

ADDENDUM

FINAL ENVIRONMENTAL IMPACT REPORT
(UPD #EIR-2018-232; SCH # 2018121054)

NATIONAL CITY BAYFRONT PROJECTS & PLAN AMENDMENTS



January 2026

**San Diego Unified Port District
3165 Pacific Highway
San Diego, California 92101**

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ADDENDUM

To

FINAL ENVIRONMENTAL IMPACT REPORT

NATIONAL CITY BAYFRONT PROJECTS & PLAN AMENDMENTS

(UPD #EIR-2018-232; SCH #2018121054)

for

**Adoption of National City Balanced
Plan Port Master Plan Amendment, as
Certified by California Coastal
Commission**

1 INTRODUCTION

This is an Addendum to the Final Environmental Impact Report (Final EIR) for the National City Bayfront Projects & Plan Amendments (UPD #EIR-2018-232; SCH #2018121054), which included the Draft National City Balanced Plan Port Master Plan Amendment (PMPA). The Final EIR evaluated eight main components that collectively comprise the National City Bayfront Projects & Plan Amendments project, each of which is described further in Section 2 of this Addendum. Of the eight main components, certain components were incorporated into the Draft National City Balanced Plan PMPA. On November 16, 2022, the San Diego Unified Port District's (District's) Board of Port Commissioners (Board) certified the Final EIR and approved the Draft National City Balanced Plan PMPA.

Following Board approval, the District transmitted the PMPA to the California Coastal Commission (Coastal Commission) for certification pursuant to the California Coastal Act (Coastal Act) and Title 14 of the California Code of Regulations. During the Coastal Commission's review of the PMPA, Coastal Commission staff requested revisions to the PMPA text, which included topics such as, but not limited to, lower-cost overnight accommodations, sea level rise, and adjacency to sensitive habitats. District staff worked with Coastal Commission staff to revise and amend the District's PMPA submittal accordingly. The revisions made to the PMPA are described in Section 2.

On December 10, 2025, the Coastal Commission unanimously certified the National City Balanced Plan PMPA as being in conformance with the policies of Chapter 3 and

Chapter 8 of the Coastal Act. Pursuant to Coastal Act Sections 30714 and 30716, and California Code of Regulations, Title 14, Section 13632(e), the National City Balanced Plan PMPA will become effective after the Board takes formal action to adopt the PMPA, as certified by the Coastal Commission, and the Coastal Commission subsequently accepts the formal action as consistent with its certification.

The District has reviewed the National City Balanced Plan PMPA as certified by the Coastal Commission, and has determined, based on substantial evidence in the record and the analysis provided within this Addendum, that the certified National City Balanced Plan PMPA consists of minor changes or additions to the Draft National City Balanced Plan PMPA approved by the Board on November 16, 2022, and that the changes do not trigger any of the conditions requiring preparation of a subsequent or supplemental EIR pursuant to CEQA Guidelines Section 15162. Therefore, pursuant to CEQA Guidelines Section 15164, the District has prepared this Addendum to address the changes in the National City Balanced Plan PMPA that were incorporated after the Board approved the Draft National City Balanced Plan PMPA on November 16, 2022. The Addendum has been prepared in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, specifically Guidelines Sections 15162 and 15164, and the District's CEQA Guidelines.

2 CERTIFIED FINAL EIR & DRAFT NATIONAL CITY BALANCED PLAN PMPA

The District is the lead agency for the National City Bayfront Projects & Plan Amendments (“Project”). The Final EIR for the Project addressed the potential environmental effects of the Project, which included the following eight main components:

- **Balanced Plan Component:** Changes to land and water use designations in the District's Port Master Plan (PMP);
- **GB Capital Component:** Construction and operation of a two phase development – Phase 1 consisting of a recreational vehicle (RV) park, modular cabins, dry boat storage, and an expanded marina; and Phase 2 consisting of up to four hotels;
- **Pasha Rail Improvement Component:** Construction and operation of a rail connector track and storage track;
- **Pasha Road Closures Component:** Closure of Tidelands Avenue between Bay Marina Drive and 32nd Street as well as West 28th Street between Tidelands Avenue and Quay Avenue within the District's and City's jurisdictions and redesignation of the area from Street to Marine-Related Industrial in the District's Port Master Plan;

- **Bayshore Bikeway Component:** Construction and operation of Segment 5 of the Bayshore Bikeway within the jurisdictions of the District and City of National City (City);
- **City Program - Development Component:** Construction and operation of hotel, restaurant, retail, and/or a combination of tourist-/visitor-serving commercial development north of Bay Marina Drive;
- **PMPA Component:** PMP Amendment (PMPA) to clarify jurisdictional land use authority, redesignate land uses, and balance commercial and maritime uses; and
- **City Program – Plan Amendments Component:** Amendments to the City's Local Coastal Program (LCP), General Plan, Harbor District Specific Area Plan (HDSAP), and Land Use Code (LUC), and Bicycle Master Plan that would include changes to jurisdictional boundaries; changes to subarea boundaries; and changes to land use, specific plan, and zone designations.¹

On November 16, 2022, the Board adopted Resolution No. 2022-137, which certified the Final EIR, adopted the Findings of Fact and a Statement of Overriding Considerations, and adopted the Mitigation Monitoring and Reporting Program (MMRP) for the Project. A copy of the Final EIR is available on the District's website (www.portofsandiego.org) and during normal business hours at the District's Office of the District Clerk, located at 3165 Pacific Highway, San Diego, CA 92101. On November 16, 2022, the District filed a Notice of Determination with the County Clerk of San Diego County and the State's Office of Planning and Research. Also on November 16, 2022, the Board adopted Resolution No. 2022-138 approving the Draft PMPA. The Draft PMPA incorporated the following Project components into the Port Master Plan:

- Balanced Plan Component;
- GB Capital Component;
- Pasha Rail Improvement Component;
- Pasha Road Closures Component;
- PMPA Component; and
- The portion of the Bayshore Bikeway Component that is within the District's jurisdiction.

¹ The City of National City is a CEQA responsible agency for the EIR and will carry out (i.e., construct) all of the Bayshore Bikeway Component, the City Program – Development Component and the City Program – Plan Amendments Component. The Coastal Commission's certification of the PMPA did not consider these components or change any of these components. Rather, on August 8, 2024, the Coastal Commission certified the City Program components, with modifications. (LCPA No. LCP-6-NLC-23-0012-1.)

Collectively, these components of the Draft PMPA proposed the development identified in Table 1 below.

Table 1. Development Identified in Draft PMPA

Development	Description
Phase 1 - RV Park	135 spaces
Phase 1 – Other Accommodations	60 cabins
Phase 2 - Hotels	Up to 4, with a total of 463 rooms, consisting of: <ul style="list-style-type: none"> - Hotel 1: 3-story, 40 rooms - Hotel 2: 4-story, 60 rooms - Hotel 3: 11-story, 282 rooms - Hotel 4: 4-story, 81 rooms - May need to remove up to 65 RV spaces to accommodate hotel buildings
Marina – Dock	11,000sf total <ul style="list-style-type: none"> - 7,000sf in Sweetwater Channel - 4,000sf north of jetty - Potential eelgrass impact: 1.32 acres
Dry Boat Storage	40,000sf, store up to 210 boats
Moorings	20, on south side of Sweetwater Channel
Pier platform north of aquatic center	4,400sf
Park Expansion	2.54 acres
Relocate buoys	Approximately 1,000 feet east
Rail	Add connector rail track and storage track
Road Closures	Tidelands Avenue between Bay Marina Drive and 32 nd Street, and 28 th Street between Quay Avenue and Tidelands Avenue

A copy of the Draft PMPA, as approved by the District on November 16, 2022 is provided as Appendix 1 to this Addendum. Appendix 1 is shown in strikeout/underline format to indicate the text that was proposed to be stricken and added to the Port Master Plan.

3 REVISED NATIONAL CITY BALANCED PLAN PMPA AS CERTIFIED BY THE COASTAL COMMISSION

Board approval of the Draft PMPA also included authorizing District staff to transmit the Draft PMPA to the Coastal Commission for review and certification pursuant to the Coastal Act and Title 14 of the California Code of Regulations. During the Coastal Commission's review of the PMPA, Coastal Commission staff requested revisions to the PMPA text to address specific topics in order to support a recommendation that the PMPA is consistent with the applicable policies of Chapter 3 and Chapter 8 of the Coastal Act. The requested revisions were related to a number of topics such as lower-cost overnight accommodations, sea level rise, and adjacency to sensitive habitats. District staff worked with Coastal Commission staff to make the requested revisions and amended the District's PMPA submittal accordingly. Those revisions, collectively referred to as the "Revised PMPA", included the following text additions/revisions:

- Additional text and figure (Figure 16a: Marina District Public Access Plan) to textually and graphically depict existing and proposed public access amenities (e.g., bike racks, parking) and public access paths/shoreline promenades. These revisions are related to the **Balanced Plan Component, GB Capital Component** (specifically, Phase 1), and **PMPA Component** of the Project.
- Additional text to describe a new storage track that would provide additional railcar storage.² This revision is related to the **PMPA Component** of the Project.
- Additional text to describe future adaptation strategies for potential coastal hazards (e.g., sea level rise). These revisions are related to the **GB Capital Component** (specifically, Phase 1) and **PMPA Component** of the Project.
- Additional text that limits how often the expanded Pepper Park can be reserved for private functions. These revisions are related to the **PMPA Component** of the Project.
- Additional text limiting the type, size and scale of lighting at Pepper Park and certain locations in the proposed commercial recreation development. These revisions are related to the **GB Capital Component** (specifically, Phase 1) and **PMPA Component** of the Project.
- Additional text limiting noise associated with organized events at Pepper Park and operations in certain locations in the proposed commercial recreation development. These revisions are related to the **GB Capital Component** (specifically, Phase 1) and **PMPA Component** of the Project.

² This track was analyzed in the certified Final EIR, but inadvertently omitted from the Draft PMPA.

- Additional text to add lower cost overnight accommodations to the proposed commercial recreation development, as well as add definitions to the terms “lower-cost overnight accommodations,” “moderate-cost overnight accommodations,” and “high-cost overnight accommodations.” These revisions are related to the **PMPA Component** of the Project.
- Revised text to increase the maximum potential number of RV sites to 150 (from 135) and decrease the number of cabins to a maximum of 12 (from 60). In addition, new text would add 29 tents and 25 structured tents to the commercial recreation development. These revisions are related to the **GB Capital Component** (specifically, Phase 1) of the Project.
- Revised text to decrease the potential number of hotels to two (from four) and reduce the potential number of hotel rooms in those two hotels to 365 (from 463), with a maximum height limit of 140 feet. These revisions are related to the **GB Capital Component** (specifically, Phase 2) of the Project.
- Additional text requiring that prior to the future coastal development permit being issued for the proposed commercial recreation development, the project applicant for that development must provide a public access signage plan to the District for review and approval. These revisions are related to the **GB Capital Component** (specifically, Phase 1) of the Project.
- Additional text allowing the dry boat storage to be constructed in phases, including allowing open, ground-level dry boat storage until the dry storage racks are constructed. These revisions are related to the **GB Capital Component** of the Project.
- Revised text to decrease the potential number of moorings in Sweetwater Channel to 10 (from 20), and limiting their location to be outside of eelgrass and on the northern side of Sweetwater Channel. These revisions are related to the **GB Capital Component** of the Project.
- Revised text to decrease the overall square footage of potential new dock space associated with the marina to 10,000 square feet (from 11,000 square feet), and reducing the potential number of new docks to one dock in Sweetwater Channel (instead of one dock in Sweetwater Channel and one dock north of the marina jetty). New dock in Sweetwater Channel would be moved west, east of marina entrance. These revisions are related to the **GB Capital Component** of the Project.
- Additional text limiting the siting and design of the potential new dock space associated with the marina to have a minimum impact on eelgrass and fully mitigate any impacts from fill and shading. These revisions are related to the **GB Capital Component** of the Project.
- Additional text reiterating compliance with the California Eelgrass Mitigation Policy for any potential future eelgrass impacts associated with proposed in-

water development. These revisions are related to the **GB Capital Component** of the Project.

