of skippers, than for vessels under 100 gross tons. Uncertainties as to possible growth and even stability in the sportfishing operations have been affected by Mexican laws governing offshore fishing grounds and by the growing interest in reserving national fishery rights within a 200-mile limit.



Marine Sales and Services include activities such as ship chandleries; marine hardware and electronic sales; sailmaking and repair; boat covers; marine fueling stations; marine engine repair; boat building and repair; boat sales and rentals; sailing schools; temporary facilities supporting transient boats and regattas; diving and limited salvage operations; marine sign carving; nautical artifacts, and professional services such as marine architecture and marine engineering. Ancillary uses, when specifically provided for in the property lease, include fish transshipment and no more than 10% of the site may be used for walkup window-type food and beverage services with limited outdoor table seating provided such uses do not materially interfere with the function and operation of the primary Marine Sales and Services use. Considerable linkages exist between commercial and recreational boating activities and those services which supply, repair, outfit and provision them. Several of these activities have small space needs and if clustered together, can increase their attraction for marine service purchasers. Three major use categories in this division include boat sales, boat building and repair, and marine services berthing.

Boat Sales and rental activities involve primarily the dry storage and display of boats and yachts. The display of boats adds significantly to the nautical

atmosphere of the planning area and should be situated in such a manner to add to the visual character of the area without appearing cluttered. Boat display areas should be clearly designated as such, and landscaped and otherwise treated with screening and other design features to achieve a well ordered display area. Boat display areas should not be permitted to usurp on-site parking space, not to encroach upon sidewalks or parking strips. Land uses in this category include on-site parking, boat display areas, boat loading and unloading areas, and demonstration space. Related uses such as insurance agencies and financing facilities may be permitted but are encouraged to cluster with similar services in designated marine service complexes.

Boat Building and Repair facilities normally provide for small craft (under 65 feet) to differentiate them from heavy industrial shipyards. Boatyards can provide points of interest to passersby if their locations are evaluated with such objectives in mind. Screening and viewing treatments of the various boatyards should be an integral part of each boatyard design. Acceptable land uses associated with boatyards are: boat lift and marine railroad; yacht brokerage; the construction, maintenance, repair, painting and mooring of boats; sale and installation of marine engines, supplies, equipment, machinery and accessories on boats; sailmaking and canvas boat covers; assembly and repair areas; delivery areas and material storage areas; on-site parking; and administrative areas. Ancillary uses include marine service stations, the storage of oil and filters, and offices for fuel sales. Special use, frequently non-exclusive to the site, may involve fish off-loading by commercial fishing boats and fish sales offices when specifically provided for in the property lease. Painting, sanding and grinding areas should be located and screened to prevent the airborne distribution of particles to adjacent land and water areas. Boat repair activities are encouraged to be limited to craft of 65 feet or under to maintain the low profile and scale of the structures in the area.





Marine Services Berthing provides slips used to temporarily berth boats being serviced at boat building and repair yards, boat sales and rentals, fueling docks, and marine accessory sales.

When specifically provided for in lease permits, fish off-loading can occur. These berthing areas should be provided with navigable water to accommodate the largest recreational and commercial vessels. Natural flushing action, especially in the vicinity of the boat building and repair yards, is desirable. Pier structures should be built to accommodate larger vessels, and to provide sufficient access for delivery of parts and repair equipment. Leasing for the purposes of residential living afloat is prohibited by the Port District Act. Marine services berthing should be located adjacent to its associated land use wherever possible. The location of the land and water areas allocated to marine sales and services is illustrated on Land and Water Use Element Map and the Precise Plans for Districts 1, 6, and 7.

Industrial

Land Use Objectives & Criteria

Industrial activities on tidelands should:

- be located in convenient proximity to other industrial areas and to living areas from which there are interconnecting transit and thoroughfare routes.
- provide, under single ownership, a variety of reasonably level, well-drained sites on land that is either vacant or on developed lands that can be phased out economically for redevelopment.
- provide sites that are economical to develop and adequate for main buildings, accessory storage, off-street loading, off-street parking, and buffer strips.
- be designed to meet performance standards adequate to avoid nuisances, thereby insuring compatibility with surrounding uses.
- be limited to industrial uses which have a definite need for the availability of utilities, direct access to railroads and major thoroughfares, and the proximity of either airport or water frontage.
- provide substantial benefits to both local economic needs and to the regional hinterland.

Master Plan Interpretation

Industrial areas have been designated on the overall **Master Plan Land and Water Use Element Map** in four classifications; land area for Marine Related Industry, and corresponding water areas for Specialized Berthing; land areas for Aviation Related Industrial activities; and land area for Industrial-Business Park development. Marine Terminals, as a distinct use classification has been delineated in the Precise Plans; however, in the overall plan, terminals are grouped into the Marine Related Industry category. The Land and Water Use Element Map illustrates the allocation of industrial areas consisting of approximately 186 acres of water and 1,181 acres of land.

Marine Related Industry requires sites within close proximity to water bodies due to functional dependencies on the industrial activity for direct access or for linkages to waterborne products, processes, raw materials or large volumes of water. Prime waterfront industrial sites are in relatively short supply and it is the intent of this Plan to reserve these sites for Marine Related Industry.



The primary users of marine related industrial areas are dependent upon large ships, deep water and specialized loading and unloading facilities, typically associated with shipbuilding and repair, processing plants and marine terminal operations. Industries linked to these primary industrial activities can be clustered together to capitalize on the benefits of reduced material handling costs, reduced on-site storage requirements, faster deliveries, and a reduction of industrial traffic on public roads.

Existing, established marine-oriented industrial areas that have been devoted to transportation, commerce, industry and manufacturing are encouraged to modernize and to construct necessary facilities within these established areas in order to minimize or eliminate the necessity for future dredging and filling in new areas. However, expansion into new areas can be accommodated if existing sites

are pre-empted by other uses, alternative locations are infeasible, and a curtailment of the project would adversely affect the public welfare.

Activities suitable for the marine related industrial area include, but are not limited to, marine terminals, passenger terminals; railroad switching and spur tracks; cargo handling equipment such as bulkloader and container crane; berthing facilities; warehouses, silos, fueling facilities; bulk liquid storage tanks and pipelines; shipping offices and custom facilities; power generation plants; ship building, repair and conversion yards; marine rails, lifts and graving docks; steel fabrication and foundry; storage, repair and maintenance of marine machinery and construction equipment; kelp and seafood processing, canning and packaging; aquaculture; and marine related support and transportation facilities.

Although commercial mariculture uses relating to seafood production are not presently established on the bay, research and experimentation, which has been conducted in the region as well as on the bay, indicates that warm water stimulates the growth rate of certain marine organisms, such shrimp and lobster. Assuming that economic viability of mariculture will be achieved, future sites for mariculture activities could be located within close proximity to the existing thermal discharge areas of power generation plants to take advantage of the available warm water. There seems to be some likelihood that future aquaculture activities could be conducted in man-made tanks located in enclosed buildings and in converted salt ponds. Areas of the bay designated on the Master Plan Map as Estuary and Salt Ponds also include aquaculture and resource-dependent uses.

Due to the fact that public access to the bay is necessarily limited in established industrial sectors, it is the intent of this Plan that, whenever feasible, industrial land and water users are encouraged to invite the public to view their operations and to share with the public that shoreline area not actually used for industrial purposes by permitting visual access to the bay. The development and redevelopment of marine related industrial areas requires careful consideration involving a balancing of the peculiar needs of the development with the concurrent need for shoreline access.

Specialized Berthing. Water area devoted to marine commercial and industrial uses including ship building and repair, water taxi, excursion and ferry craft, commercial fishing boat berthing as a priority use, cruise ship berthing, maritime museum exhibits and historic craft replicas, water intake and discharge, industrial and commercial launching, vessel loading and unloading, marine contractors, rigged vessels, barges, tugs/tow boats, breakwater, launch ramps and lifts, seawall margin wharves, and any other facility supporting the marine craft engaged in commercial and industrial uses. Specialized waterside structures, some of a temporary nature, are required to satisfy the special requirements of marine projects and marine-related industrial processes and activities. Typical specialized berthing includes dry docks, graving docks, heavy lift equipment, barge cranes, mooring dolphins, pile supported platforms, steel hatch decking, margin wharves, ship berths for a variety of cargo, such as roll on/roll off containers, bulk loading, and break bulk.



Marine Terminals and the harbor constitute one of the State's primary economic and coastal resources, functions as an essential element of the national maritime industry, and serves as a strategic facility

in the national defense system of the United States. This Southern California harbor is located ten miles northwest of the United States-Mexico border, and approximately 95 and 455 nautical miles southeast of Los Angeles and San Francisco, California, respectively. The Port's location, latitude 32°41'58" north and longitude 117°13'22" west, positions it to be the first and the last major port of call on the Pacific Coast for ships in the intercoastal, South and Central America and around-the-world trade routes.

The Port is charged with the responsibility for providing the facilities for handling, marshalling and unloading/loading cargo. Cargo storage space includes long and short-term dry storage, warehouses, silos, cooler and freezer space, and open public storage areas. Warehouses have railroad connections and all are easily accessible to arterial highways. The Port provides railroad hopper car unloading facilities, a traveling bulk shiploader with conveyor boom, and a 40 long-ton, electric traveling container handling crane with hinged cantilevered boom.

San Diego is a landlord port rather that an operating port. Port, tug and port pilot, and terminal and stevedore services are provided by private companies. Diversified handling equipment is maintained by the operators, and special services are provided including packing and crating, forwarding, pool car distribution, carloading, weighing, stamping, marking and drayage. Port of San Diego operators enjoy a number of existing favorable conditions such as long experience and expertise in distribution, lack of congestion, negligible pilferage, low insurance rates, ample warehousing, and a climate which is ideal for year-round all weather operations. A more detailed description of the marine terminals is provided in Planning Districts 3, 4 and 5.

The continued increase in the worldwide demand for basic minerals and the potential depletion of land based supplies could stimulate more interest in ocean floor mining beyond that currently under way or that being considered for offshore oil and natural gas. The development of marine mining technology is well under way, although questions as to economic feasibility and national or political jurisdictions are unresolved. The ocean floor contains substantial deposits of manganese, copper, cobalt, nickel, precious metals, and phosphate which, if mined, will need the land base support facilities of ports for the transportation, handling, storage, and stockpiling of materials on the way to processing. Planned marine terminal facilities are discussed in the Precise Plans for Planning Districts 3, 4 and 5.

Marine terminal facilities must respond to a number of design criteria, all related to the type of cargo being handled, the minimization of ship in-port time, and the accessibility of other transportation linkages. Two facets of maritime demand are especially pertinent to land and water allocation: ship's characteristics and ship's cargo. Ship's characteristics dictate the location of berthing and terminal facilities. Ship's cargo governs terminal size, design and spatial arrangements.



Aviation Related Industry is to be maintained around Lindbergh Field. Aerospace manufacturing has been a leading contributor to manufacturing activities in San Diego for several decades. Aviation related industrial activities are those closely linked to the airport due to the shipping of large quantities or highly specialized types of air cargo, and the servicing of aircraft. Activities include the manufacture and sale of aircraft, engines, parts, motors, machines, turbines and metal articles. Ancillary uses include training facilities, related meeting and class rooms, various offices, parking facilities, and storage areas. Aviation related industrial uses are influenced by several factors due to their proximity to the airport. These factors include direct and efficient access to high quality, high capacity highways; flat terrain; existing utilities; the availability of commercial, air cargo and privately owned business aircraft, and the convenience associated with proximity to major airport facilities. Also included in the aviation related industrial category are those manufacturing, industrial and warehousing activities that buffer the airport from adjacent areas and have compatibility with the airport through the use of noise attenuation techniques in buildings or operational procedures. Compatibility factors to consider include, but are not limited to, noise, vibration and electrical disturbances, as well as height limitations imposed on structures because of aircraft operations. For many industrial operations, the average noise level in the area is such that indoor manufacturing activities may be carried out with essentially no interference from aircraft noise.

Continuing efforts are needed to protect the function of the airport by controlling obstructions into the aircraft approach zones. Regulation and control is made more difficult since most of these areas are outside the Port District's jurisdiction. An additional thoroughfare to enhance access to the airport terminal is proposed around the northwest end of the airport runway.

The proposed aviation related industrial area delineated on the Land and Water Use Element Map occupies approximately 570 acres of land, and is composed primarily of the existing airport and aviation related industrial activities. Sites for this industrial use are located in Planning Districts 2 and 3.



Industrial-Business Park is a land use category that permits a wide range of industrial and business uses sited in development that emphasizes clustering of buildings, extensive landscaping, and shared open space.

Coastal dependent developments, including, but not limited to, Marine Related Industrial or Commercial uses, shall have priority over other developments on or near the shoreline. The development of industrial-business parks can be an asset to the bay region because of the stimulating effect such developments usually have on the local economy by attracting new businesses as well as retaining existing firms that might otherwise leave the area. The industrial-business park area is reserved for the types of industrial activities associated with the manufacture, assembling, processing, testing, servicing, repairing, storing or distribution of products; wholesale sales; retail sales that are incidental to permitted uses; transportation and communication uses; parking; industrial, construction, government and business services; and research and development. The Industrial-Business Park classification will also integrate other land uses within the industrial environment. Such integration is prompted by recognition of the fact that the traditional industrial park, while carefully providing for efficient operation for industrial purposes, typically has ignored many community, employee and tenant needs. This use group would allow industrial, commercial, professional, business service, and recreation uses and facilities.

Hotel, restaurant, integrated meeting and conference space, cultural (museums and similar), specialized retail store, and business-professional office uses would be allowed in a campus setting. Permitted recreational uses include, but are not limited to, landscaped areas, promenades, public walkways, parks, picnic areas, and active sports facilities (where associated with a business park campus and intended for employees). A 1000-foot separation shall be maintained between any childcare facility and any facility using or storing hazardous materials, whichever facility is developed first.

Public Recreation

Land Use Objectives & Criteria

Parks, plazas, public accessways, vista points and recreational activities on Port lands and tidelands should:

- provide a variety of public access and carefully selected active and passive recreational facilities suitable for all age groups including families with children throughout all seasons of the year.
- enhance the marine, natural resource, and human recreational assets of San Diego Bay and its shoreline for all members of the public.
- provide for clear and continuous multi-lingual information throughout Port lands and facilities to and about public accessways and recreational areas.

Master Plan Interpretation

A growing population, greater discretionary incomes and more leisure time all contribute significantly to the increasing demand for both active and passive outdoor recreational opportunities. The public recreation opportunities developed on tidelands by the Port District along with the commercial recreation opportunities developed by private investment provide a balanced recreation resource for San Diego Bay. When thoughtfully planned, both public recreational developments and commercial recreational developments benefit from each other as off-site improvements, although as a matter of planning policy, commercial activities within public recreation areas will be limited. Recreational areas must be of the appropriate type and size to be efficiently developed, administered and maintained by the Port District at a reasonable cost. This Plan places primary emphasis on the development of public facilities for marine oriented recreational activities for the purposes of fishing, boating, beach use, walking and driving for pleasure, nature observation, picnicking, children's playing, bicycling and viewing.

