

**ERRATA TO THE
FINAL ENVIRONMENTAL IMPACT REPORT
for the
CHULA VISTA BAYFRONT MASTER PLAN
UPD #83356-EIR-658
SCH #2005081077**

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ERRATA TO THE FINAL ENVIRONMENTAL IMPACT REPORT CHULA VISTA BAYFRONT MASTER PLAN

The San Diego Unified Port District (Port) has prepared this Errata to clarify and correct information in the Final Environmental Impact Report (Final EIR or FEIR) for the Chula Vista Bayfront Master Plan (UPD No. 83356-EIR-658/SCH No. 2005081077), which was issued in April 2010. In addition, since April 2010, the Port has approved the Chula Vista Bayfront Master Plan Settlement Agreement (Settlement Agreement), which provides additional community benefits and protection of natural resources and the environment in the project area above and beyond those required by the California Environmental Quality Act (CEQA) and other applicable laws and regulations. The Port agreed that the provisions of the Settlement Agreement would be treated as mitigation measures under CEQA and would be included in the Final EIR and the Mitigation Monitoring and Reporting Program (MMRP). The changes in the Final EIR are listed by section number and page number in Table ERRATA-1, with the added information shown in double underline and the deleted information shown in ~~double strikeout~~ on the attached pages.

The information provided in this Errata document is provided to clarify and correct information within the Final EIR. Pursuant to CEQA Guidelines section 15088.5, a lead agency must recirculate an EIR when “significant new information” is added to the EIR after public notice has been given of the availability of the Draft EIR but prior to certification of a Final EIR. “Significant new information” requiring recirculation includes, for example, a disclosure showing that (1) a new significant impact would result from the project or from a new mitigation measure proposed to be implemented, (2) a substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to below a level of significance, (3) a feasible project alternative or mitigation measure considerably different from other previously analyzed would clearly lessen the significant environmental impacts of the project but the project proponents decline to adopt it, and/or (4) the Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

New information added to an EIR is not “significant,” and recirculation of an EIR is not required, unless the EIR is changed in a way that deprives the public of either a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect that the project proponent has declined to implement. The Port has reviewed the information in this Errata and has determined that it does not change any of the findings or conclusions of the Final EIR and does not constitute “significant new information” pursuant to CEQA Guidelines section 15088.5. Accordingly, the Port finds that recirculation of the Final EIR is not required.

Revisions to the Final EIR

A summary of the revisions made to the Final EIR since issuance in April 2010 is provided in Table ERRATA-1; the table also provides the page number(s) in the Final EIR where each revision is located. Copies of the revised pages are provided as an attachment to this document for replacement in the Final EIR.

Table ERRATA-1
Revisions to the Final Environmental Impact Report

Errata No.	Chapter/Section No. of Final EIR	Page Nos. of Revised Final EIR	Summary of Revision
1	1.0 (Executive Summary)	1-2	The Preface of the FEIR was revised to include the current Bayfront Coalition member organizations
2	1.0 (Executive Summary)	1-3	The Preface of the FEIR was revised to reflect the current status of the written agreement between the Port, the City of Chula Vista (City), the City of Chula Vista Redevelopment Agency (RDA), and the Bayfront Coalition and its member organizations
3	1.0 (Executive Summary)	1-57	Significant Impact 4.6-6 in Table 1-9 was revised to be consistent with Significant Impact 4.6-6 in Section 4.6 of the FEIR to state that program-level construction impacts affect all phases (not Phases II through IV).
4	1.0 (Executive Summary)	1-67	Mitigation Measure 4.8-6(D) in Table 1-9 was revised to clarify that security lighting will be limited to that required by applicable law enforcement regulations.
5	1.0 (Executive Summary)	1-68	Mitigation Measure 4.8-6(E) in Table 1-9 was revised to clarify that the provision of three fireworks events is an annual allowance.
6	1.0 (Executive Summary)	1-71	Mitigation Measure 4.8-6(G) was revised to clarify that trash filters required for storm drain pipes shall be fine trash filters and to provide clarification regarding monitoring of stormwater and non-point source runoff into Wildlife Habitat Areas.
7	1.0 (Executive Summary)	1-74	Mitigation Measure 4.8-6(I) in Table 1-9 was revised to include additional provisions to address boating impacts.
8	1.0 (Executive Summary)	1-75; 1-76; 1-77; 1-78; 1-79; 1-80; 1-80a; 1-80b; 1-80c; 1-80d; 1-80e; 1-80f; 1-80g; 1-80h; 1-80i; 1-80j	Mitigation Measure 4.8-7 in Table 1-9 was revised throughout the measure to provide clarification regarding the Natural Resources Management Plan (NRMP) and fencing separating the No Touch Buffer areas and the Wildlife Habitat Areas. Mitigation Measure 4.8-7 was also revised to incorporate additional community benefits and protection of natural resources and the environment in the project area above and beyond those required by CEQA and other applicable laws and regulations, pursuant to the approved Chula Vista Bayfront Master Plan Settlement Agreement, to clarify that Exhibit 2 to the MMRP identifies No Touch Buffer areas and that the NRMP Management Objectives apply to the Wildlife Habitat Areas.
9	1.0 (Executive Summary)	1-98	Mitigation Measure 4.8-23 in Table 1-9 was revised to include design and placement provisions for the resort conference center (RCC) buildings in order to reduce the potential for bird strikes and disorientation.

Table ERRATA-1 (Continued)

Errata No.	Chapter/Section No. of Final EIR	Page Nos. of Revised Final EIR	Summary of Revision
10	1.0 (Executive Summary)	1-105	Table 1-9 was revised to include Significant Impact 4.11-1 to paleontological resources and the associated Mitigation Measure 4.11-1, which reduces the impact to less than significant, to be consistent with the analysis and mitigation provided in Section 4.11 of the FEIR.
11	2.0 (Introduction)	2-1	Section 2.1.1 was revised to state that the public participation process was comprised of three phases.
12	2.0 (Introduction)	2-2	Section 2.1.1.1(a) was revised to include Terry Thomas as Citizens Advisory Committee member replacement for Rudy Ramirez during the master planning process.
13	2.0 (Introduction)	2-11	Section 2.1.1.3(a) was revised to include the current Bayfront Coalition member organizations.
14	2.0 (Introduction)	2-12	Section 2.1.1.3(a) was revised to reflect the current status of the written agreement between the Port, the City, the RDA, and the Bayfront Coalition and its member organizations.
15	2.0 (Introduction)	2-18	Section 2.3.2 was revised to state the beginning and end dates of the 60-day public review period for the Revised Draft Environmental Impact Report (Revised DEIR).
16	3.0 (Project Description)	3-10; 3-17; 3-18; 3-22; 3-25; 3-26; 3-38; 3-39; 3-40; 3-41; 3-43; 3-47; 3-67; 3-73; 3-78; 3-78a; 3-84; 3-85; 3-86; 3-90; 3-91; 3-92; 3-96	The description of Port and City jurisdiction was revised in several places in Chapter 3.0 to appropriately characterize "land use jurisdictional authority" (Section 3.3, Section 3.4.1.1(a), Section 3.4.1.2, Section 3.4.1.3, Section 3.4.1.5, Section 3.4.1.6, Section 3.4.4.1(a), Section 3.4.4.1(b), Section 3.4.4.2, Section 3.4.4.3, Section 3.4.4.4, and Section 3.4.5).
17	3.0 (Project Description)	3-18	Section 3.4.1.2 was revised to include an additional change to the Port Master Plan Amendment, establishing a maximum number of hotel rooms in the Chula Vista Bayfront Master Plan area.
18	3.0 (Project Description)	3-25	Section 3.4.1.4 was revised to clarify that the existing Chula Vista Local Coastal Plan (LCP) allows for 1,000 residential dwelling units.
19	3.0 (Project Description)	3-26	Section 3.4.1.6 was revised to clarify the existing Multiple Species Conservation Program designations for Parcels H-13, H-14, H-15, and HP-5.
20	3.0 (Project Description)	3-31a	Section 3.4.2.1 was revised to provide for an increased public participation and community benefits process, including the formation of a Bayfront Cultural and Design Committee.
21	3.0 (Project Description)	3-40	The description of the Signature Park improvements on Parcel S-2 was revised in Section 3.4.4.1(a)(i) to delete a parenthesis that was erroneously inserted into the FEIR and to capitalize the word "parcel" that specifically references Parcel SP-1.
22	3.0 (Project Description)	3-40; 3-88	The description of the Signature Park on Parcel S-2 in Section 3.4.4.1(a)(i) and the description of the OP-1A and OP-1B South Park in Section 3.4.4.3(b) were revised to include tot lots as a minimum park feature.

Table ERRATA-1 (Continued)

Errata No.	Chapter/Section No. of Final EIR	Page Nos. of Revised Final EIR	Summary of Revision
23	3.0 (Project Description)	3-41	The description of the Signature Park on Parcel S-2 was revised in Section 3.4.4.1(a)(i) to include a refined plan to address linkage between the parks over the F & G Street Channel and evaluation of a separate pedestrian bridge as part of concept approval for the Signature Park.
24	3.0 (Project Description)	3-42	The description of the Limited Use Zone in the SP-1 Ecological Buffer was revised in Section 3.4.4.1(a)(i) to clarify that 6-foot-high vinyl-coated fencing will be contiguous around the western portion of a berm.
25	3.0 (Project Description)	3-42	The description of the Limited Use Zone in the SP-1 Ecological Buffer was revised in Section 3.4.4.1(a)(i) to delete the provision of native cacti in lieu of fencing to prevent human activity in the sensitive areas. In response to public comment V-382 and others, the FEIR includes a 6-foot-high vinyl-coated chain-link fence within the buffer area to prevent unauthorized access. Native vegetation may be used strategically in addition to, but not in lieu of, fencing.
26	3.0 (Project Description)	3-47	The description in Section 3.4.4.1(b) of Parcels H-13 and H-14 was revised to correct the square footage of the proposed building footprint for Pacifica under the Proposed Project.
27	3.0 (Project Description)	3-74	The description in Section 3.4.4.1(b) of Parcel H-3 was revised to provide for the preparation of a supplement to the FEIR if any proposal is submitted to construct more than 1,600 rooms on Parcel H-3.
28	3.0 (Project Description)	3-76; 3-77	The description in Section 3.4.4.1(b) of Parcel H-3 was revised to include design and placement provisions for the RCC buildings in order to reduce the potential for bird strikes and disorientation
29	3.0 (Project Description)	3-78	Section 3.4.4.2(a) was revised to clarify that the existing street segment between F Street and G Street would be demolished as the E Street Extension is completed.
30	3.0 (Project Description)	3-78a	The description in Section 3.4.4.2(a) of the SP-2 Seasonal Wetland was revised to include a future feasibility investigation regarding the restoration of a tidal connection.
31	3.0 (Project Description)	3-84	The description in Section 3.4.4.3(b) of Otay District Phase III program-level development was revised to include updated information regarding relocation of the San Diego Gas & Electric (SDG&E) electrical switchyard.
32	3.0 (Project Description)	3-89	The description in Section 3.4.4.3(b) of the fencing along the No Use Zone in Parcel OP-2A Ecological Buffer was revised to emphasize that the 6-foot-high fencing would be permanent, contiguous, and made of vinyl-coated chain link, consistent with the description of fencing in the previous paragraph.
33	3.0 (Project Description)	3-107	Section 3.4.5.1(a) of the FEIR was revised to clarify that the existing street segment between F Street and G Street would be demolished as the E Street Extension is completed.
34	4.1 (Land/Water Use Compatibility)	4.1-1	The dates referenced for Appendices 3.4-1, 4.1-1, 4.1-2, and 4.1-3 were revised in the FEIR.

Table ERRATA-1 (Continued)

Errata No.	Chapter/Section No. of Final EIR	Page Nos. of Revised Final EIR	Summary of Revision
35	4.8 (Terrestrial Biological Resources)	4.8-100	The discussion in Section 4.8.5 of Preserve adjacency issues in the City's jurisdiction was revised to delete the provision of native cacti in lieu of fencing to prevent human activity in sensitive habitat areas.
36	4.8 (Terrestrial Biological Resources)	4.8-139	Mitigation Measure 4.8-6(D) was revised to clarify that security lighting will be limited to that required by applicable law enforcement regulations.
37	4.8 (Terrestrial Biological Resources)	4.8-139	Mitigation Measure 4.8-6(E) was revised to clarify that construction noise must be controlled to minimize impacts to Wildlife Habitat Areas.
38	4.8 (Terrestrial Biological Resources)	4.8-140	Mitigation Measure 4.8-6(E) was revised to clarify that the provision of three fireworks events is an annual allowance.
39	4.8 (Terrestrial Biological Resources)	4.8-143	Mitigation Measure 4.8-6(G) was revised to clarify that trash filters required for storm drain pipes shall be fine trash filters.
40	4.8 (Terrestrial Biological Resources)	4.8-143	Mitigation Measure 4.8-6(G) was revised to provide clarification regarding monitoring of stormwater and non-point source runoff into Wildlife Habitat Areas.
41	4.8 (Terrestrial Biological Resources)	4.8-154	Mitigation Measure 4.8-6(I) was revised to include additional provisions to address boating impacts.
42	4.8 (Terrestrial Biological Resources)	4.8-155; 4.8-156; 4.8-157; 4.8-158; 4.8-159; 4.8-160; 4.8-160a; 4.8-160b; 4.8-160c; 4.8-160d; 4.8-160e; 4.8-160f; 4.8-160g; 4.8-160h; 4.8-160i; 4.8-160j; 4.8-160k; 4.8-160l	Mitigation Measure 4.8-7 was revised throughout the measure to provide clarification regarding the NRMP and fencing separating the No Touch Buffer areas and the Wildlife Habitat Areas, as well as to incorporate additional community benefits and protection of natural resources and the environment in the project area above and beyond those required by CEQA and other applicable laws and regulations, pursuant to the approved Chula Vista Bayfront Master Plan Settlement Agreement.
43	4.8 (Terrestrial Biological Resources)	4.8-185	Mitigation Measure 4.8-23 was revised to include design and placement provisions for the RCC buildings in order to reduce the potential for bird strikes and disorientation.
44	4.15 (Geology and Soils)	4.15-1	As a revision to the Revised DEIR, a paragraph was added to Page 4.15-1 of the FEIR related to Appendix 4.15-2. This paragraph was supposed to be identified in strikeout/underline format for the issuance of the FEIR, but it was not. The FEIR was revised to identify this paragraph in double underline fashion.
45	4.15 (Geology and Soils)	4.15-2; 4.15-15; 4.15-16; 4.15-21; 4.15-27; 4.15-28; 4.15-30	Several revisions to the Revised DEIR were made in Section 4.15 of the FEIR to replace "Gaylord Resort and Convention Center (RCC)" with "Resort Conference Center (RCC)". These revisions were supposed to be identified in strikeout/underline format in the issuance of the FEIR, but they were not. The FEIR was revised to identify these revisions in double underline and double strikeout fashion.
46	4.16 (Energy)	4.16-18	Mitigation Measure 4.16-2(A) was revised to require a minimum of a 50% reduction in annual energy use by all development within the Proposed Project area.
47	4.16 (Energy)	4.16-19	Mitigation Measures 4.16-2(A)(2)(e) and (f) were revised to correct the references to SDG&E's Demand Reduction utility rates.

Table ERRATA-1 (Continued)

Errata No.	Chapter/Section No. of Final EIR	Page Nos. of Revised Final EIR	Summary of Revision
48	4.17 (Population and Housing)	4.17-4	A revision to the Revised DEIR was made in Section 4.17 of the FEIR to replace "Gaylord Resort and Convention Center (RCC)" with "Resort Conference Center (RCC)". This revision was supposed to be identified in strikeout/underline format in the issuance of the FEIR, but it was not. The FEIR was revised to identify this revision in double underline and double strikeout fashion.
49	4.17 (Population and Housing)	4.17-6	As a revision to the Revised DEIR, text was added and removed on Page 4.17-6 of the FEIR related to Mitigation Measure 4.17-1. This text was supposed to be identified in strikeout/underline format for the issuance of the FEIR, but it was not. The FEIR was revised to identify this text in double underline and double strikeout fashion.
50	5.0 (Alternatives)	5-3	Table 5.1-1 was revised to correct the land/water use compatibility impact under criteria 1, consistent with the impact analysis provided in Section 4.1 of the FEIR.
51	5.0 (Alternatives)	5-6	Table 5.1-1 was revised to correct the cumulative impact to energy, consistent with the impact analysis provided in Section 6.17 of the FEIR.
52	5.0 (Alternatives)	5-8	Section 5.3 (No Project Alternative) was revised to correct numeric references to allowed development in the Sweetwater District under the existing LCP.
53	5.0 (Alternatives)	5-13; 5-14	Sections 5.3.11 and Section 5.3.15 were revised to correct numeric references to allowed residential development in the Sweetwater District under the existing LCP.
54	5.0 (Alternatives)	5-26	Table 5.4-3 was revised to correct Significant Impacts 4.1-1 through 4.1-5 under criteria 1, consistent with the impact analysis in Section 4.1 of the FEIR.
55	5.0 (Alternatives)	5-26	Table 5.4-3 was revised to correct Significant Impact 4.1-6 (instead of Significant Impact 4.1-4) under criteria 2, consistent with the impact analysis in Section 4.1 of the FEIR.
56	5.0 (Alternatives)	5-26; 5-87; 5-139; 5-154	The discussions of land/water use compatibility impacts in Section 5.4.1 (Harbor Park Alternative), Section 5.5.1 (No Land Trade Alternative), Section 5.6.1 (Reduced Overall Density Alternative), and Section 5.7.1 (Alternate L-Ditch Remediation Alternative) were revised to clarify that land/water use compatibility impacts similar to the Proposed Project include the significant unmitigated impact on City of Chula Vista General Plan policies regarding view quality described in Section 4.1 of the FEIR.
57	5.0 (Alternatives)	5-69; 5-134; 5-143; 5-165	The discussions of public service impacts in Section 5.4.11 (Harbor Park Alternative), Section 5.5.11 (No Land Trade Alternative), Section 5.6.11 (Reduced Overall Density Alternative), and Section 5.7.11 (Alternate L-Ditch Remediation Alternative) were revised to clarify that public service impacts similar to the Proposed Project include the significant unmitigated impact to library services described in Section 4.13 of the FEIR.
58	5.0 (Alternatives)	5-71; 5-73	Sections 5.4.12.1 and 5.4.12.2 were misnumbered in the FEIR; they were corrected.

Table ERRATA-1 (Continued)

Errata No.	Chapter/Section No. of Final EIR	Page Nos. of Revised Final EIR	Summary of Revision
59	5.0 (Alternatives)	5-76; 5-138; 5-146; 5-166	The discussions of energy impacts in Section 5.4.14 (Harbor Park Alternative), Section 5.5.14 (No Land Trade Alternative), Section 5.6.14 (Reduced Overall Density Alternative), and Section 5.7.14 (Alternate L-Ditch Remediation Alternative) were revised to clarify that energy impacts similar to the Proposed Project include the significant unmitigated cumulative energy impact identified in Section 6.17 of the FEIR.
60	5.0 (Alternatives)	5-78	Section 5.5 (No Land Trade Alternative) was revised to correct numeric references to allowed development in the Sweetwater District under the existing LCP.
61	5.0 (Alternatives)	5-153	Table 5.7-1 was revised to correct the square footage of the proposed building footprint for the Pacifica project under the Proposed Project (381,990 square feet) and the building footprint under the Alternate L-Ditch Remediation Alternative (497,900 square feet).
62	Appendix 3.4-1	Entire appendix	Appendix 3.4-1 (Draft Port Master Plan Amendment) was revised to reflect the Port's commitments in the Settlement Agreement, as well as the recent SDG&E land exchange.
63	Appendix 4.1-1	Entire appendix	Appendix 4.1-1 (City of Chula Vista General Plan Amendment) was revised to reflect the change in land use from the recent SDG&E land exchange.
64	Appendix 4.1-2	Entire appendix	Appendix 4.1-2 (City of Chula Vista Bayfront Local Coastal Plan Amendment, Land Use Plan) was revised to reflect the recent SDG&E land exchange.
65	Appendix 4.1-3	Entire appendix	Appendix 4.1-3 (City of Chula Vista Bayfront Local Coastal Plan Amendment, Bayfront Specific Plan) was revised to reflect the recent SDG&E land exchange.

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ATTACHMENT

*Errata Replacement Pages to the
Final EIR for the
Chula Vista Bayfront Master Plan*

CHAPTER 1

EXECUTIVE SUMMARY

Preface

This Final Environmental Impact Report (Final EIR) has been prepared to evaluate the potential environmental impacts that may result from implementation of the Chula Vista Bayfront Master Plan (Proposed Project). The Final EIR has been prepared in compliance with the California Environmental Quality Act (CEQA), Public Resources Code section 21000, *et seq.*, and its implementing guidelines (State CEQA Guidelines), California Code of Regulations, title 14, section 15000, *et seq.*

Pursuant to State CEQA Guidelines section 15132, this Final EIR consists of: the Draft Environmental Impact Report (DEIR) and its appendices, which were made available for public review and comment on September 29, 2006; the Revised Draft Environmental Impact Report (Revised DEIR) and its appendices, which were circulated and made available for public review and comment on May 23, 2008; and this Final EIR and its appendices, which include revisions to the Revised DEIR, the comments and recommendations received on the Revised DEIR, a list of persons, organizations and public agencies commenting on the Revised DEIR, the responses of the San Diego Unified Port District (Port) as the Lead Agency to significant environmental points raised in the review and consultation process, and other information added by the Port.

The Port has received numerous public comments and other information concerning the Proposed Project and its environmental review. Copies of the public comments on the Revised DEIR and the Port's responses to them are provided in *Volume 1* of this Final EIR. The Port and the City of Chula Vista (City) also engaged in continuing public outreach concerning the Proposed Project and its environmental review after the close of the public comment period on the Revised DEIR. A description of this public outreach and public participation is provided in *Section 2.1.1.3* of this Final EIR. The Port has prepared the Final EIR in a good faith effort to respond to the significant environmental points raised in the public comments and outreach efforts, to provide additional protection to the natural resources and environment in the project area above and beyond that required by CEQA and other applicable laws and regulations, and to address changes that have been made to various aspects of the Proposed Project.

In addition, a number of events have occurred since the Revised DEIR was made available for public review, which has resulted in changes to the Revised DEIR that are reflected in this Final EIR. These events include the following:

1. In November 2008, Gaylord Entertainment withdrew its proposal to develop a resort and convention center (RCC) on Parcel H-3 in the Harbor District. The specific RCC proposed by Gaylord was analyzed in the Revised DEIR at a project level. Although the Gaylord RCC is no longer part of the Proposed Project, Parcel

H-3 retains its designation for use as a RCC and the future development of an RCC on Parcel H-3 is analyzed in the Final EIR at a program level.

2. The Proposed Project includes a proposed land exchange between the Port and North C.V. Waterfront L.P. (Pacifica) which was analyzed in the Revised DEIR. On February 2, 2010, the Port entered into an Exchange Agreement with Pacifica, which provides for the transfer of approximately 97 acres of land in the Sweetwater District from Pacifica to the Port in exchange for the transfer of approximately 33 acres of land in the Harbor District from the Port to Pacifica. The specific parcels included in the exchange are depicted in *Figure 3-5* in *Chapter 3.0, Project Description* of this Final EIR. Pursuant to State CEQA Guidelines section 15004, the Exchange Agreement conditioned the future use of the exchange parcels on the Port's compliance with CEQA in this Final EIR. A copy of the Exchange Agreement is available for public review during normal business hours in the office of the Clerk of the San Diego Unified Port District, 1600 Pacific Highway, San Diego, California.
3. In response to comments received on the Revised DEIR, the Port and the City engaged in outreach efforts with Rohr, Inc., operating as Goodrich Aerostructures and a wholly owned subsidiary of The Goodrich Corporation (Goodrich), to address its concerns regarding the potential impacts of the Proposed Project on Goodrich's ongoing and future manufacturing operations and contamination remediation activities in and near the project area. As a result of these outreach efforts, which are described more fully in *Section 2.1.1.3(b)* of this Final EIR, the Port, the City and the City's Redevelopment Agency (RDA) entered into a Second Amendment to Relocation Agreement (Goodrich Agreement) with Goodrich on February 2, 2010, which addressed all of the concerns expressed by Goodrich to its satisfaction. A copy of the Goodrich Agreement is available for public review during normal business hours in the office of the Clerk of the San Diego Unified Port District, 1600 Pacific Highway, San Diego, California.
4. In response to comments received on the Revised DEIR, the Port and the City engaged in public outreach efforts with many interested persons and organizations, including representatives of the Bayfront Coalition and its member organizations, the Environmental Health Coalition, San Diego Coastkeeper, The Surfrider Foundation (San Diego Chapter), San Diego Audubon Society, Coastal Environmental Rights Foundation, Southwest Wetlands Interpretative Association, and Empower San Diego and the ~~Southwest Chula Vista Civic Association~~, to address their concern that the Proposed Project and its component parts would be implemented in a manner that provided community benefits and

preservation and protection of natural resources and the environment in the project area. ~~Although These outreach efforts resulted in a proposed written agreement between the Port, the City, the RDA and the Bayfront Coalition and its member organizations, the agreement had not been signed by the time this Final EIR was prepared. Nonetheless, which provides for incorporation into the Final EIR incorporates many of the additional design features and mitigation measures contained in the proposed agreement, such as a natural resources management plan, cooperative agreements with resource agencies for additional habitat management and protection, standards for public parks, and additional measures to reduce the effects of bird strikes, storm water and urban runoff, noise, lighting, boating impacts, hazardous waste removal, and energy conservation and efficiency. Although these additional project design features and mitigation measures are above and beyond those required by CEQA and other applicable laws and regulations, the Port has included them in the Final EIR and the Mitigation Monitoring and Reporting Program (MMRP) to ensure their implementation. The public outreach efforts and proposed agreement with the Bayfront Coalition and its member organizations are described more fully in *Section 2.1.1.3(a)* of this Final EIR.~~

5. The Revised DEIR discussed the L-Ditch on Parcel HP-5, located to the north and east of parcels H-13 and H-14, which is considered a wetland and is subject to Cleanup and Abatement Order No. 98-08 (CAO) issued by the Regional Water Quality Control Board, San Diego Region (RWQCB). The CAO is a separate regulatory action under the jurisdiction of the RWQCB which requires the cleanup and remediation of existing contamination in the L-Ditch. Because a work plan for cleanup and remediation of the existing contamination had not yet been developed by the Port or approved by the RWQCB, the Revised DEIR analyzed two potential scenarios for Parcel HP-5: the Proposed Project, which assumed no development would occur if the existing contamination were excavated and removed and the L-Ditch remained a wetland; and the Alternate L-Ditch Remediation Alternative, which assumed that development would occur if the existing contamination were remediated in place and the L-Ditch were filled and therefore no longer was considered a wetland. On March 2, 2010, the Port adopted Resolution No. 2010-033, which approved a work plan that proposes to fill the L-Ditch and remediate the existing contamination in place, as provided in the Alternate L-Ditch Remediation Alternative that was analyzed in *Section 5.7* of the Revised DEIR. The proposed work plan has been submitted to the RWQCB for its review and approval.

The Final EIR reflects the above events and responds to significant environmental points raised in the public and agency comments by making changes in the Revised DEIR. With the exception of this *Preface* and *Section 1.1* below, any changes in the text of the Revised EIR are shown in *Volume 2* of this Final EIR in a “strike-out and underline” manner, such that information that has been deleted from the text of the Revised DEIR is shown in ~~strike-out~~ form; and information that has been added to the text of the Revised DEIR is shown in underline form.

This *Chapter 1.0, Executive Summary* of the Final EIR provides a brief synopsis of the project description, alternatives considered, and a summary of the potential environmental impacts of the Proposed Project. It does not contain the extensive background and substantive analysis provided in *Chapter 2.0, Introduction*; *Chapter 3.0, Project Description*; *Chapter 4.0, Environmental Analysis*; *Chapter 5.0, Alternatives*, *Chapter 6.0, Cumulative Impacts*; and *Chapter 7.0, Other Required Considerations* of this Final EIR. Therefore, the reader is encouraged to review the entire Final EIR to fully understand the Proposed Project and its environmental consequences. The Port welcomes your participation in the process and invites you to attend the public hearing of the Board of Port Commissioners, at which certification of this Final EIR and approval of the Proposed Project will be considered.

1.1 Introduction to the Final Environmental Impact Report (EIR) for the Chula Vista Bayfront Master Plan

This Final Environmental Impact Report (EIR) has been prepared to evaluate the potential environmental impacts that may result from implementation of the Chula Vista Bayfront Master Plan (CVBMP) Proposed Project. This EIR revises, updates, and expands the Draft EIR for the Proposed Project, which previously was circulated for a 60-day public review period from September 29, 2006, to November 27, 2006. In response to multiple requests for additional review time, the public review period was extended an additional 45 days to January 11, 2007, bringing the total public review period to 105 days. Since that time, the San Diego Unified Port District (Port) has received numerous public comments and substantial additional information concerning the Proposed Project and its environmental review. The Port has prepared this Final EIR in a good faith effort to respond to the public comments, to provide additional information concerning the design of specific development projects, and to address changes that have been made to various aspects of the Proposed Project.

The Chula Vista Bayfront is located on the southeastern edge of San Diego Bay in the City of Chula Vista. In 2002, the San Diego Unified Port District (Port) and the City of Chula Vista (City) joined together to create a master plan for the approximately 556-acre Bayfront and reconfigure its 497 acres of land and 59 acres of water uses, connecting them in a way that would promote public access to and engagement with the water while enhancing the quality and protection of key habitat areas, with the ultimate goal of creating a world-class bayfront through strong planning and design, economic feasibility, and community outreach.