- Additional text describing the mix of slip sizes in the potential new dock space associated with the marina. These revisions are related to the **GB Capital Component** of the Project.
- Additional text limiting landscaping in certain areas (i.e., those closest to the Wildlife Refuge/Paradise Marsh) to native plants, and requiring any coastal sage scrub mitigation (required at a 2:1 ratio for permanent impacts, and a 1:1 ratio for temporary impacts and impacts to any coastal sage scrub previously planted by the District) to consist of a coastal sage scrub mix that includes host plants for the coastal California gnatcatcher. These revisions are related to the **GB Capital Component** (specifically, Phase 1) of the Project.
- Additional text requiring that protocol-level coastal California gnatcatcher surveys and a general biological survey be conducted for the triangle parcel (part of the commercial recreation site) north of Pier 32 Marina, within one year of any development of that site. If either survey finds that the area is occupied by state or federally-listed species, species proposed for listing, a sensitive natural vegetation community (as described by the California Department of Fish and Wildlife), or a plant with a California Rare Plant Rank of 2B.1 or more rare, ecological buffers, such as a minimum 50-foot buffer from occupied coastal California gnatcatcher habitat. These revisions are related to the **GB Capital Component** (specifically, Phase 1) of the Project.
- Additional text noting that free or lower cost visitor recreational facilities shall be protected and expanded (e.g., the proposed 2.5-acre expansion to Pepper Park) on Tidelands in National City. These revisions are related to the **PMPA Component** of the Project.
- Additional text noting the District should collaborate, as financially feasible, with other agencies, such as the City of National City, on mobility network enhancements that increase coastal connectively to the National City Bayfront. An example of this is the District's 2023 contribution to the City's Free Ride Around National City (FRANC). These revisions are related to the **PMPA Component** of the Project.

Collectively, the additional text added to the Revised PMPA modified the proposed development as identified in Table 2 below.

Table 2. Changes to Development as Identified in the Revised PMPA

Development	Revised Description
Phase 1 - RV Park	135 <u>150</u> spaces

Phase 1 – Other Accommodations	<p>60 <u>12</u> cabins</p> <p><u>29 tents</u></p> <p><u>25 structured tents</u></p>
Phase 2 - Hotels	<p>Up to 4 <u>2</u>, with a total of <u>463 365</u> rooms, consisting of:</p> <ul style="list-style-type: none"> - <u>Max height of 140 feet</u> - <u>Hotels would be on site west of marina basin</u> - <u>Hotel 1: 3-story, 40 rooms</u> - Hotel 2: 4-story, <u>60 rooms</u> <u>max # of rooms per hotel not identified</u> - Hotel 3 <u>1: 11-story, 282 rooms</u> <u>max # of rooms per hotel not identified</u> - Hotel 4: <u>4 story, 81 rooms</u> - May need to remove up to 65 RV spaces to accommodate hotel buildings
Marina – Dock	<p><u>11,000sf total</u></p> <ul style="list-style-type: none"> - <u>7,000sf in Sweetwater Channel</u> - <u>4,000sf north of jetty</u> - <u>Potential eelgrass impact: 1.32 acres</u> <p><u>10,000sf total, in Sweetwater Channel</u></p> <p><u>Potential eelgrass impact: 0.02 acre</u></p>
Dry Boat Storage	40,000sf, store up to 210 boats
Moorings	<p><u>20, on south side of Sweetwater Channel</u></p> <p><u>10, in northern side of Sweetwater Channel</u></p>
Pier platform north of aquatic center	4,400sf
Park Expansion	2.54 acres
Relocate buoys	Yes, <u>approximately 1,000 less than 200</u> feet east
Rail	Add connector rail track
Road Closures	Tidelands Avenue between Bay Marina Drive and 32 nd Street, and 28 th Street between Quay Avenue and Tidelands Avenue

After receiving public testimony concerning the Revised PMPA, the Coastal Commission unanimously approved certification of the National City Balanced Plan Port Master Plan Amendment No. PMP-6-PSD-25-0001-01, as revised and re-submitted by the District. A text comparison of the November 2022 Draft PMPA and the December 2025 Coastal Commission-certified PMPA, is included as Appendix 2 to this Addendum, with the changes made since November 2022 shown in *italics*.

Pursuant to Section 30716 of the Coastal Act and Section 13632(e) of the Coastal Commission's regulations, the Revised PMPA does not become effective until the Board takes formal action to adopt the PMPA as certified by the Coastal Commission and the Coastal Commission is notified of the Board's formal action and accepts it as consistent with the Coastal Commission's certification. This Addendum constitutes the District's compliance with CEQA for the proposed formal action of the Board to adopt the PMPA as certified by the Coastal Commission.

All other elements of the Project—including Pasha Rail Improvement Component (with the exception of the inadvertent omission of the storage track from the Draft PMPA), Pasha Road Closures Component, Bayshore Bikeway Component, City Program – Development Component, and City Program – Plan Amendments—remain unchanged from the Project analyzed in the certified Final EIR. These unchanged components continue to rely on the environmental analysis, mitigation measures, and findings adopted in connection with certification of the Final EIR. Additionally, because the Coastal Commission changes reduce overall environmental impacts, those components continue to rely on the cumulative impact analysis in the Final EIR. No changes to the land and water use acreages, the National City Planning District Precise Plan figure, and Planning Subareas figure occurred between the Draft PMPA and Coastal Commission-certified PMPA.

4 CEQA EVALUATION OF REVISED PMPA

The Revised PMPA, as certified by the Coastal Commission, incorporated a variety of changes and enhancements to the Project evaluated in the Final EIR. The changes and enhancements were intended to further ensure consistency with the applicable policies of Chapter 3 and Chapter 8 of the Coastal Act, namely related to biological resources, lower-cost overnight accommodations, public access and recreation, visual resources, and coastal hazards.

The following analysis summarizes each revised Project Component of the Revised PMPA evaluated in this Addendum and provides the District's determination regarding the adequacy of the certified Final EIR to address the proposed refinements.

4.1 Balanced Plan Component

The proposed increase in the size of the proposed Pepper Park expansion did not change between the Draft PMPA and Revised PMPA. No changes to the land and water use acreages, the National City Planning District Precise Plan figure and Planning Subareas figure occurred between the Draft PMPA and Coastal Commission-certified PMPA.

Additional Public Access Improvements have been added to the Balanced Plan Component, including promenades (ranging from 7-10 feet wide) throughout the Pepper Park Expansion, and along the east side of the realigned entrance to Pepper Park. These proposed promenades are graphically depicted on a new graphic in the PMPA – Figure 16a: Marina District Public Access Plan. These refinements to the Balanced Plan Component would result in similar or reduced environmental impacts (including the contribution to cumulative impacts) relative to those analyzed in the Final EIR and do not require additional environmental review. Therefore, the Revised PMPA's changes to the Balanced Plan Component would not result in new or more severe environmental impacts.

4.2 GB Capital Component

4.2.1. Phase 1 – RV Park

4.2.1.1. RV Park Modifications

The proposed increase in the number of RV spaces from up to 135 to up to 150 represents a modest refinement to the Phase 1 landside commercial recreation component. This change does not introduce new land uses, alter the geographic extent of development, or materially change operational characteristics analyzed in the Final EIR, particularly when considering other reductions proposed by the Revised PMPA (e.g., see Sections 4.2.2, 4.2.3, 4.3, and 4.4 below). The increase remains within the overall development envelope evaluated previously and the minor increase of 15 spaces would have similar impacts (including the contribution to cumulative impacts) as analyzed in the Final EIR. Accordingly, no new or more severe environmental impacts would occur as a result of this refinement.

4.2.1.2. Overnight Accommodations Mix

The replacement of up to 60 modular cabins with a mix of tent sites (up to 29), structured tents (up to 25), and a reduced number of cabins (up to 12) represents a decrease in building intensity and structural mass. These accommodation types are consistent with visitor-serving recreational uses analyzed in the Final EIR and would not result in new construction techniques, operational characteristics, or resource impacts

beyond those previously evaluated. This refinement would have similar or reduced environmental impacts (including the contribution to cumulative impacts) and would not result in new or substantially more severe environmental effects.

4.2.2. Phase 2 – Hotel(s)

4.2.2.1. Phase 2 Hotel Development Refinements

The proposed reduction in hotel development from up to four hotels with a total of up to 463 rooms to up to two hotels with a total of up to 365 rooms represents a reduction in overall development intensity. The addition of a maximum building height of 140 feet further refines development parameters analyzed in the Final EIR. These refinements would reduce impact levels relative to those previously evaluated, including a reduction in the contribution to cumulative impacts. Therefore, the reduction in the number of hotels and hotel rooms would not result in new or more severe significant environmental effects.

4.2.3. Marina Dock Configuration and Mooring Revisions

The reduction in marina dock area, consolidation of dock locations, reduction in the number of moorings, and relocation of moorings to the northern side of the Sweetwater Channel are intended to further avoid and minimize impacts to marine biological resources and navigational operations, which would also reduce the contribution to cumulative impacts. These refinements reduce the extent of in-water structures and disturbance relative to the Final EIR–approved Draft PMPA and would not result in new or more severe environmental effects.

4.2.4. Eelgrass Impact Reduction and Buoy Relocation Refinements

The Revised PMPA results in a reduction in potential eelgrass impacts from approximately 1.32 acres to approximately 0.02 acre, and a reduction in buoy relocation distance. These refinements to the waterside part of the Draft PMPA further minimize disturbance to sensitive marine habitats and navigational features. The refinements would result in reduced impacts (including cumulative impacts) relative to those analyzed in the Final EIR and do not require additional environmental review. This refinement would not result in new or more severe environmental effects.

4.3 PMPA Component

The Revised PMPA includes the following additions:

- Figure 16a: Marina District Public Access Plan to textually and graphically depict existing and proposed public access amenities (e.g., bike racks, parking) and public access paths/shoreline promenades.
- Text to describe a new storage track, to provide additional railcar storage. This track was analyzed in the certified Final EIR, but inadvertently omitted from the Draft PMPA.
- Text to describe future adaptation strategies for potential coastal hazards (e.g., sea level rise).
- Text that limits how often the expanded Pepper Park can be reserved for private functions.
- Text limiting the type, size and scale of lighting at Pepper Park and certain locations in the proposed commercial recreation development.
- Text limiting noise associated with organized events at Pepper Park and operations in certain locations in the proposed commercial recreation development.
- Text to add of lower cost overnight accommodations to the proposed commercial recreation development, as well as add definitions to the terms “lower-cost overnight accommodations,” “moderate-cost overnight accommodations,” and “high-cost overnight accommodations.”
- Text noting that free or lower cost visitor recreational facilities shall be protected and expanded (e.g., the proposed 2.5-acre expansion to Pepper Park) on Tidelands in National City.
- Text noting the District should collaborate, as financially feasible, with other agencies, such as the City of National City, on mobility network enhancements that increase coastal connectively to the National City Bayfront.

This additional text either provides limitations on future development (e.g., lighting associated with the expanded Pepper Park, as well as the proposed commercial recreation development), places operational restrictions on future development (e.g., percentage of the year that the expanded Pepper Park can be reserved for private events), or makes policy statements related to Coastal Act mandates (e.g., protecting lower cost visitor recreational facilities). These text modifications would result in similar or reduced environmental impacts (including cumulative) relative to those analyzed in the Final EIR and would not result in new or substantially more severe environmental effects.

4.4 Unchanged Project Components

All other components of the PMPA remain unchanged from the Final EIR–approved Draft PMPA. These components continue to rely on the environmental analysis,

mitigation measures, and findings adopted at the time of Final EIR certification. No new impacts or changes in impact severity would occur as a result of the Revised PMPA.

5 DETERMINATION TO PREPARE AN ADDENDUM

Section 15162 of the State CEQA Guidelines states the following:

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

Discussion: The proposed refinements evaluated in this Addendum do not constitute substantial changes requiring major revisions to the certified Final EIR. The Final EIR analyzed a project that assumed upper-bound development intensities for landside and waterside components of the National City Bayfront, including commercial recreation, marina facilities, hotel development, public access improvements, rail improvements, and roadway closures.

The Revised PMPA adjusts the mix and intensity of certain commercial recreation elements and marina facilities within the overall development envelope analyzed in the Final EIR. Several of the refinements reduce development intensity, including a reduction in the number of hotels and hotel rooms and a reduction in marina dock area and in-water disturbance. Other refinements, such as adjustments to Phase 1 of the GB Capital Component (specifically, the RV park and accommodation mix), remain within the range of uses and operational characteristics previously evaluated.

The proposed refinements do not introduce new land uses, expand the geographic footprint of development, alter the fundamental objectives of the project analyzed in the Final EIR, or result in new construction techniques beyond those analyzed in the Final EIR. As demonstrated under Section 4, “CEQA Evaluation of the Revised PMPA”, the refinements would not result in new significant environmental effects or a substantial increase in the severity of previously identified impacts. Accordingly, Section 15162(a)(1) does not apply.

- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or

Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

Discussion: No substantial changes in the circumstances under which the Project is undertaken have occurred since certification of the Final EIR in November 2022. The Project site and surrounding area continue to be characterized by a mix of maritime industrial uses, commercial recreation, transportation infrastructure, and public open space consistent with the environmental setting described in the Final EIR.

While certain development activity has occurred in the surrounding area since certification of the Final EIR, such activity was anticipated and evaluated as part of the cumulative and growth-related impacts analysis in the Final EIR. The regulatory framework applicable to the Revised PMPA, including Port policies and Coastal Act requirements, remains consistent with that analyzed in the Final EIR.

The proposed refinements do not rely on changes in site conditions, operational assumptions, or surrounding land uses that would result in new or more severe environmental impacts. Therefore, Section 15162(a)(2) does not apply.

- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Discussion: Since certification of the Final EIR, certain updates to State regulations, regional planning requirements, and District policies have occurred. In addition, project design refinements have been developed to further minimize potential impacts, particularly with respect to marina configuration and marine biological resources. This information was not fully known at the time the Final EIR was certified; however, it does not constitute new information of substantial importance within the meaning of CEQA Guidelines Section 15162(a)(3).

The new information does not demonstrate that the Project would result in significant environmental effects not previously analyzed, that previously identified impacts would be substantially more severe, that previously infeasible mitigation measures are now feasible and declined, or that substantially different mitigation measures are available that would reduce impacts and have been declined. To the contrary, several of the refinements evaluated in this Addendum reduce potential impacts relative to those analyzed in the Final EIR.

The Project remains consistent with applicable District policies addressing climate change, sustainability, public access, and maritime operations, as well as State regulatory requirements governing coastal development, transportation, and environmental protection. Accordingly, Section 15162(a)(3) does not apply.

Section 15164(a) of the State CEQA Guidelines provides that an addendum to a previously certified EIR may be prepared if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Section 15164(b) further provides that an addendum need not be circulated for public review.

Based on the analysis above, the District finds that none of the conditions described in CEQA Guidelines Section 15162 requiring preparation of a subsequent or supplemental EIR have occurred. Preparation of this Addendum is therefore appropriate pursuant to CEQA Guidelines Section 15164. In accordance with CEQA Guidelines Section 15164(d), this Addendum shall be considered by the Board in conjunction with the previously certified Final EIR for the National City Bayfront Projects & Plan Amendments prior to taking action on the Revised Project.

Appendix 1

Draft PMPA Approved by Board of Port Commissioners on
November 16, 2022

San Diego Unified Port District
Port Master Plan Amendment

DRAFT

National City Balanced Plan

Existing/Proposed Plan
Text and Graphics

November 2022
(Draft Approved by Board of Port Commissioners on 11/16/22)

Note: Text to be deleted shown ~~stricken~~ and text to be added shown underlined
Text in italics is for clarification only and is not part of the Plan Amendment.

NATIONAL CITY BAYFRONT: Planning District 5

Precise Plan Concept

The National City Bayfront is an established and developed marine industrial area and recreational area of the waterfront. Continued use and intensification of the marine related and recreational uses is anticipated for the duration of the near- and long-term 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 and expansion of current recreational assets. 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, RV park followed by hotel development, and an expansion of Pepper Park.

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. The National City Marina District Balanced Land Use Plan (Balanced Plan) includes all of Subarea 58 and part of Subarea 55. The Balanced Plan reconfigures land uses to enhance maritime commerce, commercial recreational, and public access uses in the Marina District. The Balanced Plan expands

public recreational spaces and public access by increasing the efficiencies for current and future maritime uses. Implementation of these efficiencies allows the Balanced Plan to expand Pepper Park and add numerous public access corridors; and by reconfiguring a portion of the marine terminal that is located adjacent to the Marina District, the Balanced Plan creates a contiguous commercial area, allows for adding a new rail track, realigning Marina Way, and adding dry boat storage between the realigned Marina Way and new rail track. The Balanced Plan provides for the realigned Marina Way and the development of a new dry boat storage facility that serve as a separation between marine related industrial uses and commercial land uses.

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.

Lumber Yards

In areas further area in back from of the National City Marine Terminal, the current uses include areas for is used for storage, assembly and handling of lumber and wood products and other marine related industrial uses. A food cold storage facility locker is the only other use. 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 subarea could be utilized for this purpose. Quay Avenue, between Bay Marina Drive (formerly 24th Street) 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. To provide for maritime operational flexibility, Tidelands Avenue, between Bay Marina Drive and 32nd Street, as well as 28th Street between Quay Avenue and Tidelands Avenue, may also be closed to increase operating efficiencies for marine related operations; however, if the District, in its discretion, determines that tenant or customer access through the road closures area is needed, such access shall be provided.

A connector rail track may be constructed near the southeastern boundary of this subarea and would connect the existing rail yard along the west side of Marina Way (east of the National Distribution Center) to the existing balloon track that goes onto the marine terminal.

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 currently occupies and about half of the area while the other areas are currently vacant.

As the Plan relates to 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 U.S. Bulkhead Line to the present day Sweetwater Wharf.

Future use of the western parcel may be is envisioned as a shipyard or other marine industrial use. The eastern parcel could also be used for similar purposes. Generally, In any case, planning for this area is well suited for favors large marine industries or activities which can utilize its unique attributes of deep-water berthing, railroad and highway access, distance from residential neighborhoods, and ample cargo space.

Sweetwater Wharf

The Sweetwater Wharf is designates the that part of the National City Marine Terminal that is located on the Sweetwater Channel. This area it is linked operationally administratively to the container terminal (Subarea 54). It currently has a 1,400-foot-long wharf which 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 Marina District

This subarea is located generally north and west of the marina and includes a mix of public recreation, maritime/industrial related, and commercial recreation uses.

This The public recreation area includes a park lawn area, a public fishing pier, a boat launch ramp and a parking area serving the park uses 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 2.5-acre park expansion is

approximately 1.5 acres to the northwest and approximately 1-acre to the north and east. In order to accommodate the additional park space, the adjacent marine terminal area will be reconfigured to the northeast, and some of the existing Commercial Recreation-designated areas will be redesignated as Park/Plaza. An approximately 24-foot-wide area west of the marina basin will remain designated with a Commercial Recreation land use and will provide a boat access path combined with additional public access associated with an adjacent pier platform and nearby dry boat storage operation. The current entrance to the park would be relocated eastward. The new expanded park space will be designed in conjunction with a possible reconfiguration of the existing park. After expansion, the park by way of example may include a mixture of hardscape and landscape as well as a community stage/kiosk, and an interactive fountain/splashground. The park will enhance pedestrian and visual access to the waterfront and create an inviting area for event gatherings and public activities.

Marina Way is proposed to be realigned and forms a curve that rounds out when traveling toward the southwest through the Marina District and then connects to the new park entrance. The commercial recreation area within the Marina District is proposed to be expanded and made contiguous through the realignment of Marina Way and closure of 32nd Street east of Tidelands Avenue and the closure of the secondary park access (i.e., Goesno Place) to vehicles. Public access and view corridors are provided generally within the existing alignments of Marina Way and 32nd Street and will allow for visual, pedestrian, bicycle, and emergency access. The public access corridor within the existing alignment of Marina Way will provide north-south access to the Marina District and will range from 20-40 feet wide and be centered on the existing 20-foot-wide view corridor at the marina. The east-west public access corridor will be in the general vicinity of the existing alignment of 32nd Street and will range from 14-40 feet wide. No vehicular parking, permanent structures, or other barriers to access are allowed within the north-south public access and view corridor.

The commercial recreation area is designed to accommodate the needs of workers in the nearby industrial area, people enjoying the nearby recreational park, and the existing marina and attendant commercial facilities. Landside planned development in this area includes an RV park with up to 135 sites; up to 60 modular cabins south (on or near the existing jetty) and east of the marina; an approximately 10,000-square-foot, 2-story administration/recreation building; and an approximately 4,000-square-foot, 2-story support building with restrooms, laundry facilities and staff support services. In later development phases, the RV park may be reduced or eliminated to accommodate new hotel development.

Dry boat storage, for up to 210 boats, is proposed west of the realigned Marina Way, between the roadway and Subarea 55. The dry boat storage racks would have a maximum height of 65 feet and the facility would also include an approximately 4,000-square-foot maintenance building and an approximately 8,200-square-foot maintenance yard. An approximately 4,400-square-foot pier platform will be located immediately northeast of the aquatic center, with floating docks and two gangways. The pier platform and gangways will be used to transfer boats from the dry boat storage and place boats into the Sweetwater Channel/marina basin; and then to retrieve the boats from the Sweetwater Channel/marina basin and place them back into the dry boat storage facility. When the pier platform is not in use by the dry boat storage facility, it would be open to the public for viewing opportunities. An approximately 8-foot-wide waterside promenade (located east of the existing marina parking curb) plus a 24-foot-wide access pathway will be located west of the marina basin. The access pathway will serve as the path of travel to and from the dry boat storage facility to and from the pier platform. Immediately west of that access pathway is the expanded Pepper Park. The 24-foot-wide access pathway will include design features to provide strong visual connections (e.g., pavement treatments) to the adjacent expanded area of Pepper Park. When the access pathway is not being utilized for dry boat storage operations, it will be open and accessible to the public. For safety reasons during dry boat storage operations, safety

measures (e.g., access barriers, flagman) will be deployed as needed while the boats are in transit to and from the pier platform and then removed after the launching equipment is returned to the boat storage facility.

To enhance public access to the Bay, planned development in this area includes the addition of up to 20 moorings in the Sweetwater Channel; a new floating dock with up to 30 fingers in the Sweetwater Channel, south of the jetty; and a new dock in the marina basin, north of the jetty, for additional boats to be side-tied. As the National City hotel market demand increases over time, up to four hotels may also be constructed in various phases within the commercial recreation area. It is projected that hotels could include: a 3-story, 40 room hotel; a 4-story, 60 room hotel with retail; an 11-story, 282 room hotel; and a 4-story, 81 room hotel. It may be necessary to decrease the size of the RV park by approximately 65 RV spaces to accommodate the hotels. A portion of the Bayshore Bikeway may traverse the commercial recreation area.

Existing buoys located in the Sweetwater Channel, south of the marina, may be relocated further east to allow non-motorized watercraft to access the area farther to the east in the channel. The buoys would be placed to prevent human and domestic animal encroachment into the adjacent Wildlife Refuge areas, both in the north and south areas of the channel.

Due to its proximity to the Wildlife Refuge/Paradise Marsh, a habitat buffer (designated with an Open Space land use designation) will be located along the eastern edge of the commercial recreation area. The habitat buffer will be 100 feet wide measured from the delineated wetlands west of the Wildlife Refuge/Paradise Marsh. In addition, it is required that there will be a 200-foot-wide building setback from the western edge of the Wildlife Refuge/Paradise Marsh. However, vehicular parking and low-impact non-motorized uses such as public access trails and bike paths are allowed between the habitat buffer and building setback.

Uses in the commercial recreation area allows for restaurants and/or coffee shops, convenience store, bait and tackle shop, boat

slips and dry storage, lodging and other business activities consistent with public demand. Activities associated with the boat launch ramp, such as the sale and repair of trailer boats, boating equipment sales, water ski gear, and selected marine hardware, are also appropriate uses.

The current 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, and public gatherings.

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 public demand. Activities associated with the boat launch ramp, such as the sale and repair of trailered boats, boating equipment sales, water ski gear, and selected marine hardware, are appropriate uses.

The location and design of the commercial area, and possibly even its market feasibility, is dependent on improved access to Interstate 5. The additional traffic and increased activity in this presently isolated property would greatly enhance its attractiveness for commercial enterprise.