Recreation Area/Open Space is a category illustrated on the Land and Water Use Element Map to portray a wide array of active and passive recreational areas allocated around the bay. More specific information on public recreational areas is provided at the Planning District level under the following use categories.



Park/Plaza is a use category designating landscaped urban type recreational developments and amenities. Users are generally drawn from the region so that access to the site needs to link with regional and statewide roadways, regional bicycle ways, and regional mass transit, and provide adequate traffic facilities to handle large volumes of traffic and peak use demands. Parks and plazas encourage and accommodate public access to and along the interface zone of land and water. Recreational facilities frequently associated with parks include public fishing piers, boat launching ramps, beaches, historic and environmentally interpretive features, public art, cultural uses, vista areas, scenic roads, bicycle and pedestrian ways, water dependent educational and recreational program facilities and activities, small food and beverage vending, and other park-activating uses that are ancillary to the public uses. Maintenance of park and other landscaped areas shall be provided through integrated pest management and Best Management Practices to avoid or minimize the application of chemicals to such areas.



Promenade Promenade indicates the shoreline public pedestrian promenade-bicycle route system that is improved with landscaping, lighting, directional and informational signage and other street fixtures, works of art, and seating. Many short trips, especially recreation related, can involve walking or bicycling rather than motorized transportation. There are many assumed benefits of walking and bicycling; it is inexpensive, exerts no adverse impact on the environment, contributes to the physical well-being of the individual, and affords an unfettered opportunity to enjoy the amenities of San Diego Bay. Where feasible, Class I bikeways should be provided consistent with SANDAG's regional Bayshore Bikeway system. A Class I bikeway shall include a minimum paved width of 8 feet separated from vehicular roadways.



Pedestrian and bicycle facilities located on tidelands should: insure physical access to the water's edge unless

safety, security or compatibility reasons negate; be accessible to parking and mass transit facilities; and link appropriate portions of the waterfront for continuous longitudinal access. A variety of route locations is encouraged to extend the pedestrian and bike environment through parks, commercial development and by the working port areas. Special provision for persons with disabilities shall conform to applicable Law.

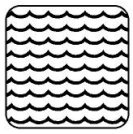


Open Space provides amenities contributing to a more satisfying and stimulating environment. These areas include landscaped traffic inter-change and median strips, and isolated narrow and irregular shoreline areas where use and development potential is severely limited and where publicly placed works of art can enhance and enliven the waterfront setting. The Open Space designation may also include limited use and/or transitional zones from biologically significant resources deserving protection and preservation.

Public access within open space setback areas is limited to passive uses, such as outlooks, picnic areas, and/or spur-trails. Such uses should include interpretive and educational opportunities while allowing coastal access in a manner that will ensure the protection and preservation of sensitive habitat areas.



Golf Course is used in Planning District 6 to illustrate this 98-acre land allocation. The continuation of this use is anticipated for the duration of the planning period.



Open Bay a category allocated to water areas adjoining shoreline recreational areas, the boat launching ramp, fishing pier, vista areas and other public recreational facilities where the need for open water is related to the proper function of the shoreside activity. Multiple use of open bay water areas for recreational and for natural habitat purposes is possible under this use category designation.



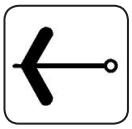
Boat Launching Ramp indicated by symbols on the Planning Maps, provides facilities for launching thousands of trailerable pleasure craft throughout the year for purposes of boating, fishing, regattas, and water skiing. The requirements for new or expanded launching ramps need to be carefully considered since boat access areas and parking areas for both car and boat trailer consume large land areas. While existing boat launching ramps are to continue operation during the planning period, alternatives other than providing new launching areas should be considered due to the high land consumption involved. Dry stack storage, which accommodates trailerable size boats, is proposed in Planning District 6.



Public Fishing Pier areas include the pier structures, necessary land support area adequate for parking and access, and the surrounding water area. Boating activities near the pier, which may interfere with fishing, are discouraged. Commercial activities relating to food and beverage, and bait and tackle sales and rental are generally associated with the activity. While pier site selections should be based on a number of criteria, including fish species surveys, fish habitat or artificial reef-like improvements are frequently desirable. Three existing piers are used by fishermen at all hours of the day and night currently. Three more piers are recommended in Planning Districts 2, 3 and 6. Fishing piers are indicated by symbol on the Land and Water Use Maps.



Public Access has been highlighted by symbol on the Plan maps for public recrea- tional areas. The development of these physical accessways is only one of the four access categories established in this Plan and discussed in Section III of this document.



Vista Areas include points of natural visual beauty, photo vantage points, and other panoramas. It is the intent of this Plan to guide the arrangement of development on those sites to preserve and enhance such vista points. Major vista areas are indicated by symbol on the Plan maps.

Conservation

Land Use Objectives & Criteria

Natural marine resource utilization activities on tidelands should:

- be planned and located so as to present minimum conflicts with existing and proposed incompatible uses.
- promote the multiple utilization of the unique plant, shellfish, fish and wildlife resources of the bay.
- encourage the protection and restoration of functional areas which have a high ecological value.
- be accessible to the public for non-appropriative uses consistent with nature interpretive functions.
- enhance the open space character of San Diego Bay.

Master Plan Interpretation

Areas included in the conservation group are scheduled for little or no development. The intent is to preserve, maintain and enhance natural habitat areas so that biological productivity will be sustained.

Areas of extraordinary biological significance are identified and given special protection under four categories of use: wetlands, estuary, salt ponds and habitat replacement. Much of the shallow water areas located in the South Bay are considered to have great potential for restoration.



Wetlands Wetland areas are undeveloped lands having high biological productivity that are alternately covered with water and exposed to air. Wetland delineations are conceptual in nature and may fluctuate with changing natural cycles.

Wetlands may house unique forms of life, some species of which are considered rare or endangered. In any case, they are recognized in the plan as important natural habitat for microscopic plant and animal life which form basic food for larger fish. They also provide breeding and nesting sites for migratory or native birds.

Wetlands are to be preserved, protected and, where feasible, restored. Development shall be limited to restoration, nature study or similar resource-dependent activities. Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Any diking, filling or dredging occurring in these areas shall maintain or enhance functional capacity of the wetlands.

The Wetlands designation may include required wetland buffers from delineated wetland areas. Where new development is proposed near an identified wetland, a buffer of at least 100 feet in width from the upland edge of wetlands and at least 50-feet in width from the upland edge of riparian wetlands habitat must be provided. Buffers should take into account and adapt for rises in sea level by incorporating wetland migration areas or other sea level rise adaptation strategies as appropriate. The CDFG and USFWS must be consulted in such buffer determinations and in some cases the required buffer, especially for salt marsh wetlands, could be greater than 100 feet. Development within wetland buffers is limited to minor passive recreational uses, such as outlooks, and/or spur-trails, with fencing, or other improvements deemed necessary to protect the habitat, to be located in the upper (upland) half of the buffer area. Such improvements should include interpretive and educational opportunities while allowing coastal access in a manner that will ensure the protection and preservation of these sensitive habitat areas.

This land use designation may include areas designated for mitigation, or areas that have been identified for potential wetland enhancement, restoration and/or creation opportunities. Such mitigation would be implemented in conjunction with development projects, or could be implemented and banked for use as mitigation for future development projects.



An **Estuary** is the confluence of a river with the ocean, especially an area of the sea at the lower end of a river. In the Master Plan, estuaries comprise the shallow, sub-merged areas of South San Diego Bay and are valuable in much the same way as are wetlands. The warm shallow water nurtures microscopic plants that are eaten by the small fish inhabiting the estuary.

The Otay River, historically the source of the South Bay estuary, now contributes little fresh water to the area; however, natural tidal fluctuations provide some salt-water exchange. The northerly extent of the estuary area occurs where development in the form of dredging has deepened the water to a point where the productivity and its biological importance is significantly reduced. Estuary designation is found in Planning Districts 7, 8 and 9.

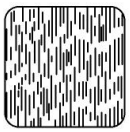
Development in estuaries is limited to new or expanded boating facilities (including entrance channels), intake and outfall lines, restoration work, nature study, aquaculture, and resource-dependent activities. Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats, and water circulation. Diking, filling or dredging in existing estuaries shall maintain or enhance the functional capacity of the wetland or estuary.

Use of the water surface for boating, fishing and similar water oriented recreational uses is also permitted; however, efforts should be made to reduce potential environmental damage.



Salt Ponds occupy the extreme southerly end of San Diego Bay (Planning District 9). The shallow, diked ponds are used to produce salt by solar evaporation. The ponds and dikes have proved to be suitable habitat for many bird species, providing nesting, resting and specialized feeding areas for local and migratory aquatic birds.

A continuation of salt production is proposed in the South Bay. This activity provides for salt production, maintains bird habitat, and provides open space and vistas, which enhance the appearance of the South Bay. Reutilization of some salt ponds for mariculture uses has potential for development. See Planning District 9 description for further information.



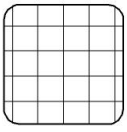
Habitat Replacement is delineated in Planning District 7 for the creation of a marsh island to be used to replace wildlife habitat removed during other development around the bay. Habitat replacement refers to the concept of recreating, as closely as possible, the type of environment conducive to the maintenance, protection and growth of wildlife species deemed important. This might include endangered species as well as environmentally significant wildlife.

Uses which conflict with the above objective would be prohibited in habitat replacement areas. After creation of the area by diking, dredging and filling, the only activities which would be permitted would be nature study, academic research and instruction related to the area, and similar resource dependent activities. It is not anticipated that public access would be provided or allowed unless detrimental environmental conflicts could be avoided.

Military

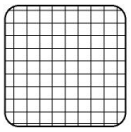
The utilization of urban land around San Diego Bay for military activities makes a substantial contribution to the function of national defense, to the associated economic base of the region, and in some instances toward the desirable objective of maintaining open space in the metropolitan area. There are 18 major naval installations in the metropolitan area. The military presence on San Diego Bay rates as the largest naval complex in the United States in that almost one-third of the total U. S. Navy fleet is home-ported here. Most of the military lands are owned by the Federal Government and only a small amount is leased tidelands, pursuant to long-term leases. It must be recognized, however, that significant changes in the characteristics of metropolitan urbanization and the corresponding needs of the civilian sector have prompted a reevaluation of those tideland areas currently owned by or leased to the Federal Government for military purposes. The military use on long term tidelands leases will continue and is shown on the Master Plan map in the following general use categories.

The Port District's Precise Land and Water Use Map shows only that portion of the military base located on leased tidelands. The Circulation/Navigation Map indicates the location of military lands around San Diego Bay and additional information is provided about military facilities on the bay in Section I of this document.

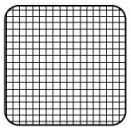


Navy Fleet School is delineated for the U. S. Navy held long-term lease area located in Planning District 1. The land area provides school facilities for the Fleet Anti-Submarine Warfare Training Center Pacific (FLEASWTRACENPAC), which is the Navy's west coast center for training personnel in the operation, maintenance and tactical use of sonar and other anti-submarine weaponry.

Plans for the long term renovation of the entire Fleet Anti-Submarine Warfare Training Center, including tidelands, are contained in the Navy prepared ASW San Diego Master Plan.



Navy Small Craft Berthing is shown adjacent to the land parcel. If use of this water area were abandoned by the U.S. Navy, it would easily accommodate an expansion of berthing facilities for the commercial fishing fleet.



Navy Ship Berthing is shown in navigable water adjacent to the land parcel. No additional military land use or berthing areas on leased tidelands are planned.

Two military facility relocations are proposed in the Master Plan, both located in Planning District 3 and subject to negotiation with the U. S. Navy. These include 1) the Navy's Engineering Facilities Command Office located between Harbor Drive and Pacific Highway, and 2) Navy Field. Redevelopment of these sites is discussed in the Precise Plan.

Public Facilities

Land Use Objectives & Criteria

Public facilities on tidelands should:

- be located so as to not adversely affect adjacent properties and be designed so that the architectural theme is in harmony with the design theme of the Planning District.
- be provided for in advance of need.
- provide efficient and economical locations for emergency services along with up-to-date equipment and well trained personnel adequate to provide protection of life and property.
- contribute to a coordinated system of functional streets necessary for the safe, efficient and economical movement of people and goods within and through the tidelands.

Master Plan Interpretation

Public facilities are provided in response to those community needs that are related to factors of public health, safety and general welfare. As used in the Port Master Plan, the public facilities category includes both services and physical plant developments. The legends of the two Master Plan Maps and the nine Precise Plan Maps contain allocations of land and water, generally indicated by symbols, to portray numerous public facilities.



Harbor Services is a use category of the Precise Plan Map that identifies land and water areas devoted to maritime services and harbor regulatory activities of the Port District including remediation and monitoring.



Port Administration is proposed to continue at the present location on Pacific Highway and Sassafras Street. Additional space in the building which is in excess of Port District needs could be utilized by municipal public service agencies having limited public contacts, or for offices and perhaps as a computer center for air-oriented commercial uses. Some Port District management functions will continue at the airport, the marine terminals and on Shelter Island.



Harbor Police stations, indicated by symbols, are located so as to provide key sites for rendering assistance as required in San Diego Bay and for monitoring the bay entrances, waterborne circulation corridors, anchorages and berthing areas. Harbor Police Officers patrol assigned harbor or portland areas by boat, vehicle and foot for: the preservation of order;



enforcement of laws and ordinances; detection and prevention of crime; fire suppression and the protection of life and property; traffic control and law enforcement support for airport screening procedures; provision of information and assistance to the public; and such other duties as may be assigned. In the course of these duties, the officer is empowered to issue citations, make arrests, and appear in court. The existing station is to remain at the tip of Shelter Island, and a new Harbor Police station is proposed to be located so as to provide an overview of the proposed second entrance and most of the open water areas in the South Bay, if and when such a project is built by the Federal Government. Stations are allocated in Planning Districts 1 and 7.



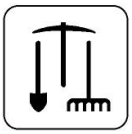
Fireboat Stations, manned by Harbor Police, provide bases for waterborne fire fighting capabilities and routine police

patrols centrally located to provide quick response travel time to the vessels and berthing areas located in San Diego Bay.

Station locations are illustrated by symbol on the Master Plan Land and Water Use Map and given more detailed locations in the Precise Plans. Stations are allocated in the northern, middle and southern portions of the bay.



Fire Stations are shown on the maps at their existing locations on portlands. These services are generally administered by local government units other than the Port District. No new use allocations are proposed for tidelands.



Maintenance Yard, an existing Port District facility located near the Tenth Avenue Marine Terminal, is seen as adequate during the planning period.



Comfort Stations are allocated throughout the bay area, located in public use areas primarily consisting of parks, promenades and plazas. In total numbers, comfort stations may be the most frequently built structures for public use on Port District tidelands. Comfort stations call for attention to location and to a design responding to heavy public use and, unfortunately, accompanying vandalism problems. The structures need to be easy to identify, pleasing in appearance, reflect compatibility with surrounding architectural features, safe, well lighted, easy to maintain and keep sanitary. Many comfort stations provide small storage and maintenance-related space to better accommodate ground keeping and maintenance functions. More precise locations are shown on the Precise Plan Maps.