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
	<p>Planning and Building for the City:</p> <ul style="list-style-type: none"> • Use of low-NOx emission water heaters • Installation of energy efficient and automated air conditioners when air conditioners are provided • Energy efficient parking area lights • Exterior windows shall be doublepaned. <p><u>Although these measures would reduce air quality impacts of the Proposed Project, they would not bring area and operations emissions to a level below the standard established by the SCAQMD and used in this document by the City and Port. Therefore, air quality impacts remain significant and unmitigated.</u></p>	
<p>Significant Impact 4.6-6: Construction of Phases II through IV would have the potential to affect additional sensitive receptors located on site once previous phases are complete. Because construction emissions during these phases would exceed the significance thresholds for ROG, NOx, CO, PM₁₀, and PM_{2.5}, impacts to sensitive receptors during construction of subsequent phases would be significant, albeit temporary. At the program level for the Proposed Project, impacts to sensitive receptors during construction of Phases II, III, and IV would be a significant impact.</p>	<p>Same as Mitigation Measure 4.6-1 above.</p> <p>See Mitigation Measure 4.6-1 in Section 4.6, Air Quality for a list of Best Available Control Measures for Specific Construction Activities.</p>	Significant and unmitigated
<p>Significant Impact 4.6-7: Program level components of the Proposed Project have not reached the design stage that enables the development of PDFs. As such no Specific PDFs have not been assigned to Phase II through Phase IV components of the Master Plan (other than the Pacifica Residential and Retail Development). The Program Master Plan developments will be required as conditions of approval to adopt GHG emission reduction measures similar to those adopted by the Gaylord Resort and Conference Center and the Pacifica Residential and Retail Development. New, more effective</p>	<p>Mitigation Measure 4.6-6</p> <p>Port/City:</p> <p>Development of Program Level components of the Chula Vista Bayfront Master Plan (Phases II through IV) shall implement measures to reduce GHG emissions. Specific measures related to energy efficiency, renewable energy, water conservation and efficiency, solid waste measures, and transportation and motor vehicles are outlined in Mitigation Measure 4.6-6 in <i>Section 4.6, Air Quality</i> of this report.</p> <p>See Mitigation Measure 4.6-6 in Section 4.6, Air Quality, for a list of measures to reduce GHG emissions.</p>	Less than significant

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
design features may become available prior to the initiation of the program phases, and would be required of the project and would be identified in subsequent environmental analyses.		
4.7: Noise		
Significant Impact 4.7-1: Noise from project construction on the Pacifica project site would be expected to exceed the wildlife noise threshold of 60 dB(A) Leq during the breeding season at habitat in the J Street Marsh, which could have an adverse affect on nesting birds within the marsh. This would be considered a significant impact.	Mitigation Measure 4.7-1 City: Construction-related noise shall be limited adjacent to the J Street Marsh during the typical breeding season of January 15 to August 31. Construction activity adjacent to these sensitive areas must not exceed 60 dB(A) Leq at any active nest within the marsh. Prior to issuance of a building permit, the project developer shall prepare and submit to the City for review and approval an acoustical analysis and nesting bird survey to demonstrate that the 60 dB(A) Leq noise level is maintained at the location of any active nest within the marsh. If the noise threshold is anticipated to be exceeded at the nest location, the project developer shall construct noise barriers or implement other noise control measures to ensure that construction noise levels do not exceed the threshold.	Less than significant
Significant Impact 4.7-2: Future noise levels at the outdoor usable areas for the Pacifica development could exceed 65 dB(A), resulting in a potentially significant impact.	Mitigation Measure 4.7-2 City: Prior to the approval of Design Review for the Pacifica project, the applicant shall submit a site plan for the project demonstrating to the satisfaction of the Director of Planning and Building of the City that outdoor use areas are not exposed to noise levels in excess of 65 dB(A) CNEL. Applicants shall submit project plans demonstrating that outdoor usable residential areas conform to the standards set by the City of Chula Vista General Plan. City: Prior to issuance of building permits, the developer shall install noise barriers that would reduce sound levels to 65 dB(A) CNEL or below at outdoor usable areas on the Pacifica site. To preserve a view, glass or Plexiglas with a minimum density of 3.5 pounds per square foot may be substituted for other construction materials. The barrier locations, heights, and lengths for the Pacifica development, as summarized in <i>Table 4.7-15</i> and illustrated on <i>Figure 4.7-10</i> of <i>Section 4.7, Noise</i> would achieve these necessary reductions.	Less than significant

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
	<p>necessary, lighting of all developed areas adjacent to the habitat buffers, Preserve Areas, habitats, or open water shall provide adequate shielding with non-invasive plant materials (preferably native), berming, and/or other methods to protect the habitat buffers, Preserve Areas, habitats, or open water and sensitive species from night lighting. The light structure themselves shall have shielding (and incorporate anti-raptor perching criteria); but the placement of the light structures shall also provide shielding from wildlife habitats and shall be placed in such a way as to minimize the amount of light reaching adjacent habitat buffers, Preserve Areas, habitats, or open water. This includes street lights, pedestrian and bicycle path lighting, and any recreational lighting.</p> <ul style="list-style-type: none"> • All exterior lighting immediately adjacent to habitat buffers, Preserve Areas, habitats, or open water shall be low-pressure sodium lighting or other approved equivalent. • No sports field lights shall be planned on the recreation fields near the J Street Marsh or the Sweetwater Marsh. • <u>All roadways will be designed, and where necessary edges bermed, to ensure automobile light penetration in the Wildlife Habitat Areas, as defined in Mitigation Measure 4.8-7, will be minimized, subject to applicable City and Port roadway design standards.</u> • <u>Explicit lighting requirements to minimize impacts to Wildlife Habitat Areas will be devised and implemented for all Bayfront uses including commercial, residential, municipal, streets, recreational, and parking lots. Beacon and exterior flood lights are prohibited where they would impact a Wildlife Habitat Area and use of this lighting should be minimized throughout the project. All street and walkway lighting should be shielded to minimize sky glow.</u> • <u>To the maximum extent feasible, all external lighting will be designed to minimize any impact to Wildlife Habitat Areas, and operations and maintenance conditions and procedures will be devised to ensure appropriate long-term education and control. To the maximum extent feasible, ambient light impacts to the Sweetwater or J Street Marshes will be minimized.</u> • <u>In Sweetwater and Otay District parks, lighting will be limited to that which is necessary for security purposes. Security lighting will be strictly limited to that required by applicable law enforcement requirements. All lighting proposed for the Sweetwater and Otay District parks and the shoreline promenade will be placed only where needed for human safety. Lights will be placed on low-standing bollards, shielded, and flat bottomed,</u> 	

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
	<p><u>so the illumination is directed downward onto the walkway and does not scatter. Lighting that emits only a low-range yellow light will be used since yellow monochromatic light is not perceived as natural light by wildlife and minimized eco-disruptions. No night lighting for active sports facilities will be allowed.</u></p> <ul style="list-style-type: none"> • <u>Sweetwater and Otay District parks will open and close in accordance with Port park regulations.</u> • <u>Laser light shows will be prohibited.</u> • <u>Construction lighting will be controlled to minimize Wildlife Habitat Area impacts.</u> <p>E. Noise.</p> <p>Construction Noise. Mitigation Measure 4.8-6, and the measures outlined in <i>Section 4.7, Noise</i>, shall be implemented in order to reduce potential indirect construction-noise impacts to sensitive species within the F & G Street Marsh, and <u>the J Street Marsh</u>. In order to further reduce construction noise, equipment staging areas shall be centered away from the edges of the project, and construction equipment shall be maintained regularly and muffled appropriately. <u>In addition, construction noise will must be controlled to minimize impacts to Wildlife Habitat Areas.</u></p> <p>Operational Noise. Noise levels from loading and unloading areas, rooftop heating, ventilation, and air conditioning facilities, and other noise-generating operational equipment shall not exceed 60 dBA Leq. at the boundaries of the F & G Street Marsh, and the J Street Marsh during the typical breeding season of January 15 to August 31.</p> <p>Fireworks. <u>A maximum of three (3) fireworks events can be held per year, all outside of Least Tern nesting season except 4th of July, which may be allowed if in full regulatory compliance and if the nesting colonies are monitored during the event and any impacts reported to the Wildlife Advisory Committee so they can be addressed. All shows must comply with all applicable water quality and species protection regulations. All shows must be consistent with policies, goals, and objectives in the Natural Resource Management Plan (NRMP), described in Mitigation Measure 4.8-7.</u></p> <p>F. Invasives. All exterior landscaping plans shall be submitted to the Port or City, as appropriate, for review and approval to ensure that no plants listed on the California Invasive Plan Council (Cal-IPC) List of Exotic Pest Plants of Greatest Ecological Concern in California (<u>Appendix 4.8-7 of this Final EIR</u>), the California Invasive Plant Inventory Database, or the list included in <u>Appendix N of the City's MSCP Subarea Plan, or any related updates shall be</u></p>	

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
	<p>planted throughout the plan-Proposed Project area. Any such invasive plant species that establishes itself within the Proposed Project area will be removed immediately to the maximum extent feasible and in a manner adequate to prevent further distribution into Wildlife Habitat Areas during project construction and operation. The Cal-IPC list is contained in <i>Appendix 4.8-11</i> of this report.</p> <p>The following landscape guidelines will apply to the Proposed Project area:</p> <ul style="list-style-type: none"> • Only designated native plants will be used in No Touch Buffer Areas, habitat restoration areas, or in the limited and transitional zones of Parcel SP-1 adjacent to Wildlife Habitat Areas. • Non-native plants will be prohibited adjacent to Wildlife Habitat Areas and will be strongly discouraged and minimized elsewhere where they will provide breeding of undesired scavengers. • Landscaping plans will be prohibited adjacent to Wildlife Habitat Areas and will be strongly discouraged and minimized elsewhere where they will provide breeding of undesired scavengers. • No trees will be planted in the No Touch Buffer Areas or directly adjacent to a National Wildlife Refuge, J Street Marsh, or SP-2 areas where there is no Buffer Area. <p>G. Toxic Substances and Drainage. Implementation of general water quality measures outlined in Mitigation Measures 4.5-2 through 4.5-4 identified in <i>Section 4.5, Hydrology/Water Quality</i>, would reduce impacts associated with the release of toxins, chemicals, petroleum products, and other elements that might degrade or harm the natural environment to below a level that is significant, and would provide benefits to wetland habitats. As a reference, these mitigation measures are repeated below and apply to the Port and City:</p> <ul style="list-style-type: none"> • If contaminated groundwater is encountered, the project developer shall treat and/or dispose of the contaminated groundwater (at the developer's expense) in accordance with NPDES permitting requirements, which includes obtaining a permit from the Industrial Wastewater Control Program to the satisfaction of the RWQCB. The project developer(s) shall demonstrate satisfaction of all permit requirements prior to issuance of a grading permit. • Prior to the discharge of contaminated groundwater for all construction activities, should flammables, corrosives, hazardous wastes, poisonous substances, greases and oils, and other pollutants exist on site, a pre-treatment system shall be installed to pre-treat the water 	

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
	<p>to the satisfaction of the RWQCB before it can be discharged into the sewer system.</p> <ul style="list-style-type: none"> • Prior to the issuance of a grading, excavation, dredge/fill, or building permit for any parcel, the applicant shall submit a Spill Prevention/Contingency Plan for approval by the Port or City as appropriate. The plan shall: <ul style="list-style-type: none"> ○ Ensure that hazardous or potentially hazardous materials (e.g., cement, lubricants, solvents, fuels, other refined petroleum hydrocarbon products, wash water, raw sewage) that are used or generated during the construction and operation of any project as part of the Proposed Project shall be handled, stored, used, and disposed of in accordance with NPDES permitting requirements and applicable federal, state, and local policies; ○ Include material safety data sheets; ○ Require 40 hours of worker training and education as required by the Occupational Safety and Health Administration; ○ Minimize the volume of hazardous or potentially hazardous materials stored at the site at any one time; ○ Provide secured storage areas for compatible materials, with adequate spill containment; ○ Maintain all required records, manifest and other tracking information in an up-to-date and accessible form or location for review by the Port or City; and ○ D Shall demonstrate compliance with all local, state, and federal regulations regarding hazardous materials and emergency response. • Prior to issuance of a permit by USACE for dredge and/or fill operations in the Bay or Chula Vista Harbor, the applicant shall conduct a focused sediment investigation and submit it to USACE, EPA, and RWQCB for review and approval. The applicant shall then determine the amount of bay sediment that requires remediation and develop a specific work plan to remediate bay sediments in accordance with permitting requirements of the RWQCB. The work plan shall include but not be limited to: dredging the sediment, analyzing the nature and extent of any contamination, and allowing it to drain. Pending the outcome of the analytical results, the RWQCB and the Port shall prescribe the appropriate method for disposition of any contaminated sediment. • Prior to issuance of a grading permit for marina redevelopment on <u>Parcels</u> HW-1 and HW-4, the developer shall submit a work plan for approval by the RWQCB and Port/City that requires the implementation of BMPs, including the use of silt 	

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
	<p>curtains during in-water construction to minimize sediment disturbances and confine potentially contaminated sediment if contaminated sediment exists. If a silt curtain should be necessary, the silt curtain shall be anchored along the ocean floor with weights (i.e., a chain) and anchored to the top with a floating chain of buoys. The curtain shall wrap around the area of disturbance to prevent turbidity for traveling outside the immediate project area. Once the impacted region resettles the curtains shall be removed. If the sediment would be suitable for ocean disposal, no silt curtain shall be required. However, if contaminants are actually present, the applicant would be required to provide to the RWQCB and Port/City an evaluation showing that the sediment would be suitable for ocean disposal.</p> <p><u>In addition, the following measures will apply:</u></p> <ul style="list-style-type: none"> • <u>Vegetation-based storm water treatment facilities, such as natural berms, swales, and detention areas are appropriate uses for Buffer Areas so long as they are designed using native plant species and serve dual functions as habitat areas. Provisions for access for non-destructive maintenance and removal of litter and excess sediment will be integrated into these facilities. In areas that provide for the natural treatment of runoff, cattails, bulrush, mulefat, willow, and the like are permissible.</u> • <u>Storm water and non-point source urban runoff into Wildlife Habitat Areas must be monitored and managed so as to prevent unwanted ecotype conversion or weed invasion. A plan to address the occurrence of any erosion or type conversion will be developed and implemented, if necessary. Monitoring will include an assessment of stream bed scouring and habitat degradation, sediment accumulation, shoreline erosion and stream bed widening, loss of aquatic species, and decreased base flow.</u> • <u>The use of persistent pesticides or fertilizers in landscaping that drains into Wildlife Habitat Areas is prohibited. Integrated Pest Management must be used in all outdoor, public, buffer, habitat, and park areas.</u> • <u>Fine Trash filters (as approved by the agency having jurisdiction over the storm drain) are required for all storm drain pipes that discharge toward Wildlife Habitat Areas.</u> <p>H. Public Access. In addition to site-specific measures designed to prevent or minimize the impact to adjacent open space preserve areas from humans and domestic animals, the following would prevent or minimize the impact to adjacent open space preserve areas from humans and domestic animals.</p>	

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
	<p>Buffers: All buffers shall be established and maintained by the Port/City. Appropriate signage will be provided at the boundary and within the buffer area to restrict public access. Within the western 200-foot width of <u>Parcel SP-1</u>, a portion of the buffer areas would be re-contoured and restored to provide habitat consistent with the native vegetation communities in the adjacent open space preserve areas and to provide mitigation opportunities for project impacts. <u>Appendix 4.8-8+2</u> provides more specific detail of the mitigation opportunities available within the buffer area included within the Proposed Project. <u>Table 4.8-5</u> provides a breakdown of the available maximum mitigation acreage that is available within the buffer. <u>Figure 4.8-23</u> depicts the conceptual mitigation opportunities within the Sweetwater District. <u>Figures 4.8-24 and 4.8-25</u> display the cross section of the buffer zones in the Sweetwater District indicated on the conceptual illustration. <u>Figure 4.8-26</u> depicts the conceptual mitigation opportunities within the Otay District. The proposed restoration includes creating and restoring coastal salt marsh and creating riparian scrub vegetation communities. In addition, the coastal brackish marsh, disturbed riparian habitat, and wetland would be enhanced.</p> <p><u>The first 200 feet of buffer areas adjacent to sensitive habitats, or full width in the case of reduced buffer areas, will be maintained as a “no touch” buffer and will not contain any trails or overlooks. Fencing, consisting of a 6-foot-high vinyl-coated chain link fence will be installed within the buffer area to prevent unauthorized access. Fencing in Parcel SP-1 will be installed prior to occupancy of the first buildings constructed in Phase I. District enforcement personnel will patrol these areas and be trained in the importance of preventing human and domestic animal encroachment in these areas. In addition, signs will be installed adjacent to these sensitive areas that provide contact information for the Harbor Police to report trespassing within the sensitive areas.</u></p> <p>Impacts to disturbed coastal sage scrub would be mitigated by the restoration of a coastal sage scrub/native grassland habitat also within this buffer. There is the potential to provide a maximum of 20.71 acres of mitigation credit for impacts to wetland habitats and 22.21 acres for impacts to upland habitats. This would exceed the required mitigation needed for impacts within the Port’s and City’s jurisdiction.</p> <p>A detailed coastal sage scrub (CSS) and maritime succulent scrub (MSS) restoration plan that describes the vegetation to be planted shall be prepared by a Port- or City-approved biologist and approved by the Port or City, as appropriate. The City or Port shall develop guidelines for restoration in consultation with USFWS and CDFG.</p>	

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
	<p>The restoration plan shall detail the site selection process; shall propose site preparation techniques, planting palettes, implementation procedures, and monitoring and maintenance practices; and shall establish success criteria for each mitigation site. Typical success criteria may include percent canopy cover, percent of plant survival, and percent of native/non-native canopy cover. A minimum 5-year maintenance and monitoring period would be implemented following installation to ensure each area is successful. The restoration plan shall address monitoring requirements and specify when annual reports are to be prepared and what they shall entail. Qualitative and quantitative assessments of the site conditions are expected. If the mitigation standards have not been met in a particular year, contingency measures shall be identified in the annual report and remediation will occur within 3 months from the date the report is submitted.</p> <p>The project developer(s) shall be responsible for implementing the proposed mitigation measures and ensuring that the success criteria are met and approved by the City or Port, as appropriate, and other regulatory agencies, as may be required.</p> <p><u>Strategic Fencing:</u></p> <p><u>Temporary Fencing.</u> Prior to issuance of any clearing and grubbing or grading permits, temporary orange fencing shall be installed around sensitive biological resources on the project site that will not be impacted by the Proposed Project. Silt fencing shall also be installed along the edge of the SDBNWR during grading within the western portion of the ecological buffer. In addition, the applicant must retain a qualified biologist to monitor the installation and ongoing maintenance of this temporary fencing adjacent to all sensitive habitat. This fencing shall be shown on both grading and landscape plans, and installation and maintenance of the fencing shall be verified by the Port's or City's Mitigation Monitor, as appropriate.</p> <p><u>Permanent Fencing.</u> Prior to approval of landscape plans, a conceptual site plan or fencing plan shall be submitted to the Port or City, as appropriate, for review and approval to ensure areas designated as sensitive habitat are not impacted. Fencing shall be provided within the buffer area only, and not in sensitive habitat areas.</p> <p><u>Domestic Animals.</u> In all areas of the Chula Vista Bayfront, especially on the foot path adjacent to the marsh on the Sweetwater District property, mandatory leash laws shall be enforced. Appropriate signage shall be posted indicating human and domestic animal access is prohibited within the designated Preserve areas.</p> <p><u>Trash.</u> Illegal dumping and littering shall be prohibited within the Preserve areas.</p>	

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
	<p>Throughout the Proposed Project site, easily accessible trash cans and recycling bins shall be placed along all walking and bike paths, and shop walkways. These trash cans shall be "animal-proof" and have self-closing lids, to discourage scavenger animals from foraging in the cans. The trash cans shall be emptied daily or more often if required during high use periods. Buildings and stores shall have large dumpsters in a courtyard or carport that is bermed and enclosed. This ensures that, if stray trash falls to the ground during collection, it does not blow into the Bay or marshes.</p> <p><u>Training.</u> Pursuant to permitting requirements of the Resource Agencies, pre-construction meetings will take place with all personnel involved with the project, to include training about the sensitive resources in the area.</p> <p><u>I. Boating Impacts. All boating, human and pet intrusion must be kept away from F & G Street channel mouth and marsh.</u></p> <ul style="list-style-type: none"> • <u>Water areas must be managed with enforceable boating restrictions.</u> The Port will exercise diligent and good faith efforts to enter into a cooperative agreement with the Resource Agencies and Coast Guard to ensure monitoring and enforcement of no-boating zones and speed limit restrictions to prevent wildlife disturbances. • <u>No boating will be allowed in vicinity of the J Street Marsh or east of the navigation channel in the Sweetwater District during the fall and spring migration and during the winter season when flocks of bird are present.</u> • <u>All rentals of jet-skis and other motorized personal watercraft (PWCs), as defined in Harbors and Navigations Code Section 651(s) will be prohibited in the Proposed Project area.</u> • <u>Use of PWCs will be prohibited in Wildlife Habitat Areas, subject to applicable law.</u> • <u>A five (5) mile-per-hour speed limit will be enforced in areas other than the navigation channels.</u> • <u>Nothing in this mitigation measure shall preclude bona fide research, law enforcement, or emergency activities.</u> 	

Impact	Mitigation	Significance After Mitigation
<p>Significant Impact 4.8-7: The Proposed Project would result in potential indirect impacts on preserve areas adjacent to the project site from lighting, noise, invasives, toxic substances and public access. These impacts would be significant.</p>	<p>See Mitigation Measure 4.8-6 above.</p>	<p>Less than significant</p>
<p>There was no significant impact identified; however, this measure provides further mitigation to reduce impacts to biological resources.</p>	<p>Mitigation Measure 4.8-7</p> <p>Mitigation Measure 4.8-7 is intended to provide additional measures to reduce further the indirect impacts to biological resources already addressed in and reduced to below a level of significance by Mitigation Measure 4.8-6. This additional measure provides for the creation, implementation, funding, and enforcement of a Natural Resources Management Plan (“NRMP”) and good faith efforts to enter into a cooperative management agreement with the USFWS or other appropriate agency or organization, restoration priorities, the creation of a South Bay Wildlife Advisory Group, and education, as follows:</p> <p>A. Natural Resources Management Plan: In recognition of the sensitivity of the natural resources and the importance of protection, restoration, management and enforcement in protecting those resources, the Port, City and RDA will cause to be prepared an NRMP to be prepared in accordance with the mitigation measure. The NRMP will be designed to achieve the Management Objectives (defined below) for the Wildlife Habitat Areas (defined below). The NRMP will be an adaptive management plan, reviewed and amended as necessary by the Port and City in compliance with the process described in Section 4.8-7D of this measure.</p> <p>a. “Wildlife Habitat Areas” are defined as:</p> <ol style="list-style-type: none"> All National Wildlife refuge lands, currently designated and designated in the future, in the South San Diego Bay and Sweetwater Marsh National Wildlife Refuge Units. National Wildlife Refuge lands are included in the definition of Wildlife Habitat Areas for the sole purpose of addressing adjacency impacts and not for the purpose of imposing affirmative resource management obligations with respect to the areas within the National Wildlife Refuge lands. All Port designated lands and open water areas in the Conservation Land Use Designations of Wetlands, Estuary, and Habitat Replacement as depicted in the Draft Precise Plan for Planning District 7. Parcels 1g and 2a from the City’s Bayfront Specific Plan. The Wildlife Habitat Areas are depicted on Exhibit 1 to the MMRP. No Touch Buffer areas are as depicted on Exhibit 2 to the MMRP. 	<p>Less than significant</p>

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
	<p>b. <u>NRMP Management Objectives for Wildlife Habitat Areas: Taking into consideration the potential changes in functionality of Wildlife Habitat Areas due to rising sea levels, the NRMP will promote, at a minimum, the following objectives ("Management Objectives") for the Wildlife Habitat Areas:</u></p> <ul style="list-style-type: none"> i. <u>Long term protection, conservation, monitoring, and enhancement of:</u> <ul style="list-style-type: none"> 1. <u>Wetland habitat, with regard to gross acreage as well as ecosystem structure, function and value.</u> 2. <u>Coastal sage and coastal strand vegetation.</u> 3. <u>Upland natural resources for their inherent ecological values, as well as their roles as buffers to more sensitive adjacent wetlands. Upland areas in the Sweetwater and Otay Districts will be adaptively managed to provide additional habitat or protection to create appropriate transitional habitat during periods of high tide, taking into account future sea level rise.</u> ii. <u>Preservation of the biological function of all Bayfront habitats serving as avifauna for breeding, wintering, and migratory rest stop uses.</u> iii. <u>Protection of nesting, foraging, and rafting wildlife from disturbance.</u> iv. <u>Avoidance of actions within the Proposed Project area that would adversely impact or degrade water quality in San Diego Bay or watershed areas or impair efforts of other entities for protection of the watershed.</u> v. <u>Maintenance and improvement of water quality where possible and coordination with other entities charged with watershed protection activities.</u> <p>c. <u>Implementation of NRMP Management Objectives: NRMP will include a plan for achieving Management Objectives as they related to the Buffer Areas and Wildlife Habitat Areas ("WHA's") and the Proposed Project area, which will:</u></p> <ul style="list-style-type: none"> i. <u>Ensure the Port, City and RDA are not required to expend funds for NRMP implementation until project-related revenues are identified and impacts initiated.</u> ii. <u>Require coordination with the Resource Agencies of the Port's City's and Resource Agencies' respective obligations with respect to the Buffer Areas and Wildlife Habitat Areas.</u> iii. <u>Designate "No Touch" Buffer Areas as that term is defined and described in this Final EIR. Such areas will contain contiguous fencing designed specifically to</u> 	

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
	<p><u>limit the movement of domesticated, feral, and nuisance predators (e.g. dogs, cats, skunks, opossums and other small terrestrial animals [collectively, "Predators"]) and humans between developed park and No Touch Buffer Areas and Wildlife Habitat Areas. The fence will be at a minimum 6-foot high, black vinyl chain link fence or other suitable barrier (built to the specifications described in this Final EIR). Fence design may include appropriate locked access points for maintenance and other necessary functions. Installation of the fence will include land contouring to minimize visual impacts of the fence. The installation of such fencing in the Sweetwater and Harbor Districts must be completed prior to the issuance of Certificates of Occupancy for development projects on either Parcel H-3 or H-23 and in conjunction with the development or road improvements in the Sweetwater District., with the exception of Parcel S-4 which will retain the existing fencing until that parcel is redeveloped and the fencing of the No Touch Buffer installed.</u></p> <p>iv. <u>Prohibit active recreation, construction of any road (whether paved or not), within No Touch Buffer Areas, Limited Use Buffer Areas, and Transition Buffer Areas as that term is defined and described in this Final EIR, with the exception of existing or necessary access points for required maintenance.</u></p> <p>v. <u>Result in the fencing of No Touch Buffer Areas including, without limitation, fencing necessary to protect the Sweetwater Marsh and the Sweetwater parcel tidal flats, the J Street Marsh next to the San Diego Bay Refuge and the north side of Parcel H-3.</u></p> <p>vi. <u>Include additional controls and strategies restricting movement of humans and Predators into sensitive areas beyond the boundaries of the designated Buffer Areas, as necessary.</u></p> <p>vii. <u>Require the Recreational Vehicle Park to install fencing or other barriers sufficient to prevent passage of Predators and humans into sensitive adjacent habitat.</u></p> <p>viii. <u>Require all dogs to be leashed in all areas of the Proposed Project at all times except in any designated and controlled off-leash areas.</u></p> <p>ix. <u>Impose and enforce restrictions on all residential development to keep cats and dogs indoors or on leashes at all times.</u> Residential developments will be required to provide education to owners and/or renters regarding the rules and</p>	

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
	<p><u>restrictions regarding the keeping of pets.</u></p> <p><u>d. Walkway and Path Design: Detail conditions and controls applicable to the walkways, paths, and overlooks near Wildlife Habitat Areas and outside of the No Touch Buffer Areas in accordance with the following:</u></p> <ul style="list-style-type: none"> <u>i. Alignment, design, and general construction plans of walkways and overlooks will be developed to minimize potential impacts to Wildlife Habitat Areas.</u> <u>ii. Path routes will be sited with appropriate setbacks from Wildlife Habitat Areas.</u> <u>iii. Paths running parallel to shore or marsh areas that will cause or contribute to bird flushing will be minimized throughout the Proposed Project.</u> <u>iv. Walkways and overlooks will be designed to minimize and eliminate, where possible, perching opportunities for raptors and shelter for skunks, opossums or other Predators.</u> <u>v. Walkways and overlooks that approach sensitive areas will must be blinded, raised, or otherwise screened so that birds are not flushed or frightened. In general, walkway and overlook designs will minimize visual impacts on the Wildlife Habitat Areas of people on the walkways.</u> <p><u>e. Predator Management: The NRMP will include provisions designed to manage Predator impacts on Wildlife Habitat Areas which will include and comply with the following:</u></p> <ul style="list-style-type: none"> <u>i. Year-round Predator management will be implemented for the life of the Proposed Project with clearly delineated roles and responsibilities for the Port, City and Resources Agencies. The primary objective of such provisions will be to adequately protect terns, rails, plovers, shorebirds, over-wintering species, and other species of high management priority as determined by the Resource Agencies.</u> <u>ii. Predator management will include regular foot patrols and utilize tracking techniques to find and remove domestic or feral animals.</u> <u>iii. Address Predator attraction and trash management for all areas of the Proposed Project by identifying clear management measures and restrictions. Examples of the foregoing include design of trash containers, including those in park areas and commercial dumpsters, to be covered and self-closing at all times, design of containment systems to prevent access by sea gulls, rats, crows, pigeons, skunks, opossums, raccoons, and similar animals and adequate and frequent servicing of</u> 	

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
	<p><u>trash receptacles.</u></p> <p>iv. <u>All buildings, signage, walkways, overlooks, light standards, roofs, balconies, ledges, and other structures that could provide line of sight views of Wildlife Habitat Areas will be designed in a manner to discourage their use as raptor perches or nests.</u></p> <p>f. <u>Miscellaneous Additional Requirements of the NRMP: In addition to the standards described above, the NRMP will include:</u></p> <p>i. <u>All elements which address natural resource protection in the MMRP including but not limited to those which assign responsibility and timing for implementing mitigation measures consistent with the City's MSCP Subarea Plan;</u></p> <p>ii. <u>Pertinent sections of the MSCP Subarea Plan;</u></p> <p>iii. <u>References to existing Port policies and practices, such as Predator management programs and daily trash collections with public areas and increase service during special events.</u></p> <p>iv. <u>Establishment of design guidelines to address adjacency impacts, such as storm water, landscape design, light and noise and objectives ad discussed below;</u></p> <p>v. <u>Establishment of baseline conditions and management objectives; and</u></p> <p>vi. <u>Habitat enhancement objectives and priorities.</u></p> <p>g. <u>Creation, Periodic Review, and Amendment of the NRMP: The NRMP will be a natural resource adaptive management and monitoring plan initially prepared in consultation with the Wildlife Advisory Group, and reviewed and amended in further consultation with the Wildlife Advisory Group one year following adoption of the NRMP and annually thereafter for the first five (5) years after adoption, after which it will be reviewed and amended as necessary every other year for the first 6 years, then once every 5 years thereafter. If the RCC is not pursued in the first five (5) years after certification of the FEIR, this schedule will be amended to ensure that NRMP is evaluated every year for five years after the development of the RCC. The periodic review of the NRMP described in the preceding sentences is hereinafter called "Periodic Review." A material revision of the NRMP is hereinafter called an "NRMP Amendment". However, nothing in this schedule will be interpreted to preclude a speedy response or revision to the NRMP if necessary to abate an emergency condition or to accommodate relevant new information or</u></p>	

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
	<p><u>necessary management practices consistent with the NRMP management objectives. Preparation of the NRMP will begin within six months of the filing of the Notice of Determination for the Final EIR by the Port and will be completed prior to the earlier of: (a) Development Commencement; (b) issuance of a Certificate of Occupancy for the residential development; or (c) three years. The adaptive management components of the NRMP Periodic Review will address, among other things, monitoring of impacts of development as it occurs and monitoring the efficacy of water quality improvement projects (if applicable) and management and restoration actions needed for resource protection, resource threats, and management (i.e., sea-level rise, trash, window bird strikes, lighting impacts, bird flushing, water quality, fireworks, human-wildlife interface, education and interpretation programs, public access, involvement, and use plan, management of the human-wildlife interface, wildlife issues related to facilities, trails, roads, overlooks planning, and watershed coordination), and other issues affecting achievement of NRMP Management Objectives.</u></p> <p><u>i. The Port and City will cause the preparation, consideration negotiation and approval of the NRMP including, staff and administrative oversight and engagement of such consultants as are reasonable and necessary for their completion, approval and amendment in accordance with this mitigation measure.</u></p> <p><u>ii. The Port and City will each provide a written notice of adoption to the Wildlife Advisory Group upon their respective approval of the NRMP.</u></p>	

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
	<p>h. <u>DISPUTE RESOLUTION FOR PLAN CREATION AND AMENDMENT. The NRMP and any material amendments to the NRMP will require submission, review, and approval by the CCC after final adoption by the Port and City. Nonetheless, the participants would benefit if the NRMP is developed through a meaningful stakeholder process providing for the resolution of as many disagreements as possible prior to NRMP submission to the CCC. This section provides a process by which the Coalition can participate in the creation and amendment of the NRMP.</u></p> <p>i. <u>PLAN CREATION AND AMENDMENT. Where this mitigation measure contemplates the creation of the NRMP following the Effective Date or an NRMP Amendment, this section will provide a non-exclusive mechanism for resolution of disputes concerning the content of the NRMP and such NRMP Amendments. The standard of review and burden of proof for any disputes arising hereunder shall be the same as those under the California Environmental Quality Act.</u></p> <p><u>1. PLAN CREATION AND AMENDMENT INFORMAL NEGOTIATIONS. Any dispute that arises with respect to the creation or amendment of the NRMP will in the first instance be the subject of informal negotiations between the parties to the dispute. A dispute will be considered to have arisen when one (1) party (the "Disputing Party") sends the other party a written Notice of Dispute. During the informal negotiations, the Disputing Party will identify in writing and with specificity the issue, standard, or proposed requirement which is the subject of the dispute (the "Notice of Dispute"). The period for informal negotiations will not exceed thirty (30) days from the date the Notice of Dispute is received.</u></p> <p><u>2. PLAN CREATION AND AMENDMENT FORMAL DISPUTE RESOLUTION, PHASE I. In the event the Parties cannot resolve a dispute by informal negotiations, the Disputing Party may invoke formal dispute resolution procedures by providing the other parties a written statement of position on the matter in dispute, including, but not limited to, any facts, data, analysis or opinion supporting that position and any supporting documentation relied</u></p>	

TABLE 1-9 (Cont.)