DRAFT

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	<u>7.916.0</u>	COMMERCIAL	<u>14.617.5</u>	<u>22.533.5</u>	<u>57%</u>
Commercial Recreation	<u>7.916.0</u>	Recreational Boat Berthing	<u>14.617.5</u>		
INDUSTRIAL	<u>237.7236.7</u>	INDUSTRIAL	21.6	<u>259.3258.3</u>	<u>5958%</u>
Marine Related Industrial	<u>153.7153.3</u>	Specialized Berthing	7.9		
Marine Terminal.....	<u>84.083.4</u>	Terminal Berthing	13.7		
PUBLIC RECREATION	<u>4.210.3</u>	PUBLIC RECREATION	<u>2.21.4</u>	<u>6.411.7</u>	<u>43%</u>
<u>Open Space</u>	<u>2.6</u>	Open Bay / Water	<u>2.21.4</u>		
Park.....	<u>4.27.7</u>				
PUBLIC FACILITIES	<u>23.416.7</u>	PUBLIC FACILITIES.....	11.9	<u>35.328.6</u>	<u>86%</u>
Streets	<u>23.416.7</u>	Boat Navigation Corridor	7.0		
		Ship Navigation Corridor	4.9		
MILITARY		MILITARY	116.7	116.7.....	<u>2726%</u>
		Navy Ship Berthing	116.7		
TOTAL LAND AREA	<u>273.2279.7</u>	TOTAL WATER AREA	<u>167.0169.1</u>		
PRECISE PLAN LAND AND WATER ACREAGE TOTAL			<u>440.2448.8</u>	100%	

TABLE 15: Project List

NATIONAL CITY BAYFRONT: PLANNING DISTRICT 5

	SUBAREA ↓	DEVELOPER ↓	APPEALABLE ↓	FISCAL YEAR
1. CONTAINER WHARF: Extend rock revetment and apron wharf 1,000 feet. Excavate, drive support piles, place rock, construct wharf.	54	P	N	1988-99
2. COMPLETION OF TERMINAL WHARF: Extend rock revetment and apron wharf an additional 2,400 feet, to Sweetwater Wharf. Construct as above.	56	P	N	1998-99
3. SECOND CONTAINER CRANE: Install second container crane, miscellaneous equipment. Pave backup area.	54	P	N	1998-99
4. CONTAINER TRACK EXTENSION: Convert 500 feet of Berth 3 to a container wharf.	54	P	N	1998-99
5. MECHANICAL BULKLOADER: Install bulkloader, paving, railroad siding, conveyors, unloading pit.	54	P	N	1997-98
6. SHIPYARD: Construct shipyard facilities, buildings, cranes, dry-dock.	56	T	N	1993-94
7. COMMERCIAL SUPPORT AREA: Construct buildings, parking, landscape.	58	T	Y	1995-96
8. MECHANICAL UNLOADER: Erect cargo handling equipment.	54	P	N	1995-96
9. CONNECTING STREET: Linking Harbor Drive to Tidelands Avenue north of the Civic Center Drive.	51	P	N	1993-97
10. PEPPER PARK PUBLIC RESTROOMS: Demolish and remove existing structure, drinking fountain, public pay phone, and landscape materials. Construct new ADA compliant restroom facility, drinking fountain, public pay phone, walkways and landscape improvements.	58	P	N	2006-08
11. RECREATIONAL MARINA: Install marina docks, utility services, shoreside structures, walkways, landscape improvements and parking area; <u>expand marina facilities by adding up to 20 moorings in the Sweetwater Channel, a new floating dock with up to 30 fingers in the Sweetwater Channel, and a new dock in the marina basin (north of the jetty).</u>	59_58	T	Y	1994-95; 2022-2024
12. AQUATIC CENTER: Construct and operate aquatic center facility, including restrooms, locker rooms, offices, classrooms, watercraft storage, paved exterior activity areas, security walls, fencing, lighting, and landscape improvements. Remove temporary classroom and storage facility and return pavement area to parking use.	58	T	Y	2006-08
13. CLOSE PORTIONS OF QUAY AVENUE, 28TH STREET, 32ND STREET: Close Quay Avenue, between Bay Marina Drive and 28th Street, 28th Street, west of Quay Avenue, and 32nd Street west of Tidelands Avenue to accommodate additional marine terminal operations and improve efficiencies with these operations.	55	T	N	2016-2017
14. BALANCED PLAN PUBLIC IMPROVEMENTS: (a) <u>expand Pepper Park to the northwest, north and east, and include a mixture of hardscape and landscape, and features such as a community stage/kiosk and an interactive fountain/splashground;</u> (b) <u>relocate park entrance to the east;</u> (c) <u>realign Marina Way to form a curve that rounds out when traveling southwest</u>	58	P	Y*	2022-2024

through the Marina District subarea and create a public access corridor in the general vicinity of the former Marina Way alignment (generally north-south alignment); (d) close 32nd Street east of Tidelands Avenue and create public access corridor in the general vicinity of that former 32nd Street alignment (generally east-east alignment); (e) close Goesno Place to create a public access corridor.

15. CLOSE PORTIONS OF TIDELANDS AVENUE, BETWEEN BAY MARINA DRIVE AND 32ND STREET: Close Tidelands Avenue, between Bay Marina Drive and 32nd Street, to improve marine-related industrial operational efficiencies, and potentially accommodate additional marine terminal operations. Closure may be phased, with closure of Tidelands Avenue, between 28th Street and 32nd Street, occurring first; and closure of Tidelands Avenue, between Bay Marina Drive and 28th Street occurring second.	55	T	Y	2022-2024
16. CLOSE PORTION OF 28TH STREET, BETWEEN QUAY AVENUE AND TIDELANDS AVENUE: Close 28th Street, between Quay Avenue and Tidelands Avenue to improve marine-related industrial operational efficiencies, and potentially accommodate additional marine terminal operations.	55	T	N	2024
17. CONSTRUCT AND OPERATE CONNECTOR RAIL TRACK: Construct a connector rail track near the southeastern boundary of Subarea 55 to connect the existing rail yard along the west side of Marina Way (east of the National Distribution Center) to the existing balloon track that goes onto the marine terminal.	55	T	N	2024
18. OVERNIGHT ACCOMMODATIONS: Construct and operate overnight accommodations, in the commercial recreation area of the Marina District subarea, in at least two phases. Phase 1 includes up to 135 RV sites, up to 60 modular cabins south (on the existing jetty) and east of the marina, and ancillary facilities; and Phase 2, which would be constructed based on market demand, includes up to four hotels - a 3-story, 40 room hotel; a 4-story, 60 room hotel with retail; an 11-story, 282 room hotel; and a 4-story, 81 room hotel. It may be necessary to decrease the size of the RV park by approximately 65 RV spaces to accommodate the hotels.	58	T	Y	2022-2026
19. DRY BOAT STORAGE FACILITY: Construct and operate an approximately 40,000-square-foot dry boat storage facility west of the realigned Marina Way and Subarea 55, and associated approximately 4,400-square-foot pier platform, floating docks, and gangways northeast of the aquatic center. The dry boat storage facility, which can store up to 210 boats, will store the boats in racks housed within up to five separate structures, each with a maximum height of 65 feet. An approximately 4,000-square-foot maintenance building and associated approximately 8,200-square-foot maintenance yard, both related to the dry boat storage, are proposed to be located northeast of the storage racks. When the pier platform is not being used for placing dry boat storage boats in the water or removing them from the water, it would be open to the public. An approximately 8-foot-wide waterside promenade (located east of the existing marina parking curb) plus a 24-foot-wide access pathway will be located west of the marina basin. The access pathway will serve as the path of travel to and from the dry boat storage facility to and from the pier platform. Immediately west of that access pathway is the expanded Pepper Park. When the 24-foot-wide access pathway is not being utilized for dry boat storage operations, it will be open and accessible to the public.	58	T	Y	2022-2026

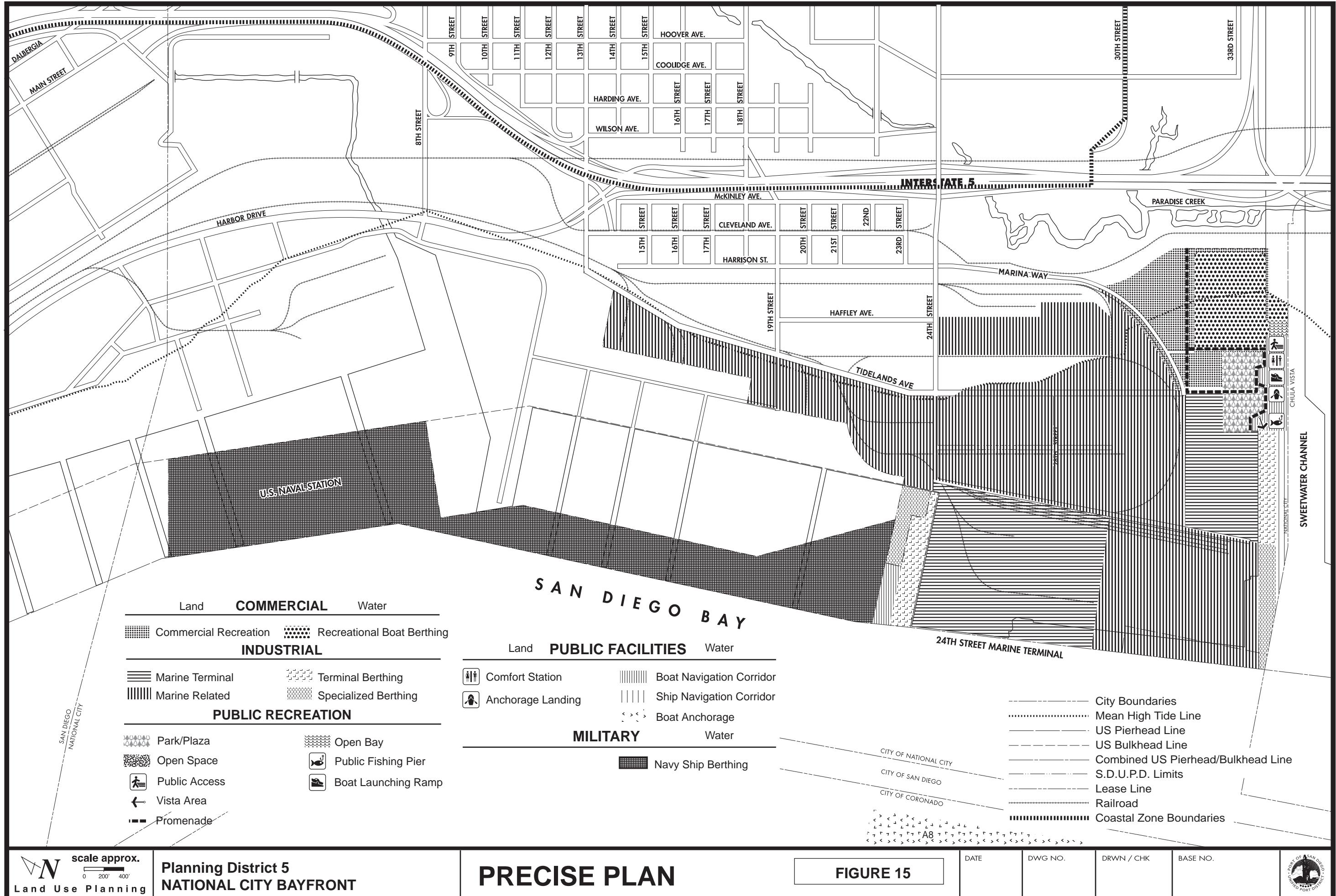
P- Port District

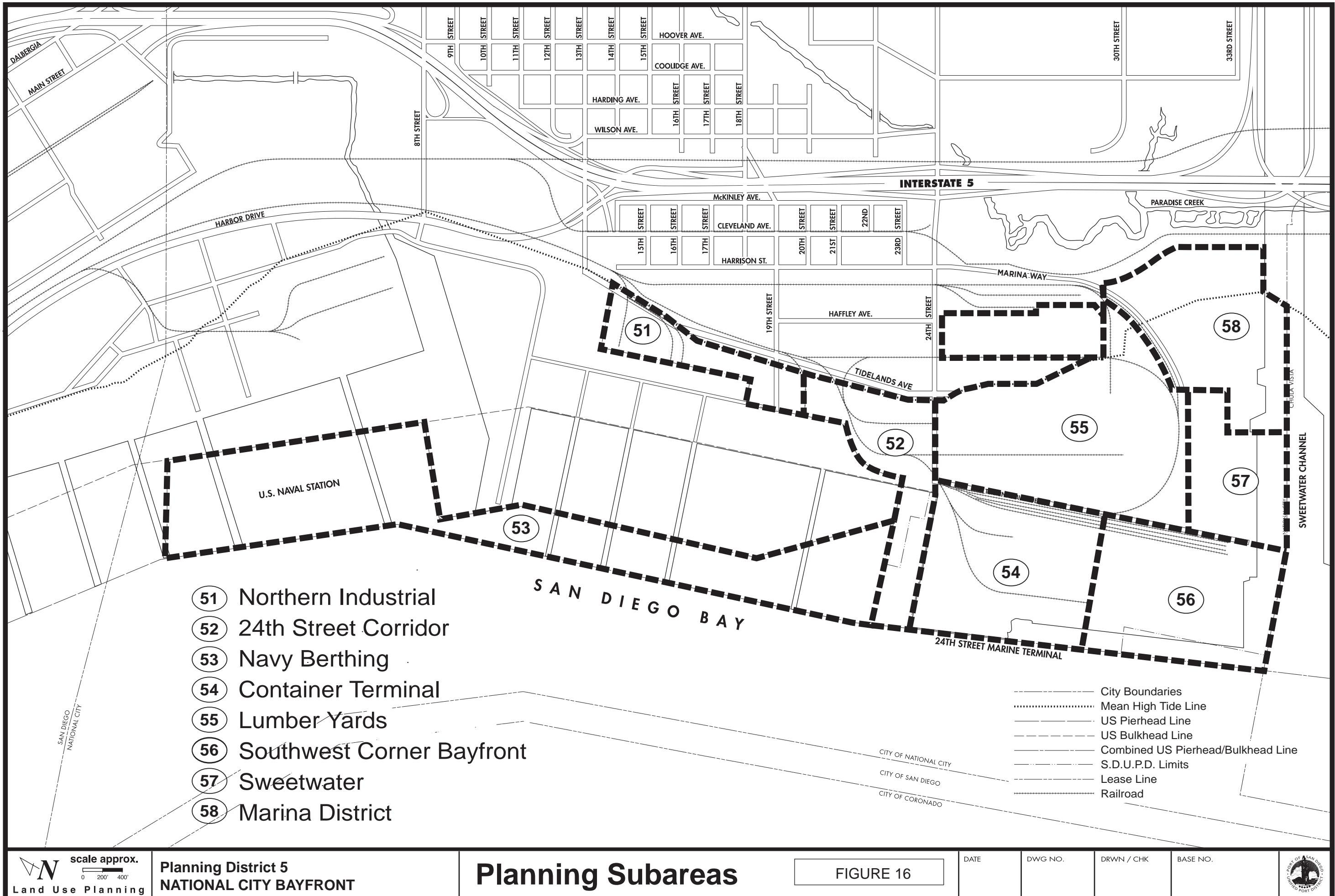
N- No

T- Tenant

Y- Yes

* The only appealable project is the realignment of Marina Way.