The **U. S. Customs** and immigration facilities, although not functions administered by the Port District, are shown on the Master Plan Circulation Navigation Map and on the Precise Plan Maps due to their public service nature and usual association with international transportation terminals. Customs areas are allocated at the air terminal, the general aviation facilities, and at marine terminals for cargo inspection and cruise ship movements. Customs services are available on call at several locations around the bay. It is anticipated that another U.S. Custom's facility may be needed in the South Bay if and when a second entrance is completed.



The **U. S. Coast Guard** designates federal activities for three Coast Guard mission areas centered on the U.S. Government owned land at the station on Harbor Drive, each of which performs different functions in the Port. The U.S. Coast Guard Captain of the Port and the Officer-in-Charge of Marine Inspection are co-located at the Marine Safety Office. This branch of the service works closely with many facets of the marine community. The Officer-in-Charge of Inspection is charged with the duties of vessel inspection and certification, documentation, casualty investigation and licensing of marine industry personnel. The Captain of the Port is responsible for assuring overall safety and security in the Port and promoting marine environmental quality, through enforcement of applicable federal laws and regulations. Facilities which handle certain materials designated as dangerous cargoes by federal regulations must meet strict standards enforced by the U.S. Coast Guard and undergo periodic inspections. The U.S. Coast Guard is directly involved in improvement projects relating to navigable waters, particularly as regards aids to navigation, dredging and ocean dumping.

The Coast Guard Group/Air Station is a separate command, located adjacent to the Marine Safety Office. This unit is primarily responsible for the mission areas of Search and Rescue, Enforcement of Laws and Treaties, and Aid to Navigation. The Air Station helicopter pad is restricted to use by government aircraft.

In addition to the three mentioned Coast Guard functions, there is also a Boating Safety Detachment located on land leased from the Port District in Planning District 1.

Circulation and Navigation System

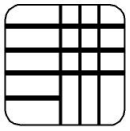
The Circulation/Navigation Element Map graphically indicates the inter-dependence of three major modes of transportation dealing with movement on land, on water, and in the air. The provision of adequate access to and circulation within the San Diego Bay area is a key element in the success of economic activities, of the viability of public services and amenities, and the preservation of the area's environmental setting. The various modes of transport must be coordinated not only to the various land and water uses they support, but to each other to avoid incompatibilities, congestion, hazardous movements and unnecessary expenditures.

Land-Based Transportation System

The railroads and the regional highway system provide the land-based transportation network for the movement of people and goods in the region, and to the tidelands. Railroads, freeways, expressways, regionally significant arterials, local streets, and pathways provide travel modes for pedestrians, bicyclists, automobiles, fixed rail transit, bus transit, and the local and interregional trucking industry involved in work and recreation related trips. Current efforts directed toward maintaining the region's air quality and conserving energy promote an efficient movement of people and goods on a safe, complete and uncongested regional highway and rail system. The Circulation and Navigation Element Map illustrates a coordinated land-based transportation system that will continue to involve the Port District, the cities, and the regional transportation planning agency.



Regionally Significant Arterials connect tideland areas with interstate, state and local transportation networks. The most direct involvement of the Port District in roadway development is in the provision and maintenance of bridges, arterial roads, collector streets, local streets, and the provision of adequate parking facilities to tideland developments. Proposed extension, relocation or modification to regionally significant arterials which are located on tidelands include: the modification of Harbor Drive between Hawthorn and Market and the relocation of Harbor Drive between Market and Fifth Avenue, both in San Diego; and a new entrance to the airport, subject to negotiation with the U. S. Navy, linking Washington Street and the Lindbergh Field terminal. Expenditure of Port District monies is anticipated in the construction of a bridge to extend Tidelands Avenue over the Sweetwater Flood Control Channel at some as yet undetermined future time. The proposed second entrance bridge is the responsibility of the State Highway Department and the U. S. Army Corps of Engineers.



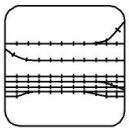
Local Streets and Parking becomes a primary control of land use in the single mode circulation system, such as in the case of the automobile in Southern California. The location, type and amount of parking has a significant effect upon the planning area. Provision must be made to accommodate nighttime storage and daytime space demands appropriate to the size and type of traffic generators, shopping customs, habits of parking, and rate of turnover. Preliminary planning activities dealing with the possible expansion of public facilities or the renewal, extension, or modification of private lease agreements are to contain provision for automobile storage.

It is the intent of this Plan to seek a reduction in the total amount of land devoted to under-utilized parking lots. Emphasis is to be placed on the development of additional public parking facilities where there is a current deficiency. When the cyclical nature of an economic activity or a public recreational activity creates peak demands at different times, the joint use of the available leased parking space is encouraged among tenants.

Additional public parking lots within close proximity to the shoreline are to be considered suitable activities for waterside locations only if the use of the site will, in addition to providing needed parking space, (1) assist in maintaining vistas, and (2) will provide public access to the bay in an appropriately landscaped setting. Parking structures are not generally considered appropriate for waterside sites.

Roadway improvements will continue the maintenance of on-street parking standards at an eight-foot width for commercial areas and ten-foot

width for industrial streets. Traffic lanes at 12- and 15-foot widths for commercial and industrial streets, respectively, are to be continued. Parking facilities in sufficient quantity and located within close proximity to the activity they serve are stressed. As a guideline, parking ratios of one stall for every three seats for restaurants and other eating and drinking establishments, and five stalls for every 1,000 square feet of general commercial activity is encouraged. Parking need for multiple use complexes need evaluation on a case-by-case basis.



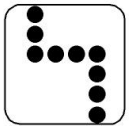
Railroad service is necessary for port and port related operations and development. Depending on the type of port and industrial operation, there should be ample nearby rail storage facilities, easy access for switching rail cars to and from the marine terminal or industrial area, and suitable rail trackage within the area to interface the movement of cargoes between ship and land carriers.

The port and marine related industrial developments on San Diego Bay are served by a transcontinental rail carrier, the Atchison Topeka and Santa Fe Railway (AT&SF). The AT&SF links San Diego to Los Angeles with freight and AMTRAK passenger service. A line haul carrier, the San Diego and Arizona Eastern Railway (SD&AE), a subsidiary of the Southern Pacific Company, has temporarily stopped service to the east along its line pending repairs to portions of the track damaged by a hurricane associated storm in 1976. The Metropolitan Transit Development Board (MTDB) has recently acquired a portion of the SD&AE rail line, and freight service is to be reinstated by a private operator under contract to MTDB. Reestablishment of this second rail link to the east, and the maintenance and improvement of rail freight service and facilities is essential in providing a well-balanced rail service to the port area.

Rail spurs serving the National City Terminal require expansion in a small area of the container yard. Rail service needs will require monitoring and evaluation in the future. Increased use at the Tenth Avenue Marine Terminal has necessitated that the switching yard adjacent to the bulkloader be expanded, particularly to handle "unit trains" for loading that could reach 40,000 tons per vessel. Consideration in planning transportation should also be given to the continued increased size of railroad cars and truck trailers.



Public Transit, consisting of the proposed bus transit system and the proposed fixed rail transit corridor with station locations, is delineated on the Circulation Navigation Element Map. In the San Diego Region, the planning, construction and operation of the proposed fixed rail line is under the direction of the Metropolitan Transit Development Board (MTDB). The planning and coordination of the bus service involves the Comprehensive Planning Organization and bus operations involve North County, San Diego, National City and Chula Vista transit operators. Interregional, frequently scheduled bus service is provided for most of the tideland areas, including buses with bicycle racks for trans-bay access. It is the intent of this Plan to encourage the provision or extension of the public transit system into the industrial, commercial and public recreational areas of the tidelands; and, where feasible, to encourage public transit service as a substitute for parking at tideland facilities. Joint utilization of the San Diego and Arizona Eastern Railway right-of-way for both public transit and freight service has been endorsed by the Board of Port Commissioners.



Pedestrian and Bicycle Routes are given a high development priority in this Plan. More specific information is provided in the Public Recreation section. The Bay Bicycle Route, which carries out regional planning policies emphasizing the commuter-work trip, involves the five cities around the bay, the Port District, and CALTRANS. The route is illustrated on the Circulation/Navigation Element Map. It is the intent of the Port District to work with other jurisdictions to complete the perimeter route. Bicycle facilities linking the Bay Route onto tidelands are encouraged to emphasize the recreation-related type trip.

Aviation-Based Transportation System



Lindbergh Field is one of the airport systems incorporated into the aviation element of the Regional Transportation Plan. The Port District is the operator of Lindbergh Field, San Diego's "downtown" international airport, which is convenient, accessible, and has a wide array of commercial and charter flights.

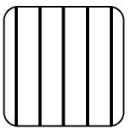
Following an exhaustive study and hearing process by CPO relative to the subject of airport relocation,

Lindbergh Field has been designated as the site most suitable to serve the commercial air transportation needs of the region through 1995. It is anticipated that some minor modifications will be made in the taxiways and parking aprons, lighting systems, rehabilitation to the East Terminal and blast fence, but that the main runway will probable remain substantially unchanged. This Plan proposes the development of improved access to the terminals from the east which involves improvements to the local arterial system, localized improvements to the Interstate highway system, improved access within the airport boundaries, and negotiation for property controlled by the military.



Heliport designations are indicated on the Circulation- Navigation Element Map; one at the Coast Guard facility and the other in the general vicinity of the Rohr plant in Chula Vista. Additional heliports should be considered in waterfront locations if sufficient public necessity is demonstrated in the future. The heliports require small areas, which frequently can benefit from being located close to major work centers. A location on the waterfront can help alleviate some of the noise problems by avoiding developed areas and by using a more desirable approach over the water.

Water-Based Transportation System



Ship Navigation Corridor illustrated with its functional linkages to anchorages and berthings on the **Circulation-Navigation Element Map**, provides adequate draft for ship maneuverability, safe transit and access to marine terminals, marine related industrial areas and military bases. Ship corridors must be maintained at adequate widths and depths to eliminate hazardous conditions in the harbor among ships, small craft and structures; to prohibit lost time and delays from groundings and to avoid environmental damage caused by maritime related accidents.

Incompatible aquatic activities, such as to swim, bathe, water ski, or use a surfboard or paddleboard in marked ship and boat channels is prohibited (UPD Code 8.27).

The Harbor and Channel Improvements project, first undertaken by the United States in San Diego Harbor, was authorized by the River and Harbor Act of 30 August 1852. Subsequent improvements were authorized by a succession of acts dating from March 3, 1875, to October 17, 1940, and March 2, 1945.

The Federal project has provided for the protection of the harbor entrance with the 7,500-foot-long rubble mound Zuniga jetty, a major entrance channel 42-feet-deep, a central bay channel to a depth of 40 feet, a South Bay channel depth of 35 feet, and anchorage and turning basins ranging between 42 and 35 feet in depth. Since channel dredging operations require a substantial expenditure of public funds, it is the intent of this Plan to maintain deep draft berthing and marine related industrial sites immediately adjacent to the ship navigation channel. Marine related industrial sites, including marine terminals, are dependent upon this deep water.



Main Ship Channel, recently improved, provides a range of depths and widths for ship movement. The channel provides a depth of 42 feet mean lower low water (M.L.L.W.) and a width varying from 600 feet to 2000 feet, from the entrance to the U.S. Navy Aircraft Carrier Berth; then a 40-foot MLLW depth and varying widths from 600 feet to 1900 feet to the Tenth Avenue Marine Terminal; and continues at a depth of 35 feet and a width varying form 600 feet to 1350 feet down the bay to the National City Marine Terminal. Naval vessels of sizes up to cruisers and Essex class carriers (unloaded) can sail as far south as the Naval Station (NAVSTA) San Diego. The Coronado Bridge has three major spans over the bay, affecting navigation. Two of the spans are over the navigation channel, each with a vertical clearance of 195 feet M.H.W. and a clear width of 600 feet. The last span located at the pierhead line, provides vertical clearance of 175 feet at M.H.W. and a clear width of 500 feet. Only minor maintenance dredging has been needed in the past.

While existing ship channel depths and widths appear adequate for the foreseeable planning period, growing ship size is expected to continue placing greater demand on the need for deeper channels and expanded terminal areas in the long term future. As the draft of vessels using the National City Marine Terminal increases, there may be a requirement to provide a minimum channel depth of 40 feet all the way to the Sweetwater Channel and a renewed interest in a second entrance. Ship channels are navigable

waters of national interest, in which improvements generally involve the administrative functions of the U.S. Army Corps of Engineers, Congressional approval and Federal funding.



Second Entrance to San Diego Bay is a project with a long history of public debate and interest, some of which goes back to the 1930's.

In 1963, the U.S. Army Corps of Engineers, Los Angeles District, made a reconnaissance study of a second entrance to San Diego Bay. One plan was based on constructing a ship channel from the bay southerly to the Tia Juana River Valley and thence westerly to the ocean. Another plan called for the entrance to be cut through the Silver Strand.

Based on federal criteria, the Tia Juana River Valley route proved to be economically not justified. The Silver Strand alternative, however, appeared to have a more favorable benefit versus cost ratio and warranted further study.

In 1966, further studies for an entrance through the Silver Strand including a model study were authorized. Model tests completed in 1968 at the Waterways Experiment Station showed that flushing characteristics of the bay would be improved with a second entrance. The model was of the fixed-bed type and did not lend itself to the study of littoral sand movement resulting from wave and current action. Again a number of alternate plans were considered, all based on commercial navigation and some Navy requirements. The most favorable turned out to be a 35-foot channel, 400 feet wide, crossed by a four-lane bridge with 154 feet of vertical clearance above Mean High Tide. This plan, however, also did not generate a favorable benefit versus cost ratio based on commercial and Navy benefits, primarily due to the substantial costs involved in the construction of the high bridge and its long approaches.

Subsequently, another alternative was suggested which would provide an entrance with a greatly diminished channel and reduced overhead bridge clearance. It was intended to accommodate principally recreational craft, the smaller Naval vessels, tuna boats and sportfishing vessels. Cursory examinations indicated that a favorable benefit versus cost ratio might be developed. Where recreational benefits are considered in a project, local interests are required to pay a correspondingly greater share of the total cost. If the second entrance were totally dependent on recreational benefits, local participation may be anticipated to amount to 50% of the cost of all navigation improvements and possibly all of the bridge costs. Owing to environmental unknowns, this Federal project is quiescent at present.



Ship Anchorage area for ocean-going ships is primarily the area north of "B" Street Pier but does include all the navigable waters of the harbor except designated channels, cable and pipeland areas, the special anchorages, and the Naval Restricted Areas.

Vessels anchoring in portions of the harbor, other than the areas excepted in the above paragraph, shall leave a free passage for other craft and shall not unreasonably obstruct the approaches to the wharves in the harbor.

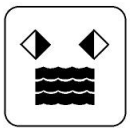
Vessels are to comply with marine sanitation requirements and when anchored in undesignated anchorage areas, are to observe anchor lighting requirements.