	<p>upon by the Disputing Party (the “Position Statement”). The Position Statement must be transmitted (via electronic mail or verifiable post) within thirty (30) days of the end of informal negotiations, and will be provided to the other parties and to each member of the Wildlife Advisory Group. If informal negotiations are unsuccessful, and the Disputing Party does not invoke formal dispute resolution within thirty (30) days, the position held by the Port, City or Agency (the respective public agency involved in such dispute is hereinafter called “Managing Agency”) will be binding on the Disputing Party, subject to submission, review, and approval by the CCC.</p> <p>a. The other parties will submit their position statements (“Opposition Statements”), including facts, data, analysis or opinion in support thereof, to the Disputing Party and the Wildlife Advisory Group members within thirty (30) days of transmission of the Position Statement.</p> <p>b. Within twenty-one (21) days after transmission of the Opposition Statement(s), the Wildlife Advisory Group will convene, consider and, within a reasonable period of time thereafter, render its proposed resolution of the dispute. The Wildlife Advisory Group’s decision will not be binding upon the Disputing Party, but rather, will be considered purely advisory in nature. The proposed resolution of the Wildlife Advisory Group will be that comprehensive recommendation supported by a majority of Wildlife Advisory Group members after vote, with each member entitled to one vote. The Wildlife Advisory Group’s proposal will be transmitted to all parties by an appointed Wildlife Advisory Group member via electronic mail.</p> <p>3. PLAN CREATION AND AMENDMENT FORMAL DISPUTE RESOLUTION, PHASE II. If any party does not accept the advisory decision of the Wildlife Advisory Group, it must invoke the second phase of formal dispute resolution by presenting the dispute to the governing board (“Governing Board”) of the Managing Agency (i.e., Board of Port Commissioners or City Council). This phase of the dispute resolution process is initiated by such party providing written notice to the other parties within thirty (30) days of receipt of the Wildlife Advisory Group proposal (“MA Notice”). The MA Notice will include the Position Statement, Opposition Statement, the Wildlife Advisory Group proposal, and any other information such party desires to include. Any supplement to the Opposition Statement will be filed</p>	
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TABLE 1-9 (Cont.)

	<p>with the Managing Agency within fourteen (14) days. The Governing Board of the Managing Agency will review the transmitted information and within sixty (60) days from receipt of the MA Notice will schedule a public hearing to consider the dispute and within ten (10) days of such public hearing, render a decision. The decision of the Governing Board of the Managing Agency will be final and binding on the Managing Agency but will not bind the members of the Coalition. If the members of the Coalition accept the decision of the Governing Board of the Managing Agency, the decision will dictate the manner in which the dispute is resolved in the NRMP or amendment to the NRMP. Nothing herein will preclude such party from publicly opposing or supporting the Governing Board's decision before the CCC.</p> <p>i. <u>DISPUTE RESOLUTION REGARDING NRMP IMPLEMENTATION AND ENFORCEMENT.</u> Once the CCC approves the NRMP or any NRMP Amendment, the Governing Board will issue a Notice of Adoption with respect to the NRMP or NRMP amendment. Once a Notice of Adoption is issued with respect to the NRMP or NRMP Amendment, this section will be the exclusive mechanism for the parties to resolve disputes arising under, or with respect to implementation or enforcement of, the NRMP including when the NRMP is reviewed during an Adaptive Management Review or Periodic Review and such review does not require an NRMP Amendment. This provision will not be used to challenge the adequacy of the NRMP or an NRMP Amendment after the issuance of a Notice of Adoption with respect thereto. The standard of review and burden of proof for any disputes arising hereunder shall be the same as those under CEQA.</p> <p>i. <u>PLAN ENFORCEMENT INFORMAL NEGOTIATIONS.</u> Any dispute that arises with respect to implementation or enforcement of the NRMP will in the first instance be the subject of informal negotiations between the parties to the dispute. A dispute will be considered to have arisen when one Disputing Party sends the other party a written Notice of Dispute. During the informal negotiations, the Disputing Party will send a written Notice of Dispute to the other parties specifying the aspect of the NRMP it believes is not being implemented properly and the way in which the Disputing Party believes the NRMP should be implemented according to its terms (the "Notice of Dispute"). The period for informal negotiations will not exceed forty-five (45) days from the date such Notice of Dispute is received.</p> <p>ii. <u>PLAN ENFORCEMENT FORMAL DISPUTE RESOLUTION, PHASE I.</u> In the</p>	
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TABLE 1-9 (Cont.)

	<p>event the Parties cannot resolve a dispute by informal negotiations under the preceding section, the Disputing Party may invoke a formal dispute resolution procedure by presenting the dispute to the Governing Board of the Managing Agency by providing the other parties a written statement of position on the matter in dispute, including, but not limited to, any facts, data, analysis or opinion supporting that position and any supporting documentation relied upon by the Disputing Party (the "Position Statement"). The Position Statement must be transmitted (via electronic mail or verifiable post) within thirty (30) days of the end of informal negotiations, and will be provided to the other parties, to each member of the Wildlife Advisory Group. If informal negotiations are unsuccessful, and the Disputing Party does not invoke formal dispute resolution within thirty (30) days, the Managing Agency's position will be binding on the Disputing Party subject to any periodic review and/or approval by the CCC, if required by law.</p> <p>1. <u>The other parties will submit their position statements ("Opposition Statements"), including facts, data, analysis, or opinion in support thereof, to the Disputing Party, the Wildlife Advisory Group members, and the Governing Board within thirty (30) days of transmission of the Position Statement.</u></p> <p>2. <u>Within forty-five (45) days after transmission of the Opposition Statement(s), the Disputing Party will provide a written notice ("MA II Notice") to the other parties, the Wildlife Advisory Group and the Governing Board. The MA II Notice will include the Position Statement, Opposition Statement, the Wildlife Advisory Group proposal, and any other information the Disputing Party desires to include. Any supplement to the Opposition Statement will be filed with the Managing Agency within fourteen (14) days following receipt of the MA II Notice. The Governing Board will review the transmitted information and within sixty (60) days from receipt of the MA II Notice will schedule a public hearing to consider the dispute and within ten (10) days of such public hearing, render a decision. The decision of the Governing Board will be final and binding on the Managing Agency but will not bind the members of Coalition. If the members of the Coalition accept the decision of the Governing Board of the Managing Agency, the decision will dictate the manner in which the dispute is resolved in the NRMP. If any member of the Coalition disagrees with the decision of the Governing Board, it shall have the right to seek a petition for writ of mandate from the Superior</u></p>	
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TABLE 1-9 (Cont.)

	<p><u>Court of California, San Diego Division.</u></p> <p>iii. <u>WAIVER OF DEFENSE. To the extent permitted by law, the Port, City and RDA agree that lack of funds shall not be a defense to any claim of failure to adequately fund implementation and enforcement of the adopted NRMP.</u></p>	
	<p><u>B. Additional Habitat Management and Protection:</u></p> <p>a. <u>The Port will exercise diligent and good faith efforts to enter into the following cooperative agreements with the USFWS or other appropriate agency or organization:</u></p> <p>i. <u>An agreement providing for the long-term protection and management of the sensitive biological habitat running north from the South Bay Boatyard to the Sweetwater River Channel (known as the Sweetwater Tidal Flats) and addressing educational signage, long-term maintenance, and additional protection measures such as increased monitoring and enforcement by Harbor Police, shared jurisdiction and enforcement by District personnel with legal authority to enforce applicable rules and regulations (“District Enforcement Personnel”), shared jurisdiction and enforcement by District Enforcement Personnel and other appropriate Resource Agencies of resource regulations, and placement of enforcement signage. Subject to the cooperation of the applicable Resource Agency, such cooperative agreement will be executed prior to the Development Commencement of any projects subject to Port’s jurisdiction within the Sweetwater or Harbor Districts.</u></p> <p>ii. <u>An agreement for the long-term protection and management of the J Street Marsh and addressing additional protective measures such as educational signage, long-term maintenance, and monitoring and enforcement by Harbor Police by District Enforcement Personnel, shared jurisdiction and enforcement of resource regulations by District Enforcement Personnel and other Resource Agencies, and placement of enforcement signage. Subject to the cooperation of the applicable Resource Agency, such cooperative agreement will be executed prior to the Development Commencement within the Otay District.</u></p> <p><u>The Port will include an analysis of the appropriate level and method for wetland and marine life habitat restoration of the intake/discharge channels associated with the South Bay Power Plant in the environmental review document for the demolition of the South Bay Power Plant.</u></p> <p>iii. <u>If either of the cooperative agreements contemplated above are not achievable within three (3) years after Final EIR certification, the Port will</u></p>	

TABLE 1-9 (Cont.)

	<p><u>develop and pursue another mechanism that provides long-term additional protection and natural resource management for these areas.</u></p> <p>b. <u>The Port will include an analysis of the appropriate level and method for wetland and marine life habitat restoration of the intake/discharge channels associated with the South Bay Power Plant in the environmental review document for the demolition of the South Bay Power Plant.</u></p> <p>c. <u>As a future and separate project, the Port will investigate, in consultation with the USFWS, the feasibility of restoring an ecologically meaningful tidal connection between the F & G Street Marsh and the upland marsh on parcel SP-2 consistent with USFWS restoration concepts for the area. At a minimum, the investigation will assess the biological value of tidal influence, the presence of hazardous materials, necessary physical improvements to achieve desired results, permitting requirements, and funding opportunities for establishing the tidal connection. This investigation will be completed prior to the initiation of any physical alteration of SP-2, F Street, and/or the F & G Street Marsh. In addition, once emergency access to the Proposed Project area has been adequately established such that F Street is no longer needed for public right-of-way for vehicular use, but may reserve it for pedestrian and bicycle use if ecologically appropriate.</u></p> <p>C. <u>Restoration Priorities: The following will supplement the description of the conceptual mitigation opportunities in the Final EIR (including Appendix 4.8-8 Mitigation Opportunities). The following restoration priorities will not be included in the NRMP but rather will be applicable (i) if and only to the extent that Port or City are required to restore degraded habitat in accordance with the terms of the MMRP or (ii) to establish priorities for Port's pursuit of grant funding.</u></p> <p>a. <u>Restoration priorities for the Proposed Project are those mitigation opportunities in the Final EIR as depicted in the conceptual mitigation opportunities (Figures 4.8-23 and 4.8-26) and the projects located in the South Bay in the Port's Adopted Restoration and Enhancement Plan.</u></p> <p>b. <u>With the exception of the restoration described in Section (d) below, shoreline/marsh interface restorations in the Sweetwater and Otay Districts should be natural and gradually sloped and planted with salt marsh and upland transition plants in a manner that will stabilize the bank without the need for additional riprap areas. Upland slopes should be contoured to provide a very gentle grade so as to maximize tidal elevation of mudflats, salt marsh habitat and</u></p>	
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TABLE 1-9 (Cont.)

	<p><u>upland transition areas. This area should be wide enough to encourage or allow wildlife to move between the Sweetwater Marsh and the F & G Marsh and between the J Street and the South San Diego Bay Unit of the NWR. The shoreline should be improved and restored to facilitate a more effective upland refuge area for species during high tides and to accommodate the impacts from global sea rise.</u></p> <p>c. <u>The Telegraph Creek should be improved to be a more natural channel as part of the redevelopment of the Otay District. Efforts to naturalize and revegetate the creek will be maximized as is consistent with its function as a storm water conveyance.</u></p> <p>d. <u>The Port will perform an analysis of the appropriate level and method for environmental restoration of the intake/discharge channels associated with the South Bay Power Plan in the environmental review document for the demolition of the power plant.</u></p> <p>D. <u>South Bay Wildlife Advisory Group: A South Bay Wildlife Advisory Group (“Wildlife Advisory Group”) will be formed to advise the Port and City in the creation of the NRMP, cooperative management agreements, Adaptive Management Review (defined below) and any related wildlife management and restoration plans or prioritizations. The Wildlife Advisory Group will also address management issues and options for resolution. The Wildlife Advisory Group will initiate and support funding requests to the Port and City, identify priorities for use of these funds and engage in partnering, education, and volunteerism to support the development of the Proposed Project in a manner that effectively protects and enhances the fish, wildlife, and habitats of the area and educates and engages the public.</u></p> <p>a. <u>Port and City will provide such administrative and staff support to the Wildlife Advisory Group as is necessary to perform the functions and achieve the goals described herein.</u></p> <p>b. <u>The Wildlife Advisory Group will be comprised of the following: one (1) representative from each the Environmental Health Coalition, San Diego Audubon Society, San Diego Coastkeeper, Coastal Environmental Rights Foundation, Southwest Wetlands Interpretative Association, Surfrider Foundation (San Diego Chapter), and Empower San Diego; two (2) representatives from the Chula Vista Natural Center (one from educational programs and one from programs/operations); up to three (3) representatives from major developers or tenants with projects in the CVBMP (including one from Pacifica Companies,</u></p>	
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TABLE 1-9 (Cont.)

	<p>which on completion, may be succeeded by a representative of its homeowner association); one (1) representative from the City's Resource Conservation Commission; one (1) from either Harborside or Mueller elementary school or the School District; Western and Eastern Chula Vista residents selected by the City (one from Northwest one from the Southwest and one from east of I-805); one (1) representative from eco-tourism based business; two (2) individuals appointed by Port; and 6 representatives from Resources Agencies (two from the USFWS, one from Refuges and one from Endangered Species and one (1) each from California Department of Fish and Game, National Marine Fisheries Service, Regional Water Quality Control Board and CCC).</p> <p>c. <u>The Wildlife Advisory Group will meet as needed, but at a minimum of every six months for the first ten (10) years and annually thereafter. The Wildlife Advisory Group will be formed within six months of the filing of the Notice of Determination for the FEIR by the Port.</u></p> <p>d. <u>The Wildlife Advisory Group will meet at the intervals described above to review the NRMP to: (i) determine the effectiveness of the NRMP in achieving the Management Objectives; (ii) identify any changes or adjustments to the NRMP required to better achieve the Management Objectives; (iii) identify any changes or adjustments to the NRMP required to respond to changes in the man-made and natural environments that are affecting or, with the passage of time may affect, the effectiveness of the NRMP in achieving the Management Objectives; and (iv) review priorities relative to available funding. At its periodic meetings, the Wildlife Advisory Group may also consider and make recommendations regarding (x) implementation of the NRMP as needed, (y) Adaptive Management Review and (z) NRMP Amendments.</u></p> <p>e. <u>The Wildlife Advisory Group will advise the joint powers authority (JPA) on the expenditure of the Community Benefits Fund, subject to the applicable law.</u></p> <p>E. <u>Education: An environmental education program will be developed and implemented and will include the following:</u></p> <p>a. <u>The program will continue for the duration of the Proposed Project and will target both residential and commercial uses as well as park visitors.</u></p> <p>b. <u>The program's primary objective will be to educate Bayfront residents, visitors, tenants and workers about the natural condition of the Bay, the ecological importance of the Proposed Project area and the public's role in the restoration and protection of wildlife resources of the Bay.</u></p>	
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TABLE 1-9 (Cont.)

	<p>c. <u>The program will include educational signage, regular seminars and interpretive walks on the natural history and resources of the area, regular stewardship events for volunteers (shoreline and beach cleanups, exotic plant removal, etc.).</u></p> <p>d. <u>Adequate annual funding for personnel or contractor/consultant and overhead to ensure implementation of the following functions and activities in collaboration with the Chula Vista Nature Center or USFWS:</u></p> <ul style="list-style-type: none"> i. <u>Coordination of Volunteer programs and events;</u> ii. <u>Coordination of Interpretive and educational programs;</u> iii. <u>Coordination of Tenant, resident and visitor educational programs;</u> iv. <u>Docent educational; and</u> v. <u>Enhancements and restoration.</u> <p>F. <u>Personnel and Funding: Funding for the implementation of the NRMP will be provided by the Port, City and RDA. To meet these obligations, the Port, City and RDA will commit revenues or otherwise provide funding to a JPA formed pursuant to the California Marks-Roos Act, Articles 1, 2, 3 and 4 of Chapter 5 of Division 7 of Title 1 of the California Government Code. Port, City and RDA will ensure the JPA is specifically charged to treat the financial requirements of this Agreement as priority expenditures that must be assured as project-related revenues are identified and impacts initiated. The Port, City and RDA expressly acknowledge the funding commitments contemplated herein will include, but not be limited to, funding for personnel and overhead or contractor(s)/consultant(s) to implement and ensure the following functions and activities:</u></p> <ul style="list-style-type: none"> a. <u>On-site management and enforcement for parks and Wildlife Habitat Areas as necessary to enforce restrictions on human and Predator access regarding Wildlife Habitat Areas;</u> b. <u>Enforcement of mitigation measures including, but not limited to, trash collection, noise restrictions, removal of invasive plants, habitat restoration, and park use restrictions;</u> c. <u>Coordination, development, implementation and evaluation of effectiveness of education and mitigation programs, including implementation of NRMP.</u> d. <u>Evaluation of effectiveness of bird strike mitigation and design measures;</u> e. <u>Water quality protections; and,</u> f. <u>Coordination of injured animal rehabilitation activities.</u> 	
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TABLE 1-9 (Cont.)

Significant Impact 4.8-8: Within the Port's jurisdiction, the construction of the H Street Pier could reduce surface water foraging habitat in the Bay by approximately 36,000 square feet, or 0.8 acre, which would result in the reduction of foraging area for birds. This impact would be significant based on the USFWS policy of no-net-loss of habitat.	Mitigation Measure 4.8-8 Port: Prior to construction of the H Street Pier, the Port shall create 0.96 acre of eelgrass habitat to mitigate for the loss of surface water foraging habitat in accordance with the Southern California Eelgrass Mitigation Policy. The creation of eelgrass habitat shall be conducted in accordance with Mitigation Measures 4.9-1 and 4.9-2 in <i>Section 4.9, Marine Biological Resources</i> .	Less than significant
Significant Impact 4.8-9: Detailed plans are not available for program-level components such as reconfiguration of the marinas, or for dredging and filling of the navigation channels. Removal of some existing facilities and construction of new facilities would result in changes to existing surface water habitat, which would impact surface water foraging habitat. The above impacts from program-level components would result in a total net loss of approximately 1.61 acre of surface water foraging habitat and would be significant based on the USFWS policy of no-net-loss.	Mitigation Measure 4.8-98 Port: A. Prior to completion in-harbor work in Phase IV, the Port shall create 1.93 acres of eelgrass habitat. The creation of eelgrass habitat shall be conducted in accordance with Mitigation Measure 4.9-2 in <i>Section 4.9, Marine Biological Resources</i> . When project-specific designs are proposed for the remaining project components affecting 1.61 acres of surface water foraging habitat and intertidal mudflats, the mitigation of impacts shall be re-evaluated by the Port during subsequent environmental review pursuant to State CEQA Guidelines Section 15168 to determine accurate net loss and mitigation for the loss of foraging habitat.	Less than significant
Significant Impact 4.8-10: The grading for project-level, Phase I elements within the Port's jurisdiction would impact disturbed coastal sage, non-native grassland, mulefat scrub/riparian scrub, and southern coastal salt marsh. These impacts are significant.	Mitigation Measure 4.8-10 Port: A. Prior to the commencement of grading for development in each phase that impacts riparian habitat or sensitive vegetation communities, the Port or Port tenants, as appropriate, shall	Less than significant

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
	<ul style="list-style-type: none"> • Exterior lighting shall be directed downward and shielded to prevent upward lighting and to minimize light spill beyond the area for which illumination is required. • Office space, residential units, and hotel rooms shall be equipped with motion sensors, timers, or other lighting control systems to ensure that lighting is extinguished when the space is unoccupied. • Office space, residential units, and hotel rooms shall be equipped with blinds, drapes, or other window coverings that may be closed to minimize the effects of interior night lighting. <p>Glass and Reflection</p> <ul style="list-style-type: none"> • Reflective glass or the application of reflective coatings shall not be used on any glass surface, except as may be required for low emittance (low-e) coating for energy efficiency under Title 24 of the California Code of Regulations. Use of reflective coatings on any glass surface is prohibited. • Buildings shall incorporate measures to the satisfaction of the Port or the City to indicate to birds that the glass surface is solid by creating visual markers and muting reflection. • <u>Project design standards will encourage window stenciling and angling.</u> <p>These measures may include but are not limited to the following:</p> <ul style="list-style-type: none"> • Glass surfaces that which are non-reflective • Glass surfaces which that are tilted at a downward angle • Glass surfaces which that use fritted or patterned glass • Glass surfaces which that use vertical or horizontal mullions or other fenestration patterns • Glass surfaces which that are fitted with screening, decorative grills, or louvers • Glass surfaces which that use awnings, overhangs, bris sole, or other exterior sun-shading devices • Glass surfaces which that use external films or coatings perceivable by birds • Artwork, drapery, banners, and wall coverings that counter the reflection of glass surfaces or block “see-through” pathways. <p>Building Articulation</p> <ul style="list-style-type: none"> • <u>Structure dDesign features that reduce or avoid the potential for bird strikes, such as secondary and tertiary setbacks, stepped-back building design, protruding balconies,</u> 	

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
	<p>recessed windows, and mullioned glazing systems shall be incorporated to the extent feasible. <u>Balconies and other elements will step back from the water's edge.</u></p> <ul style="list-style-type: none"> • Design features that increase the potential for bird strikes, such as walkways constructed of clear glass and “see-through” pathways through lobbies, rooms, and corridors, shall be avoided to the extent feasible. • Buildings will be sited and designed to minimize glass and windows facing Wildlife Habitat Areas to the maximum extent possible. <u>Design for towers on Parcel H-3 should avoid east-west monolith massing and should include architectural articulation.</u> • <u>The tallest buildings on Parcel H-3 will be located generally on the southern portion of the parcel with building heights decreasing towards the north and west. The foregoing will not be interpreted to preclude incorporating secondary and tertiary setbacks along public streets.</u> • <u>Parcels containing surface parking, such as those depicted for the Sweetwater District, will be designed with parking lots nearer Wildlife Habitat Areas. Site plans for parcels adjacent to Wildlife Habitat Areas will maximize distance between structures and such areas.</u> <p>Landscaping</p> <ul style="list-style-type: none"> • Exterior trees and landscaping shall be located and glass surfaces shall incorporate measures so that exterior trees and landscaping are not reflected on building surfaces. • In small exterior courtyards and recessed areas, the building's edge shall be clearly defined with opaque materials and non-reflective glass. • Interior plants shall be located a minimum of ten <u>10</u> feet away from glass surfaces to avoid or reduce the potential for attracting birds. <p>Public Education</p> <ul style="list-style-type: none"> • The owner or operator of each building shall implement an on-going procedure to the satisfaction of the Port or the City to encourage tenants, residents and guests to close their blinds, drapes or other window coverings to reduce or avoid the potential for bird strikes. • The owner or operator of each building shall enroll in the Fatal Light Awareness Program's “Bird-Friendly Building Program” and shall implement on-going tenant, resident and guest education strategies, to the satisfaction of the Port or the City, to reduce or avoid the potential for bird strikes, such as elevator and lobby signage and educational displays, e-mail alerts and other bulletins during spring and fall migratory seasons, and other activities 	

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
	<p>designed to enlist cooperation in reducing bird collisions with the building.</p> <p>Monitoring</p> <ul style="list-style-type: none"> For Phase I projects, the project applicant shall retain a qualified biologist to design a protocol and schedule, in consultation with the U.S. Department of Fish and Wildlife and subject to the approval of the Port or City, as appropriate depending on jurisdiction, to monitor bird strikes that may occur during the first twelve months after the completion of construction. Within sixty days after completion of the monitoring period, the qualified biologist shall submit a written report to the Port or the City, which shall state the biologist's findings and recommendations regarding any bird strikes that occurred. Based on the findings of those reports, the Port or the City, as appropriate depending on jurisdiction, in coordination with the U.S. Department of Fish and Wildlife, will evaluate whether further action is required, which may include further monitoring. <u>Bird strikes must be monitored in accordance with the NRMP and measures developed to address persistent problem areas. Nighttime lighting in tower buildings must be addressed and evaluated through adaptive management. Minimization of impacts of buildings on birds and the Wildlife Habitat Areas will be a priority in the selection of window coverings, glass color, other exterior materials, and design of exterior lighting and lighting of signs.</u> 	
Significant Impact 4.8-37: Construction of buildings between 100 and 200 feet high within the program-level phases of development, could potentially impact avian flight patterns and habitat use along the project frontage, as well as result in a potential significant increase in the number of bird strikes within the project area. These impacts would be significant.	See Mitigation Measure 4.8-232 above.	Less than significant
4.9: Marine Biological Resources		
Significant Impact 4.9-1: Construction of the H Street Pier project (in Phase II) would impact 0.4 acre of eelgrass habitat in South Bay from the driving of piles for pier support into shallow subtidal benthic habitat where eelgrass is known to occur, as well as the increased shading that would possibly result in a loss of eelgrass habitat in the area. Impacts to eelgrass are significant	<p>Mitigation Measure 4.9-1 (Mitigation Measure 4.9-1 would mitigate Significant Impacts 4.9-1, 4.9-2 and 4.9-4.)</p> <p>Port:</p> <p>A. Prior to construction of the H Street Pier during Phases II and IV or work within Parcel HW-4, a pre-construction eelgrass survey shall be conducted by a qualified marine biologist to confirm the exact amount of eelgrass to be affected at the time of pile driving operations. The pre-construction survey must be conducted during the period of March through October and</p>	Less than significant

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
and would require mitigation at a ratio of 1.2:1 to reduce impacts to below a level of significance. The project impacts to eelgrass would also conflict with the INRMP and SCEM.	<p>would be valid for a period of no more than 60 days, with the exception that surveys conducted in August through October would be valid until the following March 1st.</p> <p>B. Prior to construction of the H Street Pier during Phases II and IV or work within Parcel HW-4, the Port shall establish and implement a plan to create new eelgrass habitat. The loss of eelgrass habitat must be mitigated at a 1.2:1 ratio as described in the SCEMP (NMFS 1991, Revision 11). Impacts to approximately 0.4 acre of eelgrass shall require the creation of approximately 0.48 acre of eelgrass to mitigate losses caused by construction of the H Street Pier.</p> <p>C. Prior to or concurrent with the completion of the H Street Pier or within Parcel HW-4, the Port shall create new eelgrass habitat at a ratio of 1.2:1 for the actual amount of impacts. This shall be done by removing the existing eelgrass currently located at the proposed H Street Pier site and transplanting it at an appropriate location within the filled area of the existing navigation channel, to the satisfaction of a qualified marine biologist.</p> <p>D. Subsequent to construction of the H Street Pier during Phases II and IV or Parcel HW-4, a post-construction eelgrass survey shall be conducted by a qualified biologist. The post-construction survey shall be conducted within 30 days of the cessation of construction activities to confirm the exact amount of eelgrass affected. The difference between the pre-construction and post-construction eelgrass surveys shall determine the amount of required mitigation. In addition, the Port shall:</p> <ul style="list-style-type: none"> • Conduct transplant reports following construction (Initial Report). • Conduct monitoring reports at 6, 12, 24, 36, 48, and 60 months post-transplant. Specific milestones and criteria for success are directed in the SCEMP along with guidelines for remedial actions if the success criteria are not met <u>(including presence of green sea turtles based on soundings from the existing tagging program)</u>, which would require (based on the absence of other mitigating environmental considerations) a Supplementary Transplant Area to be constructed and monitored for an additional five 5 years. • Initiate mitigation within 135 days of project inception; projects requiring more than 135 days to complete would result in additional mitigation. • <u>Coordinate with Sweetwater Authority to share monitoring reports, as necessary.</u> 	
Significant Impact 4.9-2: Construction of the H Street Pier is planned for completion in Phase IV. Although design plans have not been completed, the additional work would	See Mitigation Measure 4.9-1 above.	Less than significant

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
<p>result in an increase of 18,000 square feet, or an additional 0.4 acre, of eelgrass impacts if constructed as currently planned. This increased impact to 0.4 acre of eelgrass during Phase IV would be significant. The project impacts to eelgrass would also conflict with the INRMP and SCEM.</p>		
<p>Significant Impact 4.9-3: As part of the navigation channel realignment in Phase IV, channel dredging and filling would temporarily affect approximately 62 acres of soft subtidal habitat, resulting in the loss of 45.9 acres of eelgrass and shallow-water habitat. This loss of eelgrass and shallow-water habitat would be significant and would require mitigation at a ratio of 1.2:1 for eelgrass and 1:1 for shallow-water habitat to reduce impacts to below a level of significance. The project impacts to eelgrass would also conflict with the INRMP and SCEM.</p>	<p>Mitigation Measure 4.9-2</p> <p>Port: A. An estimated 83 acres of the existing navigation channel shall be filled to -3 to -5.5 feet MLLW. The fill would modify deep and moderately deep open-water habitat to create approximately 83 acres of shallow-water habitat. This area would provide enough transplantable habitat at a depth ideal for eelgrass in this section of the Bay to mitigate for the loss of eelgrass from the channel realignment and completion of the H Street Pier.</p> <p>B. A mitigation plan with an implementation schedule shall be prepared 30 days prior to any construction or dredge activities. The loss of eelgrass habitat shall be mitigated at a 1.2:1 ratio as described in the SCEMP (NMFS 1991, Revision 11). Based on this formula, impacts to 45.9 acres of eelgrass would require approximately 55.1 acres of eelgrass restoration.</p> <p>C. Prior to the commencement of in-water work on the channel realignment, a pre-construction eelgrass survey shall be conducted to confirm the exact area of impact at the time of dredging and fill operations. The pre-construction survey shall be conducted during the period of March through October and would be valid for a period of no more than 60 days, with the exception that surveys conducted in August through October would be valid until the following March 1.</p> <p>D. Subsequent to dredge and fill operations a post-construction eelgrass survey shall be conducted by a qualified biologist. The post-construction survey shall be conducted within 30 days of the cessation of construction activities to confirm the exact area of eelgrass affected. The difference between the pre-construction and post-construction eelgrass surveys shall determine the amount of required mitigation. In addition, the Port shall:</p> <ul style="list-style-type: none"> • Conduct transplant reports following construction (Initial Report). • Conduct monitoring reports at 6, 12, 24, 36, 48, and 60 months post-transplant. Specific milestones and criteria for success are directed in the SCEMP along with guidelines for remedial actions if the success criteria are not met (<u>including presence of green sea turtles based on soundings from the existing tagging program</u>), which would require (based on the absence of other mitigating environmental considerations) a Supplementary Transplant Area to be constructed and monitored for an additional five years. 	<p>Less than significant</p>

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
	<ul style="list-style-type: none"> Initiate mitigation within 135 days of project inception; projects requiring more than 135 days to complete would result in additional mitigation. <u>Coordinate with Sweetwater Authority to share monitoring reports as necessary.</u> 	
Significant Impact 4.9-4: Reconfiguration of the Chula Vista Harbor in Phase IV would result in a potential loss of up to 775 square feet, or approximately 0.02 acre, of eelgrass during construction of the harbor on Parcel HW-4. Impacts to eelgrass are significant and would require mitigation at a minimum ratio of 1.2:1 to reduce impacts to below a level of significance. The project impacts to eelgrass would also conflict with the INRMP and SCEM.	See Mitigation Measure 4.9-1 above.	Less than significant
Significant Impact 4.9-5: Reconfiguration of the Chula Vista Harbor in Phase IV would involve bulkhead placement on Parcel HW-3 and would result in the loss of about 1,200 square feet (0.03 acre) of intertidal mudflat inside the Marina. In addition, bulkhead placement on the northern side of the Chula Vista Marina would impact approximately 53.82 square feet (less than 0.001 acre) of the existing pickleweed. The project impacts to approximately 0.001 acre of pickleweed, specifically from reconfiguration of the Chula Vista Harbor, would also conflict with the INRMP.	<p>Mitigation Measure 4.9-3</p> <p>Port: A. Prior to the commencement of harbor improvements on Parcel HW-3, which includes the placement of bulkheads, the Port or Port tenants, as appropriate, shall prepare and initiate implementation of a plan to create new habitat at a ratio of 2:1 <u>for intertidal mudflat and 4:1 for pickleweed</u>. Impacts to approximately 0.03 acre of intertidal mudflat shall require the <u>in-kind</u> creation of approximately 0.06 acre and less than 0.001 acre of pickleweed shall require creation of approximately 0.0024 acre of comparable habitat.</p> <p>B. Restoration shall occur in accordance with <i>Appendix 4.8-12</i>. At the time project specific designs are proposed for the Phase IV harbor reconfiguration, the mitigation for impacts to intertidal mudflat and pickleweed shall be re-evaluated by the Port during subsequent environmental review pursuant to State CEQA Guidelines Section 15168 to identify the total impact area and required mitigation for the loss of intertidal mudflat and pickleweed.</p> <p>C. Restoration shall occur in accordance with Mitigation Opportunities, <i>Appendix 4.8-12</i> to this report, which includes the creation of additional mudflat through the removal of riprap on the Bay shore in the Sweetwater District. As detailed in Mitigation Opportunities, this created habitat would be dominated by pickleweed (<i>Salicornia virginica</i>) with subdominants including saltwort (<i>Batis maritima</i>), fleshy Jaumea (<i>Jaumea carnosa</i>), alkali heath (<i>Frankenia salina</i>), and others as list in Table 4 of <i>Appendix 4.8-12</i>. Currently, the mitigation opportunities detailed in <i>Appendix 4.8-12</i> are anticipated to be implemented during Phase I. The Port shall verify that the creation of intertidal mudflat satisfies the required mitigation once the final impacts are verified.</p>	Less than significant

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
<p>4.11 Paleontological Resources</p> <p>There were no significant impacts to paleontological resources identified for the Proposed Project.</p> <p><u>Significant Impact 4.11-1: Excavation in the Sweetwater District during Phases I through IV of the Proposed Project would result in direct and significant impacts to paleontological resources of the Bay Point Formation.</u></p>	<p>No mitigation is required.</p> <p>Mitigation Measure 4.11-1</p> <p><u>Port/City: Prior to the issuance of any grading permit in the Sweetwater District, the applicant shall retain a qualified paleontologist (defined as an individual with an M.S. or Ph.D. in paleontology or geology who is familiar with paleontological procedures and techniques) who shall carry out the following mitigation program. Fieldwork may be conducted by a qualified paleontological monitor (defined as an individual who has experience in the collection and salvage of fossil materials) who at all times shall work under the direction of the qualified paleontologist.</u></p> <ul style="list-style-type: none"> <u>The paleontologist shall attend all pre-grading meetings to inform the grading and excavation contractors of this paleontological resource mitigation program and shall consult with them with respect to its implementation.</u> <u>The paleontological monitor shall be on site at all times during the original cutting of previously undisturbed sediments of highly sensitive geologic formations to inspect cuts for contained fossils in the low coastal mesa adjacent to Bay Boulevard in the northeastern portion of the Sweetwater District. The paleontological monitor shall be on site during the original cuts in deposits with a moderate resource sensitivity.</u> <u>If fossils are discovered, the paleontologist or monitor shall recover them. In instances where recovery requires an extended salvage time, the paleontologist or monitor shall be allowed to temporarily direct, divert, or halt grading to allow recovery of fossil remains in a timely manner. Where deemed appropriate by the paleontologist or monitor, a screen-washing operation for small fossil remains shall be set up.</u> <u>Recovered fossils, along with copies of all pertinent field notes, photographs, and maps, shall be deposited (with the applicant's permission) in a scientific institution with paleontological collections. A final summary report that outlines the results of the mitigation program shall be completed. This report shall include discussion of the methods used, stratigraphy exposed, fossils collected, and significance of recovered fossils.</u> 	<p>N/A</p> <p><u>Less than significant</u></p>

TABLE 1-9 (Cont.)