Appendix 2

Revisions to PMPA Between
November 16, 2022 and December 10, 2022

San Diego Unified Port District
Port Master Plan Amendment

DRAFT

National City Balanced Plan

Existing/Proposed Plan
Text and Graphics

Comparison of draft PMPA approved by BPC on 11/16/22 vs.
PMPA certified by CCC on 12/10/25
*[Revisions to PMPA between 11/16/22 and 12/10/25 are **italicized**]*

Note: Text to be deleted shown ~~stricken~~ and text to be added shown underlined

TABLE 4: PORT MASTER PLAN LAND AND WATER USE ALLOCATION SUMMARY

LAND USE	ACRES	WATER USE	ACRES	TOTAL ACRES	% of TOTAL
COMMERCIAL	457.9466.0	COMMERCIAL	388.8391.7	846.7857.7	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	398.2406.3	Recreational Boat Berthing	341.2344.1		
Sportfishing	4.3	Sportfishing Berthing	11.1		
INDUSTRIAL	1163.81162.8	INDUSTRIAL	212.0	1375.81374.8	24%
Aviation Related Industrial	152.9	Specialized Berthing	164.8		
Industrial Business Park	69.5	Terminal Berthing	47.2		
Marine Related Industrial	323.7323.3				
Marine Terminal	149.6149.0				
International Airport	468.1				
PUBLIC RECREATION	407.5413.6	PUBLIC RECREATION	681.3680.5	1088.81094.1	19%
	[413.7*419.8*]			[1094.8*1100.1*]	
Open Space	66.969.5	Open Bay/Water	681.3680.5		
Park/Plaza	211.0214.5				
	[217.2*220.7*]				
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	236.3229.6	PUBLIC FACILITIES	387.9	624.2617.5	11%
Harbor Services	2.6	Harbor Services	10.5		
City Pump Station	0.4	Boat Navigation Corridor	274.3		
Streets	233.3226.6	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	2776.72783.2	TOTAL WATER AREA	2880.02882.1		
MASTER PLAN LAND AND WATER ACREAGE TOTAL				5656.7**5665.3**	100%

*Includes 6.3 acres of rooftop park/plaza & inclined walkway

** Does not include 6.3 acres of rooftop park/plaza & inclined walkway

NATIONAL CITY BAYFRONT: Planning District 5

Precise Plan Concept

The National City Bayfront is an established and developed marine industrial area and recreational area of the waterfront. Continued use and intensification of the marine related and recreational uses is anticipated for the duration of the near- and long-term 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 and expansion of current recreational assets. 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, in the marina basin, dry boat storage, an RV park followed by hotel development, and an expansion of Pepper Park.

Land and Water Use Allocations

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National City Bayfront Planning Subareas

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enhance maritime commerce, commercial recreational, and public access uses in the Marina District. The Balanced Plan expands public recreational spaces and public access by increasing the efficiencies for current and future maritime uses. Implementation of these efficiencies allows the Balanced Plan to expand Pepper Park and add numerous public access corridors; and by reconfiguring a portion of the marine terminal that is located adjacent to the Marina District, the Balanced Plan creates a contiguous commercial area, allows for adding a new rail track-(s), realigning Marina Way, and adding dry boat storage between the realigned Marina Way and new rail track-(s). The Balanced Plan provides for the realigned Marina Way and the development of a new dry boat storage facility that serve as a separation between marine related industrial uses and commercial recreation land uses.

Physically continuous shoreline public access will be provided in all new visitor serving commercial recreation developments. The Marina District Public Access Plan (see Figure 16a), which identifies public access amenities in the Marina District, will be implemented as areas of the Balanced Plan are developed or redeveloped.

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.

Comparison of PMPA approved 11/16/22 vs. PMPA certified by CCC on 12/10/25

[Revisions to PMPA between 11/16/22 and 12/10/25 are *italicized*]

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.

Lumber Yards

In areas further area in back from of the National City Marine Terminal, the current uses include areas for is used for storage, assembly and handling of lumber and wood products and other marine related industrial uses. A food cold storage facility is the only other use. 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 subarea could be utilized for this purpose. Quay Avenue, between Bay Marina Drive (formerly 24th Street) 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. To provide for maritime operational flexibility, Tidelands Avenue, between Bay Marina Drive and 32nd Street, as well as 28th Street between Quay Avenue and Tidelands Avenue, may also be closed to increase operating efficiencies for marine related operations; however, if the District, in its discretion, determines that tenant~~er~~, customer, or emergency access through the road closures area is needed, such access shall be provided.

A connector rail track may be constructed near the southeastern boundary of this subarea and would connect the existing rail yard along the west side of Marina Way (east of the National Distribution Center) to the existing balloon track that goes onto the marine terminal. A storage track may also be constructed adjacent to and inside (to the north) the connector rail track to provide additional railcar storage.

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 currently occupies and about half of the area while the other areas are currently vacant.

As the Plan relates to 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 U.S. Bulkhead Line to the present day Sweetwater Wharf.

Future use of the western parcel may be is envisioned as a shipyard or other marine industrial use. The eastern parcel could also be used for similar purposes. Generally, In any case, planning for this area is well suited for favors large marine industries or activities which can utilize its unique attributes of deep-water berthing, railroad and highway access, distance from residential neighborhoods, and ample cargo space.

Sweetwater Wharf

The Sweetwater Wharf is designates the that part of the National City Marine Terminal that is located on the Sweetwater Channel. This area It is linked operationally administratively to the container terminal (Subarea 54). It currently has a 1,400-foot-long wharf which 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.

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Launching Ramp Marina District

This subarea is located generally north and west of the marina and includes a mix of public recreation, maritime/industrial related, and commercial recreation uses.

This The public recreation area includes a park lawn area, a public fishing pier, a boat launch ramp and a park uses 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 2.5-acre park expansion is approximately 1.5 acres to the northwest and approximately 1-acre to the north and east. In order to accommodate the additional park space, the adjacent marine terminal area will be reconfigured to the northeast, and some of the existing Commercial Recreation-designated areas will be redesignated as Park/Plaza. An approximately 24-foot-wide area west of the marina basin will remain designated with a Commercial Recreation land use and will provide a boat access path combined with additional public access associated with an adjacent pier platform and nearby dry boat storage operation. The current entrance to the park would be relocated eastward. The new expanded park space will be designed in conjunction with a possible reconfiguration of the existing park. After expansion, the park by way of example may include a mixture of hardscape and landscape as well as a community stage/kiosk, and an interactive fountain/splashground. The park will enhance pedestrian and visual access to the waterfront and create an inviting area for event gatherings and public activities. A continuous promenade will be located throughout the park. Waterside promenades along the Sweetwater Channel will have a minimum width of 10 feet.

Future adaptation strategies employed at Pepper Park to address current and future coastal hazards should be considered for existing and proposed development of public amenities including public promenades and/or public roads. Such adaptation strategies may include use of living shorelines, elevation of structures (including promenades), use of salt tolerant vegetation, and adding additional

pervious surfaces (such as turf, sand, and pervious concrete).

Unrestricted public access through and within the expanded Pepper Park shall be maintained during Port park hours at least 85 percent of each year. Special events, which exclude the public or require admission for entry, shall not exceed 15 percent per year, which is equivalent to 110 half-day events or 55 full-day events based on normal park hours, including event set-up/take-down that results in closure of the entire park to the general public. Special events shall be distributed throughout the year and not occur only in the summer months; during the summer months (Memorial Day to Labor Day), special events on weekend days are limited to a maximum of 14 days total, which includes event set-up/take-down. The fishing pier and the portion of the promenade that is located along the perimeter of Pepper Park shall remain open for general public access at all times during Port park hours, including during special event hours.

Several trash and recycling receptacles are sited in the park. All trash generated by events held at the park must be removed from the park at the conclusion of the event.

To ensure that impacts to sensitive biological resources are avoided, lighting at Pepper Park will be minimized, to the greatest extent feasible, and will be shielded to reduce light trespass, sky glow, and glare. No lighting other than security lighting will be allowed after 10:30 p.m., with the exception of nights with organized events, which may activate security lighting at 11:00 p.m. Noise from activities, including organized events, at Pepper Park will be limited and properly regulated to ensure impacts to sensitive biological resources are minimized.

Marina Way is proposed to be realigned and forms a curve that rounds out when traveling toward the southwest through the Marina District and then connects to the new park entrance. The commercial recreation area within the Marina District is proposed to be expanded and made contiguous through the realignment of Marina Way and closure of 32nd Street east of Tidelands Avenue and the closure of the secondary park access (i.e.,

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Goesno Place) to vehicles. Public access and view corridors are provided generally within the existing alignments of Marina Way and 32nd Street and will allow for visual, pedestrian, bicycle, and emergency access. The public access corridor within the existing alignment of Marina Way will provide north-south access to the Marina District and will range from 20-40 feet wide and be centered on the existing 20-foot-wide view corridor at the marina. *The north-south public access corridor will be open daily sunrise until sunset.* The east-west public access corridor will be in the general vicinity of the existing alignment of 32nd Street and will range from 14-4024 feet wide. No vehicular parking, permanent structures, or other barriers to access are allowed within the north-south public access and view corridor.

The commercial recreation area *is designed to accommodate the needs of workers in the nearby industrial area, people enjoying the nearby recreational park, and the existing marina and attendant commercial facilities. Landside planned development in this area includes an RV park with up to 135 sites; up to 60 modular cabins south (on or near the existing jetty) and east of the marina; includes a marina and marina-support facilities, such as dry boat storage, as well as overnight accommodations and other public access opportunities such as viewing areas and promenades. An 8-foot-wide promenade is located throughout the marina site with connections to the adjacent Pepper Park; if this minimum width is not physically possible because of existing features, such as light poles, the waterside promenade shall not be less than 6 feet wide in such areas, however the maximum promenade width will be required if those features are replaced. A portion of the Bayshore Bikeway may traverse the area immediately east of the commercial recreation area. Lighting within the commercial recreation area will be directed downward and away from the water, shielded, and limited to a color correlated temperature of 2,700 Kelvins. Lighting on the jetty and eastern side of the marina basin shall be limited to bollards on the promenade, and minimum necessary lighting for safety on the public open space, overnight accommodations and associated restroom/shower facilities. Anti-perch*

deterrants shall be included on all new buildings and structures, including light posts.

Commercial Recreation Development – Landside

The landside commercial recreation development is proposed to occur in two or more phases. Phase 1 is proposed to include an RV park with ancillary facilities. In addition, due to siting constraints and opportunities to introduce compatible accommodations that utilize the same types of amenities offered by the RV facility, the development will also include tent sites, structured tents, and cabins. Development on the jetty and east of the marina basin, which collectively is proposed to include up to 29 tent sites, up to 25 structured tents, up to 12 cabins, as well as associated restroom/shower facilities, is predicated on the inclusion of lower-cost overnight accommodations in Phase 1. Tent quantities on the jetty and east side of the marina basin may increase to the extent that fewer structured tents or cabins are constructed. Phase 2 is proposed to consist of up to two hotels in up to two buildings.