The safety and security of any vessel berthed or at anchor within San Diego Bay is the responsibility of the owner or operator. Every owner or operator of a vessel has a responsibility to apprise themselves of weather conditions and storm warnings, and to take the necessary precautions to insure the safety of their vessel in the event of unusual tide and weather conditions.

(1) Special Anchorage for U.S. Government Vessels - Shoreward of a line extending from Ballast Point Light approximately 351°30' to the shore end of the Quarantine Dock. This anchorage is reserved exclusively for vessels of the U.S. Government and for authorized harbor pilot boats. No other vessels may anchor in this area except by special permission obtained in advance from the Commandant, Eleventh Naval District, San Diego, California.

(2) Nonanchorage Area - A lane between San Diego and Coronado bounded on the east by a line extending southerly from a point 410 feet west of United States Bulkhead Line Station 458 on the San Diego side of the bay to a point 350 feet west

of United States Bulkhead Line Station 522 on the Coronado side of the bay, and on the west by a line extending due north from the intersections of the west side of "E" Avenue with the south side of First Street, Coronado, and a line extending 225° from the intersection of the west side of Pacific Highway with the north side of Harbor Drive, San Diego. This area has submerged pipelines, power and communications cables. Vessels are not permitted to anchor in the area at any time.



Nautical Mile Markers, while occupying little area, are of some importance to the water navigation system and are shown on the Master Plan Circulation/Navigation Element Map. The Navy maintains markers on North Island for its ships. Markers installed and maintained by the Port District are located on Harbor Island.



Boat Navigation Corridors are those water areas delineated by navigational channel markers or by conventional waterborne traffic movements.

Boat corridors are designated by their predominant traffic and their general physical characteristics (these channels are usually too shallow and too narrow to accommodate larger ships). Boat channels will be kept clear of encroaching water or land uses, which would deter waterborne circulation. These channels serve the navigation system in a manner similar to that provided by streets in a land-based circulation system. Boat corridors in 1978 provided for a fleet of more than 4000 pleasure craft permanently moored on the waters of the bay and provided corridors from the public launching ramps that launched thousands of pleasure craft out of almost 33,000 registered boats in San Diego County. New boat navigation corridors will be required to serve new marina developments. Maintenance dredging and improvements to existing channels, as required, are to be conducted.



Small Craft Mooring and Anchorage Areas have been planned to facilitate the retention and orderly management and development of a variety of functional, aesthetically pleasing facilities in carefully selected sites. The intent of the plan is to prohibit long term permanent or semi-permanent indiscriminate anchoring throughout the Bay in a manner so as not to interfere with short term uses of the bay for fishing, sailing, and other social and recreational activity, including the rafting of vessels. Long term anchoring and mooring shall be limited to designated anchorages under local control of the jurisdictional authority of the Port District, U. S. Navy, and the State Department of Parks and Recreation. Long term users are encouraged to use marinas where there are secure moorings and shoreside support facilities which have been provided by private investors. Changes to Federal regulations pertaining to anchorages can be accomplished by complying with the established procedure, which permits the new regulations to go into effect after publication in the Federal Register.

The use or development of the proposed anchorages shall be at the discretion of the U.S. Navy (A-6), the State Department of Parks and Recreation (A-7), and the Port District (A-1 to A-5 and A-8). In the Port District's anchorages, the actual operation of the anchorage shall be conducted by the Port District or under a lease agreement to other governmental agency or to a private operator. Port funds or possibly private development monies are to be expended for the planning, construction and regulation of anchorages and moorings for use by vessels which are solely or primarily used for commerce, navigation, fisheries and recreation. The use of bay water areas for residential use, involving living aboard vessels as a primary place of residence, is discouraged as a matter of policy in accordance with state law.

Improvements and the level of service in anchorages are functional but greatly reduced from those provided in marinas. Anchorages are not a secure as marinas for keeping vessels at mooring station, require more water area per vessel stored, and do not have dockside utilities and access. Shoreside facilities for anchorages range widely, from natural shoreline to dinghy float, and may or may not include: dock and ramp; night lighting; potable water supply; disposal stations for trash, petroleum products and sewage; public telephone; limited automobile parking, and restrooms. The safety and security of vessels at anchor remain the responsibility of the vessel owner or operator who must keep apprised of weather conditions and storm warnings and take the necessary precautions to insure the safety of their vessels, other craft, and harbor improvements. The lower level of service and facilities in anchorages is frequently reflected in lower user fees and sometimes public subsidies.

In the Port District's jurisdiction, the primary basis for the management and regulation of intensively used anchorages will be by the establishment of a lease relationship with user fees and permits which specify duration of stay. Anchorages are to be made available to seaworthy, self-propelled vessels which are subject to periodic inspection that insures proper moorings, adequate fire fighting equipment, approved marine sanitation devices, and registration or documentation of vessel ownership. The management of anchorages is also to be conducted so as to maintain a program of flotsam and debris clean-up, regularly monitored water quality, and controls on overboard discharges.

The general locations of planned small craft anchorages are illustrated on the Circulation/Navigation Element Map and are identified in the following:

Anchorage A-1, the Shelter Island Yacht Basin Anchorage, contains about nine acres of water area. Approximately 20 vessels at single point anchoring can be accommodated. Use is by permit of Harbor Police for a period of less than 72 hours, within any seven-day period, for vessels participating in marine events. Nor shore landing is proposed for this low intensity of use anchorage. Additional information about this anchorage is presented in Section IV, the Shelter Island Planning District.

Anchorage A-1a, A-1b, and A-1c, collectively referred to as the Shelter Island Roadstead Mooring, is proposed to be developed with about 46 single swing point moorings grouped in three different locations bayward of Shelter Island. The total water area allocated for the anchorage is approximately 12.8 acres. The designated support facilities include a dinghy landing on the northeast corner of the existing beach and the restroom located at the small craft launching ramp. Section IV, Shelter Island Planning District, contains more information on this anchorage.

Anchorage A-2, the Shelter Island Commercial Basin Anchorage, is proposed to be redeveloped with fore and aft moorings to provide for about 170 vessels in the 15 acre area. The redevelopment effort will strive to accommodate in A-2 all existing vessels there that meet the anchorage regulations. New shoreside support facilities of about 34,000 square feet are planned on the northeastern side of the shoreline. Section IV, Shelter Island Planning District, contains more information on this anchorage.

Anchorage A-3, Laurel Street Roadstead, discussed in more detail in Section IV, Centre City Embarcadero Planning District, provides about 20 acres of water area for 50 vessels at anchor on single mooring buoys. Shoreside support facilities are provided by the floats, ramps, and restrooms at the Embarcadero Crescent.

Anchorage A-4, Bay Bridge Roadstead Anchorage, contains two 24-acre water areas to provide for phased development. At completion, single point mooring buoys will provide space for about 70 vessels. The anchorage landing is to be developed as part of the Tidelands Park project. More information on the proposed anchorage is found in Section IV, Coronado Bayfront Planning District.

Anchorage A-5, Glorietta Bay, is a 3.8-acre federally designated anchorage. With fore and aft anchoring by vessels ground tackle, about 20 vessels can be accommodated. All of the moorings in the anchorage are reserved for short-term use by cruising vessels. Anchorage use is by permit of Harbor Police for a period of time up to 72 hours, within any seven-day period. Section IV, Coronado Bayfront Planning District, contains more information about this anchorage.

Anchorage A-6, the Naval Amphibious Base (NAB) Anchorage, is proposed for an eight-acre water area adjoining the NAB Marina. The Commanding Officer, NAB, Coronado, through his authorized representative, the NAB Marina Manager, shall have sole authority to assign, control and limit use of the area. Only small craft belonging to U.S. Navy personnel on active duty and retired service members shall be authorized to use the area. The landing site is at NAB Marina.

Anchorage A-7, Crown Cove Anchorage, is a 4.4-acre water area proposed to be developed with fore and aft moorings for approximately 30 vessels. Control over this anchorage and adjacent park area will be exercised by the California Department of Parks and Recreation under a lease agreement with the U.S. Navy and the United Port District, as a normal part of the Department's administration of Silver Strand State Beach. A dinghy-landing site will be designated on the adjacent State Beach and will have those shoreside facilities provided by the State Beach.

Anchorage A-8, Sweetwater Anchorage, contains 200 acres of water area and can provide for about 250 vessels, depending on size, at single swing point anchorage with vessels ground tackle. Anchoring use, however, shall be incremental, the first phase to provide for up to 100 vessels, with any additional 100 vessel increments to be subject to further public hearings and consultation with District member cities. The landing and shoreside support services for the anchorage will be at the existing National City Small Craft Launch Ramp. Section IV, National City Bayfront Precise Plan, contains more information about this anchorage.

Anchorage A-9, Cruiser Anchorage, is a nine-acre water area which can accommodate approximately 30 transient craft using vessels ground tackle. The anchorage is to ultimately be marked with area boundary markers. It is located south of the United States Coast Guard Air Station near the East Harbor Island Basin. A small boat landing facility is located nearby on North Harbor Drive east of the Coast Guard Air Station. Public landside support facilities include rest rooms, public telephone, parking and a San Diego Transit bus stop. Section IV Precise Plans, Harbor Island / Lindbergh Field: Planning District 2, contains additional information about the use of this anchorage area. The use of this anchorage will be controlled by duly enacted regulations of the Board of Port Commissioners.



Derelict Craft Storage provides space for holding abandoned or drifting small craft that become hazards to navigation in the bay. Disposal of impounded vessels is governed by State Law. Sites are provided within close proximity to berthing concentrations for the north bay and proposed as part of a potential boating development in the south portion of the bay.

Pollution Contingency Plans

The Federal Water Pollution Control Act (section 311 [c] [2]) provides for the preparation, publication, revision and amendment of a National Contingency Plan to protect the environment from the unplanned, sudden and usually accidental discharge of oil or hazardous substances that pose a threat to the public health or welfare. The National Plan calls for the establishment of a nationwide net of regional contingency plans within its framework. The San Diego Bay area is provided for in the O.S.C. Area Contingency Plan prepared and maintained by the U.S. Coast Guard, Office of the Captain of the Port, San Diego. This area includes the geographic area of San Diego County, San Clemente Island, and their coastal waters.

The main objective of the National Plan is to provide for a coordinated federal response capability at the scene of the discharge. The plan provides for a pattern of coordinated and integrated responses by departments and agencies of the Federal Government, promotes the coordination and direction of Federal and State response systems, and encourages the development of local governmental and private capabilities to handle such discharges. The State Operating Authority for oil spill cleanup is the California Department of Fish and Game, which is to have a spill contingency plan, intended to aid the Federal O.S.C. in cleanup operations. Although Federal law has preempted State or Local jurisdiction in some areas of pollution, State and local coordination and involvement in cleanup operations is encouraged by the Area Contingency Plan.

The Environmental Protection Agency has designated San Diego Bay waters less than 30 feet deep at mean low water as "no discharge" areas for sanitary waste. Discharge in areas with a depth greater than 30 feet is authorized only after treatment by an approved marine sanitation device.

While not part of the Federal plan, the Port of San Diego is involved in harbor maintenance, and removing navigation hazards and floating debris. The Port maintenance program includes the operation of a trash recovery vessel, nick-named the "Alligator", which skims up floating debris from the harbor; and boat and car patrols by Harbor Police.

NATIONAL CITY BAYFRONT:
PLANNING DISTRICT 5



Precise Plan Concept

The National City Bayfront is an established and developed marine industrial area. Continued use and intensification of the marine related use is anticipated for the duration of the planning period. Substantial areas are currently used for lumber storage, wood products and vehicle storage, manufacturing and distribution, which are dependent on close proximity to the Port's deep-water wharves. The plan proposes improvements to the Port related road transportation network. In addition, new public access and water-oriented recreational, educational, and commercial uses are focused on the development of a pleasure craft marina of approximately 250 slips.

Land and Water Use Allocations

The National City Bayfront planning area contains a total of roughly 420 acres, consisting of 250 acres of land and 170 acres of water (Table 14). The Master Plan assigns most of the land to Marine Related Industrial and Marine Terminal use, with Commercial Recreation, Park and Recreational Boat Berthing located north of the Sweetwater Channel.

National City Bayfront Planning Subareas

The subareas are listed on ***Figure 16***.

Northern Industrial Area

The Northern Industrial Area is isolated from the water by the San Diego (32nd Street) Naval Station, which occupies all of the adjacent waterfront and forms the western and northern boundary of this subarea. The subarea contains a ship repair and lumber transport/ storage yard. These uses, or similar ones, are expected to occupy this land into the foreseeable future.

Due to its distance from the water, its remoteness and its relatively small size, this subarea will remain a backup storage area for the marine terminal and other marine industries occupying water frontage. Permitted uses under the marine industrial designation might also include manufacturing, storage, transportation and distribution.

A new street section connecting Harbor Drive to Tidelands Avenue is proposed just north of this planning subarea. This street improvement will more directly link Harbor Drive with Tidelands Avenue; creating a north-south street to serve traffic in the National City waterfront area west of the I-5 freeway and enhancing access to the Civic Center freeway interchange.

Twenty Fourth Street Corridor

Just south of the northern industrial area is another small subarea, differing only in the type of development. It is dominated by a large shipbuilding yard, which has a narrow water access corridor. The two remaining uses are a fuel distribution yard and an office center for the vehicle importer.

The Master Plan considers this area for marine oriented industrial use, with which the present uses are compatible. Other activities appropriate for the area are mentioned in the Lumber Yard subarea.

National Distribution Center

The Port acquired 22.1 acres of property located at 1000-1022 Bay Marina Drive, formerly known as West 24th Street. This property is currently known as the National Distribution Center and will be used for Marine Related Industrial purposes.

Navy Berthing

The Port District has jurisdiction over a large amount of water west of the Naval Station which is now being used for military ship berthing. The Master Plan foresees continuing this use under the Navy Ship Berthing designation. No other use is considered appropriate under present circumstances.

Container Terminal

The National City Marine Terminal is one of only two marine terminals identified on the Master Plan Circulation/Navigation Element, and is the only one capable of significant expansion. At present, about

2,400 linear feet of berthing space is available, 1,400 feet along the north wharf and 1,000 feet along the west wharf. Water depth alongside the terminal is a minimum 35 feet at MLLW.

The north wharf is used for ship repair and the receipt of petroleum products, including fuel oil for the San Diego Gas and Electric Company. General cargo can also be handled; a 40,320 square-foot transit shed is available for covered cargo space.

The southerly half of the west wharf is presently a container and bulk-handling terminal. A high-speed container crane, having a capacity of 40 long tons and capable of handling 30 containers per hour, runs along this wharf. The 17-acre container handling and storage yard is serviced by a 33-ton rubber-tired bridge crane. Other facilities include a 32,500-square-foot stuffing and stripping space, paved storage for 2,280 containers (including electrical outlets for refrigerated containers), a steam container cleaning facility, maintenance shops, and scales. Two warehouses; one just over 100,000 square feet and another just under 200,000 square feet are accessible from either the north or west wharves.