Impact	Mitigation	Significance After Mitigation
4.12 Hazards And Hazardous Materials/Public Safety		
<p>Significant Impact 4.12-1: During excavation, construction and demolition activities associated with the Proposed Project, hazardous materials may be encountered within or adjacent to the boundaries of the site in the vicinity of several on-site areas of concern and three off-site areas of concern. Although excavation, demolition, and construction activities are short-term, the potential to encounter contamination during such activities associated with the proposed project is considered a significant impact.</p>	<p>Mitigation Measure 4.12-1 (Implementation of Mitigation Measure 4.12-1 would reduce Significant Impacts 4.12-1, 4.12-3, 4.12-7, 4.12-12, 4.12-13, 4.12-17, and 4.12-18 to below a level of significance.)</p> <p>Port/City: Prior to the issuance of any permit for excavation, demolition, grading, or construction activities in the area described in the relevant permit based on the planned future use, the following shall occur:</p> <ul style="list-style-type: none"> A. The applicant shall contact the lead regulatory agency (RWQCB/DEH/DTSC) to discuss the appropriate course of action for the area of concern described in the permit based on the planned future site use. Remediation of contaminated soil and/or groundwater in these areas shall meet cleanup requirements established by the local regulatory agency based on the planned future use of the area and shall be protective of human health with regard to future occupants of these areas. The applicant shall submit documentation showing that contaminated soil and/or groundwater in the area covered by the permit shall have been avoided or remediated to meet cleanup requirements established by the local regulatory agencies (RWQCB/DEH/DTSC). B. The applicant shall obtain written authorization from the regulatory agency (RWQCB/DEH/DTSC) confirming the completion of any remediation required for development of the site, exclusive of any on-going monitoring obligations. A copy of the authorization shall be submitted to the Port and City to confirm meeting all requirements acceptable to the governing agency and that the proposed development parcel has been cleaned up or is in process to the satisfaction of the regulatory agency. In the situation where previous contamination has occurred on a site that has a previously closed case or on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the DEH shall be notified of the proposed land use. C. A Soil and Water Management Plan (SWMP) for Phase I activities shall be developed to provide procedures for addressing unknown contamination and subsurface equipment (i.e. eg., pipes, and tanks) or debris encountered during construction and excavation. A SWMP for subsequent phases shall be prepared prior to construction and excavation for such development. The plan shall be developed by a qualified environmental consultant and shall identify notification, monitoring, sampling, testing, handling, storage, and disposal of 	<p>Less than significant</p>

TABLE 1-9 (Cont.)

	<p>contaminated media or substances (soil, groundwater) measures to avoid or reduce impacts associated with hazardous materials contamination to a less than significant impact. The SWMP shall be approved by the Port and/or City prior to commencement of excavation, grading, demolition or construction. A qualified environmental consultant shall monitor excavations, grading, and construction activities in accordance with the plan. Any excess soil generated by construction shall be characterized to determine disposal options.</p> <p>If indications of contamination are encountered during construction, a qualified environmental consultant shall be retained to observe the contamination, consult with the regulatory oversight agency, perform environmental media (soil, soil gas, and groundwater) sampling and analysis as necessary, report the result, and provide recommendations for further action.</p> <p>In areas that have been identified as being contaminated, appropriate observation by a qualified environmental professional and sampling is required to characterize soil prior to off-site disposal. Contaminated soil shall be properly disposed of at an off-site facility. Fill soils shall be sampled to ensure that imported soil is free of contamination.</p> <p>Within one month of completion of cleanup activities, a report summarizing the results of monitoring shall be submitted by the applicant to the satisfaction of the Port and/or City.</p> <p>D. In the event that grading or construction activities result in the discovery of hazardous waste, the Port and/or City shall ensure compliance with State of California CCR Title 23 Health and Safety Regulation. Excavated soils impacted by hazardous materials or waste shall be characterized and disposed of in accordance with CCR Title 14 and 22. The San Diego Regional Water Quality Control Board (RWQCB) shall be contacted regarding provisions for possible reuse as backfill of soils impacted by hydrocarbons. Excavated soils shall be lined and covered with an impermeable material to prevent spread of contaminated material.</p> <p>The applicant must have an Industrial Hygienist registered in the State of California on site while working in areas where contamination is encountered. The responsibility of this professional would be to monitor the work site for contamination and to implement mitigation measures as needed to prevent exposure to the workers or public. These measures may include signage and dust control.</p>	
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CHAPTER 2 INTRODUCTION

2.1 Background

The Chula Vista Bayfront is situated on the southern edge of San Diego Bay in the County of San Diego, California. The majority of the Bayfront is currently under the jurisdiction of the Port, to which the State Legislature conveyed (1) the tidelands bayward of the mean high-tide line and (2) the submerged lands generally to the U.S. Pierhead Line. The Port acts as trustee for administration of these lands. The Port has regulatory duties and proprietary rights with respect to these lands and any lands the Port subsequently acquires; the Port manages them for the benefit of the State of California. The remaining portions of the Chula Vista Bayfront are under jurisdiction of the City of Chula Vista (City).

2.1.1 Public Participation in the Planning Process

Public outreach has been the cornerstone of the master planning process. The ~~award-winning~~ public outreach and participation program for the Chula Vista Bayfront Master Plan (CVBMP) was one of the most comprehensive public outreach efforts conducted to date by the Port and City and was recognized for excellence by the San Diego Section of the American Planning Association. ~~†~~The effort was led by agency staff, developer team members, and key consultants. The program occurred in ~~two~~ three phases, which are described below.

2.1.1.1 Initial Public Outreach

During the initial master planning process, which began in January 2003 and ended in May 2004, the Port and City engaged in an extensive public outreach and participation program. The program consisted of: 15 Citizens Advisory Committee (CAC) meetings, seven power plant working group meetings, eight public workshops and joint Board of Port Commissioners (Board)/Chula Vista City Council (City Council) meetings, and other activities as summarized below. The initial master planning process resulted in the development of two land use plans, then referred to as “Option C” (which has evolved into the “Harbor Park” alternative) and “Option B” (which has evolved into the “No Land Trade” alternative); both plans are discussed in *Chapter 5, Alternatives*.

a. Citizens Advisory Committee

In July 2003, a 21-member CAC was formed to increase citizen participation in the CVBMP process and to allow for a constructive exchange of ideas with a diverse group of interested parties. These included private citizens, community organizations, environmental groups, labor, state and local agencies, business groups, Port tenants, adjacent landowners, and other groups. The CAC was to meet regularly, review consultant deliverables, and make recommendations to

staff and the consultant team throughout the process, leading to a recommendation for a preferred plan. The initial master planning process CAC members included:

1. Keri Weaver, California Coastal Commission
2. Chris Lewis, Chula Vista Chamber of Commerce
3. Jack Blakely, Chula Vista Downtown Business Association
4. Susan Fuller, Chula Vista Nature Center
5. Rudy Ramirez/Terry Thomas, Chula Vista Vision 2020 General Plan Update Steering Committee
6. Bruce Warren, Citizens Coordinate for Century 3
7. Patricia Aguilar, Crossroads II
8. Laura Hunter, Environmental Health Coalition
9. Clay Hinkle, Goodrich Aerostructures Group
10. Jennifer Badgley, San Diego-Imperial Counties Labor Council
11. Jennifer Williamson, San Diego Association of Governments
12. Jim Peugh, San Diego Audubon Society
13. Allison Rolfe, San Diego Baykeeper
14. Sal Giametta, San Diego Convention and Visitors Bureau
15. Fred Sainz, San Diego Convention Center Corporation
16. Nick DeLorenzo, San Diego Council of Design Professionals
17. Eduardo Landeros, San Diego County Hispanic Chamber of Commerce
18. Beverly Mascari, San Diego Port Tenants Association
19. Kelly Hruska, San Diego Regional Economic Development Corporation
20. Charles Moore, South County Economic Development Council
21. Victoria Touchstone, U.S. Fish and Wildlife Service.

Fifteen CAC meetings were held between July 2003 and May 2004 and were well-attended by the public. The following is a summary of CAC meetings during the initial master planning process:

- CAC meeting #1 was held on July 28, 2003, and was an orientation to the CVBMP site and planning process. The CVBMP initial urban design consultant team, led by Carrier Johnson/Cooper Robertson & Partners and Wade Communications, presented their preliminary findings regarding existing conditions, opportunities, and constraints. Several CAC members suggested that the CVBMP area be jointly planned with the adjacent “Midbayfront” property and requested Port and City staff to further explore a land

organizations during subsequent phases of the master planning process. One four-page color newsletter was issued in January 2005 that discussed the CAC master planning process, summarized the two CAC charrettes, and provided a sampling of comments received from the public during the December 2004 public meeting. The CVBMP webpage continued to be maintained during the master planning process to keep the public apprised of the planning effort. As in the initial master planning process, the Port and City continued to participate in various community events during subsequent phases of the process to educate the public about the CVBMP planning process and encourage their participation. Finally, the Port and City continued to issue media releases and maintain contact with media representatives throughout the master planning process.

In May 2005, the CVBMP project was selected to receive the Education Project Award from the San Diego Chapter of the American Planning Association for successful public outreach.

2.1.1.3 Public Outreach Concerning the Revised Draft EIR

After the close of the public comment period for the Revised Draft EIR in August 2008, the Port and the City continued an extensive public outreach and participation program. Over a period of approximately 9 months, the Port and the City met with numerous interested individuals, organizations, and public agencies to address issues raised in public and agency comments on the Proposed Project and the Revised Draft EIR. The continuing public outreach and participation program was highly productive and resulted in a variety of specific recommendations for improving the design of the Proposed Project and increasing the protection of natural resources in and around the project area. Although these recommendations provide for changes in the Proposed Project and for additional protection of natural resources and the environment above and beyond that required by CEQA and other applicable federal, state and local laws and regulations, the Port and the City have agreed to include them in the Final EIR and the MMRP as design features and mitigation measures for implementation and monitoring purposes.

The Port and the City appreciate the interest and contribution of the numerous individuals, organizations and public agencies who participated in the continuing public outreach and participation program. In addition to their efforts, the following participants engaged in outreach efforts which address specific concerns expressed during the public comment period for the Revised Draft EIR:

- a. The Port, the City and the City's Redevelopment Agency (RDA) met with representatives of the Bayfront Coalition and its member organizations, including the Environmental Health Coalition, San Diego Coastkeeper, The Surfrider Foundation (San Diego Chapter), and San Diego Audubon Society, **Coastal Environmental Rights Foundation, Southwest Wetlands Interpretative Association, and Empower San Diego** to address their concerns that the Proposed Project and its component parts would be implemented in a manner that provides community benefits, including but not limited to the

preservation and protection of natural resources and the environment. Over a period of approximately 9 months, the Port, and the City and the RDA met with representatives of the Bayfront Coalition to address specific concerns and to develop specific recommendations for improvements in project design and increased protection of natural resources in the project area. As a result of these efforts, **the parties entered into a written agreement which provides for a variety of measures, above and beyond those required by CEQA or other applicable laws and regulations, which** have been incorporated into the Final EIR, including the creation, implementation and enforcement of a Natural Resource Management Plan (NRMP), additional habitat management and protection through cooperative agreements with the USFWS or other appropriate agency, the design and timing of Phase I Signature Park improvements and minimum standards for the Sweetwater and Otay District public parks, and additional mitigation measures regarding bird strikes and disorientation, storm water and urban runoff, landscaping and vegetation, lighting and illumination, noise, boating impacts, hazardous waste removal, and energy conservation and efficiency. (See *Chapter 3.0, Project Description and Mitigation Measures* 4.8-6 , 4.8-7. 4.8-23, 4.12-4, 4.12-8, 4.12-9, 4.12-11, and 4.16-2.)

- b. The Port, the City and the City's Redevelopment Agency (RDA) met with representatives of Rohr, Inc., operating as Goodrich Aerostructures and a wholly owned subsidiary of The Goodrich Corporation (Goodrich), to address Goodrich's concerns regarding its potential costs and liabilities that could result from the proposed development of residential uses on Parcels H-13 and H-14 in close proximity to ongoing and future operations on the Goodrich property, and the remediation of existing soil and groundwater contamination. Over a period of approximately 7 months, the Port, the City and the RDA met with Goodrich representatives to address these and other related concerns set forth in Goodrich's written comments (Letter R) on the Revised Draft EIR and to develop specific recommendations for resolving the concerns expressed. As a result of these efforts, the parties entered into a written agreement, referred to as the Second Amendment to Relocation Agreement (Goodrich Agreement), which provides specific measures for the disclosure of information regarding Goodrich's operations to future occupants of the residential project proposed on Parcels H-13 and H-14, for a minimum distance between residential dwellings and the northern boundary of the Goodrich property, for development conditions for the residential parcels relating to foundation systems, grading requirements, development sequencing, vapor intrusion requirements, and interior noise levels, and for fencing, landscaping, screening and buffer areas where appropriate. The Goodrich Agreement also provides specific measures to ensure cooperation among the Port, the City, the RDA and Goodrich with respect to development and implementation of the Proposed Project and activities relating to the remediation of existing contamination, including measures designed to mitigate risks to human health and the environment, the placement and relocation of remediation facilities,

to reduce the potential for lateral groundwater migration in utility corridors and vertical migration of contaminants, and to avoid the infiltration of hazardous substances into storm drain lines. The Port, the City and the RDA have approved the Goodrich Agreement and Goodrich agrees that the Port, the City and the RDA have adopted significant and meaningful measures that adequately address all of the issues raised and concerns expressed in its written comments on the Revised Draft EIR (Comment Letter R). The Goodrich Agreement is a matter of public record and is available to the public during normal business hours in the office of the District Clerk, located at 1600 Pacific Highway, San Diego, California. Pursuant to CEQA Guidelines Section 15150, the Goodrich Agreement is incorporated in this EIR as though set forth in full.

2.1.2 Project Site History

Shortly after the City incorporated in 1911, companies emerged and built plants along the Bayfront. At that time, the site primarily consisted of undeveloped land covered with native vegetation, a few residential and commercial structures, and several orchards.

In 1916, the Hercules Powder Company began the design and construction of a kelp processing plant to make gunpowder. The plant was located on a 30-acre parcel in the northern portion of the Bayfront. The plant, which was located northeast and adjacent to the CVBMP project site, was located on what is now known as Gunpowder Point and is the current location of the Chula Vista Nature Center. The area within the CVBMP project site that is near the gunpowder manufacturing plant was in agricultural production for some time and remains completely undeveloped. For purposes of the CVBMP, this area is proposed as the “Sweetwater District.”

World War II ushered in changes that would affect the City forever. The principal reason was the relocation of Rohr Aircraft Corporation (Rohr) to the central portion of the Chula Vista Bayfront, or the proposed “Harbor District,” in early 1941, just months before the attack on Pearl Harbor. Rohr operated an aircraft parts manufacturing plant that employed 9,000 workers in the area at the height of its wartime production. With the demand for housing, the land never returned to being orchard groves. In the 1970s, portions of the Bayfront area were filled and additional structures were constructed at the Rohr manufacturing plant.

In 1969, San Diego Gas & Electric (SDG&E) constructed the SBPP on lands in the southern portion of the Chula Vista Bayfront. In 1987, the City completed construction of the Chula Vista Nature Center (which is outside the Proposed Project area). That same year, the Goodrich Aerostructures Group (Goodrich) acquired and expanded the Rohr facility. In 1999, through a land exchange the Port acquired parcels referred to as the “former Goodrich South Campus.” Goodrich consolidated its operations north of H Street within the Bayfront and has remained active. Demolition of the former Goodrich South Campus is currently underway.

By 1990, various public amenities and recreation facilities were developed on Port property in the central area of the Bayfront. These included two recreational marinas (with approximately

900 boat slips), a yacht club and boat launching ramp, a public fishing pier, a boat repair yard, a recreational vehicle (RV) park, and two restaurants. In addition, two other public recreational parks, a shoreline park with a lawn area, a promenade walkway, shaded picnic areas, and public art were constructed on the shorefront, offering landscaped viewing areas and parking.

In the same year that the Port acquired the former Goodrich South Campus facility (1999), the Port also acquired land on the southern end of the Bayfront, proposed in the CVBMP as the “Otay District.” This area is occupied by the SBPP, a former liquefied natural gas (LNG) storage facility, and an electrical switchyard, all of which had been operated by SDG&E. The LNG site has since been cleared. The Port leases the SBPP to a private operator—previously Duke Energy South Bay (Duke), then LS Power Generation (LS Power), and currently Dynegy, Inc.—and the SBPP continues to provide electricity to the region. The switchyard, also located on Port lands, continues to be operated by SDG&E.

Although the Port acquired the former Goodrich South Campus, power plant properties, and other parcels over the last nine years, there have been many unsuccessful development proposals on the Chula Vista Bayfront, including hotels, a biomedical/pharmaceutical manufacturing plant, and mixed-use development. Therefore, in June 2002, the joint Board and City Council authorized Port and City staff to proceed with a master planning effort for the Chula Vista Bayfront that only covered Port properties and at that time excluded the property known as the “MidBayfront.”

At the same time, Pacifica Companies had proposed a mixed-use plan for the Midbayfront properties that included 2,000 residential units; hotel, office, and retail uses; and open space areas. There was much public opposition to this proposal, and many community members requested that the MidBayfront and Port properties be comprehensively master planned. The community also requested that staff explore the feasibility of a land exchange between the MidBayfront and Port properties, which could allow residential use to be developed on existing Port property, instead of on the MidBayfront, adjacent to the Sweetwater Marsh National Wildlife Refuge. Port and City staff felt that residential development in the Harbor District could enhance development opportunities on, and add to the mix of uses proposed for, the Bayfront through the CVBMP.

In response to the community’s concerns, in March 2004 the Board and City Council approved the expansion of the then 420-acre CVBMP planning area to incorporate the approximately 140 acres of privately and publicly owned “Midbayfront” properties. This enabled staff to begin joint planning for the two properties totaling approximately 560 acres, as well as to begin exploring the feasibility of a land exchange between the two properties. The land exchange would allow private property on which residential uses were allowed in the MidBayfront (Sweetwater District), near the Sweetwater Marsh National Wildlife Refuge, to be exchanged for

provide important foraging habitat to many birds and mammal species. The waterfront parks also offer many public amenities for local residents. Its bayside setting on the western edge of Chula Vista offers an opportunity for cooperative planning combining public amenities, private development, ecological preservation, shoreline enhancement, and the preservation of open space. This cooperative planning venture reflects an understanding of the potential of the Chula Vista Bayfront as a world-class waterfront district in the City and an appreciation for a coordinated, comprehensive vision for the area.

The following are the 10 objectives that the Port and City developed during the CVBMP master planning process, with the ultimate goal of creating a world-class bayfront:

- Consistency with tidelands trust requirements and restrictions
- Broad community input into the planning process and support of the master plan
- Development of a master plan that protects and enhances environmental resources
- Seamless integration with adjoining properties
- Development of a visionary master plan that is economically sustainable, provides revenue generation, and will encourage private sector participation
- Development of a plan that creates future market opportunities and defines the market rather than simply responding to the existing market
- Development of a plan that eliminates or reduces barriers linking the Bayfront to the rest of western Chula Vista
- Development of a plan that enhances a culturally diverse community and integrates the Bayfront with the rest of Chula Vista
- Development of a comprehensive funding program
- Development of a master plan that includes recreational, public art, and open space opportunities as significant components of the plan.

In addition, the CVBMP urban design consultants developed the following design principles, which provided a framework in developing the initial land use concepts for the Bayfront during the master planning process:

- Create one Chula Vista Bayfront
- Celebrate the serenity and Hispanic culture of Chula Vista's Bayfront setting
- Extend Chula Vista all the way to the Bayfront
- Take advantage of deep water at the harbor to create an active boating environment

- Create a Bayfront park system that marries ecological habitats and recreational needs of the community
- New development should reinforce the sense of place at the Bayfront.

2.32.2 Environmental Procedures

At the August 9, 2005, meeting, the joint Board and City Council authorized staff to prepare an EIR that would address the environmental impacts related to the proposed master plan and planning document amendments within the CVBMP area. As lead agency for the purpose of compliance with the California Environmental Quality Act (CEQA), the Port has determined that this EIR will be a combined project and program level EIR. This means that the more defined, short-term components will be assessed at a high level of detail, while the more conceptual, long-term components will be assessed at a “planning” level or programmatic level of detail. The project description presented in this EIR represents the proposed master plan that would guide development on the Chula Vista Bayfront through 2031. The project description describes the development as proposed over the course of an approximately 24-year period that would include four construction phases—approximately 5 years for Phases I and II; approximately 5 years for Phase III, ~~ending in 2017~~; and approximately 14 years for Phase IV ~~ending in 2031~~.

As indicated above, the EIR provides support for the CVBMP and related City General Plan, Local Coastal Program, and Port Master Plan (PMP) amendments. It analyzes certain Phase I components, consisting of development on Parcels H-13, H-14, HP-5, and H-17, at a project-specific level. All other Phase I components, as well as Phase II through IV components, are evaluated at a programmatic level and would require subsequent environmental review as “subsequent activities” pursuant to *California Environmental Quality Act Statutes and Guidelines* (CEQA Guidelines) (AEP 2008) Section 15168.

2.3.1 Draft Environmental Impact Report

The Draft EIR (September 2006) was circulated for a 60-day public review period from September 29 to November 27, 2006, and further extended an additional 45 days to January 11, 2007. Fifty-nine individual comment letters were received by the Port. Many of the community members requested more information and project specific data, specifically for the project-level components (i.e., the proposed RCC, Pacifica Residential Site, and the Signature Park). The Port and project applicants subsequently commissioned project-level technical studies for those Phase I components and have incorporated this data into each issue section of the document.

2.3.2 Revised Draft EIR

The Revised Draft EIR was circulated for a 60-day public review period **(May 23, 2008 to August 7, 2008)** to further make project description refinements and revisions that were

analyzed throughout the document. Fifty-three comment letters, including nearly 1,000 individual comments, were received by the Port. As noted above, since the circulation of the Revised Draft EIR, the specific development project previously proposed on Parcel H-3 is no longer part of the Proposed Project. Project-level technical studies prepared for the former RCC project are still relied upon in this Final EIR for the general program-level analysis of the proposed RCC on Parcel H-3, however. As a result, the proposed development of an RCC on parcel H-3 is evaluated in the Final EIR on a program level. When the Port District receives a specific proposal to develop an RCC on Parcel H-3, it will be subject to environmental review pursuant to CEQA Guidelines Section 15168.

This Final EIR is intended to serve as a project EIR for the development of Parcels H-13, H-14, HP-5, and H-17 proposed in Phase I. This Final EIR is intended to serve as a program EIR for all other Phase I development, and all development proposed in Phases II, III, and IV.

2.3.32.3 Previous Environmental and Technical Documents

The CEQA Guidelines (AEP 2008, Section 15150) specifically provide for incorporation of relevant existing information by reference, as a means of reducing repetition in environmental documents for related projects, or where other existing information has been recognized as valid and applicable to the subject project. A substantial amount of environmental information, including previously certified environmental documents, is available and directly applicable to the Proposed Project:

- *Port Master Plan*, prepared by the Port, certified by the California Coastal Commission (CCC) in 1981, amended August 2004
- *Chula Vista General Plan*, prepared by the City of Chula Vista, adopted by the City of Chula Vista December 2005
- *Chula Vista Local Coastal Program Land Use Plan*, prepared and approved by the City of Chula Vista in 1992, and certified by the CCC in 1993
- *Bayfront Specific Plan*, prepared and approved by the City of Chula Vista January 2003
- *BF Goodrich Relocation Agreement Mitigated Negative Declaration* (Case No: IS-99-21), prepared and approved by the City of Chula Vista Redevelopment Agency June 1999
- *Chula Vista Business Park Expansion and Port Master Plan Amendment Final Environmental Impact Report*, certified by the Port October 1997
- *Chula Vista Multiple Species Conservation Plan*, prepared February 2003
- *San Diego Bay National Wildlife Refuge, Sweetwater Marsh, and South San Diego Bay Units Draft Comprehensive Conservation Plan and Environmental Impact Statement*, U.S. Fish and Wildlife Service July 2005

- *San Diego Bay Integrated Natural Resources Management Plan*, U.S. Department of the Navy September 2000
- *Final Environmental Impact Report Midbayfront LCP Re-submittal No. 8*, City of Chula Vista July 1991
- *Final Environmental Impact Report for the Bayfront Specific Plan*, prepared by RECON 1984
- *Final Environmental Impact Report for the City of Chula Vista General Plan Update*, certified by the City of Chula Vista December 2005.

Each of these documents is incorporated by reference. Applicable data and analyses from these environmental and technical reports are summarized, where appropriate, and referenced to the source document.

These environmental and technical reports are available for public review during normal business hours at the District Clerk's Office, San Diego Unified Port District, 3165 Pacific Highway, San Diego, California, 92101.

2.3.42.4 Notice of Preparation and Responses

The Port published a Notice of Preparation (NOP) on August 12, 2005, describing its intent to prepare a Draft EIR (UPD #83356-EIR-658) for the proposed CVBMP development and amendments to the PMP, Chula Vista General Plan, and Chula Vista LCP (which includes the LUP and Specific Plan). The NOP was mailed to federal, state, and local agencies, as well as surrounding property owners, tenants, CVBMP CAC members, environmental groups, and other interested individuals and groups, to solicit their comments on the scope and content of the environmental analysis to be included in the EIR. Additionally, notice of the NOP availability was mailed to the 1,500 individuals/groups currently on the Port's CVBMP mailing list database. Notice of the NOP availability was also published in the *San Diego Union Tribune*, *San Diego Daily Transcript*, and *Star News* on August 12, 2005. The NOP was made available at the Downtown San Diego Central Library, the Chula Vista Civic Center Library, and electronically on the Port's internet site.

Copies of the August 12, 2005 NOP, the NOP distribution list, and responses to the NOP are contained in *Appendix 2-1* of this EIR. A public scoping meeting was held on September 1, 2005, to further solicit comments on the scope, focus, and content of the EIR. The following is a list of those respondents who submitted comments in response to the NOP within the 30-day period, which began on August 12 and ended on September 12:

The Otay District currently consists primarily of industrial facilities such as the SDG&E 230-kilovolt (kV) transmission lines, the SDG&E electrical switchyard with associated rights-of-way (ROWs), and the South Bay Power Plant (SBPP). The SBPP facility, or power block, includes power islands, air-cooled condensers, parking areas, other ancillary facilities, and fuel storage tanks abutting the south side. At the southernmost end of the Otay District is the former Liquefied Natural Gas (LNG) site. Remnants of aboveground storage tanks (ASTs) still exist at this location.

Access to the Bay and shoreline amenities, including the marinas and boat launch, is complicated, as there is currently no easily recognizable entrance to the Bayfront. Primary vehicle access to bayshore facilities is provided (from north to south) via E, F, and J Streets. Freeway exits are available from I-5 at E, H, J, and L Streets. Views of the Bay are limited from I-5, primarily due to a lack of elevated viewing areas and intervening maritime, industrial, and transportation development between the freeway and the bayshore. From the E Street entrance, railroad tracks and trees along Bay Boulevard obscure views of the Bay and undeveloped land in the northern portion of the site. Power lines in the area also dominate views to and from the project site. Travelers on Lagoon Drive from E or F Streets pass large industrial facilities, including the South Bay Boatyard, on their way to the shoreline and parks. Chain link fencing and barbed wire encircle a number of industrial parcels. Undeveloped or vacant lots and warehouse structures also exist. Large scale development, including the Goodrich corporate office and the Community Health Group office buildings, obstructs views of the Bay from some areas to the east. Views of the water are visible only from E and F Streets, Marina Parkway near J Street, and Bay Boulevard across from SBPP.

Immediately to the east of the I-5 is Chula Vista's Urban Core. The downtown area is east of the project site, and is home to many families and local businesses. Residents of this community frequent the waterfront parks on the project site. However, there is currently no single street or bike path system to connect the Urban Core with the Bayfront's many public use amenities. Land uses immediately adjacent to the project site include restaurants and a motel along Bay Boulevard north of F Street/Lagoon Drive, the Goodrich North Campus, commercial and professional office and medical buildings (Marina Gateway Business Park) along Bay Boulevard north of J Street, and the County Health Department across from the SBPP.

The project site includes recorded hazardous material releases at several Goodrich industrial locations, historic resources, and sensitive paleontological formations. These environmental issues and resources are discussed in more detail in *Sections 4.10, Cultural Resources; 4.11, Paleontological Resources; and 4.12, Hazards and Hazardous Materials/Public Safety.*

3.3 Planning Process Overview

The Chula Vista Bayfront Master Plan (CVBMP) is a joint planning effort of the Port, City, and Pacifica Companies, a private developer that currently has rights to build on the northern portion of the Bayfront, or Sweetwater District, on area previously known as the Midbayfront. Land use planning responsibility for the master plan area is divided between the Port and City. The majority of the project site is located in the Port's land use jurisdictional authority; therefore, the Port is serving as the lead agency for CEQA purposes. Approvals for areas within the land use jurisdictional authority of the City are the responsibility of the City. *Figure 3-4* shows the current Port and City's land use jurisdictional authority boundaries with respect to the project site. The Port is identified as the lead agency pursuant to CEQA compliance for this project; the City is identified as a responsible agency (CEQA Section 21002.1.d).

As stated in *Chapter 2, Introduction* of this report, the CVBMP planning process was initiated in January 2003 and included an extensive award-winning public participation program, which was recognized for excellence by the San Diego Section of the American Planning Association. The land use plans (then referred to as Land Use Plan Options B and C) were based on extensive CVBMP Citizens Advisory Committee (CAC) and community input and approved by the Port's Board of Port Commissioners and the Chula Vista City Council/Redevelopment Agency in May 2004. Plans further evolved during Phase II of the master planning process that ended in August 2005 into master plan concepts that identified locations and development program/height ranges and phasing for specific land uses. The intent was to provide maximum flexibility to attract development and to facilitate timely implementation of the master plan components.

This report analyzes one master plan concept, the Sweetwater Park Plan (previously Plan A Option 2), referred to as the Proposed Project. In addition to the Proposed Project, this report analyzes a Harbor Park alternative (previously referred to as Plan A), and a No Land Trade alternative (previously referred to as Plan B) in greater detail than is normally required, as more fully described in *Chapter 5, Alternatives* of this report.

If approved, the CVBMP will guide the development of the Bayfront over the next 24 years. The Proposed Project emphasizes development of waterfront amenities to enhance the Bayfront's appearance and improve access and connection to the Chula Vista Urban Core and neighborhoods to the east. The mix of proposed land uses include hotel and conference space, retail and commercial recreation, office, residential, industrial business park, cultural, marina, RV Park, natural open space, and parkland. Proposed water uses include reconfiguration of the existing marina basin and boat slips, a new commercial harbor, and realignment of the existing navigation channel. Some of these uses, such as the marinas, already exist in the project site but will be improved.

exchange for up to 33 acres of land (Parcels H-13, H-14, H-15, and HP-5) in the Harbor District from the Port to a private developer. The land ~~under option held~~ by a private developer in the City's land use jurisdictional authority would transfer to Port trusteeship and land use jurisdictional authority; likewise, the lands currently under Port trusteeship and land use jurisdiction would transfer to a private developer for development within the City's land use jurisdiction. *Figure 3-5* shows the lands involved in the proposed land exchange.