More specifically, Phase 1 includes an RV park with up to approximately 150 RV sites, an approximately 10,000-square-foot, 2-story administration/recreation building; and an approximately 4,000-square-foot, 2-story support building with restrooms, laundry facilities and staff support services. In later development phases, the RV park may be reduced or eliminated to accommodate new hotel development. Tents, structured tents and cabins, as well as associated restroom/shower facilities, are proposed to be located on the jetty and/or east of the marina basin; additional tents, structured tents, or cabins may also be sited throughout the commercial recreation development site.

Within the commercial recreation area of landside development north of Pepper Park, as part of Phase 2 or a later phase, up to 365 hotel rooms and associated meeting space may be constructed in up to two buildings over up to two phases. The hotel buildings would not exceed 140 feet in height. The RV park may remove up to 65 RV spaces to accommodate the hotel buildings.

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Lower cost overnight accommodations

The Marina District Subarea is the only area of this planning district in which overnight accommodations are proposed. The overnight accommodations in this planning district shall provide a range of accommodations and daily rates in order to serve all income ranges. Lower-cost overnight accommodations, defined as overnight accommodations with an annual average daily room rate equal to or less than 75% of the summer peak statewide average daily room rate, shall be protected and maintained. High-cost overnight accommodations are defined as overnight accommodations with an annual average daily room rate equal to or more than 125% of the annual statewide average daily rate. Moderate-cost overnight accommodations are defined as overnight accommodations with an average daily room rate that is between low cost and high cost.

Any high-cost overnight accommodations constructed as part of Phase 1 of the landside commercial recreation development shall provide lower-cost overnight accommodations on-site in an amount equal to at least 25% of the total high-cost units. Any high-cost hotel rooms constructed as part of Phase 2 (or future phases) of the landside commercial recreation development shall provide lower-cost overnight accommodations within the subarea in an amount equal to at least 25% of the total high-cost units. Moderate-cost overnight accommodations provided at this location do not require lower-cost mitigation.

At a minimum, 29 lower-cost units (e.g., a tent site) will be constructed on the jetty and east side of the marina as part of Phase 1; these units will be maintained as lower-cost units. At least 50 “up to moderate cost” units will be constructed during Phase 1 and no less than 50 units will be converted to and maintained as lower-cost units prior to certificate of occupancy for the hotels to be constructed during Phase 2. After completion of Phase 1 and Phase 2, at least 79 lower-cost units must be maintained. Any units above the 79 lower-cost units can change from lower-cost units to moderate cost, or moderate cost to lower-cost units, but no conversion to high cost will be allowed without additional mitigation or a PMPA. Once constructed, any units above the

79 lower-cost units may not be replaced with a non-accommodation commercial recreation use without a CDP amendment.

In the event Phase 2 does not advance, the over-mitigation constructed in Phase 1 may serve as lower-cost mitigation credit, if needed, for a different high-cost project elsewhere within District. Any additional lower-cost units in excess of required 25% mitigation may be removed, repurposed or utilized for an alternate location. If replacement of lower-cost units on-site is determined by the Port District to be infeasible pursuant to a third-party feasibility analysis, then the new development shall provide lower-cost units elsewhere within the District's Coastal Zone.

Lower-cost overnight accommodations built on the jetty or east side of marina or as mitigation for high-cost units shall not be removed or converted unless replaced at a 1:1 ratio with lower-cost units comparable in function and location, and cost to the public.

If it is determined that any lower-cost units cannot be provided on-site, in-lieu fees shall be required consistent with Coastal Commission practices in effect at the time of CDP issuance. In-lieu fees will be adjusted based on the cost to lease property.

Development Parameters Specific to Jetty and East of Marina Basin

The jetty is defined as the strip of land that separates the current marina from the Sweetwater River. Planned in this location are structured tents, tents, restrooms, and a meeting area. East of the marina basin is the area between the existing bike path and water area of the existing marina. Planned in this location are cabins, tents and a public promenade that will be open from sunrise to sunset.

The overnight accommodations on the jetty and east of the marina basin will include amenity alcoves and cart parking (used to access overnight accommodations on the jetty and east side of the marina, including carrying luggage to those locations), which would pop out approximately 8 feet over the riprap on the north side of the jetty. The alcoves, which would have movable amenities (e.g., tables,

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benches, sitting areas, cart parking) would have visually permeable railing. The structured tents and cabins, which will be small-scale accommodations no higher than 13 feet tall on the jetty and 16 feet tall east of the marina basin, may cantilever over the southern side of the jetty by up to 12.5 feet and eastern side of the marina basin by up to 14.6 feet, which is within the existing observed mean high higher water elevation, which is based upon a 7.2 foot king tide. Along the jetty, restroom/shower facilities would be sited in a manner so as not to create a tunnel effect for the promenade, and the remaining development on the jetty and east of the marina basin will be sited to protect channel/refuge views from the nearby Bayshore Bikeway (as shown on Figure 16a).

A minimum 12-foot-wide pedestrian promenade/cart path will be located on the eastern side of the marina basin (eastward of the cabins and tent sites) and on the jetty (northward of the tent sites and structured tents), and will be constructed concurrently with the development of those areas. An approximately 3,600 square foot public open space will be located on the westernmost part of the jetty, and can include a visually-permeable structure (up to 20 feet in height) that protects users of the public open space from the elements (e.g., sun, rain). In this public open space, the following operational restrictions would apply: no amplified sound allowed after sunset; no events permitted; and publicly accessible until sunset. In addition, for development along the jetty, trash must be picked up twice daily. To ensure safety and security of the overnight accommodations on the jetty and eastern side of the marina basin, gates at the entry points with public access signage may be installed so that these areas become “guests only” after sunset. A detailed public access signage plan, that at a minimum includes how the public will be directed to the public open space on the jetty, will be developed prior to issuance of a coastal development permit for the commercial recreation development. The public access signage plan will include public education signage to help the general public and guests understand why certain operational restrictions are in place to protect adjacent biologically sensitive areas. Visually permeable fencing or other barrier sufficient to prevent passage of

predators and humans to the wildlife habitat areas will be installed along the eastern edge of the commercial recreation development between the Sweetwater Channel and to northerly of the marina basin.

No exterior lights except for bollards on the pathway, except for minimum necessary lighting for safety on the public open space, overnight accommodations and restroom/shower facilities. Quiet hours on the jetty and eastern side of the marina basin begin at 10pm.

Commercial Recreation Development – Dry Boat Storage and Associated Improvements

Dry boat storage, for up to 210 boats, is proposed west of the realigned Marina Way, between the roadway and Subarea 55. Based on demand, the dry boat storage may be constructed in phases and may include open, ground-level storage until the dry storage racks are constructed. The dry boat storage racks would have a maximum height of 65 feet and the facility would also include an approximately 4,000-square-foot maintenance building and an approximately 8,200-square-foot maintenance yard. An approximately 4,400-square-foot pier platform will be located immediately northeast of the aquatic center, with floating docks and two gangways. The pier platform and gangways will be used to transfer boats from the dry boat storage and place boats into the Sweetwater Channel/marina basin; and then to retrieve the boats from the Sweetwater Channel/marina basin and place them back into the dry boat storage facility. When the pier platform is not in use by the dry boat storage facility, it would be open to the public for viewing opportunities. An approximately 8-foot-wide waterside promenade (located east of the existing marina parking curb) plus a 24-foot-wide access pathway will be located west of the marina basin. The existing light fixtures are allowed to be maintained within the waterside promenade. The access pathway will serve as the path of travel to and from the dry boat storage facility to and from the pier platform. Immediately west of that access pathway is the expanded Pepper Park. The 24-foot-wide access pathway will include design features to provide strong visual connections (e.g.,

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pavement treatments) to the adjacent expanded area of Pepper Park. When the access pathway is not being utilized for dry boat storage operations, it will be open and accessible to the public. For safety reasons during dry boat storage operations, safety measures (e.g., access barriers, flagman) will be deployed as needed while the boats are in transit to and from the pier platform and then removed after the launching equipment is returned to the boat storage facility.

Commercial Recreation Development – Waterside

To enhance public access to the Bay, planned development in this area includes the addition of up to ~~2010~~ moorings in the Sweetwater Channel; a, and up to 10,000 square foot new floating dock with up to 30 fingers in the Sweetwater Channel, that is located south of the jetty and further east of the marina entrance.; and a new dock in the marina basin, north of the jetty, for additional boats to be side-tied. As the National City hotel market demand increases over time, up to four hotels may also be constructed in various phases within the commercial recreation area. It is projected that hotels could include: a 3-story, 40 room hotel; a 4-story, 60 room hotel with retail; an 11-story, 282 room hotel; a 4-story, 81 room hotel. It may be necessary to decrease the size of the RV park by approximately 65 RV spaces to accommodate the hotels. A portion of the Bayshore Bikeway may traverse the commercial recreation area.

Existing buoys located in the Sweetwater Channel, south of the marina, may be relocated further to allow non-motorized watercraft to access the area farther to the east in the channel. The buoys would be placed to prevent human The moorings will be located outside of eelgrass. The new dock will be designed and domestic animal encroachment into the located to have the minimum impact on eelgrass and all impacts from fill and shading impacts resulting from development of the docks will be mitigated. Required mitigation for possible impacts to eelgrass associated with construction activities and fill/shading shall occur in compliance with the California Eelgrass Mitigation Policy, which requires mitigation for eelgrass impacts (if detected during the post-construction monitoring) at a

ratio of 1.2:1. For any detected eelgrass impacts, preference, as feasible, shall be given for mitigation to occur onsite (i.e., a location adjacent or nearby to the impacted eelgrass). Further mitigation for overwater coverage shall require implementation of mitigation approved by the US Army Corps of Engineers (in consultation with the Coastal Commission, National Marine Fisheries Service, US Fish and adjacent Wildlife Refuge areas, both in the north and south areas of the channel. Wildlife Service, San Diego Regional Water Quality Control Board, and the San Diego Unified Port District) prior to implementation of the project causing the fill/shading.

The new dock in Sweetwater Channel will provide a mix of slip sizes to accommodate a range of boat sizes. The new dock will have up to 16 fingers, an end tie, a portion of main walk, a long dock, and a pump-out facility for marina guests. The slips/fingers may accommodate up to 41 vessels between 20'-100'. The long dock is a flexible space that may accommodate up to 20 vessels in the 20'-25' range or 6 vessels in the 60'-80' range. Smaller craft may also use the dock including kayaks, dinghies, sabots, runabouts, and jet skis. In total, up to 70 vessels could be accommodated at the dock in the 20'-100' length range. The dock may be used to support dry boat storage and other operations as needed.

Other Considerations for the Marina District
New development will be designed to minimize (through smart design, adaptation, and operational strategies) the impacts of sea level rise for the life of the development, and will maintain the existing shoreline protection (prioritizing nature-based solutions over hard armoring), in support of its public trust use. Shoreline armoring may be allowed to protect existing development, public amenities, and/or coastal-dependent uses, and such shoreline armoring may incidentally protect adjacent new development; however, shoreline armoring to protect the RV park or hotels, shall not be permitted. The RV park and hotels shall be sited and designed to ensure safety and stability without relying on shoreline armoring. Any development that is placed on the jetty or east of the marina basin, including cabins and tents sites, shall be relocated or removed if threatened by sea level rise. The non-coastal

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dependent commercial use shall be sited and designed to ensure safety and stability without relying on shoreline armoring.

Due to its proximity to the Wildlife Refuge/Paradise Marsh, a habitat buffer (designated with an Open Space land use designation) will be located along the eastern edge of the commercial recreation area. The habitat buffer will be 100 feet wide measured from the delineated wetlands west of the Wildlife Refuge/Paradise Marsh. In addition, it is required that there will be a 200-foot-wide building setback from the western edge of the Wildlife Refuge/Paradise Marsh. However, vehicular parking and low-impact non-motorized uses such as public access trails and bike paths are allowed between the habitat buffer and building setback. The Bayshore Bikeway is located 70 feet west of the delineated wetlands in the Wildlife Refuge/Paradise Marsh, and as such, the District owned area east of the Bayshore Bikeway has an Open Space land use designation. In addition, vegetated landscaped areas adjacent to the Wildlife Refuge/Paradise Marsh shall consist of native plants.