The Master Plan proposes to extend the west apron wharf 2,400 feet to the south, then 1,000 feet east to connect to the existing Sweetwater Wharf. (Most of this development will occur in Subarea 56, the Southwest Corner.) Total wharf space at the National City Marine Terminal would then be about 7,800 linear feet.

The wharf design would fill out the bulkhead almost to the U.S. Combined Pierhead and Bulkhead Line, adding about 12 acres of land to the marine terminal. Future dredging would increase the present 35-foot depth to 42 feet MLLW along the west wharf and 37 feet along the Sweetwater Wharf. Construction activities involve excavation, driving of concrete support piles, the placement of rock revetment, and construction of wharf dock and fender systems.

Other improvements contemplated include the installation of a second container crane, additional railroad siding, and paving of the remaining backup area. As a general cargo terminal, this facility could handle almost any commodity; however, it is anticipated that it would handle petroleum on the north wharf, and vehicles, containers, lumber, and other heavy cargo on the west wharf.

Improved highway access to the marine terminal is needed. An additional industrial accessway to Interstate 5 for north and south movements is recommended.

TABLE 14: Precise Plan Land and Water Use Allocation
NATIONAL CITY: PLANNING DISTRICT 5

LAND USE	*ACRES*	*WATER USE*	*ACRES*	*TOTAL ACRES*	*% of TOTAL*
COMMERCIAL	7.9	COMMERCIAL	14.6	22.5	5%
Commercial Recreation	7.9	Recreational Boat Berthing	14.6		
INDUSTRIAL	237.7	INDUSTRIAL	21.6	259.3	59%
Marine Related Industrial	153.7	Specialized Berthing	7.9		
Marine Terminal	84.0	Terminal Berthing	13.7		
PUBLIC RECREATION	4.2	PUBLIC RECREATION	2.2	6.4	1%
Park	4.2	Open Bay / Water	2.2		
PUBLIC FACILITIES	23.4	PUBLIC FACILITIES	11.9	35.3	8%
Streets	23.4	Boat Navigation Corridor	7.0		
		Ship Navigation Corridor	4.9		
		MILITARY	116.7	116.7	27%
		Navy Ship Berthing	116.7		
TOTAL LAND AREA	**273.2**	**TOTAL WATER AREA**	**167.0**		
PRECISE PLAN LAND AND WATER ACREAGE TOTAL				**440.2**	**100%**

Lumber Yards

The area in back of the National City Marine Terminal is used for storage, assembly and handling of lumber and wood products and other marine related industrial uses. A food cold storage locker is the only other uses. These uses display the benefits of water linkage with the marine terminal and require a considerable amount of space. Other activities appropriate for this area, as well as Subareas 51 and 52, include wood preserving, manufacturing of wood products, wholesaling of building supplies, ice manufacture, food processing, petroleum storage, freight distribution and associated or similar uses. Industrial performance standards are encouraged, especially landscaping and appearance treatments along Tidelands Avenue; however, such standards for development must be consistent with the functional needs of the industrial area and individual operations.

If additional backup cargo storage area is required because of expansion of the marine terminal, this area could be utilized for this purpose. Quay Avenue, between Bay Marina Drive and 28th Street, 28th Street, west of Quay Avenue, and 32nd Street west of Tidelands Avenue may also be closed to accommodate additional marine related operations.

Southwest Corner

South of the present marine terminal is a fill area reserved on the Master Plan for Marine Related Industrial use. Current use is about half for industrial production and about half vacant.

As mentioned in the description of the Container Terminal subarea, the Master Plan envisions the extension of the apron wharf from the container crane along the Pierhead/Bulkhead Line to the Sweetwater Channel where it would follow the Bulkhead Line to the present Sweetwater Wharf.

Future use of the western parcel is envisioned as a shipyard or other marine industrial use. The eastern parcel could also be used for similar purposes. In any case, planning for this area favors large industries or activities which can utilize its unique attributes of deep water berthing, railroad and highway access, distance from residential neighborhoods, and ample space.

Sweetwater Wharf

Sweetwater Wharf designates that part of the National City Marine Terminal located on the Sweetwater Channel. It is linked administratively to the container terminal (Subarea 54). It has a 1,400-foot-long wharf and is used almost exclusively for landing shipments of lumber and vehicles. This use is planned to continue into the future with a possibility of other products being shipped through the Sweetwater Wharf.

Launching Ramp

This public recreation area includes a park lawn area, a public fishing pier, a boat launch ramp and a parking area serving the entire site. The park provides picnic tables, a shoreline promenade with seating, open and shaded lawn areas and walkways leading to the fishing pier. The boat launch has 8 lanes for boating access, a restroom and a dock facility on the Sweetwater Channel. An aquatic center facility including restrooms, locker rooms, offices, classrooms, watercraft storage, paved exterior activity areas, security walls, fencing, lighting, and landscape improvements is located east of the boat launch. Public restrooms are located northwest of the boat launch and are accessible to the Pepper Park, launch ramp, and landing users. Continued heavy use of this public recreation area is anticipated for active yachting, instructional turf play and the more passive activities of fishing, picnicking and sightseeing.

Anchorage A-8, the Sweetwater Small Craft Anchorage, occupies a water area of approximately 200 acres. Although sheltered from the waves of the open ocean by the Silver Strand, the anchorage is exposed to long fetches inside the harbor. Approximately 250 vessels at single swing point anchorage using vessel ground tackle can be accommodated; however, use shall be incremental, the first phase to provide for up to 100 vessels, with any additional 100 increments to be subject to further public hearings and consultations with District member cities. About 30 percent of the spaces are to be reserved for short-term use by transient ocean cruising vessels. The boundaries of the anchorage are proposed to be identified by marker buoys and shown on bay charts. Control over the anchorage is to be exercised by the Port District. The existing National City small craft launching ramp provides landing and shoreside support services consisting of automobile parking, restrooms, public telephone, drinking water, trash disposal, and docking facilities.

Marina

The commercial recreation area shown on the Planning District Map is designed to accommodate the needs of workers in the nearby industrial area, people enjoying the nearby recreational park, and the adjacent marina and attendant commercial facilities. Uses could include a restaurant or coffee shop, convenience store, bait and tackle shop, boat slips and dry storage, lodging and other business activities consistent with

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DALBERGIA
MAIN STREET
HARBOR DRIVE
8TH STREET
9TH STREET
10TH STREET
11TH STREET
12TH STREET
13TH STREET
14TH STREET
15TH STREET
HOOVER AVE.
COOLIDGE AVE.
HARDING AVE.
WILSON AVE.
16TH STREET
17TH STREET
18TH STREET
30TH STREET
33RD STREET
INTERSTATE 5
McKINLEY AVE.
PARADISE CREEK
CLEVELAND AVE.
15TH STREET
16TH STREET
17TH STREET
20TH STREET
21ST STREET
22ND STREET
23RD STREET
HARRISON ST.
19TH STREET
HAFFLEY AVE.
24TH STREET
32ND STREET
TIDELANDS AVENUE
28TH STREET
QUAY AVENUE
TERMINAL AVENUE
CHULA VISTA
NATIONAL CITY
SWEETWATER CHANNEL
U.S. NAVAL STATION
SAN DIEGO BAY
24TH STREET MARINE TERMINAL
SAN DIEGO
NATIONAL CITY
CITY OF NATIONAL CITY
CITY OF SAN DIEGO
CITY OF CORONADO
A8

Land **COMMERCIAL** Water

- Commercial Recreation
- Recreational Boat Berthing

INDUSTRIAL

- Marine Terminal
- Marine Related
- Terminal Berthing
- Specialized Berthing

PUBLIC RECREATION

- Park/Plaza
- Open Space
- Public Access
- Vista Area
- Promenade
- Open Bay
- Public Fishing Pier
- Boat Launching Ramp

Land **PUBLIC FACILITIES** Water

- Comfort Station
- Anchorage Landing
- Boat Navigation Corridor
- Ship Navigation Corridor
- Boat Anchorage

MILITARY Water

- Navy Ship Berthing

- City Boundaries
- Mean High Tide Line
- US Pierhead Line
- US Bulkhead Line
- Combined US Pierhead/Bulkhead Line
- S.D.U.P.D. Limits
- Lease Line
- Railroad
- Coastal Zone Boundaries

N Land Use Planning
scale approx. 0 200' 400'

Planning District 5
NATIONAL CITY BAYFRONT

PRECISE PLAN

FIGURE 15

DATE	DWG NO.	DRWN / CHK	BASE NO.

BOARD OF SAN DIEGO UNIFIED PORT DISTRICT

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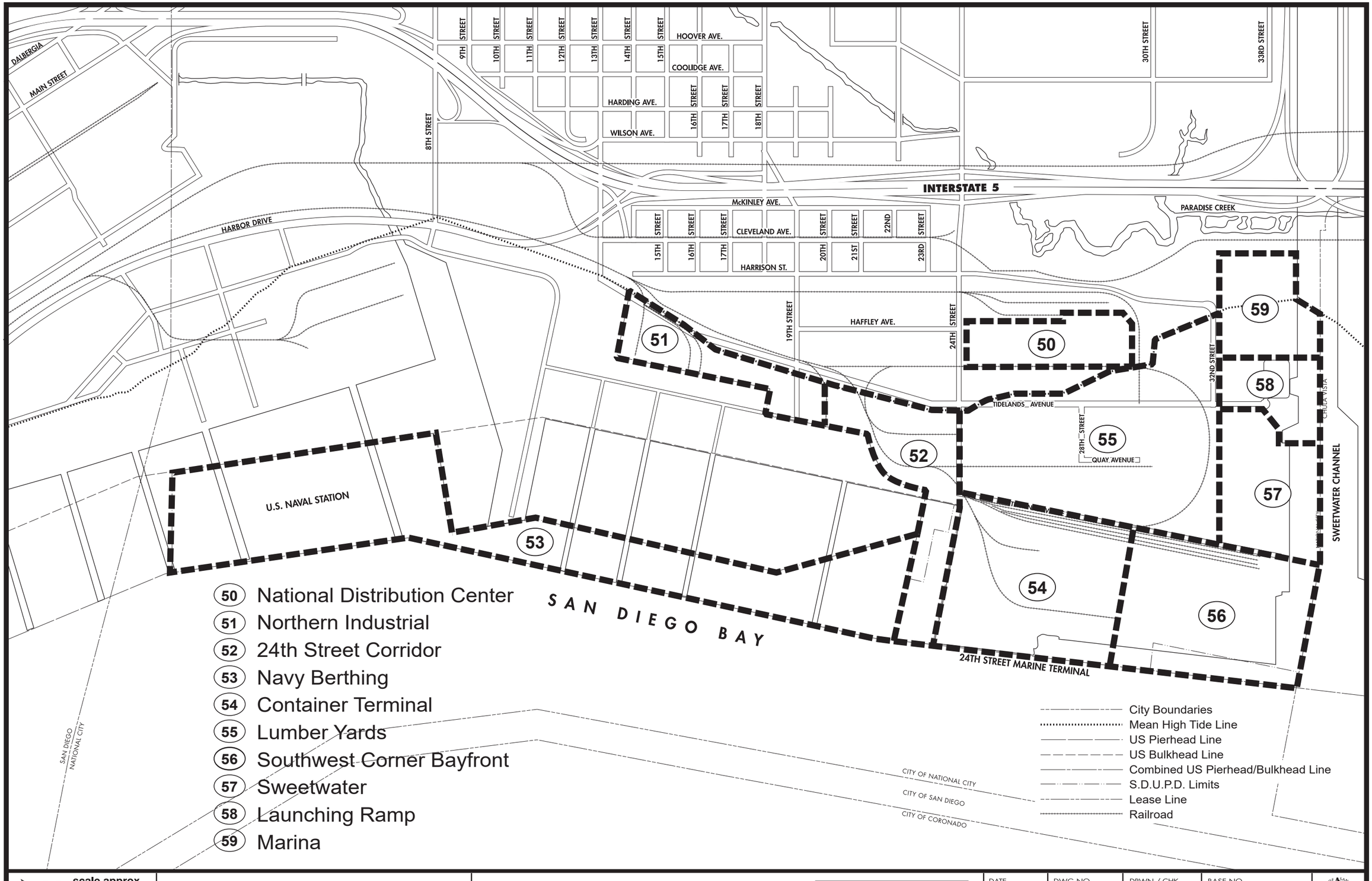

N
Land Use Planning

scale approx.
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Planning District 5
NATIONAL CITY BAYFRONT

Planning Subareas

FIGURE 16

DATE	DWG NO.	DRWN / CHK	BASE NO.

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CHULA VISTA BAYFRONT:
PLANNING DISTRICT 7



Introduction

Planning District 7 includes all Port District lands within the City of Chula Vista. As shown on the Precise Plan map (Figure 19), these District lands extend beyond the U.S. Pierhead Line (the usual Port District boundary) to the city limits.

Historically, harbor development in the South Bay has lagged behind the North Bay because of shallow water, distance from the harbor entrance, environmental concerns, and other factors. However, by about 1990, Port land on the Chula Vista Bayfront had been developed into public parks, excursion pier, boat launching ramp, recreational vehicle (RV) park, marinas, boatyards, warehouses, and a recreated wildlife habitat island. Police and emergency waterborne services are provided to the South Bay from the Harbor Police substation near the boat launching ramp. The Chula Vista Bayside Park Pier provides public fishing and large vessel berthing, and the Marina Parkway Pier provides berthing and landside automobile parking for users. The major development on the Chula Vista Bayfront was an aircraft parts manufacturing plant, which occupied both District lands and uplands, that has consolidated its operations north of H Street and now occupies only uplands.

Marine and biological resources are abundant throughout the entire planning district, primarily due to its proximity to San Diego Bay and the estimated 3,940-acre South San Diego Bay National Wildlife Refuge.

Over recent years, the Port has acquired approximately 291 acres of uplands in this planning district, including the former Goodrich South Campus, park area, and properties at the south end of the planning district containing the existing switchyard and power plant. Most recently, as part of the Chula Vista Bayfront Master Plan (CVBMP) and in an effort to improve land use compatibility at the north and middle portions of the planning district, the Port completed a land exchange with a private entity. The exchange enables residential and non-trust related retail and office development to occur on approximately 35 acres of former Port properties now under the City of Chula Vista's (City) jurisdiction, and places approximately 97 acres of land at the north end of the planning district, formerly under the City's jurisdiction, within the Port's trusteeship and jurisdiction. In addition, the City has acquired from the Port a vacant parcel for a proposed fire station. Planned uses for the acquired land areas are further described in each of the planning subareas.

Precise Plan Concept

With the goal of transforming the planning district into a world-class bayfront, the Port developed the Chula Vista Bayfront Master Plan (CVBMP or plan) in 2005. The CVBMP resulted from a cooperative planning effort with the City of Chula Vista, which involved extensive public outreach and community participation.