The proposed land exchange between the Port and a private developer is a major component of the Proposed Project. On March 2, 2010 the Board of Port Commissioners approved the Land Exchange Agreement per CEQA Guidelines 15004(b)(2)(A). ~~Because the Proposed Project, including the anticipated land transfer,~~ would affect the State's lands. ~~Therefore,~~ the SLC is required to approve or disapprove the land exchange between the Port and a private developer, pursuant to Public Resources Code Section 6307.

3.4.1.2 Port Master Plan Amendment

The PMP primarily governs the lands that the State Legislature has conveyed to the Port to act as trustee for administration, and upon which the Port has regulatory duties and proprietary responsibilities. The State Legislature has granted approximately 33.1 miles of San Diego's shoreline to the Port, which includes approximately 5,483 acres of combined tidelands and submerged lands, which are covered by the PMP. The CCC certified the original PMP on January 21, 1981. Since its inception, there have been periodic amendments to the PMP near or within the Proposed Project site, including a 1985 amendment in the project area to allow for the extension of the Chula Vista Bayside Park; a 1998 amendment to allow for the expansion of the Chula Vista Industrial Business Park land use designation; and most recently, two 2001 amendments—one to allow for mitigation at the D Street Fill area, and one to allow for redevelopment of the South Bay Boatyard site.

The overall goal of the PMP is to develop, protect, enhance, and restore the quality of the natural coastal zone environment, and to ensure physical and visual access to the shoreline. Port development seeks to minimize substantial adverse environmental impacts, minimize potential traffic conflicts between vessels in the port, give highest priority to the use of existing land space within harbors for port purposes, and provide for a full array of beneficial activities including recreation and wildlife habitat uses. Social and economic needs of the people of the state are taken into account as well.

For planning purposes, the PMP is divided into 10 planning areas, or districts. The Proposed Project site is located in Planning District 7, Chula Vista Bayfront. Planning District 7 includes approximately 4.8 miles of the Chula Vista shoreline, including approximately 1,690 acres of tidelands and submerged lands, only a portion of which is located within the project boundary. Planning District 7 is further subdivided into nine planning subareas.

As part of the Proposed Project, a PMP Amendment has been prepared to update Port and City coastal land use jurisdictional boundaries and to facilitate proposed development. The proposed amendments to the PMP Precise Plan for Planning District 7, Chula Vista Bayfront, are discussed in more detail in *Section 4.1, Land/Water Use Compatibility* of this report.

The Proposed Project includes the following changes to the PMP:

- Incorporating approximately 97 acres of land at the north end of District 7, formerly under the City's land use jurisdiction, within the Port's trusteeship and land use jurisdiction and removing up to 33 acres of land from the PMP that would convert to City land use jurisdiction (and be included in the City's LCP) as a result of the proposed land exchange with a private entity.
- Revising the Precise Plan concept for Chula Vista Bayfront, Planning District 7 to reflect the Proposed Project components, including revising the precise plan text and map, acreage tables, planning subareas map, and project list.
- Revising the allowable uses under certain land use classifications.
- Updating other portions of the PMP as appropriate to reflect the Planning District 7 changes, including incorporating an additional 194 acres of land area previously not included in the PMP, resulting from past land acquisitions.
- Revised the maximum height allowed for the RCC to be 240 feet above ground level.
- **Establishment of a maximum number of hotel rooms allowed to be constructed within the boundary of the Chula Vista Bayfront Master Plan which will be 3,100 rooms with a maximum number of 2,850 hotel rooms within that portion of the CVBMP covered by the PMPA ("PMPA Cap").**

The Proposed Project would result in changes to the broader PMP land and water use categories. These changes are summarized below in *Table 3-2*.

TABLE 3-2
Proposed Port Master Plan Amendment
Land and Water Use Allocation Summary

Land and Water Use Category	Existing (acres)	Proposed (acres)	Net Change (acres)
Commercial	756.5	758.2	+1.7
Industrial	1,424.1	1464.0	+39.9
Public Recreation	961.5	1,123.6 1,091.1	+162.1 129.6
Conservation	1,457.8	1,533.5 1,566.0	+75.7 108.2
Public Facilities	617.2	628.7	+11.5
Military	151.5	151.5	N/A
TOTAL	5,368.6	5,659.5	+290.9

As a result of the proposed PMP Amendment, a total of 1,980 acres of Chula Vista Bayfront will be allocated to commercial, industrial, public recreation, conservation and public facilities activities. The changes to the PMP land use and water allocations for the Chula Vista Bayfront as a result of the Proposed Project are summarized below in *Table 3-3*.

TABLE 3-3
Land and Water Use Allocation Summary
For Chula Vista Bayfront: Planning District 7

Land and Water Use Category	Existing (acres)	Proposed (acres)	Net Change (acres)
Commercial	82.5	84.2	+1.7
Industrial	93.6	133.5	+39.9
Public Recreation	24.8	186.9 154.4	+162.1 129.6
Conservation	1,268.5	1,344.2 1,376.7	+75.7 108.2
Public Facilities	220.1	231.6	+11.5
TOTAL	1,689.5	1,980.4	+290.9

Figure 3-6 illustrates the proposed amendments to the PMP Planning District 7 Chula Vista Bayfront Precise Plan map. *Appendix 3.4-1* of this report contains the entire draft PMP Amendment text and graphics for the Proposed Project.

3.4.1.3 Chula Vista General Plan Amendment

The Chula Vista General Plan defines the framework by which the City's physical and economic resources are to be managed and used in the future. The General Plan guides future development within the existing City limits, and also addresses areas within the City's Sphere of Influence and other portions of the General Plan area beyond City limits. The General Plan directs all future

development; therefore, any decision by the City affecting land use and development (e.g., zoning) must be consistent with the General Plan as required by State Law. An action, program, or project would be deemed consistent with the General Plan if, considering all of its aspects, it complies with the objectives and policies set forth in the General Plan.

On December 13, 2005, the Chula Vista General Plan was last comprehensively updated to incorporate development into the year 2030. The General Plan Update is organized into four planning areas (Northwest, Southwest, Bayfront, and East) and a number of subareas. Due to ongoing planning efforts, the General Plan Update did not change the land use designation for the Bayfront Planning Area. The Proposed Project addressed in this report will require an amendment to the Chula Vista General Plan's Bayfront Area Plan. Currently, the General Plan land use designation for the Bayfront area includes a large-scale residential and commercial project in the Sweetwater District—formerly referred to as the Midbayfront area—and industrial and commercial uses in the Harbor and Otay District areas.

As discussed above in *Section 3.4.1.1* regarding the SLC, the project proposes to move the residential land use designation from the Sweetwater District to the Harbor District on existing State Trust Lands. Since residential development is not allowed on Trust property, a land exchange between a private developer and the Port is required for the project as proposed. If the land exchange is approved, the land use jurisdictional boundary between the Port and the City would shift accordingly. Thereafter, proposed residential uses would be developed by a private developer on those exchanged lands brought within the City of Chula Vista's jurisdiction. The lands adjacent to the wildlife refuge in the Sweetwater District would be transferred from the City to the Port and would be designated for mixed-use office/commercial recreation, hotel, and park and open space use. The proposed land exchange would require amendments to the Chula Vista General Plan and LCP, and the Port's PMP, which would include changes in land use designations.

The Proposed Project includes the acquisition of parcel H-17 by the City. Subject to this acquisition, Phase I development within the Harbor District requires a General Plan Amendment to re-designate the fire station site on parcel H-17 from Commercial Visitor to Public/Quasi-Public (P-Q) zone is proposed to allow for a public use within the Bayfront Master Plan.

The proposed amendments to the City's General Plan are consistent in format and structure to the recently adopted General Plan Update and are limited to the Proposed Project planning area, which covers both Port and City land use jurisdictional boundaries. Adoption of the General Plan amendment will provide the required consistency (as discussed in *Section 4.1 Land/Water Use Compatibility*) between the Proposed Project and the General Plan document that guides the land use development for all properties within the City's planning area.

3.4.1.4 City of Chula Vista Local Coastal Program Amendment

The Chula Vista LCP (which includes the LUP and Bayfront Specific Plan) was approved by the City of Chula Vista in 1992 and certified by the CCC in 1993. The LUP guides continuing development within the Bayfront coastal zone area by providing a detailed plan for the orderly growth, development, redevelopment, and conservation of coastal resources. The LUP outlines the specific permitted land use types and intensity of development, as well as objectives and policies related to future development in the Chula Vista Local Coastal Zone. The project site is situated entirely within the Chula Vista Local Coastal Zone (*Figure 3-7*). As currently approved, the LUP anticipates intensive development in the Sweetwater District including hotel, retail, parking, restaurant, and commercial recreation uses, as well as residential use, for which approximately ~~1,100~~ 1,000 residential units could be developed. The Proposed Project area encompasses several Coastal Zone Subareas discussed in greater detail in *Section 4.1, Land/Water Use Compatibility*. Because the project would modify land use designations, intensities and boundaries within the LCP, an amendment to the LCP is required and included as part of this project. Subject to the acquisition of parcel H-17 by the City, an LCP Amendment is also required to change the designation of the fire station site on parcel H-17 to Public/Quasi-Public (P-Q) in the City's LCP. The LCP amendment includes both an LUP and the implementing ordinance or resolution in the form of the Specific Plan. The only change to land uses proposed for the LUP and Specific Plan are within the Proposed Project boundary. No land use changes are proposed for the LCP area that is outside the Proposed Project boundary.

3.4.1.5 Specific Plan/Rezone

Included in this report is an assessment of the proposed amendments to the Chula Vista Bayfront Specific Plan. The City intends to adopt the Specific Plan as the Implementing Program to amend the City's adopted LCP (pursuant to the California Government Code Sections 65450–65457). If approved, the Specific Plan would specify the permitted land uses as well as the standards and criteria for development and conservation of resources within the area covered by the Proposed Project. More precisely, it would describe the proposed distribution, location, extent and intensity of major infrastructure components necessary to support the land uses set forth in the Proposed Project. Such infrastructure components include public and private transportation facilities, sewage, water, drainage, solid waste disposal infrastructure, and energy facilities. In addition, the Specific Plan would include standards and criteria by which development consistent with the Proposed Project would proceed within the City's land use jurisdictional authority, as well as standards for the conservation, development, and utilization of natural resources, when applicable. The Bayfront Specific Plan would apply zoning to properties within the project site's boundary that are under the City's jurisdiction only and would not apply to Port Trust lands. Individual projects under the Proposed Project will require the approval of a tentative map, including the residential development proposed by a private developer.

3.4.1.6 City of Chula Vista MSCP Subarea Plan Amendment

With the land exchange, Parcels H-13, H-14, H-15, and HP-5 will be transferred to the land use jurisdictional authority of the City. ~~They~~ Parcels H-13, H-14, and HP-5 are currently mapped in the MSCP Subarea Plan as “Other Agency – Preserve Planning Efforts.” Parcel H-15 is currently mapped as a “Development Area” outside of “Covered Projects” and the Proposed Project does not propose to change that designation. The land exchange would also transfer lands within Parcels S-1, S-2, S-3, SP-1, SP-2, and SP-3 from City land use jurisdiction to Port land use jurisdiction. These lands are currently shown in the Subarea Plan as “Development Area” and are identified as being outside of “Covered Projects.”

The Proposed Project will require an amendment to the MSCP Subarea Plan to adjust the boundaries of the plan to correspond to the change in land use jurisdictional boundaries. The amendment will change the designation of Parcels H-13, H-14, H-15, and HP-5 from “Other Agency – Preserve Planning Efforts” to “Development Area” outside of “Covered Projects,” and will change the designation of lands within Parcels S-1, S-2, S-3, SP-1, SP-2, and SP-3 from “Development Area” to “Other Agency – Preserve Planning Efforts.” The proposed amendment must be approved by the City of Chula Vista, the U.S. Fish and Wildlife Service, and the California Department of Fish and Game.

As a result of the proposed amendment and land use authority change, development within the future City land use jurisdiction on Parcels H-13, H-14, H-15, and HP-5 will be subject to a Habitat Loss and Incidental Take (HLIT) Permit.

3.4.2 Project Overview

Prominent characteristics of the Project include the establishment of three districts (Sweetwater, Harbor, and Otay), development of a RCC and other hotels, a signature park and other park and open space areas, a large ecological buffer, up to 1,500 residential units, mixed-use office/commercial recreation, retail, cultural uses, and reconfiguration of the existing Chula Vista Harbor. Several actions, including undergrounding of existing transmission lines, remediation of the former Goodrich South Campus land area, and demolition/relocation of the SDG&E switchyard (subject to the California Energy Commission (CEC) and California Public Utilities Commission (CPUC) actions), are being and/or would be separately addressed by the regulatory agencies responsible for their review and approval. Background information is provided for these related, but separate, projects under *Section 3.4.9*.

For ease in referencing the proposed uses, each development component has been assigned an individual parcel number that corresponds to the project site parcel plan map. These parcel designations are used for convenience and should not be confused with the actual legal parcel

references. *Figure 3-8a* depicts the parcel plan map and development phases for the Proposed Project. Readers may wish to use this figure as a reference while reading this report. As shown on the project site parcel plan map, parcel numbers that begin with “S” are located in the Sweetwater District, with “H” in the Harbor District, and with “O” in the Otay District.

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The plan also will provide for an increased public participation and community benefits process. The Port will form a Bayfront Cultural and Design Committee (BCDC) to advise the Port in addressing the design of parks, cultural facilities, and development projects. The public participation process for the BCDC will include broad community representation and will be modeled after the Community Advisory Committee (CAC) process. Membership will include at least one member each from the Port, Chula Vista Planning Commission, Design Review Committee, and Resource Conservation Committee. The BCDC will advise the Port in the establishment of CVBMP design guidelines to address cohesive development and streetscape design standards, walkways and bikeways design to promote safe walking and biking, standards for design of park areas, and cultural facilities but will not address NRMP and Wildlife Habitat Areas design guidelines. A minimum of three public meeting/workshops will be held to establish the design guidelines. The BCDC will have an opportunity to provide input on the development of any Port-sponsored Request for Proposals (RFP) or Request for Qualifications (RFQ) for major development projects. The Port will conduct a stakeholder review of major development projects following completion of the RFP/RFQ selection process and the BCDC will be invited to participate in such review. In addition, BCDC will be invited to participate in stakeholder design review of park and/or cultural facilities within the CVBMP prior to Port Staff seeking concept approval from the Board of Port Commissioners. The BCDC will have an opportunity to advise and provide input on District-sponsored public art projects proposed for sites within the Proposed Project area through representation on artist/artwork selection panels convened by the Port. These project-specific, ad hoc panels will make recommendations to the Port's public art committee and staff regarding acquisitions and exhibitions. The BCDC will be notified of the formation of such selection panels and will be afforded an opportunity to nominate one or more of its members, preferably with art related experience or background, to serve thereon.

An additional community benefit shall come in the form of funds from the Pacifica Initial Sale Unit Contribution Funds, which shall be directed to the joint powers authority (JPA) and placed into a Community Benefits Fund that will be non-wasting, with interest revenues committed to the specific broad categories of: Natural Resources; Affordable Housing; Sustainability/Livability; and Community Impacts and Culture. The Community Benefits Fund revenues shall be spent within the Project Area and Western Chula Vista, subject to applicable law.

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segment in the Sweetwater District, are evaluated in this EIR as part of the program-level analysis.

Mass grading of the site in the Sweetwater and Harbor Districts would be required. Most of the existing streets would be removed to allow for grading of the new parcels and construction of new streets and utilities. The Sweetwater District and the majority of the Harbor District would be graded during Phase I. Those parcels not graded in Phase I would be graded in Phase III. No grading would occur in Phase IV. The resulting volume of import for the Proposed Project would be 681,000 cubic yards. *Table 3-67* lists the grading quantities required for the Proposed Project.

TABLE 3-67
Proposed Project Grading Quantities
(cubic yards)

District	Cut	Fill	Import/Export
Sweetwater	203,000	115,000	88,000 export
Harbor	73,000	510,000	<437,000> import
Otay	55,000	387,000	<332,000> import
TOTAL	331,000	1,012,000	<681,000> import

3.4.4 Proposed Project Components

The specific components of the Proposed Project, as proposed for each parcel, are described below by district (Sweetwater, Harbor, Otay). Phase I ~~project-level~~ components are listed first, followed by subsequent phase, ~~program-level~~ components. The project description below for each parcel number contains general information such as parcel size and location, existing use(s), whether the parcel is proposed for demolition activities, and whether it is proposed to be part of the land exchange. The project description for each parcel also contains proposed development information such as use, approximate program ranges and heights, number of parking spaces, access, open space, and proposed Port Master Plan or Local Coastal Program designation. The project description for a parcel may also cross-reference other related parcels and development phases as appropriate. The project descriptions for the proposed development on parcels H-13/H-14 ~~and H-3~~ are based on information provided by the developers ~~(Pacifica and Gaylord)~~.

Within the following summary of Proposed Project components, the Final EIR was revised such that the description of development on Parcels H-13, H-14, HP-5, and H-17 in the Harbor District was moved to the beginning of the description of Harbor District Phase I project-level components. The discussion of remaining Phase I development components in the Harbor District was moved under the description of Harbor District Phase I program-level components. In addition, development on Parcel SP-1 in the Sweetwater District was moved from Phase II in

the Revised DEIR to Phase I in the Final EIR; therefore, the description of development on this parcel was moved to the description of Phase I development in the Sweetwater District. Formatting as it relates to simply re-arranging the order of these descriptions was not done in strike-out/underline in this Final EIR; however, any actual revisions to the text since the Revised DEIR are captured below in strike-out/underline for reference.

3.4.4.1 Phase I

a. Sweetwater District Summary

The proposed land uses and development program/height ranges for the Sweetwater District are summarized below in *Table 3-78*. A detailed description of the Sweetwater District development per parcel is provided below. Parcels S-1, S-3, SP-2, and SP-3, and most of Parcels S-2 and SP-1, currently within the City's land use jurisdiction, and controlled by a private developer, would be transferred to the Port as part of the proposed land exchange. Upon SLC's approval of the land exchange, these parcels would convert to State Trust Lands under the Port's land use jurisdiction. As part of the Proposed Project, development within the Sweetwater District would occur in Phases I, II and IV. All Sweetwater plan components proposed during Phases ~~II~~ through IV are analyzed in this report at a programmatic level. The nature and extent of additional environmental review that may be required for Phases ~~II~~ and through IV projects will be determined pursuant to State CEQA Guidelines Section 15168.

TABLE 3-87
Sweetwater District Summary: Proposed Land Uses and
Development Program/Height Ranges

Parcel Number	Proposed Use	Approximate Program Range	Maximum Stories	Maximum Height (feet)
Public Space				
Phase I				
S-2	Signature Park	18 acres	1	N/A
<u>SP-1</u>	<u>Ecological Buffer</u>	<u>41 acres</u>	<u>N/A</u>	<u>N/A</u>
SP-3	Nature Center Parking and Access Road	3 acres	N/A	N/A
Phase II				
<u>SP-1</u>	<u>Ecological Buffer</u>	<u>41 acres</u>	<u>N/A</u>	<u>N/A</u>
SP-2	Seasonal Wetland	14 acres	N/A	N/A
S-2A	Open Space	3 acres	N/A	N/A
Phase III				
—	Public Infrastructure Only	—	—	—
Phase IV				

TABLE 3-78 (Cont.)

Parcel Number	Proposed Use	Approximate Program Range	Maximum Stories	Maximum Height (feet)
SP-4, SP-5, SP-6, SP-7	Open Space	10 acres	N/A	N/A
Development				
Phase I				
	Public Infrastructure Only			
Phase II				
—	Public Infrastructure Only	—	—	—
Phase III				
—	Public Infrastructure Only	—	—	—
Phase IV				
S-1	Resort Hotel	500–750 rooms	2 to 8	40 to 100
S-3	Mixed Use Office/Commercial Recreation	60,000–120,000 square feet	2 to 3	30 to 45
S-4	Office	120,000 square feet	8	125

*S-5 Existing 1-acre park will remain.

i. Sweetwater District Project Program Level (Phase I) Components

S-2 Signature Park (Phase I). In Phase I, this approximately 18-acre vacant parcel is proposed to be developed as part of the Signature Park for the Proposed Project, a major open space area that will connect to the Chula Vista Greenbelt. The Signature Park will continue into the Harbor District on Parcels H-1A (to be developed during Phase IV), HP-1, and H-8/H-9, as more fully described below, totaling approximately 40 acres. ~~It~~ The proposed Signature Park is envisioned as a passive use, meadow-type park with amenities such as landscaping, lighting, restrooms, drinking fountains, bicycle racks, tot lots, picnic areas, benches, trash bins, interpretive signage, landscaped berms, public art, and decomposed granite paving. The proposed parks in the Harbor District, as described below, are planned to accommodate flexible spaces for more active uses or events.

An approximately 12-foot-wide meandering pedestrian trail constructed of natural material that is easily maintained would be interwoven throughout the ~~p~~Signature Park. The park will contain approximately 216 parking spaces within an on-site parking lot, pursuant to Port Parking Guidelines. As part of the E Street Extension, a pedestrian pathway/bridge is proposed that would provide a safe route for pedestrians to walk and to transition from the Sweetwater District to the HP-3 Shoreline Promenade and H-1A park in the Harbor District. ~~The aforementioned park improvements will be phased in as funding becomes available.~~ The majority of this parcel would be a part of the land exchange and would transfer land use jurisdiction from City to Port ~~jurisdiction~~, and the PMP land use designations would be “Park” and “Promenade.” The

remainder of this parcel would not be part of the land exchange and would remain in the City's land use jurisdiction, and the LCP designation would be "Open Space."

In addition, the park will meet the following minimum standards in addition to those described above:

- The park will be passive in nature and encourage passive recreation, be low-impact and contain minimal permanent structures. Structures will be limited to single story heights and will be limited in function to restrooms, picnic tables, **tot lots**, shade structures and overlooks. "Passive" will mean that which emphasizes the open-space aspect of a park and which involves a low level of development, including picnic areas and trails. In contrast, active recreation is that which requires intensive development and includes programmable elements that involve cooperative or team activity, including, ball fields and skate parks.
- The park will be constructed using low water-use ground cover alternatives where possible.
- Pedestrian and bike trails will be segregated where feasible. A meandering public trail will be provided along the entire length of the Bayfront. The meandering trail within the Sweetwater Park and adjacent to Buffer Areas, as described in Mitigation Measure 4.8-7, will not be paved.
- The park will not include athletic field amenities.
- No unattended food vending will be allowed.
- The park will include enforcement signage that prohibits tenants, employees, residents, or visitors from feeding or encouraging feral cat colonies and prevents feral cat drop-off or abandonment of pets; and prohibits leash free areas near buffers.
- Due to the immediate adjacency to Wildlife Habitat Areas, as described in Mitigation Measure 4.8-7, the following restrictions will apply:
 - Such park will be designated as Passive use park and use of amplified sound equipment will be prohibited.
 - Reservations for group events and activities will be prohibited.

Phase I Signature Park improvements (including development of Parcel S-2~~3~~, within the Transition Buffer Areas and Limited Use zones of ~~p~~Parcel SP-1, and the fencing of the No Touch Buffer Area of Parcel SP-1) will be completed prior to the issuance of Certificates of Occupancy for projects developed on either Parcel H-3 or H-23 and after any additional necessary environmental review. The public participation process for the design of the park will be completed prior to Port staff seeking Concept Approval from the Board of Port

Commissioners. The concept approval for the Signature Park will include a refined plan to address the linkage between the parks over the F and G Street Channel. The design will ensure that the linkage between the two parks is easily accessed, obvious, and allows visitors to flow naturally and safely between the two parts of the park. A separate pedestrian bridge will be evaluated and, if necessary, a supplemental environmental review will be performed to address any necessary issues prior to the concept approval being forwarded to the Board of Port Commissioners. The specific placement and design of these improvements will be reviewed and analyzed for conformance with those impacts analyzed in this EIR prior to the issuance of Coastal Development Permits for the park areas.

SP-1 Ecological Buffer (Phase II). A 400-foot-wide ecological buffer is proposed in Phase II on approximately 41 acres of predominantly undeveloped land, that-which includes a portion of the existing Chula Vista Nature Center access road to be realigned to connect to the SP-3 parcel parking lot along the northern and western edges of the Sweetwater District, to buffer the adjacent Sweetwater Marsh NWR from Proposed Project development. This carefully designed buffer would lessen the impacts associated with development and create an interface that gradually transitions from undeveloped native landscape to developed areas. To protect the wetlands and resources within the SDBNWR, this buffer would be established in Phase I by land use designation, distance, and fencing.

The 400-foot-wide buffer would consist of, from west to east, a 200-foot-wide No Use or No Touch Zone, then a 100-foot-wide Limited Use Zone, and finally a 100-foot-wide Transitional Use Zone as described below. The western 200-foot-wide No Use Zone would be used for upland and wetland mitigation (see *Section 4.8, Terrestrial Biological Resources*); the portion of this zone that would not be mitigation would be a project feature. A series of staggered berms would serve as a barrier between human activity and the sensitive wildlife in the nearby marsh habitat. The berms within the ecological buffers would also serve to reduce the amount of noise that may be disruptive to the sensitive species within the marshes. A bridge (E Street Bridge) would also be constructed within the buffer in the southernmost portion of this district to allow vehicular, bicycle, and pedestrian traffic to cross over the inlet feeding the F & G Street Marsh along the E Street Extension. District enforcement personnel will patrol these areas and be trained in the importance of preventing human and domestic animal encroachment in these areas.

No Use or No Touch Zone. Within the 400-foot-wide buffer, the first 200-foot-width from the Proposed Project area boundary eastward is proposed as a No Use Zone. The No Use Zone is proposed primarily for wetlands and potential upland habitat mitigation opportunities (see *Section 4.8, Terrestrial Biological Resources*) for the portion that would be under Port **land use** jurisdiction. The portions of the No Touch Zone within the ecological buffer identified for mitigation opportunities may be improved or enhanced at the time specific mitigation is necessary to off-set impacts associated with Phase I through Phase IV development. The portion

of this zone that would not be mitigation would be a project feature. Trails and overlooks will also be prohibited in the No Use Zone. This No Use Zone would be off limits to pedestrians, with signs posted stating that access into the sensitive habitat areas is prohibited and trespassing laws will be strictly enforced. Signs will be posted adjacent to the sensitive areas with contact information for the Harbor Police to report trespassing within the sensitive areas.

Limited Use Zone. The next 100-foot-width east of the No Use Zone is proposed as a Limited Use Zone that would include outlook stations, open space, and a meandering foot trail system that would connect to the outlook stations and would be the main access route for recreational users. The open space areas would be revegetated with coastal sage scrub habitat. Several outlook stations would be placed in select locations throughout the length of this zone to provide viewing areas of the Bay and wildlife, and would contain educational elements such as kiosks, sculptures, or interpretive signs. Just beyond each outlook station would be a vegetated, elevated berm and six-foot-high fence (~~wood with steel cable~~) surrounding the western portion of the berm to separate the berm from the habitat areas. The fence will be a minimum 6-foot-high **contiguous** vinyl-coated chain link fence or other suitable barrier (built to the specifications described in this Final EIR). Fence design may include appropriate locked access points for maintenance and other necessary functions. Installation of the fence will include land contouring to minimize visual impacts of the fence. The installation of such fencing must be completed prior to the issuance of Certificates of Occupancy for development on either Parcel H-3 or H-23 and in conjunction with the development or road improvements in the Sweetwater District.

The berms would be of such height to allow the average pedestrian on the adjacent footpath to see over the berm and thereby enjoy the aesthetics of the preserve. The outlook stations would be constructed within mounds with a concrete retaining wall and situated such that the sight lines look over the berms and top of fence to improve sight lines to the Bay. ~~In areas where there are no outlook stations and/or berms and fencing, native cacti would be planted in lieu of fencing to discourage human activity in the sensitive areas.~~ The outlook stations would connect to the trail system within this zone and the Transitional Use Zone. The aforementioned improvements will be completed in Phase II as funding becomes available.

Transitional Use Zone. The next 100-foot-width east of the Limited Use Zone is proposed as a Transitional Use Zone that would accommodate increased recreational uses and would include more trails, open space areas, and picnic areas. This area would be composed mostly of recontoured and revegetated open space with several picnic areas and approximately 12-foot-wide trails connecting to those trails in the Limited Use Zone. A series of berms and swales would be placed on either side of the berms to collect seasonal rainfall. These swales serve as aesthetically pleasing deterrents for humans to avoid climbing the berms and entering the preserve, as well as providing seasonal wetland habitat for wildlife. The shallow topography of the mounds and swales would continue throughout this area and be revegetated with a variety of upland habitats including coastal sage scrub, southern maritime chaparral, and native grasslands.

The portion of the Transitional Use Zone adjacent to the S-2 signature park would be designed to ensure a seamless transition between the two uses. The existing wetland located toward the southern half of the buffer within SP-1 would remain. The aforementioned improvements will be phased in as funding becomes available.

Improvements (including development of Parcel S-2), within the Transition Buffer Areas and Limited Use zones of parcel SP-1, and the fencing of the No Touch Buffer Area of Parcel SP-1) will be completed prior to the issuance of Certificates of Occupancy for projects developed on either Parcel H-3 or H-23 and after any additional necessary environmental review. The public participation process for the design of the park will be completed prior to Port staff seeking concept approval from the Board of Port Commissioners.

The majority of this parcel would be a part of the land exchange and would transfer **land use jurisdictional authority** from City to Port ~~jurisdiction~~, and the PMP land use designations would be “Open Space,” “Promenade,” “Habitat Replacement,” and “Wetlands.” The remainder of this parcel would not be part of the land exchange and would remain in the City’s **land use** jurisdiction, and the LCP designation would be “Open Space.”

SP-3 Nature Center Parking and Access Road (Phase I). A 100-space ~~asphalt~~-parking lot and realigned Gunpowder Point Drive access road for the Chula Vista Nature Center are proposed in Phase I on this vacant, approximately three-acre parcel located in the center of the Sweetwater District. This parking lot would permanently replace the existing Chula Vista Nature Center parking lot located off the I-5 off-ramp at E Street (Parcel SP-4). The existing Nature Center shuttle bus would continue to transport visitors between the Chula Vista Nature Center and the parking lot. This parcel would be a part of the land exchange and would transfer **land use jurisdictional authority** from City to Port ~~jurisdiction~~. The PMP land use designations would be “Industrial Business Park” and “Promenade.”

b. Harbor District Summary

The proposed land/water uses and density/height ranges for the Harbor District are summarized in *Table 3-89*. A detailed description of the proposed development of each parcel in the Harbor District is described below. Parcels H-13, H-14, HP-5, and H-15 are currently within the Port’s **land use** jurisdiction and would be transferred to the City’s jurisdiction as part of the proposed land exchange. Upon the Port and the SLC’s approval of the land exchange, these parcels would convert from State Trust Lands to private property under the City’s **land use** jurisdiction. As part of the Proposed Project, development of the Harbor District is primarily proposed during Phases I and II, with all of the water improvements proposed in Phase IV. Except for development of Parcels H-13, H-14, and HP-5, All Harbor plan components proposed during Phases I, II, III and IV are analyzed in this report at a programmatic level. The nature and extent of additional environmental review, which may be required for Phases I, II, III, and IV projects will be determined pursuant to State CEQA Guidelines Section 15168.

TABLE 3-89
Harbor District Summary: Proposed Land/Water Uses and Density/Height Ranges

Parcel Number	Proposed Use	Approximate Program Range	Maximum Stories	Maximum Height (feet)
Public Space				
Phase I				
HP-1, H-8	Signature Park	17 acres	1	N/A
HP-3	Shoreline Promenade (abutting HP-1 and H-8)	3 acres	N/A	N/A
HP-5	Wetlands and Buffer	9 acres	N/A	N/A
H-9 (Interim Use)	Interim Park/Landscaping	2 acres	N/A	N/A
Phase II				
HP-3	Shoreline Promenade (abutting H-9)	1 acre	N/A	N/A
HP-6, HP-7, HP-8	Parks	8 acres	1	N/A
HP-11	Existing Wetlands	3 acres	N/A	N/A
HP-28	H Street Pier (first half)	0.4 acre	N/A	N/A
Phase III				
HP-9, HP-12, HP-13, HP-14, HP-15	Park/Open Space	18 acres	N/A	N/A
HP-3	Shoreline Promenade (abutting HP-14, HP-15, and H-21)	3 acres	N/A	N/A
Phase IV				
H-1A	Signature Park	5 acres	N/A	N/A
HP-3	Shoreline Promenade (abutting H-1 and H-1A)	2 acres	N/A	N/A
HP-28	H Street Pier (second half)	0.4 acre	N/A	N/A
HW-3	Commercial Harbor	4 acres	N/A	N/A
HW-7	Navigation Channel	60 acres	N/A	N/A
Development				
Phase I				
H-3	Resort Conference Center (RCC)	1,500-2,000 hotel rooms	N/A	300-240
H-3	Conference Space	415,000 square feet (net)	N/A	120
H-3	Restaurant	100,000 square feet	Included in RCC	
H-3	Retail	20,000 square feet		

footprint for the Pacifica project on parcels H-13 and H-14 will cover ~~497,900~~ 381,990 square feet of the project site. For views to the northwest and the northeast of the project site, see *Figures 3-119d* and *3-119e*.