Uses in the commercial recreation area allows for restaurants and/or coffee shops, convenience store, bait and tackle shop, boat slips and dry storage, lodging and other business activities consistent with public demand. Activities associated with the boat launch ramp, such as the sale and repair of trailer boats, boating equipment sales, water ski gear, and selected marine hardware, are also appropriate uses.

For development in the triangle parcel north of Pier 32 Marina and west of Paradise Marsh, protocol-level coastal California gnatcatcher surveys and a general biological survey must be conducted within one year prior to any development of the site. Each survey shall be performed by a qualified biologist. The protocol-level gnatcatcher surveys shall take place on the project site and within a 300-foot buffer of the site. The general biological survey shall be required during the peak of the growing season and bird nesting season (April 15th – June 15th) and shall take place on the project site and within a 100-foot buffer of the site. The general biological survey shall provide in

writing a description of the survey methods, survey conditions, vegetation communities and their dominant plant species, a list of plant and animal species found and any relevant condition or behavioral observations, and mapping of the vegetation communities and special-status species found on site. If either survey finds that the area is occupied by state or federally-listed species, species proposed for listing, a sensitive natural vegetation community as described by the California Department of Fish and Wildlife, or a plant with a California Rare Plant Rank of 2B.1 or more rare, only resource-dependent uses shall be allowed within the environmentally sensitive habitat areas pursuant to Section 30240 of the Coastal Act. However, development may be allowed adjacent to environmentally sensitive habitat areas with sufficient ecological buffers, such as a minimum 50-foot buffer from occupied coastal California gnatcatcher habitat. The results of these surveys shall be submitted to the Executive Director for approval as well as the resource agencies, as applicable.

The current 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, and public gatherings.

Historically and institutionally disadvantaged communities should be afforded equitable opportunity to access Tidelands in National City. Maintaining and expanding the existing supply of free, lower- or moderate-cost facilities in National City is an issue of environmental justice. Free and lower cost visitor and recreational facilities shall be protected in the aggregate, and expanded such as the 2.5-acre increase to Pepper Park, on Tidelands in National City.

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The District should collaborate, as financially feasible, with other agencies, such as the City of National City, on mobility network enhancements that increase coastal connectivity to the National City Bayfront.

As development or redevelopment occurs in the Marina District, use of biologically engineered stormwater solutions to prevent degradation of coastal wetlands and marine ecosystems, and to reduce stormwater pollution of the San Diego Bay, will be implemented to the greatest extent feasible. Further, owners and operators of stormwater conveyances will comply with the municipal stormwater permit (MS4) and other legal requirements to minimize pollution impacts in the San Diego Bay. All development will implement measures to prevent pollution impacts and adverse impacts from runoff flows from all development and maintenance activities. Development in coastal waters will be conducted pursuant to California Coastal Act Section 30233. Consistent with mitigation required by the CEQA analysis for the National City Balanced Plan, overwater coverage mitigation will be implemented through the US Army Corps permitting process in consultation the Coastal Commission, National Marine Fisheries Service, US Fish and Wildlife Service, the Regional Water Quality Control Board, and the District to compensate for loss of open water and habitat function.

*Required mitigation for possible impacts associated with coastal sage scrub shall adhere to the following ratios: permanent impacts shall be mitigated at a ratio of 2:1; temporary impacts shall be mitigated at a ratio of 1:1; and coastal sage scrub planted by the District as part of the "Grading and Landscaping of Subarea B-2" project shall be mitigated at a ratio of 1:1. Required mitigation shall consist of a coastal sage scrub mix that includes host plants for the coastal California gnatcatcher, including California sagebrush (*Artemesia californica*) and California buckwheat (*Eriogonum fasciculatum*), designed such that the target vegetation community will be dominated by either or both of these plant species, and be conducted in the following order of priority if feasible: onsite, adjacent to the site, in the National City planning area, elsewhere in the Port District.*

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.

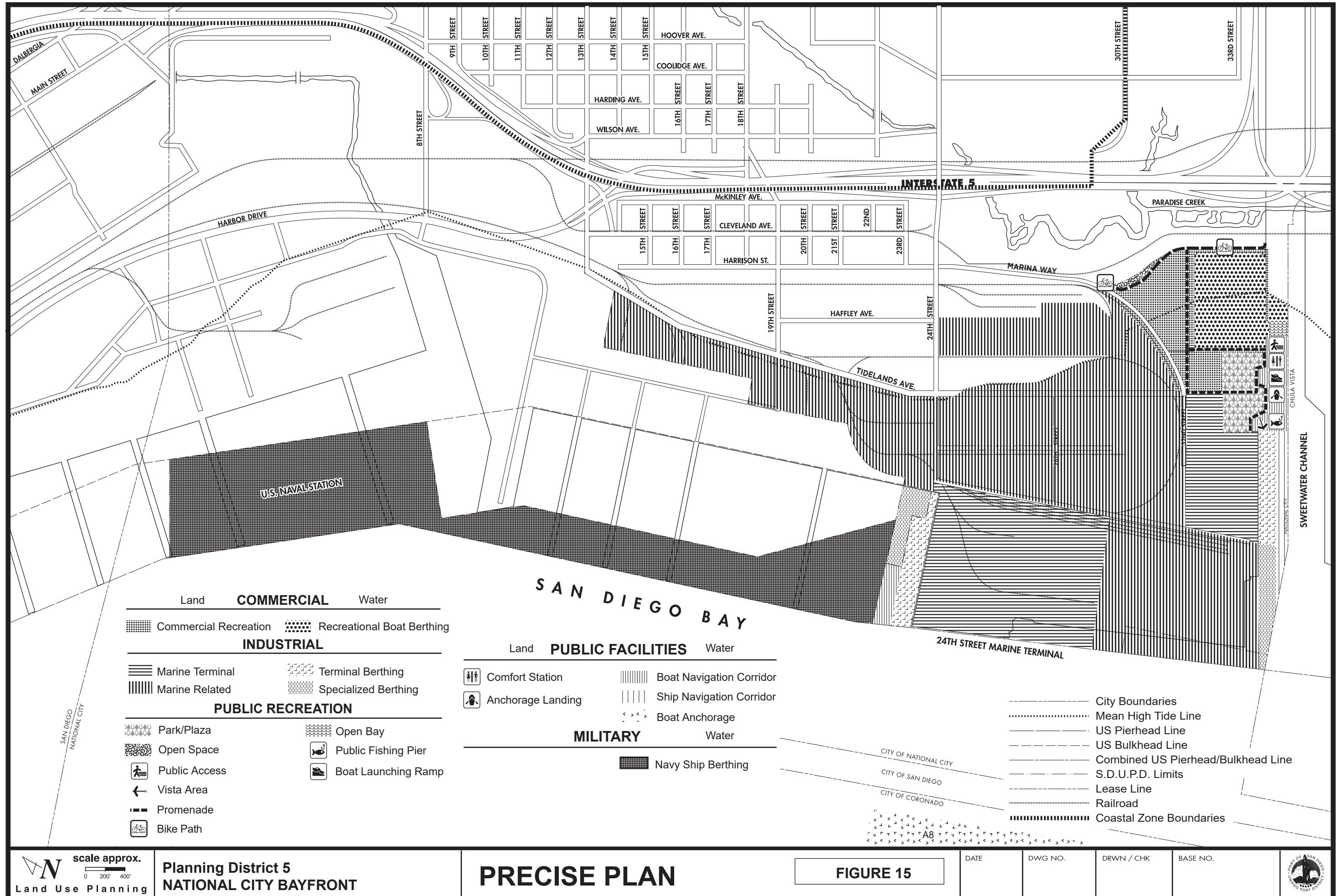
Marina

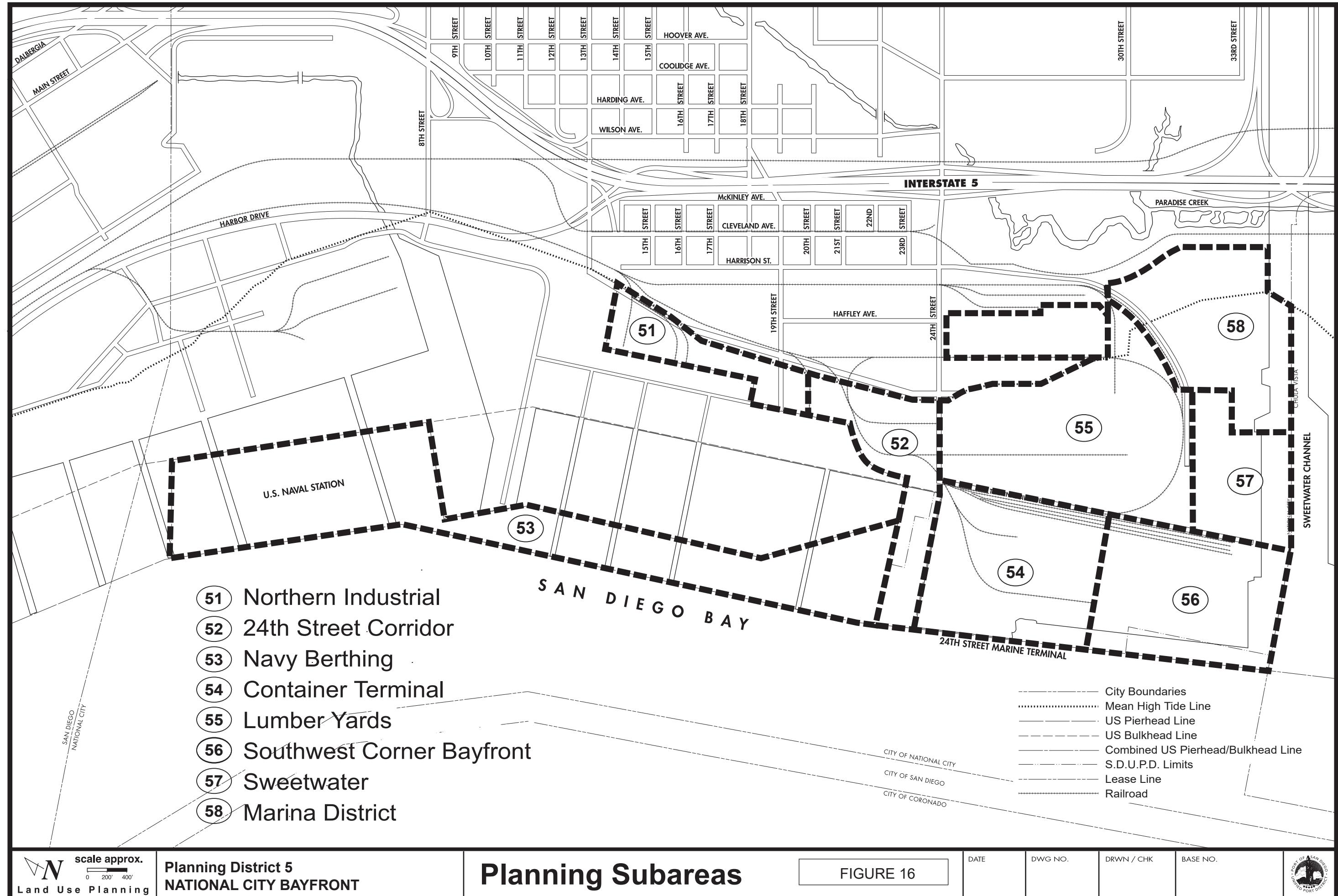
The commercial recreation area shown on the Planning District Map is designed to accommodate the needs of workers in the nearby industrial area, people enjoying the nearby recreational park, and the adjacent marina and attendant commercial facilities. Uses could include a restaurant or coffee shop, convenience store, bait and tackle shop, boat slips and dry storage, lodging and other business activities consistent with public demand. Activities associated with the boat launch ramp, such as the sale and repair of trailered boats, boating equipment sales, water ski gear, and selected marine hardware, are appropriate uses.