The CVBMP is intended to guide the development of approximately 556 acres of the Chula Vista Bayfront over the next 24- year period. The plan proposes a multifaceted land use allocation within this planning district, including environmental conservation and development of public park and commercial recreational uses. Proposed development emphasizes public waterfront amenities to enhance the bayfront's natural and economic resources. The plan increases public access opportunities while restoring and protecting natural resources, serving to attract visitors from outside the region as well as local residents to use the marine related recreational facilities and public areas. Additionally, the plan strengthens the bayfront's connection to the Chula Vista urban core and neighborhoods to the east by

TABLE 18: Precise Plan Land and Water Use Allocation
CHULA VISTA BAYFRONT: PLANNING DISTRICT 7

LAND USE	ACRES	WATER USE	ACRES	TOTAL ACRES	% of TOTAL
COMMERCIAL	130.2	COMMERCIAL	39.6	169.8	8%
Commercial Recreation	130.2	Recreational Boat Berthing	39.6		
INDUSTRIAL	36.4	INDUSTRIAL	3.8	40.2	2%
Industrial Business Park	36.4	Specialized Berthing	3.8		
PUBLIC RECREATION	152.9	PUBLIC RECREATION	1.2	154.1	8%
Park/Plaza	87.9	Open Bay/Water	1.2		
Promenade	17.3				
Open Space	47.7				
CONSERVATION	413.4	CONSERVATION	967.2	1380.6	70%
Wetlands	303.9	Estuary	967.2		
Habitat Replacement	109.5				
PUBLIC FACILITIES	42.5	PUBLIC FACILITIES	190.4	232.9	12%
Streets	42.5	Boat Navigation Corridor	156.5		
		Ship Navigation Corridor	33.9		
TOTAL LAND AREA	**775.4**	**TOTAL WATER AREA**	**1,202.2**		
PRECISE PLAN LAND AND WATER ACREAGE TOTAL				**1,977.6**	**100%**

extending the City's traditional street grid to ensure pedestrian, vehicular, bicycle, transit, and water linkages.

Although planning policy encourages marine-related industrial uses, the plan provides the flexibility to attract new industrial, business-commercial, and commercial recreational development to this planning district. To accomplish this goal, the plan allocates a large amount of land in the Chula Vista Bayfront Planning District for Commercial Recreation, and some area for Industrial-Business Park use. Much of the land is currently vacant or underutilized. As the South Bay regional economy expands in the future, the Commercial Recreation and Industrial-Business Park designations will both stimulate and accommodate appropriate industrial and commercial redevelopment, thereby enabling the Chula Vista Bayfront to realize its full potential.

The plan proposes to redevelop underutilized and vacant areas with a mix of land uses, along with a new roadway and infrastructure system throughout the planning district. A variety of public amenities are proposed, including: a signature park and other open space areas, buffers, cultural uses, piers, a new commercial harbor and reconfiguration of marina slips, a community boating center, a ferry terminal, navigation channel improvements, an RV park, a continuous and comprehensive pedestrian pathway system, bicycle paths, ample parking areas, and public art. Proposed development includes hotel and conference facilities, retail/entertainment, cultural (museums and similar uses), and marine related office. A maximum of 2,850 hotel rooms are allowed within the boundaries of the CVBMP.

There are a multitude of existing and proposed recreational opportunities within the planning district. Recreation boating marinas have been developed to meet part of the increasing regional demand for recreational boating and wet storage marinas. An RV park provides short-term parking spaces for visitors to enjoy the Chula Vista Bayfront. Other public recreational opportunities can be found at the large Bayside Park that includes a public fishing pier, the Chula Vista Bayfront Park with its public boat launching ramp, and Marina View Park. Planned recreational improvements include two new large parks, enhancements to existing park areas, a new pier, as well as a continuous open space system that is fully accessible to the public and seamlessly connects the bayfront to the region. This open space system will create a comprehensive greenbelt linkage throughout the entire planning district with a continuous pedestrian walkway, or "baywalk", and a bicycle path that would tie into the regional Bayshore Bikeway system. Where appropriate, Class I bicycle paths, including 8-foot minimum paved widths separated from vehicular roadways, will be provided. The CVBMP emphasizes an active commercial harbor with public spaces at the water's edge as well as enhanced existing and newly created visual corridors to the bay.

The plan also includes buffers adjacent to environmentally sensitive resources in order to ensure such habitat areas are protected and preserved. Best management practices and natural retention basins will be implemented throughout the planning area to prevent degradation to sensitive areas and to curb storm water pollution to the bay. Additional measures for the protection of natural resources and the environment, including specific planning, design, education, implementation and management elements have been incorporated into the CVBMP.

To ensure adequate coastal access is provided for the public, the CVBMP requires appropriately allocated on-site parking spaces to be developed with bayfront commercial and recreational uses. Additionally, commercial development throughout the planning district is required to participate in and contribute a fair share to the implementation of an employee shuttle system that connects users to a collector parking structure located near Interstate 5, thereby ensuring the availability of bayfront parking for the public. In the Harbor District, typical parking requirement standards for high intensity uses may be reduced if it can be demonstrated that the use will be adequately served by alternative transit.

In addition, the Chula Vista Bayfront Shuttle service will be phased concurrent with development. At a minimum, service will be provided upon the issuance of Certificate of Occupancy for either the H-3 resort conference center hotel or the 500th residential unit in the City CVBMP area. Implementation of the shuttle is anticipated to include participation by commercial development within the plan area.

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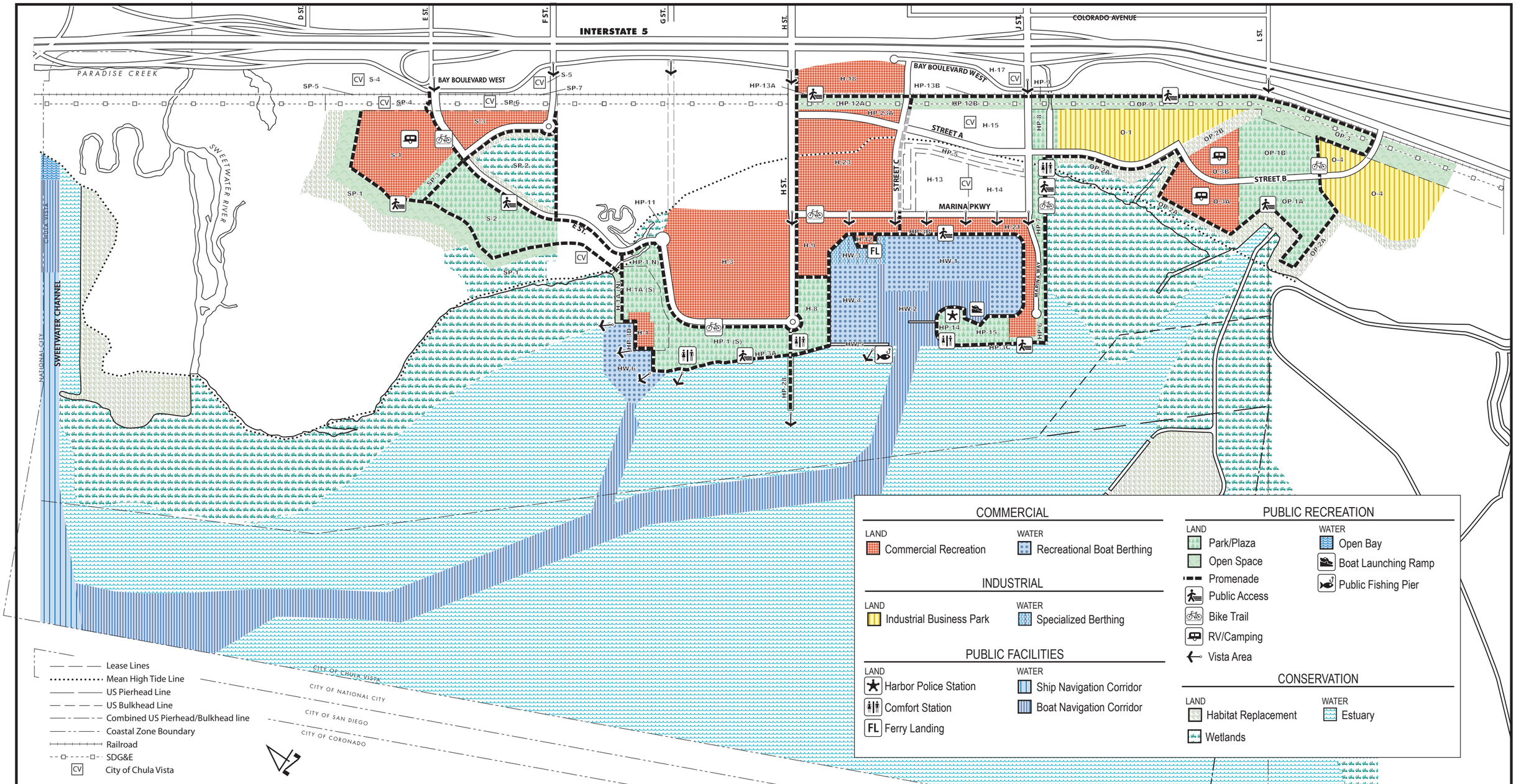

*Not to scale

ENVIRONMENTAL AND LAND USE MANAGEMENT

PLANNING DISTRICT 7 - CHULA VISTA BAYFRONT

TITLE: **PRECISE PLAN**

DATE	DWG NO.	DRWN / CHK	BASE NO.
080912	FIGURE 19	TO/LNB	

PORT OF SAN DIEGO · UNIFIED PORT DISTRICT

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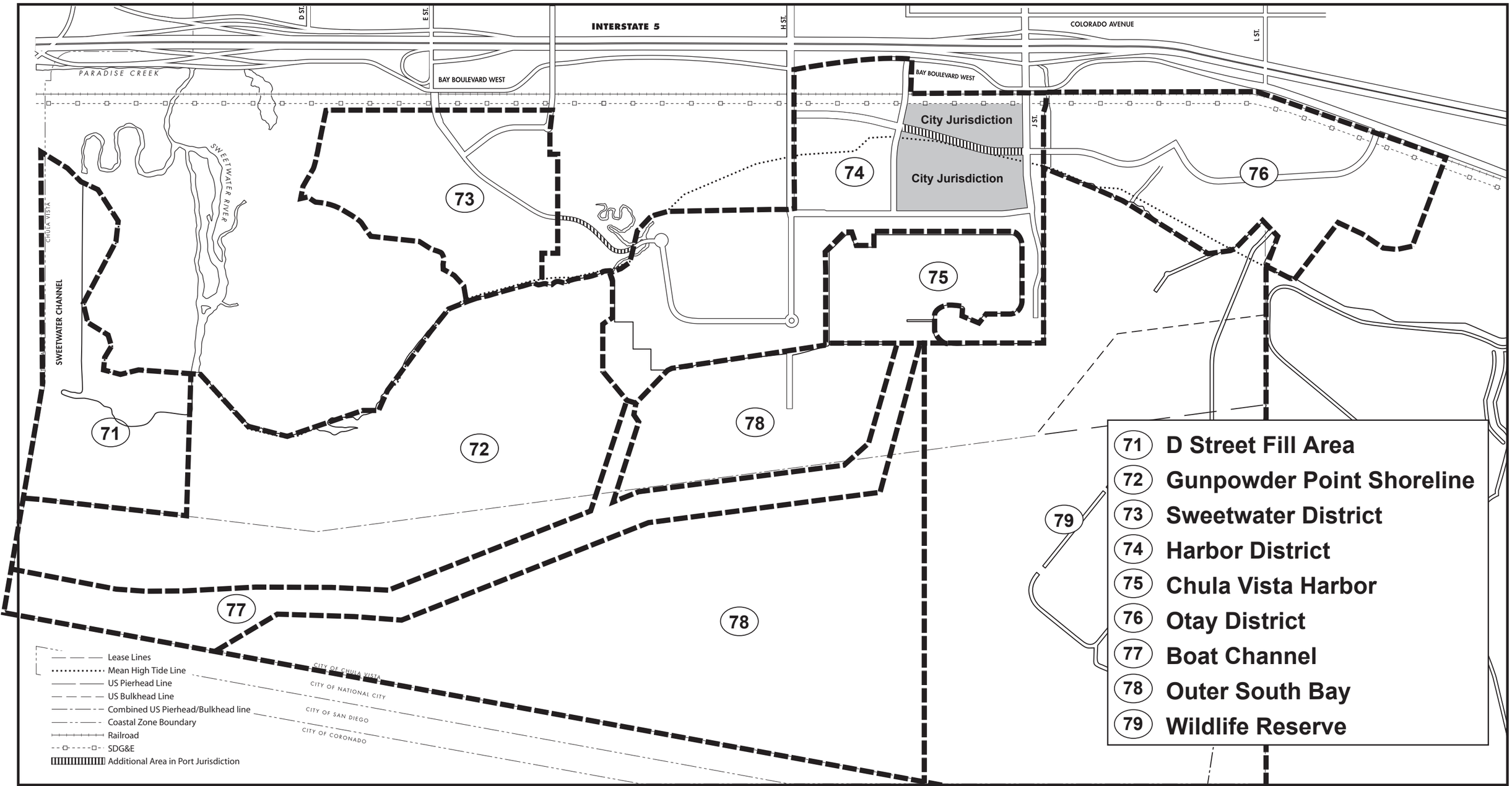

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LAND USE PLANNING

Planning District 7
CHULA VISTA BAYFRONT

TITLE: **Planning Subareas**

Figure 20

DATE	DWG NO.	DRWN / CHK	BASE NO.
080912			

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Implementation of the CVBMP is envisioned to occur in four phases over the next 24 years, and will be contingent upon and subject to many factors, such as availability and timing of public financing and construction of public improvements, terms of existing long-term leases, actual market demand for and private financing of proposed development, lease negotiations, approvals for and demolition and/or relocation of existing uses, approvals for new uses, and other approvals.

Redevelopment of the Chula Vista Bayfront is guided by the "Chula Vista Bayfront Development Policies" document, which is incorporated into this document by reference. The "Chula Vista Bayfront Development Policies" document contains policies from adopted and approved plans, certified environmental documents, required mitigation measures, enforceable settlement agreements, and conditions included in the approval process. All development projects must comply with these policies and standards. Implementation of the "Chula Vista Bayfront Master Plan Public Access Program", which is also incorporated into this document by reference, must occur as redevelopment takes place.

Land and Water Use Allocations

A total of 1,978 acres of Chula Vista Bayfront are allocated to commercial, industrial, public recreation, conservation, and public facilities activities **(Table 18).**

Chula Vista Bayfront Planning Subareas

Nine planning subareas have been delineated ***(see Figure 20)*** to facilitate a description of the planning district.

D Street Area

The D Street Area includes approximately 63 acres of land and water area designated for Habitat Replacement, Estuary, Open Bay, Boat Navigation Corridor, and Ship Navigation Corridor uses. A 33.2-acre portion of the northwest corner of the City of Chula Vista lies within Port District jurisdiction. Under the plan, tidelands have been reserved for uses which would take advantage of the deep water channel in the Sweetwater Flood Control Channel, and for Habitat Replacement.