Pacifica project components will be integrated with public spaces and visual connections that will relate the new development to the surrounding environment. The project is designed to encourage public access and “feet on the street” with features such as a “woonerf walk,” where pedestrians and cyclists are given priority. This walk connects through the site in an east–west orientation to the marina. The project also includes a north–south garden walk that connects through the site and is intersected by several plazas including a plaza near “J” Street that incorporates ground-level retail such as a cafe and two other large plazas with public art and water features. The garden walk is located so as to connect up with the pedestrian promenade envisioned to extend through the mixed-use development planned to be build north of the site in future phases of the master plan. The woonerf and garden walks are designed to bring the public into the project site to avoid the feeling of a “private” community. On the west side of the project, a “marina walk” also brings the pedestrian into the site and the experience is further enhanced by an interspersing of ground-level retail between residential units and on street corners. Additionally the wetland buffer area surrounding the project on the north and east sides, provides a passive recreational opportunity and nature-based visual experience. Illustrations of these useable open space and visual connections are shown in *Figures 3-119f* and *3-119g*, and *3-119h*.

L-Ditch

There are two alternatives for development of parcel HP-5 on the Pacifica site. Under the proposed Pacifica project, the existing L-ditch, to the north and east of parcels H-13 and H-14, would not be developed and would contain an average 50-foot-wide buffer from the delineated wetland edge on either side. The buffer will serve to protect against encroachment into the drainage ditch, other than for proposed bridge crossing to provide access between parcels H-13, H-14, and Street A. The buffer improvements, which would occur on land that was part of the former Goodrich South Campus and land that is currently undeveloped, would be completed in Phase I. This parcel would be part of the land exchange and would transfer land use jurisdictional authority from Port to City ~~jurisdiction~~. For a view of the existing L-ditch and buffer, as well as the proposed plaza on J Street, see *Figure 3-119i*.

An alternate scenario would occur only if the existing L-ditch on parcel HP-5 is to be remediated and filled pursuant to the Cleanup and Abatement Order ((CAO) CAO No. 98-08, revised April 2, 1998) by the RWQCB, a separate action that is unrelated to the proposed Pacifica project: If the L-ditch is filled as part of the ultimate remediation required by the CAO, parcel HP-5 would no longer constitute a wetland and would be developed rather than undeveloped as in the

Proposed Project. This alternative development of parcel HP-5 constitutes the Alternate L-Ditch Remediation Alternative discussed in *Chapter 5, Alternatives* of this report.

Project Design

The ~~P~~roposed Pacifica Project would incorporate environmentally sound design features and business practices during both construction and operational phases, which are listed below:

- Site Planning/Building Design/Landscaping/Lighting/Construction:
 - As part of the residential building designs along J Street facing south, and along Marina Parkway facing west, the project would incorporate building design concepts and/or fenestration designs (such as stepped back buildings, protruding balconies, recessed windows, window cut-ups, etc) that obviate significant bird strike potential.
 - The ~~P~~roposed Pacifica Project would limit exterior lighting by using low pedestal lights for walkway lighting, shielding exterior lighting and eliminating building accent lights, beacon, or flood lighting to reduce interference with migratory bird behavior.
 - The ~~P~~roposed Pacifica Project would use only non-invasive plant species with an emphasis on native species around the perimeter of the project.
- Energy Efficiency and Sustainability:
 - The ~~P~~roposed Pacifica Project would be Leadership in Energy and Environmental Design (LEED) certified.
 - The ~~P~~roposed Pacifica Project would exceed Title 24 requirements by 20%.
 - The ~~P~~roposed Pacifica Project would participate in SDG&E's Sustainable Communities Program to attain the status of a SDG&E Sustainable Communities Program Demonstration Project through the use of appropriate energy conservation building design and construction standards and renewable energy concepts, in consultation with SDG&E.
 - Energy Star and other environmentally friendly products, materials, and techniques to reduce energy consumption and generate energy on site would be explored and utilized when determined to be economically feasible.

In addition to the features described above, the Pacifica project will include design features to conserve water as described in Section 4.5, Hydrology and Water Quality; features to reduce GHG emissions, as summarized in Table 4.6-31 of Section 4.6, Air Quality; and features to ensure efficient use of energy as outlined in Section 4.16, Energy.

Dewatering Practices: The ~~P~~roposed Pacifica Project would not result in any permanent dewatering discharges into San Diego Bay or other water courses.

H-17 Bayfront Fire Station (Phase I). A fire station is proposed in Phase I on a 2 acre lot at the corner of J Street and Bay Boulevard. The proposed 2 story, 9,500 square foot Bayfront Fire Station on parcel H-17 will consist of two apparatus bays and associated work and living areas. An emergency generator enclosed with a masonry structure is proposed along the western property boundary. Access to the fire station will be provided via Bay Boulevard. The living quarters will accommodate seven (7) personnel and staff a three-person engine company and a ladder truck. Approximately 15 on-site parking spaces are proposed, including handicapped spaces. Subject to acquisition of parcel H-17 by the City, a General Plan Amendment and Local Coastal Plan (LCP) Amendment are required as discussed above in *Sections 3.4.1.3 and 3.4.1.4*. Conceptual site plans and exterior elevations for the fire station are shown in *Figures 3-10a and 3-10b*. The LCP designation would be “Public/Quasi-Public.” An interim facility may be utilized until final construction is completed.

HP-5 Wetlands and Buffer (Phase I). Parcel HP-5 is composed of an existing L-shaped drainage ditch (L-Ditch), which is an approximately 4.43-acre, 50-foot-wide feature. The feature extends adjacent to Street C from Marina Parkway to Street A, and adjacent to Street A from Street C to Marina Parkway. The L-Ditch is a drainage feature with approximately 1.15 acres of wetland habitat. Contaminant removal from the L-Ditch is a requirement under the CAO issued by the RWQCB for the south campus remediation. A Remedial Action Plan (RAP) is being prepared to determine the most appropriate and effective manner by which remediation of the L-Ditch can be achieved to the satisfaction of the RWQCB.

As part of the Proposed Project, the existing wetlands (southern coastal salt marsh) contained within the existing L-Ditch that borders H-13 and H-14 to the north and the east, totaling approximately 9 acres, would not be developed, and would contain an average 50-foot-wide buffer from the delineated wetland edge on either side to protect against encroachment into the wetlands, other than for the proposed bridge crossing to provide access from parcels H-13 and H-14 to Street A. The buffer improvements, which would occur on land that was part of the former Goodrich South Campus and land that is currently undeveloped, would be completed in Phase I. As part of the H-13/H-14 residential development, a car and pedestrian crossing would be constructed over HP-5 to connect to the new Street A. This parcel would be part of the land exchange and would transfer land use jurisdictional authority from Port to City ~~jurisdiction~~.

ii. Harbor District Program Level (Phase I) Components

HP-1 and H-8 Signature Park (Phase I). These parcels comprising approximately 17 acres are currently part of the RV Park leasehold and the existing Chula Vista Bayside Park and are proposed in Phase I as an extension of the Sweetwater Signature Park, which begins in the Sweetwater District on Parcel S-2 (described earlier) and continues into the Harbor District and wraps around the H-3 RCC onto Parcels H-1A, HP-1, and H-8; parcel H-1A would be developed

during Phase IV after the relocation of the existing South Bay Boatyard (see project description of Parcel H-1A). The H-8 park (approximately six acres) would be developed in Phase I, and would ultimately be incorporated with the Phase II H-9 retail/commercial recreation development (see project description of H-9). Furthermore, a promenade would be constructed along the shoreline to complement the park, as more fully described under HP-3 below. The park would be an extension of the existing Chula Vista Bayside Park.

Similar to S-2, this park is envisioned as a passive use, meadow-type park that could include amenities such as lighting, sculptures, restrooms, interactive fountains, drinking fountains, bicycle racks, tot lots, picnic areas, benches, trash bins, interpretive signage, a sculpture garden, landscaped berms, public art, decomposed granite paving, and open lawn area. The park could also include cultural uses; small food and beverage vending; specialty retail involving gifts, novelties, clothing, and jewelry; group activities of nearby businesses; and other park-activating uses. An approximately 12-foot-wide meandering pedestrian trail constructed of natural material that is easily maintained would be interwoven throughout the park. Approximately 237 on-site surface parking spaces with lighting would be provided, including 216 spaces on HP-1 and HP-8, 10 spaces to serve the HP-28 pier and 11 spaces for the Phase I portion of the HP-3 Shoreline Promenade. ~~The aforementioned park improvements will be phased in as funding becomes available.~~ The HP-1 park would be approximately 350 feet in width between the E Street extension and the existing shoreline. Lateral public access would be provided from the proposed H Street Extension south to the harbor between H-8 and H-9, and from the proposed H Street Extension west to the proposed H Street Pier. The existing uses would be demolished and/or relocated prior to redevelopment of this parcel. The PMP land use designations would be “Park” and “Promenade.”

H-3 Resort Conference Center (Phase I).

Site

The ~~Gaylord Resort and Convention~~ Conference Center (RCC) is a proposed world-class hotel and convention facility that would anchor the proposed Chula Vista Bayfront Master Plan redevelopment and would serve as the catalyst for Phase II construction projects. The facility would be located on a parcel totaling approximately 39 acres, which consists of approximately 35 acres of Port land and approximately 4 acres of land currently owned by Goodrich; the 4-acre parcel currently owned by Goodrich would be acquired and incorporated into the Port's land use jurisdiction. The RCC site contains existing vacant land, streets, an RV Park, a portion of existing Goodrich property, a portion of the existing South Bay Boatyard leasehold, and a portion of the previous AFS Industries leasehold. Subject to pertinent leases and other agreements, the existing uses and streets (Sandpiper Way, Bayside Parkway, Quay Avenue, and G Street) and infrastructure within the H-3 footprint would be demolished in Phase I prior to construction of the RCC.

Public access to the RCC is proposed from the planned H Street and E Street extensions. The primary entry for both the hotel and convention center components of the project is planned for H Street, with the hotel having a grand entry court with a tree-lined boulevard, and a convention center with a covered drop off. A motor lobby inside the parking structure would serve as the other public entrance, connecting the parking to both the hotel and convention center that can be accessed either from the proposed E Street Extension or H Street Extension. Service and loading to the facility is planned to occur on a dedicated dock that faces the Goodrich site, and would have access from both the north and south, via an internal private drive or truck driveway accessible from the existing Marina Parkway and proposed E Street Extension. The truck driveway would be signalized and would allow both entering and exiting movements. To prevent unauthorized access to adjacent sensitive areas, a 6-foot-high vinyl-coated chain link fence will be installed around the north side of parcel H-3.

~~The primary driveway for the RCC would be located along the H Street Extension west of Marina Parkway (see Figure 3.9a), with separate entrance and exit only driveways. The entrance driveway would only allow movements entering the site and the exit driveway would only allow movements exiting the site. Each driveway would contain a one-way stop controlled intersection, and the exit driveway would provide a dedicated left turn and dedicated right turn lane. The secondary driveway for the RCC would be located off the E Street Extension and would contain both entering and exiting movements and a one-way stop controlled intersection.~~

Project Components

The RCC is proposed to contain approximately 3 million square feet of gross building area and would likely be composed of three main components: a 1,500- to 2,000-room hotel, an approximately 1.3 million gross square-foot convention center, consisting of approximately 415,000 net square foot and an integrated 2,900-car parking structure. ~~If 1,500 hotel rooms are constructed in Phase I, a total of 2,400 surface and structure parking spaces will be provided on parcel H-3. These components would be completely integrated and would share many of the back of house functions (hotel support areas such as administration, kitchen, employee, maintenance, etc. that are not accessible to the general public) in an effort to gain efficiency and reduce the overall project footprint.~~ **Any proposal to construct more than 1,600 rooms on Parcel H-3 will require a supplement to the Final EIR (SEIR). The SEIR will evaluate any areas needing additional analysis but, at a minimum, must include biological impacts, massing, visual, noise, shading, water supply, water quality, hazardous materials and environmental remediation, and will include discussion of the need for additional mitigation measures to reduce significant impacts, if any, associated with any increase in rooms proposed for Parcel H-3 (see Table 3-910).**

TABLE 3-910
RCC Summary

Description/Function	Area
Land Area	39 acres
Gross Building Area	3 million square feet
Guestroom Space (Guestrooms and Support Space)	1,242,860 square feet
Public Space (Food and Beverage, Function Space, Commercial Space, Indoor Recreation Public Circulation)	1,067,800 square feet
Back of House/Support Space (Administrative Offices, Kitchen, Employee Facilities, Miscellaneous)	701,400 square feet
Hotel Height	Tower: 240 300 feet
Total Hotel Room Count	2,000 rooms
Convention Center Height	120 feet
Convention Center Meeting Space (Net)	415,000 square feet
Contiguous Exhibit and Flex Space	200,000 square feet maximum
Atrium Height	140 feet
Total Parking On Site Off Site (H-18)	3,400 spaces 2,900 spaces (2,400 spaces for 1,500 rooms) 500 spaces
Restaurants	100,000 square feet
Retail	20,000 square feet

Because the hotel is intended to be a resort, the facility would also offer multiple recreational venues, which may include swimming pools, interactive water features, landscaped plazas, dining terraces, indoor and outdoor gardens, hiking trails, a spa, and a fitness center. ~~(see the Site Plan, Figure 3.9b). All of these project amenities would be accessible from the RCC atrium or would be located directly off H Street. The atrium would be a large enclosed open space area connecting the hotel and convention center main functions, and would feature dramatic views of San Diego Bay and the downtown San Diego skyline.~~

The convention center would likely be made up of several main components: an exhibit hall, a flex hall (which could be used for multiple functions including exhibit and dining), a main ballroom, a grand ballroom, and meeting space. These spaces would be leasable and could be occupied by a single group or multiple groups simultaneously. The convention center would contain a maximum of 200,000 net square feet of contiguous exhibit and flex space in one enclosed room, and ~~would~~ may also contain grand, junior, and hotel ballrooms, and hotel and convention meeting rooms, for a total of 415,000 square feet of net meeting space (not including pre-function space). All of this function space would be connected and supported by public circulation concourses and pre-function areas on the public side and service and support spaces on the back of house side.

Assuming the build-out of approximately 3 million square feet of gross building area, ~~the~~ RCC would provide the minimum amount of 2,840 required parking spaces, which meets the Port Parking Guidelines, and may exceed the number by providing 3,400 parking spaces; approximately 2,900 on site and 500 off site, for appropriate consideration. If 1,500 hotel rooms are constructed in Phase I, a total of 2,400 surface and structure parking spaces will be provided on parcel H-3. The on-site parking requirement will be provided within a parking structure and potential interim surface lot. The parking structure will provide ease of accessibility to both the hotel and convention facilities. Most of the parking would be accessed via the main driveway south of H-3, off the proposed H Street Extension west of Marina Parkway. Additional parking would be accessed from the secondary driveway on the northern tip of H-3, off the proposed E Street Extension. Although not part of the parking requirements, an additional 500 off-site parking spaces may be utilized by the RCC within the H-18 parking facility (H-18 is proposed as an interim surface parking lot in Phases I through III and a parking garage in Phase IV; see discussion of H-18 below under both Phases I and IV). Construction of the RCC ~~is proposed to begin in early 2010 and~~ would take approximately 3-4 years to complete.

The hotel rooms would be located in a single tower with a maximum height of 300-240 feet and in guestroom wings a maximum of 110 feet high (11 stories). The maximum height of the atrium would be a maximum of 140 feet and the maximum height of the convention center component would be a maximum of 120 feet. ~~For a view of south and west elevations and cross sections, see Figures 3.9c and 3.9d.~~

Design

The RCC is intended as an extension of the park, marina, and wetlands refuge. The RCC concept was generated with consideration being given to of the Bayfront site surroundings and ~~with~~including input from numerous local interest groups. Three architectural vision goals of the design were established early in the process and shaped the proposed concept. These goals were as follows:

- Embrace the project context in order to infuse the project with Southern California culture resulting in a site-specific solution
- Create a sustainable and responsible neighbor for Chula Vista by achieving LEED certification for the project. This ~~may likely~~could include the incorporation of fuel cells and/or photovoltaics into the project provided that favorable federal tax incentives remain available.
- Enrich the guest experience by immersing them in a natural environment through the use of day lighting, natural ventilation, site views, and spatial connections.

~~These goals have manifested themselves in specific architectural strategies that meet the Gaylord program and address the concerns of the community.~~

~~One main focus of the design effort was site integration. The configuration and orientation of all plan elements are intended to soften the edges of the site and to create connections to the surrounding community (see Figure 3.9e, Concept Design). The RCC proposes to be designedis intended as an extension of the park, marina, and wetlands refuge, with the~~ The RCC's guestroom wings and tower forming exterior courts ~~will be that are~~ influenced by the adjacent natural habitats. The guest rooms would be gathered toward the center of the site in an effort to minimize the scale of the balance of the facility, especially at the periphery of the site. The convention center would anchor the RCC and would provide a buffer between the RCC resort component and the adjacent and more industrial Goodrich site. The orientation of the convention component would allow for a service side adjacent to the Goodrich facility, effectively segregating and concealing those functions from the hotel component of the RCC and community as a whole. In addition to minimizing visibility of the RCC's service and loading functions, the use of pedestrian-friendly architectural features at the edges of the property would further integrate the RCC into the existing context. These features include street retail, dining terraces, accessible restaurants, nature trails, water features, and bird-friendly transparent facades. These features are intended to make the RCC attractive to both hotel guest and local resident alike. **In order to reduce the potential for bird strikes and disorientation, the design of towers on Parcel H-3 should avoid east-west monolith massing and should include architectural articulation. In addition, the tallest buildings on Parcel H-3 will be located generally on the southern portion of the parcel with building heights decreasing towards**

the north and west. The foregoing will not be interpreted to preclude incorporating secondary and tertiary setbacks along public streets. Refer to *Figures 3.9f, 3.9g, 3.9h, and 3.9i* for proposed views of the RCC from the north, west, southwest, and west.

The PMP land use designation for H-3 would be “Industrial Business Park.”

Grading Diagram

The intention of the grading concept is to accomplish three things: (1) To achieve a balance in cut and fill operations on the site where practical, to minimize haul operations to and from the site; (2) To be able to retain all site generated stormwater to keep initial runoff from going directly into the Bay; and (3) To utilize natural filtration systems to clean and process the stormwater.

Site Bulk Grading

The lowest level of parking would be located approximately five feet underground to generate sufficient material for the areas of the site that are being filled as a means to balance the site. As indicated on the diagram (*Figure 3.9k*), approximately 120,000 cubic yards of earth is proposed to be removed for the lowest floor plate and then relocated to create the terraced and elevated arrival and resort courts. A Geotechnical Engineer would assess the soil conditions and determine if there are organics or contaminants unsuitable for use as fill to confirm the actual volumes of useable fill. The final floor elevation of the lowest parking level may be adjusted to get the project in balance after all engineering and testing is complete.

H-9 Interim Park/Landscaping (Phase I). An interim park and/or interim landscaping would be constructed in Phase I on approximately 2 acres within the northern boundary of the un-leased portion of H-9 along H Street. Such improvements may be redesigned when the H-9 Retail/Commercial Recreation and Marina Support development is ultimately constructed in Phase II (see H-9 under Phase II).

H-18 Interim Surface Parking Lot (Phase I). An interim surface parking lot with lighting of 1,100 spaces would be constructed by the Port on the 9-acre H-18 parcel in Phase I until construction of the mixed-use office/collector parking garage is complete in Phase IV. Parking on H-18 utilized to satisfy parking requirements for other parcels shall be provided by the Port in accordance with appropriate parking rates, fees, or other considerations. Approximately 500 of those 1,100 parking spaces may be utilized by the Gaylord RCC on Parcel H-3. Access to H-18 would be provided via Street C. ~~Gaylord will provide a~~ An employee shuttle may be used to transport ~~its~~ employees between H-3 and H-18.

HP-3 Shoreline Promenade (Phase I). A continuous shoreline promenade or “baywalk” is proposed along the shoreline in the Harbor District, from the existing boatyard south, around the harbor, and ending along parcel HP-14 just north of the J Street Marsh northern shoreline, in order to maximize public visual and physical access to the water. The promenade would total approximately 8 acres (approximately 12,000 feet long) and would vary in width from 25 to 50 feet, and may be narrower in certain areas for public safety reasons. The portion of the promenade abutting HP-1 and H-8 (approximately 3 acres) would be built in Phase I. It is anticipated that the remainder of the promenade would not be built until the adjacent development occurs. Specifically, the portions of the promenade abutting H-9 (approximately 1 acre) would be built in Phase II, the portions of the promenade abutting HP-14, HP-15, and H-21 (approximately 3 acres) would be built in Phase III, and the portions of the promenade abutting H-1A and H-1 would be built in Phase IV. The existing uses would be demolished and/or relocated as appropriate prior to construction of the promenade. The promenade would contain public amenities such as pedestrian-scale landscaping, lighting, and furniture. This promenade would replace the existing shoreline promenade that is rather narrow, featureless, and lacks public amenities, and would be part of a larger pedestrian circulation system within the Sweetwater, Harbor, and Otay Districts. Parking would be provided for the promenade within the adjacent park or development parcels. Specifically, 11 parking spaces for this Phase I portion of HP-3 would be provided off site at H-8/HP-1. ~~The aforementioned promenade improvements would be phased in as funding becomes available.~~ The PMP land use designation would be “Promenade.”

HP-23A Industrial Business Park Use (Phase I). This approximately 1-acre parcel that was a part of the former Goodrich South Campus is proposed in Phase I to include a new sewer lift station, a transit stop, parking, or other use allowed within the Port’s “Industrial Business Park” designation. Any proposed specific uses that would generate traffic would be subject to separate environmental review pursuant to CEQA Guidelines 15168. The PMP land use designations would be “Industrial Business Park” and “Promenade.”

3.4.4.2 Phase II

a. Sweetwater District Program Level (Phase II) Components

S-2A Open Space (Phase II). A parcel of approximately 3 acres, which is currently an existing street and partially vacant, is proposed in Phase II for open space and/or mitigation opportunities (see Section 4.8, *Terrestrial Biological Resources*) between the new E Street extension and F & G Street Marsh. ~~It is likely that the existing street segment between F and G Streets would be demolished before~~ demolished after as the proposed E Street Extension is completed. This parcel would not be a part of the land exchange and would remain in under the City’s land use jurisdictional authority; the LCP designation would be “Open Space.”

SP-2 Seasonal Wetland (Phase II). An existing seasonal wetland would remain and would be surrounded by a ~~50~~100-foot-wide vegetated buffer comprising approximately 14 acres of land. The westerly segment of F Street/Lagoon Drive west of the proposed terminus of F Street would be abandoned after the E Street Extension is completed. The abandoned segment of F Street/Lagoon Drive would remain in place but would be accessible to only pedestrians and bicycles, and would connect F Street at its cul-de-sac west to the E Street extension. Improvements would be completed in Phase II. This parcel would be a part of the land exchange and would transfer land use jurisdictional authority from City to Port ~~jurisdiction~~, and the PMP land use designations would be “Wetlands,” “Promenade,” and “~~Open Space~~Habitat Replacement.”

As a future and separate project, the Port will investigate, in consultation with U.S. Fish and Wildlife Service (USFWS), the feasibility of restoring an ecologically meaningful tidal connection between the F & G Street Marsh and the upland marsh on Parcel SP-2 consistent with USFWS restoration concepts for the area. At a minimum, the investigation will assess the biological value of tidal influence, the presence of hazardous materials, necessary physical improvements to achieve desired results, permitting requirements, and funding opportunities for establishing the tidal connection. This investigation will be completed prior to the initiation of any physical alteration of Parcel SP-2, F Street, and/or the F & G Street Marsh. In addition, once emergency access to the Proposed Project area has been adequately established such that F Street is no longer needed for public right-of-way, the Port and City will abandon/vacate the F Street right-of-way for vehicular use, but may reserve it for pedestrian and bicycle use if ecologically appropriate.

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b. Harbor District Program Level (Phase II) Components

H-9 Retail/Commercial Recreation and Marina Support (Phase II). Approximately 25,000 to 50,000 square feet of visitor-serving retail/commercial recreation space (in Phase II) and a support building (in Phase IV) for the new HW-4 200-slip marina are proposed. This approximately 9-acre parcel is currently part of the existing RV Park, vacant former AFS Industries, and Chula Vista Marina leaseholds.

As described under H-9 in Phase I, an interim park and/or interim landscaping of approximately 2 acres would be constructed in Phase I on the northern portion of the unleased portion of H-9 along H Street. Such improvements may be redesigned when the H-9 Retail/Commercial Recreation and Marina Support development is ultimately constructed in Phases II and IV.

The existing improvements would be demolished prior to redevelopment of parcel H-9. The 200-slip HW-4 marina would not be completed until Phase IV; therefore, the marina support building on H-9 that would support the new HW-4 marina would not be completed until Phase IV. The marina support facilities would include uses such as offices, restrooms, showers, lockers, ship chandlery, boat/bicycle rentals, delicatessens, and snack bars. All new buildings would be approximately 15 to 30 feet high (one to two stories) and would provide parking pursuant to standards outlined in the parking section of this EIR. A total of 423 parking spaces will be provided on H-9, including 200 for the H-9 retail, 140 for the H-9 marina slips, 80 spaces for H-12, and 3 spaces for HP-3, assuming maximum build-out. A shoreline promenade would be constructed on the south end of this parcel (see HP-3). Lateral public access would be provided from the proposed H Street Extension south to the harbor between H-8 and H-9.

It is anticipated that the developer of the H-9 Retail/Commercial Recreation space would be given the opportunity to construct its project using both Parcels H-8 and H-9 to allow for an optimal configuration of the 50,000-square-foot H-9 retail/marina space and the approximately 6-acre H-8 park space, and associated parking. Such a configuration would benefit both the tenant and the public and would maximize open space connections to adjacent parcels and would consider public views into the harbor. The development of H-9 would not result in any diminution of park space; there would be a minimum of 6 acres of park space on H-8/H-9 if these parcels are developed together. The PMP land use designations would be “Commercial Recreation,” “Park,” and “Promenade.”

H-15 Mixed Use Office/Commercial Recreation and Hotel (Phase II). A maximum of 420,000 square feet of mixed-use office and commercial recreation/retail use and a maximum 250-room hotel are proposed in Phase II on approximately 9.4 acres of land that was part of the former Goodrich South Campus.

More specifically, this parcel would contain up to 300,000 square feet of office (Class A and flex space), 120,000 square feet of retail, and a 250-room hotel. This development would also include a comprehensive landscaping plan that would provide visual connections that would relate the new development to the surrounding environment. The maximum heights of the buildings would be 90 to 130 feet. Building set-backs on J Street, between the I-5 Corridor and A Street will be 65 feet, measured from the north curb of J Street. Uses such as a hotel pool will be permitted in the set-back as long as the view of the Bay is not impeded. Building set-backs and step-backs will provide a 70-foot-wide minimum street section at the podium level and a 95-foot-wide minimum street section at tower level on J Street. Proposed towers will gradually step downward in height from north to south, reflecting the more intensive proposed land uses to the north and the environmental preserve to the south. A total of approximately 1,640 on-site parking spaces would be provided in parking structures both above and below grade. The above-grade structured parking would be generally located in the center of the commercial structures, generally surrounded and enclosed by the office, retail, and hotel uses in order to minimize its visibility. The hotel would include up to 25,000 square feet of meeting space and ancillary retail use.

This parcel may be a part of the land exchange. If the land exchange of this parcel is approved by the Port and the SLC, the parcel would transfer land use jurisdictional authority from Port to City ~~jurisdiction~~, and the LCP designations would be “Commercial—Professional and Administrative” and “Commercial—Visitor.” If this parcel is not part of the land exchange, it would remain under the Port’s ~~jurisdiction~~ land use authority with the PMP designation of “Industrial Business Park.”

H-23 Resort Hotel and Cultural/Retail (Phase II). This approximately 24-acre parcel that was a part of the former Goodrich South Campus is proposed for a maximum of 500 hotel rooms and approximately 200,000 square feet of trust-related, stand-alone cultural/retail uses in Phase II. The resort hotel would be a maximum of 300 feet high; the cultural/retail uses would be a maximum of 30 to 65 feet high. The hotel would include up to 50,000 net square feet of conference room space, up to 25,000 square feet of restaurant/retail use, open space, and other ancillary hotel uses. For the hotel, approximately 400 on-site surface and structured parking spaces would be provided, and an additional 100 off-site parking spaces may be provided within the H-18 parking facility. For the cultural/retail uses, approximately 400 on-site surface and structure parking spaces would be provided, and an additional 100 off-site parking spaces may be provided within the H-18 parking facility. Both the hotel and cultural/retail uses will incorporate integrated open space areas that would connect to other open space areas within H-8 and H-9. The PMP land use designations would be “Industrial Business Park” and “Promenade.”

HP-3 Shoreline Promenade (Phase II). As mentioned above under the HP-3 description in Phase I, a continuous shoreline promenade or baywalk is proposed along the shoreline in the Harbor District, from the existing boatyard south, around the harbor, and ending along parcel HP-14 just north of the J Street Marsh northern shoreline, in order to maximize public visual and

in Phase III, and the portions of the promenade abutting H-1A and H-1 would be built in Phase IV. The existing uses would be demolished and/or relocated as appropriate prior to construction of the promenade. The promenade would contain public amenities such as pedestrian-scale landscaping, lighting, and furniture. This promenade would replace the existing shoreline promenade that is rather narrow, featureless, and lacks public amenities, and would be a part of a larger pedestrian circulation system within the Sweetwater, Harbor, and Otay Districts. Parking would be provided for the promenade within the adjacent park or development parcels. The aforementioned promenade improvements would be phased in as funding becomes available. The PMP land use designation would be “Promenade.”

HP-9 Open Space (Phase III). Similar to parcels SP-4, SP-6, and HP-12, the existing approximately 1-acre SDG&E transmission corridor easement is proposed in Phase III as a greenbelt strip along the Harbor District’s eastern boundary, containing landscaping and a decomposed granite trail for pedestrians and bicycles, consistent with the Port/SDG&E “Quitclaim Deed, Easement Reservation, and Covenant Agreement” concerning improvements within the easement. The PMP land use designations would be “Open Space” and “Promenade.”

HP-12 Open Space (Phase III). Similar to parcels SP-4 and SP-6 in the Sweetwater District, the existing 150-foot-wide, approximately 8-acre SDG&E transmission corridor easement is proposed in Phase III as a greenbelt strip along the Harbor District’s eastern boundary, south of the existing Goodrich facility, and would contain landscaping (not to exceed 15 feet in height) and a decomposed granite trail for bicycles and pedestrians, consistent with SDG&E’s guidelines for installation of landscaping within their easements, for which approvals will be subject to SDG&E Land Management. The PMP land use designation would be “Open Space.”

HP-13 Open Space (Phase III). Similar to parcels SP-5 and SP-7 in the Sweetwater District, the existing 40-foot-wide, approximately 2-acre Coronado Railroad ROW located parallel to the I-5 freeway is proposed in Phase III as a linear greenbelt strip. In addition, the roadway improvements to H and J Streets, and the construction of a new Street C, would require improvements to the road crossings over the railroad tracks. The PMP land use designations would be “Open Space” and “Promenade.”

HP-14 and HP-15 Boat Launch/Bayfront Park/Harbor Police Building/Parking (Phase III). This approximately 6-acre parcel that currently contains Chula Vista Bayfront Park (HP-14), the boat launch ramp and trailer/car parking, restrooms, and Port Harbor Police Bay Control Office (all on HP-15) will remain. The existing 125 boat trailer parking lot spaces would be located on HP-15 and would be ~~reduced in size from approximately 125 boat trailer spaces to approximately 100 boat trailer spaces~~preserved. The PMP land use designations would be “Park” and “Promenade.”

b. Otay District Program Level (Phase III) Components

The potential future land uses and development program for the Otay District are summarized below in *Table 3-8*¹¹. No residential development or new power plant is proposed for the Otay District. No parcels in the Otay District will be included in the proposed land exchange and all parcels in the Otay District will remain within the land use jurisdiction of the Port. There will be no development in the Otay District during Phases I, II, and IV. As discussed below, future development in the Otay District is uncertain because it would require termination of operations and decommission, demolition, and removal of the existing SBPP and demolition and relocation of the existing SDG&E electrical switchyard, which depend on factors beyond the land use jurisdiction of the Port. All plan components in the Otay District are proposed for Phase III and are analyzed in this report at a programmatic level. The nature and extent of additional environmental review will be determined pursuant to State CEQA Guidelines section 15168.