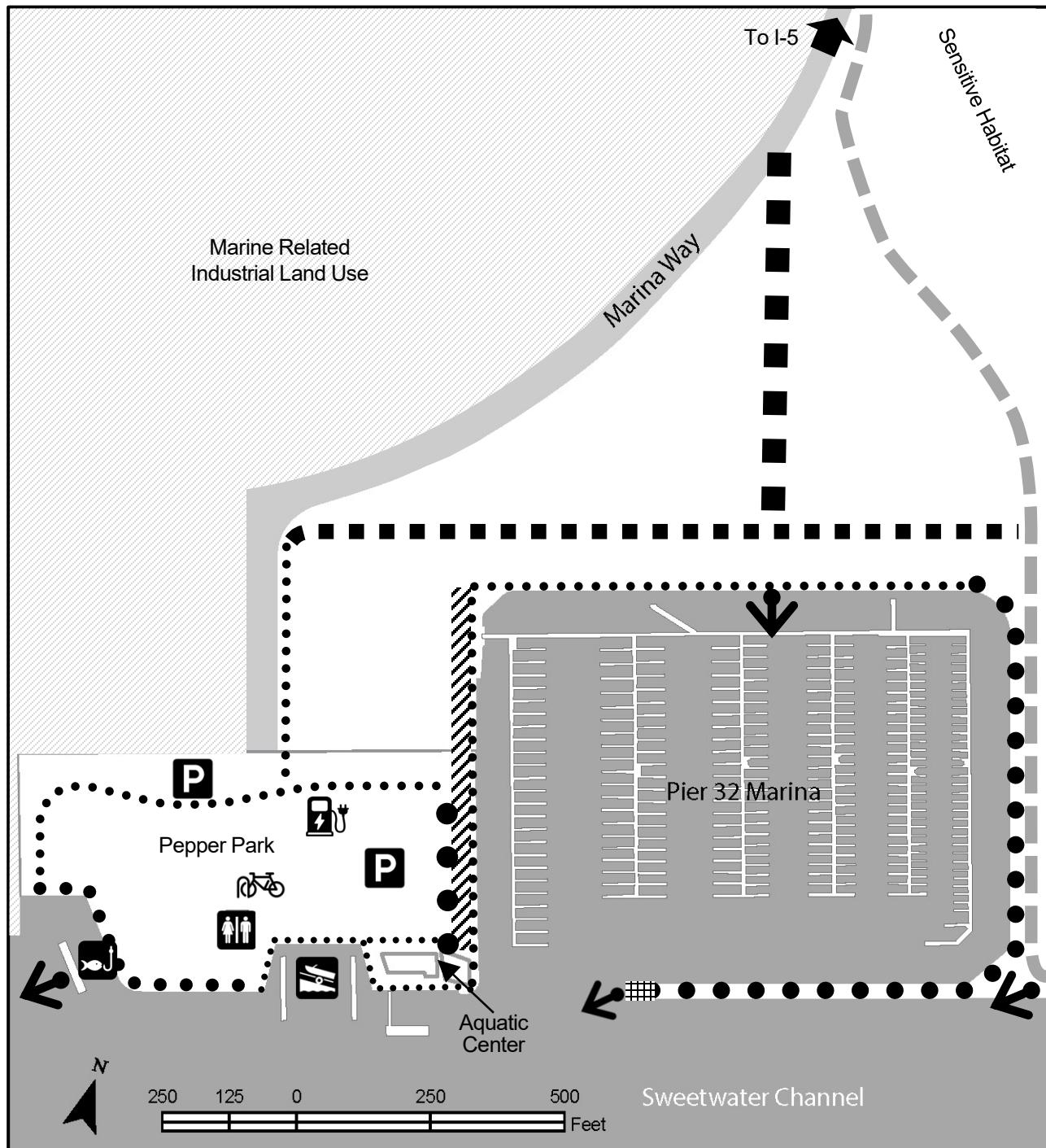
The location and design of the commercial area, and possibly even its market feasibility, is dependent on improved access to Interstate 5. The additional traffic and increased activity in this presently isolated property would greatly enhance its attractiveness for commercial enterprise.

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	<u>7.916.0</u>	COMMERCIAL	<u>14.617.5</u>	<u>22.533.5</u>	<u>57%</u>
Commercial Recreation	<u>7.916.0</u>	Recreational Boat Berthing	<u>14.617.5</u>		
INDUSTRIAL	<u>237.7236.7</u>	INDUSTRIAL	21.6	<u>259.3258.3</u>	<u>5958%</u>
Marine Related Industrial	<u>153.7153.3</u>	Specialized Berthing	7.9		
Marine Terminal.....	<u>84.083.4</u>	Terminal Berthing	13.7		
PUBLIC RECREATION	<u>4.210.3</u>	PUBLIC RECREATION	<u>2.21.4</u>	<u>6.411.7</u>	<u>43%</u>
<u>Open Space</u>	<u>2.6</u>	Open Bay / Water	<u>2.21.4</u>		
Park.....	<u>4.27.7</u>				
PUBLIC FACILITIES	<u>23.416.7</u>	PUBLIC FACILITIES.....	11.9	<u>35.328.6</u>	<u>86%</u>
Streets	<u>23.416.7</u>	Boat Navigation Corridor	7.0		
		Ship Navigation Corridor	4.9		
MILITARY		MILITARY	116.7	116.7.....	<u>2726%</u>
		Navy Ship Berthing	116.7		
TOTAL LAND AREA	<u>273.2279.7</u>	TOTAL WATER AREA	<u>167.0169.1</u>		
PRECISE PLAN LAND AND WATER ACREAGE TOTAL			<u>440.2448.8</u>	100%	







Note: additional public pathways and public access signage through the commercial recreation development site will be developed prior to issuance of coastal development permit(s) for each phase of the commercial recreation development."

Pedestrian Promenade Width

- 7' minimum
- 8' minimum
- 10' minimum
- 12' minimum
- 14' minimum

Bayshore Bikeway

East of the marina basin, the Bayshore Bikeway is not located on Port property.

Public Access Area

Public Parking

Boat Launch

Fishing Pier

Electric Vehicle Charging

Public Restrooms

Bike Rack

Vista Point

Public Access Corridor (pedestrian, bicycle, visual)

- 14'-24' minimum
- 20'-40' minimum

24' Access Pathway (dry storage boats, pedestrians)

Figure 16a

TABLE 15: Project List

NATIONAL CITY BAYFRONT: PLANNING DISTRICT 5

		SUBAREA ↓	DEVELOPER ↓	APPEALABLE ↓	FISCAL YEAR
1.	CONTAINER WHARF: Extend rock revetment and apron wharf 1,000 feet. Excavate, drive support piles, place rock, construct wharf.	54	P	N	1988-99
2.	COMPLETION OF TERMINAL WHARF: Extend rock revetment and apron wharf an additional 2,400 feet, to Sweetwater Wharf. Construct as above.	56	P	N	1998-99
3.	SECOND CONTAINER CRANE: Install second container crane, miscellaneous equipment. Pave backup area.	54	P	N	1998-99
4.	CONTAINER TRACK EXTENSION: Convert 500 feet of Berth 3 to a container wharf.	54	P	N	1998-99
5.	MECHANICAL BULKLOADER: Install bulkloader, paving, railroad siding, conveyors, unloading pit.	54	P	N	1997-98
6.	SHIPYARD: Construct shipyard facilities, buildings, cranes, dry-dock.	56	T	N	1993-94
7.	COMMERCIAL SUPPORT AREA: Construct buildings, parking, landscape.	58	T	Y	1995-96
8.	MECHANICAL UNLOADER: Erect cargo handling equipment.	54	P	N	1995-96
9.	CONNECTING STREET: Linking Harbor Drive to Tidelands Avenue north of the Civic Center Drive.	51	P	N	1993-97
10.	PEPPER PARK PUBLIC RESTROOMS: Demolish and remove existing structure, drinking fountain, public pay phone, and landscape materials. Construct new ADA compliant restroom facility, drinking fountain, public pay phone, walkways and landscape improvements.	58	P	N	2006-08
11.	RECREATIONAL MARINA: Install marina docks, utility services, shoreside structures, walkways, landscape improvements and parking area; <u>expand marina facilities by adding up to 2010 moorings in the Sweetwater Channel, and a new floating dock with up to 30 fingers in the Sweetwater Channel, and a new dock in the marina basin (north of the jetty).</u>	59_58	T	Y	<u>1994-95; 2022-20242027-2029</u>
12.	AQUATIC CENTER: Construct and operate aquatic center facility, including restrooms, locker rooms, offices, classrooms, watercraft storage, paved exterior activity areas, security walls, fencing, lighting, and landscape improvements. Remove temporary classroom and storage facility and return pavement area to parking use.	58	T	Y	2006-08
13.	CLOSE PORTIONS OF QUAY AVENUE, 28TH STREET, 32ND STREET: Close Quay Avenue, between Bay Marina Drive and 28th Street, 28th Street, west of Quay Avenue, and 32nd Street west of Tidelands Avenue to accommodate additional marine terminal operations and improve efficiencies with these operations.	55	T	N	2016-2017
14.	<u>BALANCED PLAN PUBLIC IMPROVEMENTS: (a) expand Pepper Park to the northwest, north and east, and include a mixture of hardscape and landscape, and features such as a community stage/kiosk and an interactive fountain/splashground; (b) relocate park entrance to the east; (c) realign</u>	58	P	Y*	<u>2022-20242026-2028</u>

<p>Marina Way to form a curve that rounds out when traveling southwest through the Marina District subarea and create a public access corridor in the general vicinity of the former Marina Way alignment (generally north-south alignment); (d) close 32nd Street east of Tidelands Avenue and create public access corridor in the general vicinity of that former 32nd Street alignment (generally east-east alignment); (e) close Goesno Place to create a public access corridor.</p>				
15. CLOSE PORTIONS OF TIDELANDS AVENUE, BETWEEN BAY MARINA DRIVE AND 32ND STREET: Close Tidelands Avenue, between Bay Marina Drive and 32nd Street, to improve marine-related industrial operational efficiencies, and potentially accommodate additional marine terminal operations. Closure may be phased, with closure of Tidelands Avenue, between 28th Street and 32nd Street, occurring first; and closure of Tidelands Avenue, between Bay Marina Drive and 28th Street occurring second.	55	T	Y	<u>2022</u> <u>2024202</u> <u>6-2027</u>
16. CLOSE PORTION OF 28TH STREET, BETWEEN QUAY AVENUE AND TIDELANDS AVENUE: Close 28th Street, between Quay Avenue and Tidelands Avenue to improve marine-related industrial operational efficiencies, and potentially accommodate additional marine terminal operations.	55	T	N	<u>2024202</u> <u>7</u>
17. CONSTRUCT AND OPERATE CONNECTOR RAIL TRACK:(S): Construct a connector rail track near the southeastern boundary of Subarea 55 to connect the existing rail yard along the west side of Marina Way (east of the National Distribution Center) to the existing balloon track that goes onto the marine terminal. <i>A storage track may also be constructed adjacent to and inside (to the north) the connector rail track to provide additional railcar storage.</i>	55	T	N	<u>2024202</u> <u>7</u>
18. OVERNIGHT ACCOMMODATIONS: Construct and operate overnight accommodations, in the commercial recreation area of the Marina District subarea, in at least two phases. Phase 1 includes up to <u>135</u> <u>150</u> RV sites, <u>up to 60 modular tent sites, structured tents, and cabins south (on the existing jetty) and east of the marina, and ancillary facilities</u> ; and Phase 2, which would be constructed based on market demand, includes up to <u>four hotels - a 3-story, 10 room</u> <u>365 hotel - a 4-story, 60 room hotel with retail</u> ; <u>rooms - an approximately 11-story, 282 room hotel and an approximately 4-story hotel; and a 4-story, 81 room</u> . <u>Ballroom/ballroom space may be located in the hotel(s)</u> . It may be necessary to decrease the size of the RV park by <u>approximately up to 65 RV spaces to accommodate the hotels</u> <u>hotel(s)</u> .	58	T	Y	<u>2022</u> <u>2026202</u> <u>7-2030</u>
19. DRY BOAT STORAGE FACILITY: Construct and operate an approximately 40,000-square-foot dry boat storage facility west of the realigned Marina Way and Subarea 55, and associated approximately 4,400-square-foot pier platform, floating docks, and gangways northeast of the aquatic center. <i>The dry boat storage may be phased in with demand and include flat storage until the structures are built</i> . The dry boat storage facility, which can store up to 210 boats, will store the boats in racks housed within up to five separate structures, each with a maximum height of 65 feet. An approximately 4,000-square-foot maintenance building and associated approximately 8,200-square-foot maintenance yard, both related to the dry boat storage, are proposed to be located northeast of the storage racks. When the pier platform is not being used for placing dry boat storage boats in the water or removing them from the water, it would be open to the public. An approximately 8-foot-wide waterside promenade (located east of the existing marina parking curb) plus a 24-foot-wide access pathway will be located west of the marina basin. The access pathway will serve as the path of travel to and from the dry boat storage facility to and from the pier platform. Immediately west of that access pathway is the expanded Pepper Park. When the 24-foot-wide access pathway is not being utilized for dry boat storage operations, it will be open and accessible to the public.	58	T	Y	<u>2022</u> <u>2026202</u> <u>7-2030</u>

P- Port District

N- No

T- Tenant

Y- Yes

* The only appealable project is the realignment of Marina Way.