It is intended that the tideland uses will not only utilize the valuable deep water to a high potential and provide the income to develop public recreation areas, but will establish a buffer zone between the National City Marine Terminal (with its associated industrial uses) and the ultimate use of the uplands. The D Street Fill area adjacent to the Sweetwater Flood Control Channel, designated as Estuary, mitigates the loss of intertidal and shallow sub-tidal habitat resulting from the National City Marine Terminal Wharf Extension project.

Gunpowder Point Shoreline

Between the D Street Area and G Street lies a very small sliver of land (2 acres) and a broad intertidal mud flat. This area will be preserved as wetlands and has been designated as such, as discussed in Section III under the Conservation category. This subarea totals approximately 223 acres and includes mostly land area designated for Wetlands use, along with some water areas designated as Estuary. To provide for the long-term protection and management of the sensitive habitat known as the Sweetwater Tidal Flats (running north from the boatyard to the Sweetwater River Channel), the Port will enter into a cooperative agreement with the US Fish and Wildlife Service that will address the placement of educational and enforcement signage, long-term maintenance, and additional protection measures such as increased monitoring and enforcement. The cooperative agreement will be executed prior to development commencement in the Sweetwater or Harbor districts.

Chula Vista Bayfront Master Plan

The CVBMP planning area consists of the northern Sweetwater District, the middle Harbor District, the southern Otay District, Chula Vista Harbor, and Boat Channel subareas. The Sweetwater District proposes the lowest intensity development and focuses on lower scale, environmentally sensitive and ecologically themed uses. In contrast, the Harbor District is intended to provide a significant link from the City to the bayfront and includes the highest intensity development. Lastly, the Otay District proposes moderate intensity mixed-use development. Each of the districts contain substantial amounts of open space and public amenities, and

are seamlessly connected by greenbelt linkages that include pathways for pedestrians and bicyclists. A maximum of 2,850 hotel rooms are allowed within the boundaries of the CVBMP. Each CVBMP district, or planning subarea, is further described below.

Sweetwater District

The Sweetwater District, acquired by the Port as part of the aforementioned land exchange, is approximately 97 acres in size and is generally undeveloped and consists predominantly of fallow fields.

Public spaces and development planned for this subarea focus on lower scale, environmentally sensitive and environmentally themed uses. Land use designations include Open Space, Habitat Replacement, Wetlands, Park/Plaza, Commercial Recreation, and Promenade.



Undeveloped land along the northern and western boundaries of the district will be established as a 400-foot-wide buffer/setback area. The buffer/setback is intended to preserve and protect the adjacent Sweetwater Marsh Wildlife Refuge from planned development and to provide a gradual transition from undeveloped native landscape to developed areas. From west to east, the buffer/setback area consists of a 200-foot-wide “no-touch” zone, a 100-foot-wide “limited use” zone, and a 100-foot-wide “transitional use” zone. The no-touch zone primarily consists of wetland and upland habitat. To prohibit access by the public and nuisance predators into the sensitive habitat areas, the eastern boundary of the no-touch zone will include six-foot-high vinyl-coated chain link fencing. Fence installation shall include land contouring to minimize visual impacts of the fence. The limited use zone will contain outlook stations, open space areas, and a meandering trail system. The transitional use zone will accommodate increased recreational uses such as picnic areas and trails, and consists of revegetated open space. The southwestern portion of the buffer, which is designated as Wetlands, consists of lands identified for potential enhancement, restoration or creation of wetland mitigation areas. The outlook stations, which will be connected by meandering trails designated as Promenade, will provide viewing areas of the bay and wildlife, and will include educational elements such as kiosks, sculptures, or interpretive signs.

In addition, a 21-acre signature park is proposed with greenbelt linkages to park areas in the Harbor District. The park is envisioned as a passive use, meadow-type open space with amenities such as: landscaping, lighting, restrooms, drinking fountains, bicycle racks, children play areas, picnic areas, benches, trash receptacles, interpretive signage, landscaped berms, public art, decomposed granite paving, and parking. The park is to be passive in nature, be low-impact and contain minimal structures. Allowed structures include restrooms, picnic tables, shade structures and overlooks, and are limited to single-story heights. No athletic field amenities or unattended food vending will be allowed. The park will utilize low water-use ground cover alternatives where possible and trails will not be paved. Due to the immediate adjacency to sensitive habitat areas, amplified sound equipment and issuance of park use permits for group events will be prohibited. The signature park parcel is assigned the Park/Plaza land use designation.

At the northern end of the district, planned development includes: a low-scale, low profile, lower-cost overnight accommodations, such as a campground and/or RV park and limited meeting space, food service, and retail shops associated with the development. Other uses include a parking area and access road for the Chula Vista Nature Center and a low-intensity mixed use commercial recreation/marine related office development of approximately 60,000 to 120,000 square feet in size.

Building heights in the Sweetwater District range from one-story on the north side of the E Street extension to 45 feet on the south side of E Street. An approximately 100-foot-wide buffer will separate the existing seasonal wetland, located between E and F Streets, from adjacent development.

Roadway improvements planned include the extension of E Street into the Harbor District, and re-routing of the terminus of F Street to connect to the E Street extension. A trail connection west of the F Street terminus will be limited to emergency vehicles and pedestrian and bicycle access. Each of the new roadways, as well as the connecting trail, include the Promenade land use designation to indicate pedestrian and bicycle connections to the rest of the planning district.

Harbor District

The Harbor District includes a total of approximately 223 acres of land area, of which approximately 191 acres lie within District jurisdiction. As a result of the land exchange previously described, an interior portion of this subarea falls under the City's jurisdiction and is intended for private residential, general office, retail and hotel development – all of which has been planned in conjunction with the CVBMP.



The Harbor District encompasses the greatest diversity of existing uses, including the majority of the planning district's developed commercial uses and areas accessible by the public. Existing uses include a boat yard, yacht club, marinas, restaurants, RV park, former industrial and supporting parking facilities, and waterfront parks.

Proposed development in the Harbor District is the highest intensity of the plan and encourages an active, vibrant mix of uses and public spaces. Land use designations within this subarea include Open Space, Wetlands, Park/Plaza, Commercial Recreation, and Promenade. Up to 2,850 hotel rooms are proposed in the Harbor District at two separate sites. The exact number of rooms may be allocated among either site, up to the 2,850 room maximum for the Harbor District.

Public amenities in this subarea include Park/Plaza-designated land areas, which include the existing Bayside Park that will be improved as a 25-acre extension of the signature park with similar amenities, such as lighting, sculptures, restrooms, interactive fountains, plaza areas, drinking fountains, bicycle racks, tot lots, picnic areas, benches, trash bins, interpretive signage, a sculpture garden, landscaped berms, public art, decomposed granite paving, and open lawn area. The park area could also include cultural uses; small food and beverage vending; and other park-activating ancillary uses. Allowed structures include restrooms, picnic tables, shade structures and overlooks, and are limited to single-story heights. Other public spaces to remain in the subarea include the existing Marina View and Chula Vista Bayfront Parks, both designated as Park/Plaza, and the existing fishing pier. The existing boat launch ramp, restrooms, and Harbor Police facility within Chula Vista Bayfront Park will remain. In contrast to the passive use emphasis of the Sweetwater District park areas, parks within the Harbor District are planned to accommodate flexible spaces and programmable elements that allow for more active uses or events.

Shoreline erosion protection is provided by stone rip-rap. Both the beach and the rip-rap require periodic maintenance. The park terminates at the Chula Vista Bayside Park Pier, which provides protective wave attenuation for the marina, berthing for vessels, and access for fishing.

The land lying north of E Street South is designated for Commercial Recreation, Park/Plaza, Open Space, and Wetlands. The 100-foot-wide Open Space designation north of the expanded park area

abutting the area designated Commercial Recreation (the site of an existing boatyard) would serve as a buffer between future commercial development and the adjacent habitat. The extent of buffer coverage will depend upon future resource conditions and will be reevaluated as new development proposals are submitted. The parcels formerly designated as Marine Related Industrial are envisioned to be part of a future redevelopment project which is planned to be compatible with the surrounding conservation land uses. The public promenade will be extended along the entire water frontage of the Commercial Recreation site. The existing boatyard use may continue to operate until the site is redeveloped to a conforming Commercial Recreation use. Prior to redevelopment, additional boat repair capacity will be identified. The shoreline south of G Street has been developed as an extension of the Chula Vista Bayside Park, with promenade, restrooms, parking, landscaping, lawn areas, and picnic facilities. The Bayside Park shoreline promenade will be extended along the Chula Vista Harbor to connect with the promenade on the Marina Way arm.

The anchor component of the district is a large resort conference center proposed just east of Bayside Park. The resort conference center will be a destination attracting visitors from, and providing public amenities to, the region. The resort conference center will include a portion of the allowed 2,850 rooms in the Harbor District, approximately 100,000 square feet of restaurant space, approximately 20,000 square feet of retail, a conference center with up to approximately 415,000 square feet of meeting space (with a maximum of 200,000 square feet of contiguous exhibit and flex space in a single enclosed room), expansive open space areas, and other ancillary uses. The maximum heights for the resort conference center components are 240 feet for the hotel and 120 feet for the convention center. The bayward half of this site will be developed with public open space upland of E Street, and a specialty retail shopping village consisting of low-scale commercial retail buildings interspersed with plazas, landscaping, public art and other pedestrian oriented public amenities. Any proposal to construct more than 1,600 rooms as part of the resort conference center will require evaluation of the impacts areas needing additional analysis and the need for additional mitigation measures to reduce significant impacts, if any, associated with any increase in rooms. Development of the resort conference center site will require the relocation of the existing RV park. None of the existing RV sites will be removed until an equivalent number of RV sites are constructed and operating within the planning district. The replacement RV park will be located on either parcel O-3 or S-1. In the event the replacement park cannot be opened to visitors prior to closing the existing RV Park, an interim site with an equivalent number of RV sites will be established and opened elsewhere in the CVBMP at parcels S-1, H-23, or in the Otay District.

South of H Street, the plan allows for a hotel with conference room, retail, and open space, and other ancillary hotel uses. The hotel will include a portion of the allowed 2,850 rooms in the Harbor District. An additional 200,000 square feet of cultural/retail uses and integrated open space would be developed on the site. East of this site, the plan includes approximately 100,000 square feet of mixed-use commercial recreation/marine related office uses wrapped around a 1,100- to 3,000-space collector parking garage. The garage is intended to function as remote employee and/or visitor parking to supplement on-site parking needs for bayfront businesses. The garage site may be utilized as an interim surface parking lot with approximately 1,100 spaces during Phase I. Heights in the Harbor District will not exceed 25 feet (30 feet with architectural or mechanical features) immediately adjacent to the water, with a maximum height of 300 feet away from the shoreline.

A new ferry terminal/restaurant is proposed on the harbor that will provide water transportation linkages to the central portion of the bay. New visitor-serving retail and marina support uses totaling approximately 25,000 to 50,000 square feet will be established around the northern periphery of the harbor. An additional approximately 75,000 to 150,000 square feet of retail and marina support uses and parking are planned around the south end of the harbor. Marina support uses may include: offices, restrooms, showers, lockers, ship chandlery, boat/bicycle rentals, bait and tackle sales, delicatessens, and snack bars. Only water dependent uses such as docks can be constructed in or over the water; retail and restaurant uses must be located on land. The waterside components of the marinas are further described as part of the Chula Vista Harbor subarea.

Roadway improvements include the extension of

H Street that will connect to the E Street extension in the Sweetwater and Harbor districts. The H Street extension, which will end with a pedestrian connection and a new pier, will provide a significant link from eastern Chula Vista to the waterfront. Modifications to Marina Parkway and new access roads are also proposed throughout the Harbor District.

Construction of a new, approximately 60-foot-wide, 36,000-square-foot pier is proposed at the terminus of the extended H Street corridor above existing open water area. The 600-linear-foot pier would connect downtown Chula Vista to the Bay via H Street, and would enhance pedestrian and visual access to the water and offer picturesque views of San Diego Bay. Approximately half (300 linear feet) of the H Street Pier would be developed in Phase II at a length just short of the existing navigation channel. The remainder of the H Street Pier would be constructed in Phase IV, following realignment of the existing navigation channel. Development and uses on the pier may include small scale amenities such as a bait shop or snack bar.

A minimum 25-foot-wide shoreline pedestrian promenade or “baywalk” is planned to wrap around the perimeter of the park and harbor front businesses, connecting the pedestrian and bicycle greenbelt linkage to the other subareas, while maximizing public visual and physical access to the water. The baywalk will contain public amenities such as pedestrian-scale landscaping, lighting, and furniture, providing public seating and gathering spaces while offering views of the harbor. Private uses shall not encroach into the public walkway, and view corridors through the site towards the bay will be incorporated into the project design.

The eastern areas of the district within existing right-of-way/easement areas are planned for landscaping and pedestrian/bicycle trails as part of the greenbelt system that will link to the rest of the City.

Chula Vista Harbor

The Chula Vista harbor basin includes approximately 50 acres of water area and is protected by two structures: a 300-foot-long rock breakwater extending north from the Marina Way arm and a 650-foot-long wave attenuation pier extending south from Bayside Park. They are separated by about 200 feet of channel. The harbor is currently occupied by two marinas totaling approximately 900 boat slips. The existing Chula Vista Boat Launch has been upgraded with additional shore protection.



An essential component of the CVBMP is the creation of an active commercial harbor that encourages public access to the water and activity on the water. To facilitate the development of this activated harbor, the existing marina boat slips will be reconfigured to create an approximately 4-acre open water area. Of the existing 900 marina slips, 700 slips would be reconfigured within the existing harbor at HW-1 and HW-4, and 200 slips would be relocated to HW-6. The new open water area will enhance boating activity on the water and is envisioned to be utilized for ferry loading and unloading, water taxis, dinner boats, harbor cruises, visiting historic vessels, and boat rentals. The reduction in boat slips may only occur if replacement slips are provided elsewhere within the CVBMP.

Prior to approval of any changes in the slip size or distribution, the Port will undertake an updated comprehensive boater use, slip size, and slip distribution study which is no more than five years old for each dock redevelopment project that affects slip size and distribution of slips, to assess current boater facility needs within the individual project and the Bay as a whole. The Port will continue to provide a mix of small, medium and large boat slips based on updated information from the comprehensive study with priority given to boats less than 25 feet in length and a goal of no net loss in number of slips within the CVBMP. Should future projects propose reducing the number or proportion of small slips for boats 25 feet or less within the Chula Vista marina, a Port Master Plan amendment will be required.

Landside improvements around the harbor, including commercial development and public amenities, are further described above in the Harbor District subarea.

The water areas within the Harbor have been designated as Recreational Boat Berthing, Specialized Berthing, and Boat Navigation Channel.

Otay District

The Otay District is approximately 124 acres in size and includes recently acquired upland areas. This subarea was characterized by industrial uses, including the existing SDG&E electrical switchyard and South Bay Power Plant. Uses within this district will be designed in consideration of the adjacent sensitive habitat areas.



The proposed development for the Otay District consists of a mix of uses, including industrial and low-cost visitor serving recreational uses. The extreme northern and southern parcels are designated for Industrial Business Park use. The southern Industrial Business Park parcel could include industrial distribution and related facilities, or other uses allowed under the Industrial Business Park designation. Land use designations for this subarea include Open Space, Park/Plaza, Habitat Replacement, Wetlands, Industrial Business Park, Commercial Recreation, and Promenade.