The Port presently leases all or portions of Parcels O-3A, O-4, OP-1A, OP-1B, OP-2A, and OP-3 to Dynegy, Inc. for operation of the SBPP. However, termination of the SBPP operations is not within the land use jurisdiction of the Port and depends on factors beyond the Port's control. The SBPP Units 1 and 2 ~~are~~ is designated as Reliability Must-Run (RMR) by the California Independent Systems Operator (Cal-ISO), which is charged with operating the majority of California's high-voltage wholesale power grid and strategically plans for the transmission needs of this vital infrastructure. On October 2009, Cal-ISO terminated the RMR contract for Units 3 and 4 as of 2010. As an RMR facility, the SBPP is essential to the supply of adequate power to the region and must continue in operation until Cal-ISO removes the RMR status. At this time, it appears unlikely that the Cal-ISO would approve decommissioning of the SBPP without a replacement plant(s) in the region with equal or greater generating capacity. Accordingly, while the Port has identified potential land uses for Parcels O-3A, O-4, OP-1A, OP-1B, OP-2A, and OP-3, their availability for future development depends on removal of the SBPP's RMR status by Cal-ISO and termination of the SBPP's operations.

At the time the Port acquired the SBPP, SDG&E reserved for itself an easement in perpetuity for operation and maintenance of the SDG&E electrical switchyard and associated facilities (underground transmission lines and vaults, overhead electric towers, electric distribution poles, and gas lines and access roads), that include portions of Parcels O-1, O-3A, O-3B, OP-1B, OP-2A, and OP-3. Pursuant to an agreement between SDG&E and the City of Chula Vista, the existing switchyard is proposed to be relocated to Parcel O-4. However, Parcel O-4 is within the land use jurisdiction of the Port ~~and not the City.~~ **A land exchange between the Port and SDG&E was approved in January 2010 by the Board of Port Commissioners and in February 2010 by the SLC for the proposed relocation of the switchyard.** ~~Details regarding the proposed switchyard relocation are unknown at this time, and would require SDG&E coordination with the City, City coordination with the Port, and approval by the~~

~~CPUC~~Accordingly, while the Port has identified potential land uses that are on the site of the existing switchyard and associated facilities (Parcels O-1, O-3A, O-3B, OP-1B, OP-2A, and OP-3), the availability for future development depends on approval by the CPUC and demolition and relocation of the existing switchyard.

Despite the SBPP's RMR status for Units 1 and 2 and lack of details concerning the switchyard relocation, subsequent to public circulation of the previous Draft EIR, public comments inquired about potential use of the SBPP site for a new football stadium. The City and the San Diego Chargers (Chargers) have had discussions concerning a new football stadium in which the Chargers have identified two potential locations, including the site of the existing SBPP and switchyard. The Port is informed that no site has been agreed upon, no application or plan has been submitted, and no agreement has been reached between the City and the Chargers concerning a stadium project. Furthermore, the SBPP and switchyard site ~~is~~are subject to the CEC and CPUC, respectively, and within the land use jurisdiction of the Port, not the City, ~~and~~ ~~‡~~The Port is not a party to the discussions between the City and the Chargers. The description of future uses in the Otay District does not include a football stadium because the Port has ~~neither initiated nor received any plan or proposal~~ not received any application for such use. The proposed land uses summarized in *Table 3-811*, and described in more detail below, are subject to removal of the SBPP's RMR status, and demolition and relocation of the switchyard, and do not include use of the SBPP and switchyard site for a football stadium.

The proposed land uses and development program/height ranges for the Otay District are summarized below in *Table 3-101*. A more detailed description of development per parcel in the Otay District is provided below. No residential development is proposed. None of the Otay development would occur in Phases I, II, or IV. All Otay plan components are proposed during Phase III and are analyzed in this report at a programmatic level. The nature and extent of additional environmental review will be determined pursuant to State CEQA Guidelines Section 15168.

TABLE 3-101
Otay District Summary:
Proposed Land Uses and Development Program/Height Ranges

Parcel Number	Proposed Use	Program Range	Maximum Stories	Maximum Height (feet)
Public Space				
Phase I				
—	Public Infrastructure Only	—	—	—
Phase II				
—	Public Infrastructure Only	—	—	—
Phase III				
OP-1A, OP-1B	South Park	24 acres	1	N/A
OP-3	Open Space	27 acres	N/A	N/A

TABLE 3-101 (Cont.)

Parcel Number	Proposed Use	Program Range	Maximum Stories	Maximum Height (feet)
OP-2A, OP-2B	Ecological Buffer/Telegraph Creek Channel	27 acres	N/A	N/A
Phase IV				
—	Public Infrastructure Only	—	—	—
Development				
Phase I				
—	Public Infrastructure Only	—	—	—
Phase II				
—	Public Infrastructure Only	—	—	—
Phase III				
O-1	Industrial Business Park Use	18 acres	N/A	N/A
O-3A, O-3B	RV Park	175 to 236 RV spaces	1 to 2	15 to 35
O-4	Industrial Business Park Use	28 acres	N/A	N/A
Phase IV				
—	Public Infrastructure Only	—	—	—

O-1 Industrial Business Park Use (Phase III). Industrial business park use is proposed in Phase III on approximately 18 acres of vacant land that once served as the North Tank Farm for the SBPP and includes a portion of the existing SDG&E electrical switchyard easement. The SBPP is under the jurisdiction of the CEC and the SDG&E switchyard is under the jurisdiction of the CPUC. The existing switchyard would be demolished and relocated as a separate project subject to the exclusive jurisdiction and proceedings of the CPUC and the existing switchyard easement removed, prior to redevelopment of the portion of this parcel that currently contains the switchyard easement. No development projects are proposed or reasonably foreseeable on this parcel, which would remain in Port ownership and land use jurisdiction and would not be part of the land exchange; furthermore, no residential units would be constructed in the Otay District. This parcel would remain in Port land use jurisdiction with the PMP land use designation of “Industrial Business Park.”

O-3A and O-3B RV Park (Phase III). An RV Park containing between 175 and 236 RV parking spaces is proposed in Phase III on an approximately 14-acre parcel currently occupied by the SDG&E electrical switchyard (under the jurisdiction of the CPUC) and most of the SBPP (under the jurisdiction of the CEC). The switchyard would be demolished and relocated and the power plant would be demolished, subject to the exclusive jurisdiction and proceedings of the CEC, prior to redevelopment of this parcel. This low cost, visitor and recreational use RV Park would contain ancillary facilities such as offices, pool/spa, snack bar, general store, meeting space, game room, laundry room, approximately 20 visitor parking spaces, and playground equipment. Structures would be a maximum of 15 to 35 feet high (one to two stories). A wall would be

constructed along its western edge to separate the RV Park from the OP-2A pedestrian trail and No Use Zone. An approximately 10-foot-wide pedestrian trail is proposed around the RV Park that would connect to the rest of the trail system in the Otay District. The bicycle path and Street B would bisect the RV Park. Parcels O-3A and O-3B could be combined with the adjacent OP-1A and OP-1B South Park, and could include camping uses. The PMP land use designation would be “Commercial Recreation.”

O-4 Industrial Business Park Use (Phase III). An Industrial Business Park land use designation is proposed in Phase III on an approximately 28-acre parcel that is currently predominantly vacant and includes the former LNG site and a portion of the existing power plant leasehold. A portion of the parcel contains aboveground tanks that previously supported the existing power plant and would be demolished prior to redevelopment of this parcel. This parcel would be redeveloped with uses allowable under the proposed PMP Industrial Business Park land use classification: industrial activities associated with the manufacture, assembling, processing, testing, servicing, repairing, storing or distribution of products; wholesale sales; retail sales that are incidental to permitted uses; transportation and communication uses; parking; industrial, construction, government and business services; and research and development.

No new power plant is proposed for this parcel but the existing SDG&E switchyard may potentially be relocated to this parcel. A land exchange between the Port and SDG&E was approved in January 2010 by the Board of Port Commissioners and in February 2010 by the SLC for the proposed relocation of the switchyard. The specific switchyard relocation project is not part of the Proposed Project since it is subject to the exclusive jurisdiction and proceedings of the CEC (see *Section 3.4.9, Related Projects Undergoing Separate Environmental Review* below). This report analyzes only the PMP land use designation of Industrial Business Park. Under this designation, relocation of the switchyard would be allowed. For purposes of the environmental analyses in this report, switchyard relocation was assumed for this parcel. The PMP land use designation would be “Industrial Business Park.”

OP-1A and OP-1B South Park (Phase III). A new approximately 24-acre passive use park is proposed in Phase III on land currently within the SBPP leasehold. The existing power plant and ancillary uses would be demolished prior to redevelopment of this parcel. The park may also contain other amenities such as landscaping, berms, lighting, restrooms, drinking fountains, benches, picnic areas, outlook areas, trash receptacles, public art, filtration basins, and approximately 100 on-site parking spaces. A 12-foot-wide pedestrian trail would be interwoven throughout the park and would connect to the trail system in the Otay District. The bike path and Street B would bisect the park. An approximately 50-foot-wide boardwalk/observation area is proposed at the mouth of the existing intake/discharge channels. The park would be designed to allow for restricted vehicle access for authorized personnel to the existing Chula Vista Wildlife Reserve. The park could be combined with the adjacent O-3A/O-3B RV Park and could allow

for camping activities. The aforementioned park improvements would be phased in as funding becomes available. The PMP land use designations would be “Park” and “Promenade.”

In addition, the park will meet the following minimum standards in addition to those described above:

- The park will be passive in nature and encourage passive recreation, be low-impact and contain minimal permanent structures. Structures will be limited to single story heights and will be limited in function to restrooms, picnic tables, **tot lots**, shade structures and overlooks. “Passive” will mean that which emphasizes the open-space aspect of a park and which involves a low level of development, including picnic areas and trails. In contrast, active recreation is that which requires intensive development and includes programmable elements that involve cooperative or team activity, including, ball fields and skate parks.
- The park will be constructed using low water-use ground cover alternatives where possible.
- Pedestrian and bike trails will be segregated where feasible. A meandering public trail will be provided along the entire length of the Bayfront. The meandering trail within the Sweetwater Park and adjacent to Buffer Areas will not be paved.
- The park will not include athletic field amenities.
- No unattended food vending will be allowed.
- The park will include enforcement signage that prohibits tenants, employees, residents, or visitors from feeding or encouraging feral cat colonies and prevents feral cat drop-off or abandonment of pets; and prohibits leash free areas near buffers.
- Due to the immediate adjacency to Wildlife Habitat Areas, the following restrictions will apply:
 - Such park will be designated as Passive use park and use of amplified sound equipment will be prohibited.
 - Reservations for group events and activities will be prohibited.

OP-2A Ecological Buffer (Phase III). A 170- to 200-foot-wide No Use or No Touch ecological buffer with habitat mitigation opportunities is proposed in Phase III on approximately 24 acres of undeveloped land on the western edge of the Otay District to buffer the adjacent J Street Marsh from Proposed Project development. This buffer would run adjacent to parcels O-1, O-3A, and O-3B on land that was part of the former North Tank Farm and currently contains the switchyard and SBPP. Permanent fencing, consisting of a 6-foot-high vinyl-coated chain link fence, would be installed between OP-2A and Street A adjacent to the J Street Marsh to deter intrusion and prevent easy access for humans and domestic animals into the marsh.

The portion of the No Use Zone that lies north of the existing intake/discharge channel is proposed for wetlands and upland habitat mitigation (see *Section 4-8, Terrestrial Biological Resources*). This would require pulling back the steep slope east of the J Street Marsh. The buffer would narrow to 100 feet wide south of the existing intake/discharge channel and southward, on land that is part of the power plant and former LNG site. The No Use Zone would be off-limits to pedestrians. A **permanent and contiguous** 6-foot-high **vinyl-coated chain link** fence would be constructed along the east side of the No Use Zone **within OP-2A** west of O-1, O-3A, **OP-1A** and **O-4** ~~O-3B~~. The placement of the fence would be situated in a depression such that sight lines would look over the fence and into the J Street Marsh.

A pedestrian pathway would be located just east of the mitigation area along Street A and along the perimeter of O-3A and O-3B and continue within the OP-1A and OP-1B South Park. No changes are proposed for the existing intake and discharge channel area. However, as part of OP-1A and OP-1B, an approximately 50-foot-wide public boardwalk/observation area is proposed at the mouth of the existing intake/discharge channels. The existing power plant would be demolished, and the existing switchyard would be demolished and relocated (subject to the exclusive jurisdiction and proceedings of the CEC) prior to redevelopment of this parcel. The PMP land use designations would be “~~Open Space~~Habitat Replacement,” “Wetlands,” and “Promenade.” The aforementioned improvements would be phased in as funding becomes available.

OP-2B Telegraph Creek Channel (Phase III). The existing concrete trapezoidal Telegraph Canyon Creek Channel is proposed to be widened in Phase III to accommodate projected 100-year storm flows and possibly replaced with a more natural vegetated channel on approximately 3 acres. The existing channel easement may potentially be increased to 130 to 140 feet from 100 feet wide. The channel bottom would be approximately 110 feet wide, of which a 20-foot-wide low flow vegetated channel would be constructed; the remaining 90 foot width of the channel would be concrete. The channel would have approximately 10-foot-high vertical walls. The easement would include a 20-foot-wide access road on one side for maintenance. Naturalizing of the channel is not required for the Proposed Project. The PMP land use designation would be “~~Open Space~~Habitat Replacement.”

OP-3 Open Space (Phase III). Similar to parcels SP-4, SP-6, and HP-12, the existing approximately 27-acre SDG&E transmission corridor easement, which varies from 150 feet wide north of L Street and 300 feet wide south of L Street, is proposed in Phase III as a greenbelt strip along the Otay District’s eastern boundary, containing landscaping and a decomposed granite trail for pedestrians and bicycles, subject to the terms of the SDG&E easement agreement. In addition, approximately 100 parking spaces would be developed. The PMP land use designations would be “Open Space” and “Promenade.”

3.4.4.4 Phase IV

a. Sweetwater District Program Level (Phase IV) Components

S-1 Resort Hotel (Phase IV). A resort hotel of approximately 500 to 750 rooms is proposed in Phase IV on an approximately 19-acre, predominantly vacant, parcel that includes a portion of the existing Chula Vista Nature Center access road. The hotel would be a maximum of 40- to 100-feet-high (two to eight stories with the taller structures stepped away from the Bay), and would include 50,000 to 75,000 square feet of conference space, retail/restaurant use totaling up to 40,000 square feet, ancillary uses, open space, and approximately 750 on-site parking spaces. This parcel would be a part of the land exchange and would transfer **land use jurisdictional authority** from City to Port ~~jurisdiction~~, and the PMP land use designation would be “Industrial Business Park.” At the time project specific development is proposed for S-1, shading impacts, as well as appropriate setbacks, step backs, and/or height reductions, will be analyzed as part of the necessary subsequent environmental review for this parcel.

S-3 Mixed Use Office/Commercial Recreation (Phase IV). This approximately 6-acre vacant parcel is proposed for 60,000 to 120,000 square feet of mixed-use office and commercial recreation space in Phase IV. As defined in the PMP, the commercial recreation land use designation allows for such uses as hotels, restaurant, convention center, recreational vehicle parks, specialty shopping, pleasure craft marinas, and sportfishing. The building height would range from 30 to 45 feet (two to three stories) and would provide approximately 480 parking spaces. This parcel would be a part of the land exchange and would transfer **land use jurisdictional authority** from City to Port ~~jurisdiction~~, and the PMP land use designation would be “Industrial Business Park.”

S-4 Office (Phase IV). This approximately 6-acre vacant parcel is proposed for approximately 120,000 square feet of general office use in Phase IV, with a maximum building height of 125 feet (approximately eight stories) with approximately 360 parking spaces provided within a surface parking lot and a parking structure. A 100-foot-wide fenced No Use or No Touch habitat buffer will be included on the north end of the parcel to buffer the sensitive habitat to the north from development. The CPUC will need to approve a rail crossing to provide access to this land-locked parcel. At the time project specific development is proposed for S-4, shading impacts, as well as appropriate setbacks, step backs, and/or height reductions will be analyzed as part of the necessary subsequent environmental review for this parcel. This parcel would not be a part of the land exchange and would remain in the City’s **land use** jurisdiction, and the LCP land use designation would be “Commercial—Professional and Administrative.”

SP-4 and SP-6 Open Space (Phase IV). The existing 150-foot-wide, approximately 8-acre SDG&E transmission corridor is proposed in Phase IV as a greenbelt strip along the Sweetwater District’s eastern boundary, and would contain landscaping (not to exceed 15 feet in height) and

a decomposed granite trail for pedestrians and bicycles consistent with SDG&E's guidelines for installation of landscaping within their easements, for which approvals will be subject to SDG&E Land Management. The existing Chula Vista Nature Center parking lot/Park & Ride on the southern portion of Parcel SP-4 will be permanently replaced at SP-3 during Phase I. Parcels SP-4 and SP-6 would remain under the City's land use jurisdiction with the LCP designation of "Public/Quasi-Public."

SP-5 and SP-7 Open Space (Phase IV). The existing 40-foot-wide, approximately 2-acre Coronado Railroad ROW located parallel to the I-5 freeway is proposed in Phase IV as a linear greenbelt strip. In addition, the construction of the E Street Extension would require improvements to the existing E Street road crossing over the railroad tracks. This parcel would remain under the City's land use jurisdiction with the LCP designation of "Railroad Easement."

S-5 Park (Phase IV). This approximately 1-acre parcel will remain in its current City park use with grassy landscaped areas, benches/seating areas, and parking. No improvements are proposed. This parcel will remain under the City's ownership and jurisdiction with the LCP designation of "Parks and Recreation."

b. Harbor District Program Level (Phase IV) Components

H-1 Community Boating Center (Phase IV). A community boating center or recreational marina of approximately 10,000 to 20,000 square feet is proposed in Phase IV on an approximately 2-acre parcel on the central portion of the existing South Bay Boatyard leasehold. Redevelopment of this parcel is subject to relocation of the boatyard or termination of its existing lease, which expires in 2020. As of this writing, a replacement boatyard site has not yet been identified. The boating center building could include an aquatic center, low-cost visitor serving boating opportunities, and dock and dine facilities. If this parcel is developed as a recreational marina, it would contain a marina support building that would include uses such as offices, restrooms, showers, lockers, ship chandlery, boat/bicycle rentals, delicatessens, and snack bars. Structures would be a maximum of 30-feet-high (one to two stories). Jet-ski rentals within the Chula Vista Bayfront Master Plan area would be prohibited. In addition, approximately 180 on-site surface parking spaces would be provided for the boating center (or marina) and boat slips. The facility would have approximately 200 boat slips, and possible water transportation dock and boat launch as more fully described under Parcel HW-6. The PMP land use designation would be "Commercial Recreation."

H-1A Signature Park (Phase IV). This approximately 5-acre parcel, part of the existing South Bay Boatyard leasehold and an existing vacant asphalt lot, is proposed in Phase IV as an extension of the Sweetwater Signature Park, which begins in the Sweetwater District on Parcel S-2 (described earlier) and continues into the Harbor District wrapping around the H-3 RCC onto Parcels H-1A, HP-1, and H-8. The H-1A portion of the signature park would be developed

during Phase IV after the relocation of the existing boatyard or termination of its existing lease, which expires in 2020. As of this writing, replacement boatyard capacity has not yet been identified. Approximately 70 on-site surface parking spaces would be provided.

In addition, as part of the previous South Bay Boatyard PMP Amendment for this site certified by the CCC in 2001, an approximately 100-foot-wide section of the northern shoreline of this parcel would be designated “Open Space” to serve as a buffer between development and the adjacent sensitive shoreline resources to the north. The actual extent of buffer coverage will depend upon future resource conditions and would be re-evaluated when specific development proposals are submitted. ~~and~~ In addition, the Port would enter into a cooperative agreement with the appropriate agencies to protect and/or enhance, where appropriate, this the sensitive biological habitat running north from the South Bay Boatyard to the Sweetwater River Channel (known as the Sweetwater Tidal Flats). Subject to the cooperation of the applicable Resource Agency, such cooperative agreement will be executed prior to the Development Commencement of any projects subject to District’s **land use** jurisdiction within the Sweetwater or Harbor Districts.

The promenade on this parcel that would begin just south of the 100-foot-wide buffer described above and would run westward toward the Bay, follow the shoreline along H-1 and connect to the HP-3 Shoreline Promenade. The PMP land use designations would be “Open Space,” “Park,” and “Promenade.”

H-18 Mixed Use Office/Commercial Recreation and Collector Parking Garage (Phase IV).

This approximately 9-acre parcel, which was previously a surface parking lot for Goodrich, is proposed in Phase IV for approximately 100,000 square feet of trust-related mixed-use office and commercial recreation use wrapped around a 1,100 to 3,000 parking space, approximately five- to seven-story, collector parking garage that is intended to be shared with other parcels. Approximately 300 spaces within the parking garage would be provided for the H-18 mixed-use office/commercial recreation use. Employee and visitor and/or off-site or remote parking for the H-3 RCC and other Bayfront businesses, such as for H-12, H-21, and H-23, may be provided within this parking garage to supplement on-site parking for these businesses, in order to maximize on-site parking for visitors and marina users. Maximum building heights would be between 85 and 155 feet (six to 10 stories). Parking on H-18 used to satisfy parking requirements for other parcels, shall be provided by the Port in accordance with appropriate parking rates, fees, or other considerations.

As described under H-18 in Phase I, an interim surface parking lot of approximately 1,100 spaces would be constructed on H-18 in Phase I until construction of the mixed-use office/collector parking garage is complete in Phase IV. Although not part of the parking requirement, approximately 500 of those 1,100 parking spaces may be used by the H-3 RCC.

~~Gaylord will provide a~~ private shuttle system may be used to transport its employees between the H-18 parking structure and the H-3 parcel in the Harbor District. Parcel H-18 would not be

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HW-6 Marina (Phase IV). Approximately 200 slips for the H-1 Community Boating Center (or recreational marina) are proposed in Phase IV at the existing South Bay Boatyard leasehold on approximately 9 acres of water area. As described above, the construction phasing plan developed for the marina reconfiguration will require that the 200 slips at HW-6 are constructed prior to the removal of the 200 slips from the marina. The existing boatyard boat basin would be relocated as part of the boatyard relocation effort, prior to redevelopment of this parcel. The PMP water use designation would be “Recreational Boat Berthing.”

HW-7 Navigation Channel (Phase IV). The existing approximately 84-acre navigation channel to the Chula Vista Harbor would be realigned and straightened westward in Phase IV within a new approximately 60-acre, 350-foot-wide channel, utilizing an existing abandoned access channel. The “dogleg” within the existing channel would be removed, thereby enhancing boat access to and from the Chula Vista Harbor and the Bay. Furthermore, the new channel would be located further away from sensitive resources located along the shoreline north of the existing boatyard. The channel realignment would consist of dredging approximately 1,346,000 cubic yards of Bay bottom to elevation -15 Mean Lower Low Water for the new channel and the fill of approximately 1,035,000 cubic yards to elevation -5 Mean Lower Low Water within the existing channel. The navigation channel realignment would occur following the water improvements within the harbor basin, and construction of the H Street Pier. The PMP water use designation would be “Boat Navigation Corridor.” *Figure 3-121* depicts the proposed navigation channel improvements.

H-12 Ferry Terminal and Restaurant (Phase IV). As a component of the new HW-3 commercial harbor, a ferry terminal of approximately 10,000 to 25,000 square feet is proposed in Phase IV on approximately 0.8 acre of marina water area currently leased to Chula Vista Marina. The existing marina slips would be relocated within the Harbor District prior to redevelopment of this parcel. The new ferry terminal would encourage alternative transportation usage to the Chula Vista Bayfront and would provide a loading and unloading pier on the ground floor for water taxis and Bay ferries. Atop the ferry terminal, a second story restaurant of approximately 10,000 to 25,000 square feet is proposed. The ferry landing and restaurant structure would be approximately 30 to 40 feet high (two stories). Approximately 80 parking spaces would be provided at nearby H-9 (20 for the ferry terminal and 60 for the restaurant), and an additional 175 parking spaces for this parcel may be provided off site at the H-18 parking structure (see detailed discussion under H-18). The PMP land use designations would be “Commercial Recreation,” “Ferry Landing,” and “Promenade.”

HP-28 H Street Pier—Second Half (Phase IV). Construction of the second half (approximately 300 linear feet) of the approximately 36,000-square-foot H Street Pier is proposed in Phase IV, following completion of the HW-7 navigation channel realignment. The first half of the pier would be completed in Phase II, as described above. The aforementioned improvements would be phased in as funding becomes available. The PMP land use designation would be “Promenade.”

3.4.5 Roadway System and Infrastructure

Roadway demolition, road improvements, roadway realignments, and construction of new roads, as well as utility infrastructure improvements, transit, as well as pedestrian walkways, and bike paths, would be implemented throughout the Proposed Project area over the course of approximately 24 years to support the intensity of Proposed Project development and to connect the uses within the Bayfront, as well as to connect the City to the Bayfront. The plan proposes to extend the traditional grid of streets to ensure vehicular, pedestrian, bicycle, and transit links. The site's transportation system was developed to focus vehicular activity on the eastern edges of the property, near I-5 and its interchanges, by placing a majority of the common parking areas on the eastern properties, while designing for pedestrian connections and transit service. This would result in narrower, more pedestrian-friendly streets along the waterfront. Major roadways are planned to be heavily landscaped, and contain pedestrian and bicycle access amenities.

Furthermore, the following roadway segments are proposed to allow on-street parking: E Street between the new F Street and the H Street Extension, J Street between Marina Parkway and Street A, and H Street between Marina Parkway and E Street.

The proposed roadway improvements for the Proposed Project are described below. For purposes of this Draft EIR, all of the roadway improvements within the Sweetwater and Harbor Districts (except for the new F Street segment) are evaluated at a project level, and subsequent phase roadway improvements are analyzed at a program level. *Section 4.2, Traffic and Circulation*, specifically analyzes the timing of the construction of the roadway improvements based on access and frontage of proposed adjacent development, and identifies all roadway improvements as mitigation measures. For Phase I, therefore, only those improvements required for access, frontage, and traffic impact mitigation for development on Parcels H-14, H-15, HP-5, and H-17 are proposed for construction prior to development of these Phase I project-level components. Roadway improvements required for program-level components proposed in Phases I, II, III, and IV would be constructed prior to or concurrently with development of these specific components. Although the traffic analysis identifies which roadways are required for each phase based on proposed adjacent development, the Draft EIR analysis has been structured to provide flexibility in the ability to construct identified roadway improvements sooner than mandated in the traffic analysis. Associated intersection improvements are described in *Section 4.2*. Detailed proposed roadway cross sections are illustrated in *Figures 3-132a through 3-132d*.

It should be noted that the Bay Boulevard segment east of H-18 between Street C and H Street is proposed to remain, and would not be removed as was proposed in the previous Draft EIR. Furthermore, all proposed on-site roadways within the Proposed Project area are proposed to be within the Port's ownership and land use jurisdiction, and would be designated as "Street" in the PMP.

3.4.5.1 Phase I (~~Project~~) Roadway System Components

The Phase I components of the Proposed Project roadway system would occur only in the Sweetwater and Harbor Districts. The proposed timing of construction for roadway improvements is tied to requirements of proposed adjacent development. For Phase I, therefore, only those improvements required for access, frontage, and traffic impact mitigation for development on Parcels H-13, H-14, HP-5, and H-17 are proposed for construction prior to or concurrently with development of these Phase I project-level components. Roadway improvements necessary for access, frontage, and traffic impact mitigation for development of Phase I program-level components and subsequent phase program-level components would be required prior to or concurrently with the development of these specific components.

Most of the roads in the Sweetwater District (except for the new F Street segment) and all of the roads in the Harbor District are proposed in Phase I. As mentioned above, these improvements may not be required until a later phase, but are proposed in Phase I.

a. Sweetwater District Roadway System

A new roadway system is proposed to accommodate the new park, hotel, office, and public access features of this district.

E Street Extension (Phase I). E Street is proposed in Phase I to be extended west and constructed as a four-lane Class I collector street between Bay Boulevard and the new F Street segment within the Sweetwater District. E Street is currently scheduled to be constructed in Phase I; however, the traffic analysis has demonstrated that it is not necessary to complete the E Street extension until Phase III as a mitigation measure. This would provide additional capacity to maintain adequate traffic flow at the major project entry. E Street would be constructed as a two-lane Class II collector street between the new F Street segment in the Sweetwater District to the northerly driveway of H-3 in the Harbor District. E Street is intended as one of the main public access roads for the H-3 RCC. The construction of the E Street Extension in the Sweetwater District would require improvements to the existing E Street road crossing over the railroad tracks. ~~It is likely that the existing street segment between the existing F and G Streets would be demolished, vacated after~~ demolished as the E Street Extension is completed (see Parcel S-2A discussion above).

Furthermore, as part of the E Street Extension, the project proposes construction of a bridge over the inlet that feeds the F & G Street Marsh, where E Street between the Sweetwater and Harbor Districts intersect (*Figure 3-143*). The bridge crossing would allow cars and pedestrians to transition from the Sweetwater District to the Harbor District. Access would be limited to the roadway, bike path, and sidewalks within the bridge, to keep people from entering the adjacent No Use buffer zone within SP-1. The proposed bridge would span approximately 10 feet above

the bottom of the existing channel. The bridge would consist of a 74-foot-wide ROW, consisting of two travel lanes and a 16-foot-wide multipurpose lane that would allow pedestrians and bicyclists to safely transition between the Sweetwater District and the Harbor District, and between the signature park parcels S-2 and H-1A.

F Street/Lagoon Drive Termination (Phase I). F Street/Lagoon Drive would be abandoned for vehicular use after the E Street Extension is provided, ~~and~~ H Street is connected from the northwest end of the Goodrich property westward, north of the F & G Street Marsh, and emergency access has been established so that F Street is not needed for public right of way. As mentioned under SP-2, the abandoned segment of F Street would remain in place but would prohibit vehicular access and would be accessible to only ~~emergency vehicles and~~ pedestrian and bicycles if ecologically appropriate.

Chula Vista Nature Center Access Road (Phase I). As discussed under SP-3 above, the realignment of the Gunpowder Point Drive access road and new parking lot for the Chula Vista Nature Center is proposed in Phase I on a vacant three-acre parcel located in the center of the Sweetwater District. Parcel SP-3 would have access from the proposed E Street extension and new F Street segment (as described above). From Parcel SP-3, the new access road would connect to the existing Gunpowder Point Drive after it crosses Parcel SP-1.

b. Harbor District Roadway System

E Street Extension (Phase I). E Street would be extended in Phase I from the Sweetwater District to the newly extended H Street in the Harbor District. The existing portions of G Street, Quay Avenue, Sandpiper Way, and Bayside Parkway would be demolished prior to construction of this roadway segment in the Harbor District. This segment of E Street would be constructed as a two-lane Class III collector street. The construction of the E Street Extension segment adjacent to H-1A would require construction of a 4-foot-high berm on H-1A. E Street is intended as one of two main public access roads for the RCC on parcel H-3.

CHAPTER 4 ENVIRONMENTAL ANALYSIS

4.1 Land/Water Use Compatibility

This section analyzes whether the Proposed Project is compatible with existing land and water uses. The analysis is based on a review of the California Coastal Act and Public Trust Doctrine as administered by the State Lands Commission (SLC) as well as Port and City planning documents.

The following documents are referenced within this section and attached to the EIR as appendices:

- Draft Port Master Plan Amendment, Text and Graphics (~~March 2008~~ May 2010) (*Appendix 3.4-1*)
- City of Chula Vista General Plan Amendment, Text and Graphics (~~March 2008~~ May 2010) (*Appendix 4.1-1*)
- City of Chula Vista Bayfront Local Coastal Plan Amendment, Land Use Plan (~~March 2008~~ April 2010) (*Appendix 4.1-2*)
- City of Chula Vista Bayfront Local Coastal Plan Amendment, Bayfront Specific Plan (~~March 2008~~ April 2010) (*Appendix 4.1-3*)
- Traffic Impact Analysis (February 2008), prepared by Kimley-Horn and Associates, Inc. (*Appendix 4.2-1*).

4.1.1 Existing Conditions

The section discusses existing uses and applicable land use plans and policies for the Proposed Project area.