A new approximately 24-acre passive South Park is proposed and will include amenities such as: pedestrian trails, landscaping, berms, lighting, restrooms, drinking fountains, benches, picnic areas, outlook areas, trash receptacles, public art, filtration basins, and parking. The park is to be passive in nature, be low-impact and contain minimal structures. Allowed structures include restrooms, picnic tables, shade structures and overlooks, and are limited to single-story heights. No athletic field amenities or unattended food vending will be allowed. The park will utilize low water-use ground cover alternatives where possible and trails will not be paved. Due to the immediate adjacency to sensitive habitat areas, amplified sound equipment and issuance of park use permits for group events will be prohibited.

Abutting the north side of this park area is Commercial Recreation-designated property that is intended to provide low-cost visitor serving recreational uses. This area may be developed as an RV park that will include approximately 237 RV parking spaces and ancillary uses such as offices, pool/spa, snack bar, general store, meeting space, game room, laundry facilities, and playground equipment. Both parcels could allow for camping activities. The existing concrete Telegraph Canyon Creek channel is proposed to be replaced with a more natural vegetated channel. Efforts to naturalize and vegetate the creek will be maximized as is consistent with its function as a storm water conveyance.

A buffer/setback area will be provided along the western boundary of the district between J Street and the RV park. The buffer/setback area will consist of a 100 to 200-foot-wide no-touch zone, within which public access is prohibited, to protect the adjacent J Street Marsh and wildlife reserve from proposed development. The buffer/setback area, which is designated as Habitat Replacement and Wetlands, will be utilized for wetland and upland habitat mitigation and will prohibit public access. To prohibit access by the public and nuisance predators into the sensitive habitat areas, the eastern boundary of the no-touch zone will include six-foot-high vinyl-coated chain link fencing. Fence installation shall include land contouring to minimize visual impacts of the fence.

The construction of the northern Industrial Business Park parcel, South Park, and RV park in this district is subject to demolition of the existing power plant, and demolition and relocation of the existing switchyard.

New roadways will be constructed throughout the Otay District to serve new uses. A new bike path is

proposed alongside the new roadways. A shoreline pedestrian trail is proposed in the Otay District, and its design will ensure protection of the adjacent sensitive habitat areas. Like the Harbor District subarea, the eastern portion of this subarea within existing right-of-way/easement areas are planned for landscaping and pedestrian/bicycle trails that will connect to the shoreline pedestrian and bike trail in the Otay District. This district will also contain parking areas. The pedestrian/bicycle trail in the Otay District will be part of the greenbelt system that will link the CVBMP area together, and link it to the rest of the City greenbelt.

Boat Channel

The water area directly west of the Chula Vista Bayfront is occupied by the main boat channel providing access to the harbor, which is designated Boat Navigation Corridor on the Precise Plan. Areas outside the channel will remain in the Estuary category.

The CVBMP proposes to realign and straighten the existing navigation channel in order to increase accessibility to the harbor. The realignment will utilize an existing abandoned access channel and remove the “dog leg” portion of the current channel, thereby enhancing boat access between the Chula Vista Harbor and the northern portions of San Diego Bay. In addition, the new channel will be located farther away from sensitive resources located along the shoreline west of the Sweetwater District.

Outer South Bay

The remaining water area in Chula Vista is scheduled to stay designated as Estuary. Limited surface water use for boating and fishing, for example, will be permitted but other uses will be discouraged.

Wildlife Reserve

South of the Chula Vista Harbor lies a large tidal mud flat, the San Diego Gas and Electric Company (SDG&E) dike, and the South Bay Wildlife Reserve, a 55-acre island which was built from dredged material and where native habitat has been established. The Master Plan has three designations for this subarea: Wetlands, Estuary, and Habitat Replacement.

The Wetlands (refer to the Master Plan Interpretation section on Wetlands), includes the area known as the J Street Marsh and is roughly the mud flat and marsh area exposed to air during low tide. It is undeveloped, except for a small channel that was used as a water intake trough for the SDG&E thermal power plant. Other than potential habitat restoration activities, no alterations to the existing intake/discharge channel area are proposed; however, it is the intent of this plan to preserve the surrounding wetlands in their natural state. To provide for the long-term protection and management of the J Street Marsh sensitive habitat area, the Port will enter into a cooperative agreement with the US Fish and Wildlife Service that will address the placement of educational and enforcement signage, long-term maintenance, and additional protection measures such as increased monitoring and enforcement. The cooperative agreement will be executed prior to the redevelopment of the Otay District.

Estuary refers to the shallow water outward of the wetlands which is not exposed at low tide. This area will not be developed; however, limited surface water activities such as boating and fishing would be permitted. Efforts should be made to avoid or reduce potential environmental damage.

The Habitat Replacement concept involves engineering, dredging, planting and developing a valuable supratidal salt marsh habitat as part of a master-planned complex. Unauthorized access by humans and predators will be greatly discouraged by fencing the SDG&E dike, although controlled access will be provided for nature instruction and research. Its location reduces conflicts between development and preservation activities, and its size enables other shoreline projects to be completed by substituting the inferior habitats at the project sites for a carefully nurtured and highly productive habitat.

The Port District provides continual protection and management, as part of a comprehensive South Bay wildlife preserve program.

A narrow strip of District-owned land, designated Wetlands, is currently leased to the existing power plant operator, but upon demolition of the existing power plant, is intended for mitigation and/or restoration area that will include a buffer between existing and created wetland areas and upland use.

TABLE 19: Project List

CHULA VISTA BAYFRONT: PLANNING DISTRICT 7

	SUBAREA	DEVELOPER	APPEALABLE	FISCAL YEAR
GENERAL				
1. STORM DRAINS: Construct, enhance, and maintain storm drains.	73/74		N	ONGOING
SWEETWATER DISTRICT				
2. SWEETWATER PARK (S-2): Development of 21-acre signature park in Sweetwater District, including associated public amenities, promenades, and parking areas as detailed in Planning District text.	73	P	N	Phase I
3. NATURE CENTER PARKING AREA (SP-3): Construct new 100-space parking area and access road for Chula Vista Nature Center.	73	T	N	Phase I
4. SWEETWATER DISTRICT LODGING (S-1): Construct a low-scale, low profile, lower-cost overnight accommodations such as a campground and/or RV park; associated meeting rooms, retail stores and food service are limited to one story within a maximum height of 25 feet.	73	T	Y	Phase I
5. SWEETWATER DISTRICT ROADWAY AND INFRASTRUCTURE IMPROVEMENTS: Reconfiguration of existing (F Street) and construction of new interior (E Street) roadways, as well as necessary utility improvements and pedestrian/bicycle connections to support planned projects. E and F Streets are appealable category developments.	73	P	Y	Phase I – IV
6. SWEETWATER DISTRICT WETLAND AND UPLAND HABITAT ENHANCEMENT (SP-1 / SP-2): Creation, restoration, and enhancement of identified wetland and upland habitat areas, as well as the establishment of buffers; these areas may also be utilized for mitigation opportunities as CVBMP development impacts occur.	73	P	N	Phase I – IV
7. F STREET TERMINATION: Termination of F Street segment/Lagoon Drive and construction of new roadway connection to E Street, as well as pedestrian/bike trail connection on former F Street segment.	73	P	Y	Phase II / IV
8. MIXED-USE COMMERCIAL RECREATION/MARINE RELATED OFFICE DEVELOPMENT (S-3): Construct low-intensity mixed-use marine commercial recreation/marine related office development of up to 60,000 to 120,000 square feet in size, along with associated on-site landscaping and parking improvements; maximum building height is limited to 45 feet.	73	T	Y	Phase IV
HARBOR DISTRICT				
9. SHORELINE MAINTENANCE (HP-1/H-8): Maintain stone revetment and replenish Beach at Bayside Park.	74	P	N	ONGOING

TABLE 19: Project List (cont'd)

	SUBAREA	DEVELOPER	APPEALABLE	FISCAL YEAR
10. H STREET EXTENSION: Extend H Street to Marina Parkway.	74	P	Y	UNDERWAY
11. RESORT CONFERENCE CENTER (H-3): Construct resort conference center, including a portion of the allowed 2,850 hotel rooms in the Harbor District, up to 100,000 square feet of restaurant, up to 20,000 square feet of retail, up to 415,000 square feet of net meeting space, and other associated ancillary uses. The bayward portion of this site will be developed with a 150-foot wide public open space esplanade inland of E Street, and a specialty retail shopping village consisting of buildings no more than 35 feet in height with commercial retail on the ground floor, and hotel/conference center uses above. The special shopping area shall be interspersed with plazas, landscaping, public art and other pedestrian oriented public amenities. Maximum heights are limited to 240 feet for the hotel and 120 feet for the conference center.	74	T	Y	Phase I
12. INTERIM SURFACE PARKING LOT (H-18): Construction of approximately 1,100 surface parking spaces for use as collector and off-site parking lot.	74	T/P	N	Phase I
13. SIGNATURE PARK EXTENSION (HP-1N, HP-1S, H-1AS, H-8): A 25-acre extension of Sweetwater Signature Park into Harbor District, including improvements to existing Bayside Park as detailed in Planning District text.	74	P	N	Phase I / IV
14. HARBOR DISTRICT ROADWAY AND INFRASTRUCTURE IMPROVEMENTS: Reconfiguration of existing (H Street, J Street and Marina Parkway) and construction of new interior (E Street, Street A and C) roadways, as well as necessary utility improvements and pedestrian/bicycle connections to support planned projects. All new streets are appealable category developments.	74	P	Y	Phase I - III
15. HARBOR DISTRICT BAYWALK (HP-3): Development of new Baywalk promenade along the shoreline.	74	P	N	Phase I - IV
16. H STREET PIER (FIRST HALF) (HP-28): Construct new 60-foot wide, 300-lineal-foot pier at terminus of extended H Street corridor above existing open water area (only portion eastward of existing navigation channel; second half of total 600-linear-foot pier totaling 36,000 square feet to be constructed in Phase IV following realignment of navigation channel).	74	P	Y	Phase II
17. HARBOR RESORT HOTEL AND CULTURAL/RETAIL (H-23): Construct hotel with portion of allowed 2,850 rooms in Harbor District, associated conference room, retail, and ancillary uses, along with up to 200,000 square feet of cultural/retail uses and integrated open space; maximum heights are limited to 300 feet for the hotel and 65 feet for the cultural/retail uses.	74	T	Y	Phase II

TABLE 19: Project List (cont'd)

	SUBAREA	DEVELOPER	APPEALABLE	FISCAL YEAR
18. NORTH HARBOR RETAIL AND MARINA SUPPORT (H-9): Construct visitor-serving retail and marina support uses totaling up to 25,000 to 50,000 square feet within maximum building heights of 25 feet (30 feet with architectural or mechanical features) around northern periphery of Chula Vista Harbor.	74	T	Y	Phase II
19. MARINA WAY RECONFIGURATION: Reconfiguration of Marina Way, including modifications to Marina View Park (HP-7, HP-8) and parking areas (HP-6) to accommodate reconfigured J Street/Marina Parkway, including construction of pedestrian promenade (HP-3) with minimum 25-foot width.	74	P	N	Phase III
20. CHULA VISTA BAYFRONT PARK IMPROVEMENTS (HP-14): Reconfiguration of existing boat trailer parking lot and modifications to park area to accommodate installation of minimum 25-foot wide shoreline promenade. No change in number of parking spaces.	74	P	N	Phase III
21. OPEN SPACE IMPROVEMENTS (HP-12, HP-13, OP-3): Construct greenbelt improvements, such as landscaping and trails for pedestrians and bicyclists, along SDG&E and Coronado Branch Railroad rights-of-way.	74/76	P	N	Phase III
22. SOUTH HARBOR RETAIL AND MARINA SUPPORT (H-21): Construct up to 75,000 to 150,000 square feet with maximum building heights of 25 feet (30 feet with architectural or mechanical features) of visitor-serving retail, marina support, and parking uses around southern periphery of Chula Vista Harbor.	74	T	Y	Phase III
23. CHULA VISTA HARBOR RECONFIGURATION AND MARINA SUPPORT (HW-1, HW-2, HW-3, HW-4): Reconfiguration of existing marina slips to create new open water commercial harbor (HW-2 and HW-3), and development of landside marina support facilities; of the existing 900 marina slips, 700 slips would be reconfigured within the existing harbor at HW-1 and HW-4.	75	P	Y	Phase IV
24. BOAT CHANNEL REALIGNMENT: Realign and straighten existing boat navigation channel.	77	P	N	Phase IV
25. H STREET PIER (SECOND HALF) (HP-28): Construct second phase of new 60-foot wide, 600-lineal-foot pier totaling up to 36,000 square feet at terminus of extended H Street corridor (extension into former navigation channel).	74	P	Y	Phase IV
26. MIXED-USE OFFICE/COMMERCIAL RECREATION AND COLLECTOR PARKING GARAGE (H-18): Construct approximately 100,000 square feet of mixed-use marine-related office/commercial recreation and a 1,100 to 3,000-space collector parking garage; maximum building heights is 155 feet (10 stories).	74	T/P	Y	Phase IV

TABLE 19: Project List (cont'd)

	SUBAREA	DEVELOPER	APPEALABLE	FISCAL YEAR
27. FERRY TERMINAL (H-12): Construct ferry terminal with second story restaurant/retail totaling up to 10,000 to 25,000 square feet of building area; building height is limited to 25 feet (30 feet with architectural or mechanical features).	74	T	Y	Phase IV
OTAY DISTRICT				
28. RECREATIONAL VEHICLE PARK (O-3A, O-3B): Construct replacement recreational vehicle park with minimum 237 spaces, along with supporting ancillary uses with building heights limited to 25 feet (30 feet with architectural or mechanical features).	76	T	Y	Phase I
29. OTAY DISTRICT ROADWAY AND INFRASTRUCTURE IMPROVEMENTS: Reconfiguration of existing and construction of new interior roadways (Street B), as well as necessary utility improvements and pedestrian/bicycle connections to support planned projects.	76	P	Y	Phase III
30. OTAY DISTRICT WETLAND AND UPLAND HABITAT MITIGATION (OP-2A, OP-2B): Creation, restoration, and enhancement of identified wetland and upland habitat areas, as well as the establishment of buffers; replacement of existing concrete Telegraph Canyon Creek channel with wider, naturally vegetated channel.	76	P	N	Phase III
31. SOUTH PARK (OP-1A, OP-1B): Development of 24-acre park in Otay District, including associated public amenities, promenades, and parking areas as detailed in Planning District text.	76	P	N	Phase III

P- Port District T- Tenant N- No Y- Yes

Phase I refers to the time period of approximately 1-7 years after PMPA certification
Phase II refers to the time period of approximately 4-10 years after PMPA certification
Phase III refers to the time period of approximately 11-17 years after PMPA certification
Phase IV refers to the time period of approximately 18-24 years after PMPA certification