4.1.1.1 Land Use Plans and Policies

A majority of the Proposed Project area is currently designated as State Trust Lands, which generally comprise tidelands and submerged lands seaward of the mean high tide line and other upland properties within the jurisdiction of the Port. Development of State Trust Lands must be consistent with provisions of the Public Trust Doctrine as administered by the SLC and with provisions of the California Coastal Act. The manner in which the Proposed Project process relates to the SLC and California Coastal Act is discussed below.

The Proposed Project area consists of lands currently under the jurisdiction of the Port and lands currently under the jurisdiction of the City. Planned development is subject to the adopted land use plans for each jurisdiction and state law. Development of Port lands must conform to the Port

Master Plan (PMP) and the applicable PMP Precise Plan. Development of project area lands within the jurisdiction of the City of Chula Vista is governed by the City's adopted City of Chula Vista General Plan and Local Coastal Plan (LCP) (which includes the Land Use Plan (LUP) and Bayfront Specific Plan) and the City of Chula Vista Redevelopment and Housing Authority.

a. Public Trust Doctrine/Public Res. Code Section 6307 (California State Lands Commission)

The Public Trust Doctrine governs allowed uses of "Sovereign Lands" held in trust by the SLC for purposes of water-related commerce, navigation, fisheries, recreation, and ecological preservation. Additionally, the California Supreme Court has determined that the public trust includes (1) the right of the public to use the navigable waters of the state for bathing, swimming, boating, and general recreational purposes and (2) the preservation of the lands in their natural state for scientific study, as open space, and as wildlife habitat. The State Legislature, as the administrator of the tidelands trust, is responsible for implementing the Public Trust Doctrine and ensuring that public trust lands are used to promote public rather than exclusively private purposes. The Legislature cannot commit trust lands irretrievably to private development because it would be abdicating the public trust.

The SLC is the Responsible and/or Trustee Agency for all projects that could directly or indirectly affect sovereign lands, their accompanying public trust resources or uses, and the public easement in navigable waters. The SLC has the authority to approve or disapprove the proposed land trade and nonconformity trust uses on Port property and is required to do so for this Proposed Project.

Recent changes to Public Resources Code Section 6307 expanded the SLC's authority to approve land exchanges which, among other things, enhance the physical configuration of the shoreline or trust land ownership; enhance public access along or to the water; enhance waterfront and near-shore development or redevelopment for public trust purposes; or to preserve, enhance, or create wetlands, riparian, or littoral habitat or open space. In order to approve such an action, the SLC must make the following findings (SLC 2002):

- The lands or interests in lands to be acquired in the exchange would provide a significant benefit to the public trust.
- The exchange does not substantially interfere with public rights of navigation and fishing.
- The monetary value of the lands or interests in lands received by the trust in exchange is equal to or greater than that of the lands or interests in lands given by the trust in exchange.

artificial increase in perches for predators has the potential to alter the relationship between the species. Increased predation on special-status bird species as a result of the creation of perch sites in areas that do not naturally contain such vantage points is a significant impact. Areas of concern are light posts, palm trees, building parapets, decorative eaves, and other projecting architectural elements, especially on the north side of the buildings proposed within Parcel H-3, which faces the marsh habitat.

Indirect effects would be significant because they would potentially result in increased predation, abandonment of nests, or degradation of nesting and foraging habitat for the light-footed clapper rail, Belding's savannah sparrow, all raptor species, and migratory birds, which can ultimately cause a drop in population numbers of these species (**Significant Impact 4.8-6**).

e. Preserve Adjacency Issues: City Jurisdiction

The City MSCP Subarea Plan addresses Adjacency Management Issues in order to reduce indirect impacts associated with development adjacent to the Preserve areas. As described in *Chapter 3.0, Project Description*, a 400-foot-wide ecological buffer would be established within the Sweetwater District, and a 170- to 200-foot-wide ecological buffer would be established in the Otay District as part of the Proposed Project design. In the eastern portion of the buffers, a foot path would be provided for pedestrian use. A series of staggered berms within the Sweetwater District would serve as a barrier between the human users of recreation facilities and the sensitive wildlife in the nearby marsh habitat. The berms within the ecological buffers would also serve to reduce the amount of noise that may be disruptive to the sensitive species within the marshes.

The first 200 feet of buffer areas adjacent to sensitive habitats, or full width in the case of reduced buffer areas, will be maintained as a "no touch" buffer and will not contain any trails or overlooks. This No Use Zone would be off limits to pedestrians, with signs posted stating that access into the sensitive habitat areas is prohibited and trespassing laws will be strictly enforced.

Fencing, consisting of a 6-foot-high vinyl-coated chain link fence will be installed within the buffer area to prevent unauthorized access. Fencing in Parcel SP-1 will be installed prior to occupancy of the first buildings constructed in Phase I. To protect the wetlands and resources within the Refuge, the SP-1 buffer would be established in Phase I.

District enforcement personnel will patrol these areas and be trained in the importance of preventing human and domestic animal encroachment in these areas. In addition, signs will be installed adjacent to these sensitive areas that provide contact information for the Harbor Police to report trespassing within the sensitive areas.

In order to discourage human and domestic animals from crossing over the berms into the native habitat and preserve areas, permanent fencing would be strategically placed in areas around at Parcels SP-1 and OP-2A where human activity may encroach on the preserves. ~~In areas where there is no fencing, stands of native cacti, such as shore cactus (*Opuntia littoralis*) and cholla (*O. prolifer*), would be planted on portions of the top slopes and west-facing slopes of the berms.~~ In addition, appropriate signage would prohibit access into the sensitive habitat and would direct public access to appropriate locations and ensure that native habitat and restoration areas are not disturbed.

All new development must adhere to the guidelines provided in the MSCP Subarea Plan, which address six issues associated with potential indirect impacts on the Preserve from lighting, noise, drainage, use of invasives, toxic substances, and public access. The Proposed Project includes design features and regulatory compliance that reduce potential impacts on the adjacent preserve from drainage. However, impacts from lighting, noise, invasives, toxic substances, and public access would be significant and are discussed below (**Significant Impact 4.8-7**).

A. Lighting

Lighting associated with construction and operation of the Proposed Project may result in indirect impacts to the wildlife located adjacent to Sweetwater, F & G Street, and J Street marshes. Artificial lighting at night could illuminate nearby roost sites and nests, thus increasing the potential for disruption to breeding patterns and detection by nocturnal predators. In addition, artificial lighting and reflective glare may contribute to bird strikes against buildings. These impacts would be significant. This impact is identified as part of **Significant Impact 4.8-7**.

B. Noise

Construction Noise. Noise from heavy construction equipment would adversely affect birds nesting and foraging in the Preserve areas. As discussed in *Section 4.7*, construction noise adjacent to the F & G Street Marsh would exceed 60 dB(A) and therefore could have adverse effects on nesting birds within the marsh. Loud noises may cause nesting birds to flush from their nests and draw attention to their nesting location, thereby increasing the potential of predation on eggs and young. Construction noise may also decrease the use of the area by foraging bird species. These impacts would be significant. This impact is identified as part of **Significant Impact 4.8-7**.

Operational Noise. As discussed in *Section 4.7*, traffic noise along E Street, adjacent to the Sweetwater Marsh and the F & G Street Marsh, would exceed 60 dB(A) and therefore could have adverse effects on nesting birds within the marsh. This impact is identified as part of **Significant Impact 4.8-7**.

should be minimized throughout the project. All street and walkway lighting should be shielded to minimize sky glow.

- To the maximum extent feasible, all external lighting will be designed to minimize any impact to Wildlife Habitat Areas, and operations and maintenance conditions and procedures will be devised to ensure appropriate long-term education and control. To the maximum extent feasible, ambient light impacts to the Sweetwater or J Street Marshes will be minimized.
- In Sweetwater and Otay District parks, lighting will be limited to that which is necessary for security purposes. **Security lighting will be strictly limited to that required by applicable law enforcement requirements.** All lighting proposed for the Sweetwater and Otay District parks and the shoreline promenade will be placed only where needed for human safety. Lights will be placed on low-standing bollards, shielded, and flat bottomed, so the illumination is directed downward onto the walkway and does not scatter. Lighting that emits only a low-range yellow light will be used since yellow monochromatic light is not perceived as natural light by wildlife and minimized eco-disruptions. No night lighting for active sports facilities will be allowed.
- Sweetwater and Otay District parks will open and close in accordance with Port park regulations.
- Laser light shows will be prohibited.
- Construction lighting will be controlled to minimize Wildlife Habitat Area impacts.

E. Noise.

Construction Noise. Mitigation Measure 4.8-6 and the measures outlined in *Section 4.7, Noise*, shall be implemented in order to reduce potential indirect construction-noise impacts to sensitive species within the F & G Street Marsh and the J Street Marsh. In order to further reduce construction noise, equipment staging areas shall be centered away from the edges of the project, and construction equipment shall be maintained regularly and muffled appropriately. In addition, construction noise ~~will~~ **must** be controlled to minimize impacts to Wildlife Habitat Areas.

Operational Noise. Noise levels from loading and unloading areas; rooftop heating, ventilation, and air conditioning facilities; and other noise-generating operational equipment shall not exceed 60 dB(A) Leq. at the boundaries of the F

& G Street Marsh and the J Street Marsh during the typical breeding season of January 15 to August 31.

Fireworks. A maximum of three (3) fireworks events can be held per year, all outside of Least Tern nesting season except 4th of July, which may be allowed if in full regulatory compliance and if the nesting colonies are monitored during the event and any impacts reported to the Wildlife Advisory Committee so they can be addressed. All shows must comply with all applicable water quality and species protection regulations. All shows must be consistent with policies, goals, and objectives in the Natural Resource Management Plan (NRMP), described in Mitigation Measure 4.8-7.

F. Invasives. All exterior landscaping plans shall be submitted to the Port or City, as appropriate, for review and approval to ensure that no plants listed on the California Invasive Plant Council (Cal-IPC) List of Exotic Pest Plants of Greatest Ecological Concern in California (Appendix 4.8-7 of this Final EIR), the California Invasive Plant Inventory Database, ~~or the list included in Appendix N of the City's MSCP Subarea Plan, or any related updates~~ shall be ~~planted throughout used in the plan-Proposed Project area during project construction and operation.~~ The Cal-IPC list is contained in Appendix 4.8-7 of this report. Any such invasive plant species that establishes itself within the Proposed Project area will be removed immediately to the maximum extent feasible and in a manner adequate to prevent further distribution into Wildlife Habitat Areas.

The following landscape guidelines will apply to the Proposed Project area:

- Only designated native plants will be used in No Touch Buffer Areas, habitat restoration areas, or in the limited and transitional zones of Parcel SP-1 adjacent to Wildlife Habitat Areas.
- Non-native plants will be prohibited adjacent to Wildlife Habitat Areas and will be strongly discouraged and minimized elsewhere where they will provide breeding of undesired scavengers.
- Landscaping plans for development projects adjacent to ecological buffers and/or the MSCP Preserve shall include native plants that are compatible with native vegetation located within the ecological buffers and/or MSCP Preserve.
- No trees will be planted in the No Touch Buffer Areas or directly adjacent to a National Wildlife Refuge, J Street Marsh, or SP-2 areas where there is no Buffer Area.

- Storm water and non-point source urban runoff into Wildlife Habitat Areas must be monitored and managed so as to prevent unwanted ecotype conversion or weed invasion. A plan to address the occurrence of any erosion or type conversion will be developed and implemented, if necessary. **Monitoring will include an assessment of stream bed scouring and habitat degradation, sediment accumulation, shoreline erosion and stream bed widening, loss of aquatic species, and decreased base flow.**
- The use of persistent pesticides or fertilizers in landscaping that drains into Wildlife Habitat Areas is prohibited. Integrated Pest Management must be used in all outdoor, public, buffer, habitat, and park areas.
- **Fine** ~~Trash~~ filters (as approved by the agency having jurisdiction over the storm drain) are required for all storm drain pipes that discharge toward Wildlife Habitat Areas.

H. Public Access. In addition to site-specific measures designed to prevent or minimize the impact to adjacent open space preserve areas from humans and domestic animals, the following would prevent or minimize the impact to adjacent open space preserve areas from humans and domestic animals.

Buffers. All buffers shall be established and maintained by the Port/City. Appropriate signage will be provided at the boundary and within the buffer area to restrict public access. Within the western 200-foot width of Parcel SP-1, a portion of the buffer areas would be re-contoured and restored to provide habitat consistent with the native vegetation communities in the adjacent open space preserve areas and to provide mitigation opportunities for project impacts. *Appendix 4.8-8* provides more specific detail of the mitigation opportunities available within the buffer area included within the Proposed Project. *Table 4.8-5* provides a breakdown of the available maximum mitigation acreage that is available within the buffer. *Figure 4.8-23* depicts the conceptual mitigation opportunities within the Sweetwater District. *Figures 4.8-24* and *4.8-25* display the cross section of the buffer zones in the Sweetwater District indicated on the conceptual illustration. *Figure 4.8-26* depicts the conceptual mitigation opportunities within the Otay District. The proposed restoration includes creating and restoring coastal salt marsh and creating riparian scrub vegetation communities. In addition, the coastal brackish marsh, disturbed riparian habitat, and wetland would be enhanced.

The first 200 feet of buffer areas adjacent to sensitive habitats, or full width in the case of reduced buffer areas, will be maintained as a “no touch” buffer and will

not contain any trails or overlooks. Fencing, consisting of a 6-foot-high vinyl-coated chain link fence will be installed within the buffer area to prevent unauthorized access. Fencing in Parcel SP-1 will be installed prior to occupancy of the first buildings constructed in Phase I. District enforcement personnel will patrol these areas and be trained in the importance of preventing human and domestic animal encroachment in these areas. In addition, signs will be installed adjacent to these sensitive areas that provide contact information for the Harbor Police to report trespassing within the sensitive areas.

TABLE 4.8-5
Potential Mitigation Acreage Available for Proposed Impacts to Vegetation
Communities and Land Cover Types for Chula Vista Bayfront (acres)

Habitat	District/Area	Created	Restored	Enhanced	Total Credits
Coastal salt marsh	Sweetwater	4.87			5.97
	Otay	4.54			4.54
Coastal brackish marsh	Sweetwater			3.40	1.70
Riparian	Sweetwater			3.03	1.52
	Otay	1.99			1.99
Coastal salt marsh	F & G Street Marsh		5.02		5.02
Wetland	Sweetwater			2.14	1.07
TOTAL WETLAND ACREAGE		11.40	5.02	8.57	25.00
TOTAL WETLAND CREDITS¹		11.40	5.02	4.29	20.71
CSS/Native Grassland Restoration	Sweetwater		17.73		17.73
	Otay		1.99		1.99
	F & G Street Marsh		2.49		2.49
TOTAL UPLAND ACREAGE		0	22.21	0	22.21
TOTAL UPLAND CREDITS¹		0	22.21	0	22.21

¹Credits are based on an assumption that habitat creation and restoration will receive a 1:1 mitigation credit and enhancement will receive a 0.5:1 mitigation credit.

Impacts to disturbed coastal sage scrub would be mitigated by the restoration of a coastal sage scrub/native grassland habitat also within this buffer. There is the potential to provide a maximum of 20.71 acres of mitigation credit for impacts to wetland habitats and 22.21 acres for impacts to upland habitats. This would exceed the required mitigation needed for impacts within the Port's and City's jurisdiction.

A detailed coastal sage scrub (CSS) and maritime succulent scrub (MSS) restoration plan that describes the vegetation to be planted shall be prepared by a Port- or City-approved biologist and approved by the Port or City, as appropriate. The City or Port shall develop guidelines for restoration in consultation with USFWS and CDFG.

The restoration plan shall detail the site selection process; shall propose site preparation techniques, planting palettes, implementation procedures, and monitoring and maintenance practices; and shall establish success criteria for each mitigation site. Typical success criteria may include percent canopy cover, percent of plant survival, and percent of native/non-native canopy cover. A minimum 5-year maintenance and monitoring period would be implemented following installation to ensure each area is successful. The restoration plan shall address monitoring requirements and specify when annual reports are to be prepared and what they shall entail. Qualitative and quantitative assessments of the site conditions are expected. If the mitigation standards have not been met in a particular year, contingency measures shall be identified in the annual report and remediation will occur within 3 months from the date the report is submitted.

The project developer(s) shall be responsible for implementing the proposed mitigation measures and ensuring that the success criteria are met and approved by the City or Port, as appropriate, and other regulatory agencies, as may be required.

Strategic Fencing.

Temporary Fencing. Prior to issuance of any clearing and grubbing or grading permits, temporary orange fencing shall be installed around sensitive biological resources on the project site that will not be impacted by the Proposed Project. Silt fencing shall also be installed along the edge of the SDBNWR during grading within the western portion of the ecological buffer. In addition, the applicant must retain a qualified biologist to monitor the installation and ongoing maintenance of this temporary fencing adjacent to all sensitive habitat. This fencing shall be shown on both grading and landscape plans, and installation and maintenance of the fencing shall be verified by the Port's or City's Mitigation Monitor, as appropriate.

Permanent Fencing. Prior to approval of landscape plans, a conceptual site plan or fencing plan shall be submitted to the Port or City, as appropriate, for review and approval to ensure areas designated as sensitive habitat are not impacted. Fencing shall be provided within the buffer area only, and not in sensitive habitat areas.

Domestic Animals. In all areas of the Chula Vista Bayfront, especially on the foot path adjacent to the marsh on the Sweetwater District property, mandatory leash laws shall be enforced. Appropriate signage shall be posted indicating human and domestic animal access is prohibited within the designated Preserve areas.

Trash. Illegal dumping and littering shall be prohibited within the Preserve areas. Throughout the Proposed Project site, easily accessible trash cans and recycling bins shall be placed along all walking and bike paths, and shop walkways. These trash cans shall be “animal-proof” and have self-closing lids ~~that close~~, to discourage scavenger animals from foraging in the cans. The trash cans shall be emptied daily or more often if required during high use periods. Buildings and stores shall have large dumpsters in a courtyard or carport that is bermed and enclosed. This ensures that, if stray trash falls to the ground during collection, it does not blow into the Bay or marshes.

Training. Pursuant to permitting requirements of the Resource Agencies, pre-construction meetings will take place with all personnel involved with the project, to include training about the sensitive resources in the area.

I. Boating Impacts. All boating, human and pet intrusion must be kept away from F & G Street channel mouth and marsh.

- **Water areas must be managed with enforceable boating restrictions.**
The Port will exercise diligent and good faith efforts to enter into a cooperative agreement with the Resource Agencies and Coast Guard to ensure monitoring and enforcement of no-boating zones and speed limit restrictions to prevent wildlife disturbances.
- **No boating will be allowed in vicinity of the J Street Marsh or east of the navigation channel in the Sweetwater District during the fall and spring migration and during the winter season when flocks of bird are present.**
- All rentals of jet-skis and other motorized personal watercraft (PWCs), as defined in Harbors and Navigations Code Section 651(s), will be prohibited in the Proposed Project area.
- Use of PWCs will be prohibited in Wildlife Habitat Areas, **subject to applicable law.**
- **A five (5) mile per hour speed limit will be enforced in areas other than the navigation channels.**
- **Nothing in this mitigation measure shall preclude bona fide research, law enforcement, or emergency activities.**

Mitigation Measure 4.8-7

Mitigation Measure 4.8-7 is intended to provide additional measures to reduce further the indirect impacts to biological resources already addressed in and reduced to below a level of significance by Mitigation Measure 4.8-6. This additional mitigation provides for the creation, implementation, **funding**, and enforcement of a Natural Resources Management Plan (“NRMP”), ~~and~~ good faith efforts to enter into a cooperative management agreement with the USFWS or other appropriate agency or organization, **restoration priorities, the creation of a South Bay Wildlife Advisory Group, and education**, as follows:

- A. **Natural Resources Management Plan:** In recognition of the sensitivity of the natural resources and the importance of protection, restoration, management and enforcement in protecting those resources, the Port, City and RDA will cause an NRMP to be prepared in accordance with this mitigation measure. The NRMP will be designed to achieve the Management Objectives (defined below) for the Wildlife Habitat Areas (defined below). The NRMP will be an adaptive management plan, reviewed and amended as necessary by the Port and City **in compliance with the process described in Section 4.8-7D of this measure**.
- a. **“Wildlife Habitat Areas”** are defined as:
- i. All National Wildlife refuge lands, currently designated and designated in the future, in the South San Diego Bay and Sweetwater Marsh National Wildlife Refuge Units. National Wildlife Refuge lands are included in the definition of Wildlife Habitat Areas for the sole purpose of addressing adjacency impacts and not for the purpose of imposing affirmative resource management obligations with respect to the areas within the National Wildlife Refuge lands.
 - ii. All Port designated lands and open water areas in the Conservation Land Use Designations of Wetlands, Estuary, and Habitat Replacement as depicted in the Draft Precise Plan for Planning District 7.
 - iii. Parcels 1g and 2a from the City’s Bayfront Specific Plan.
 - iv. The Wildlife Habitat Areas are depicted on Exhibit 1 to the MMRP.
 - v. **No Touch** Buffer areas ~~are as~~ **as** depicted on Exhibit 2 to the MMRP.
- b. NRMP Management Objectives **for Wildlife Habitat Areas**: Taking into consideration the potential changes in functionality of Wildlife Habitat Areas

due to rising sea levels, the NRMP will promote, at a minimum, the following objectives (“Management Objectives”) for the Wildlife Habitat Areas:

- i. Long term protection, conservation, monitoring, and enhancement of:
 - 1. Wetland habitat, with regard to gross acreage as well as ecosystem structure, function and value.
 - 2. Coastal sage and coastal strand vegetation.
 - 3. Upland natural resources for their inherent ecological values, as well as their roles as buffers to more sensitive adjacent wetlands. Upland areas in the Sweetwater and Otay Districts will be adaptively managed **to provide additional habitat or protection to create appropriate transitional habitat during periods of high tide,** taking into account future sea level rise.
- ii. Preservation of the biological function of all Bayfront habitats serving as avifauna for breeding, wintering, and migratory rest stop uses.
- iii. Protection of nesting, foraging, and rafting wildlife from disturbance.
- iv. Avoidance of actions within the Proposed Project area that would adversely impact or degrade water quality in San Diego Bay or watershed areas or impair efforts of other entities for protection of the watershed.
- v. Maintenance and improvement of water quality where possible and coordination with other entities charged with watershed protection activities.
- c. Implementation of **NRMP** Management Objectives: NRMP will include a plan for achieving Management Objectives as they related to the Buffer Areas and Wildlife Habitat Areas and the Proposed Project area, which will:
 - i. Ensure the Port, City and RDA are not required to expend funds for NRMP implementation until project-related revenues are identified and impacts initiated.
 - ii. Require coordination with the Resource Agencies of the Port’s City’s and Resource Agencies’ respective obligations with respect to the Buffer Areas and Wildlife Habitat Areas.

- iii. Designate “No Touch” Buffer Areas as that term is defined and described in this Final EIR. Such areas will contain **contiguous** fencing designed specifically to limit the movement of domesticated, feral, and nuisance predators (e.g. dogs, cats, skunks, opossums and other small terrestrial animals [collectively, “Predators”]) and humans between developed park and No Touch Buffer Areas and Wildlife Habitat Areas. The fence will be at a minimum 6-foot high, black vinyl chain link fence or other suitable barrier (built to the specifications described in this Final EIR). Fence design may include appropriate locked access points for maintenance and other necessary functions. Installation of the fence will include land contouring to minimize visual impacts of the fence. The installation of such fencing in the Sweetwater and Harbor Districts must be completed prior to the issuance of Certificates of Occupancy for development projects on either Parcel H-3 or H-23 and in conjunction with the development or road improvements in the Sweetwater District, **with the exception of Parcel S-4 which will retain the existing fencing until that parcel is redeveloped and the fencing of the No Touch Buffer installed.**
- iv. Prohibit active recreation, construction of any road (whether paved or not), within No Touch Buffer Areas, Limited Use Buffer Areas, and Transition Buffer Areas as that term is defined and described in this Final EIR, with the exception of existing or necessary access points for required maintenance.
- v. Result in the fencing of No Touch Buffer Areas including, without limitation, fencing necessary to protect the Sweetwater Marsh and the Sweetwater parcel tidal flats, the J Street Marsh next to the San Diego Bay Refuge and the north side of Parcel H-3.
- vi. Include additional controls and strategies restricting movement of humans and Predators into sensitive areas beyond the boundaries of the designated Buffer Areas, ~~as necessary.~~
- vii. Require the Recreational Vehicle Park to install fencing or other barriers sufficient to prevent passage of Predators and humans into sensitive adjacent habitat.
- viii. Require all dogs to be leashed in all areas of the Proposed Project at all times except in any designated and controlled off-leash areas.
- ix. **Impose and enforce restrictions on all residential development to keep cats and dogs indoors or on leashes at all times.** Residential

developments will be required to provide education to owners and/or renters regarding the rules and restrictions regarding the keeping of pets.

- d. Walkway and Path Design: Detail conditions and controls applicable to the walkways, paths, and overlooks near Wildlife Habitat Areas and outside of the No Touch Buffer Areas in accordance with the following:
 - i. Alignment, design, and general construction plans of walkways and overlooks will be developed to minimize potential impacts to Wildlife Habitat Areas.
 - ii. Path routes will be sited with appropriate setbacks from Wildlife Habitat Areas.
 - iii. Paths running parallel to shore or marsh areas that will cause or contribute to bird flushing will be minimized throughout the Proposed Project.
 - iv. Walkways and overlooks will be designed to minimize and eliminate, where possible, perching opportunities for raptors and shelter for skunks, opossums or other Predators.
 - v. Walkways and overlooks that approach sensitive areas ~~will~~ **must** be blinded, raised, or otherwise screened so that birds are not flushed or frightened. In general, walkway and overlook designs will minimize visual impacts on the Wildlife Habitat Areas of people on the walkways.
- e. Predator Management: The NRMP will include provisions designed to manage Predator impacts on Wildlife Habitat Areas which will include and comply with the following:
 - i. Year-round Predator management will be implemented for the life of the Proposed Project with clearly delineated roles and responsibilities for the Port, City and Resources Agencies. The primary objective of such provisions will be to adequately protect terns, rails, plovers, shorebirds, over-wintering species, and other species of high management priority as determined by the Resource Agencies.
 - ii. Predator management will include **regular foot patrols and utilize tracking** techniques to find and remove domestic or feral animals.
 - iii. Address Predator attraction and trash management for all areas of the Proposed Project by identifying clear management measures and restrictions. Examples of the foregoing include design of trash

- containers, including those in park areas and commercial dumpsters, to be covered and self-closing at all times, design of containment systems to prevent access by sea gulls, rats, crows, pigeons, skunks, opossums, raccoons, and similar animals and adequate and frequent servicing of trash receptacles.
- iv. All buildings, signage, walkways, overlooks, light standards, roofs, balconies, ledges, and other structures that could provide line of sight views of Wildlife Habitat Areas will be designed in a manner to discourage their use as raptor perches or nests.
- f. Miscellaneous Additional Requirements of the NRMP: In addition to the standards described above, the NRMP will include:
- i. All elements which address natural resource protection in the MMRP including but not limited to those which assign responsibility and timing for implementing mitigation measures consistent with the City's MSCP Subarea Plan;
- ii. Pertinent sections of the MSCP Subarea Plan;
- iii. References to existing Port policies and practices, such as Predator management programs and daily trash collections with public areas and increase service during special events.
- iv. Establishment of design guidelines to address adjacency impacts, such as storm water, landscape design, light and noise and objectives ad discussed below;
- v. Establishment of baseline conditions and management objectives; and
- vi. Habitat enhancement objectives and priorities.
- g. Creation, **Periodic Review**, and Amendment of the NRMP: The NRMP will be a natural resource adaptive management and monitoring plan **initially prepared in consultation with the Wildlife Advisory Group, and** reviewed and amended **in further consultation with the Wildlife Advisory Group one year following adoption of the NRMP and annually thereafter for the first five (5) years after adoption, after which it will be reviewed and amended** as necessary every other year for the first 6 years, then once every 5 years thereafter. **If the RCC is not pursued in the first five (5) years after certification of the FEIR, this schedule will be amended to ensure that**

NRMP is evaluated every year for five years after the development of the RCC. The periodic review of the NRMP described in the preceding sentences is hereinafter called “Periodic Review.” A material revision of the NRMP is hereinafter called an “NRMP Amendment”. However, nothing in this schedule will be interpreted to preclude a speedy response or revision to the NRMP if necessary to abate an emergency condition or to accommodate relevant new information or necessary management practices consistent with the NRMP management objectives. Preparation of the NRMP will begin within six months of the filing of the Notice of Determination for the Final EIR by the Port and will be completed prior to the earlier of: (a) Development Commencement; (b) issuance of a Certificate of Occupancy for the residential development; or (c) three years. The adaptive management components of the NRMP Periodic Review will address, among other things, monitoring of impacts of development as it occurs and monitoring the efficacy of water quality improvement projects (if applicable) and management and restoration actions needed for resource protection, resource threats, ~~and~~ management (i.e., sea-level rise, trash, window bird strikes, lighting impacts, bird flushing, water quality, fireworks, human-wildlife interface, education and interpretation programs, public access, involvement, and use plan, management of the human-wildlife interface, wildlife issues related to facilities, trails, roads, overlooks planning, and watershed coordination), ~~and~~ other issues affecting achievement of NRMP Management Objectives.

- i. The Port and City will cause the preparation, consideration negotiation and approval of the NRMP including, staff and administrative oversight and engagement of such consultants as are reasonable and necessary for their completion, approval and amendment in accordance with this mitigation measure.
- ii. The Port and City will each provide a written notice of adoption to the Wildlife Advisory Group upon their respective approval of the NRMP.

- h. DISPUTE RESOLUTION FOR PLAN CREATION AND AMENDMENT. The NRMP and any material amendments to the NRMP will require submission, review, and approval by the CCC after final adoption by the Port and City. Nonetheless, the participants would benefit if the NRMP is developed through a meaningful stakeholder process providing for the resolution of as many disagreements as possible prior to NRMP submission to the CCC. This section provides a process by which the Coalition can participate in the creation and amendment of the NRMP.
- i. PLAN CREATION AND AMENDMENT. Where this mitigation measure contemplates the creation of the NRMP following the Effective Date or an NRMP Amendment, this section will provide a non-exclusive mechanism for resolution of disputes concerning the content of the NRMP and such NRMP Amendments. The standard of review and burden of proof for any disputes arising hereunder shall be the same as those under the California Environmental Quality Act.
1. PLAN CREATION AND AMENDMENT INFORMAL NEGOTIATIONS. Any dispute that arises with respect to the creation or amendment of the NRMP will in the first instance be the subject of informal negotiations between the parties to the dispute. A dispute will be considered to have arisen when one (1) party (the “Disputing Party”) sends the other party a written Notice of Dispute. During the informal negotiations, the Disputing Party will identify in writing and with specificity the issue, standard, or proposed requirement which is the subject of the dispute (the “Notice of Dispute”). The period for informal negotiations will not exceed thirty (30) days from the date the Notice of Dispute is received.
 2. PLAN CREATION AND AMENDMENT FORMAL DISPUTE RESOLUTION, PHASE I. In the event the Parties cannot resolve a dispute by informal negotiations, the Disputing Party may invoke formal dispute resolution procedures by providing the other parties a written statement of position on the matter in dispute, including, but not limited to, any facts, data, analysis or opinion

supporting that position and any supporting documentation relied upon by the Disputing Party (the “Position Statement”). The Position Statement must be transmitted (via electronic mail or verifiable post) within thirty (30) days of the end of informal negotiations, and will be provided to the other parties and to each member of the Wildlife Advisory Group. If informal negotiations are unsuccessful, and the Disputing Party does not invoke formal dispute resolution within thirty (30) days, the position held by the Port, City or Agency (the respective public agency involved in such dispute is hereinafter called “Managing Agency”) will be binding on the Disputing Party, subject to submission, review, and approval by the CCC.

- a. The other parties will submit their position statements (“Opposition Statements”), including facts, data, analysis or opinion in support thereof, to the Disputing Party and the Wildlife Advisory Group members within thirty (30) days of transmission of the Position Statement.
- b. Within twenty-one (21) days after transmission of the Opposition Statement(s), the Wildlife Advisory Group will convene, consider and, within a reasonable period of time thereafter, render its proposed resolution of the dispute. The Wildlife Advisory Group’s decision will not be binding upon the Disputing Party, but rather, will be considered purely advisory in nature. The proposed resolution of the Wildlife Advisory Group will be that comprehensive recommendation supported by a majority of Wildlife Advisory Group members after vote, with each member entitled to one vote. The Wildlife Advisory Group’s proposal will be transmitted to all parties by an appointed Wildlife Advisory Group member via electronic mail.

3. PLAN CREATION AND AMENDMENT FORMAL DISPUTE RESOLUTION, PHASE II. If any party does not accept the advisory decision of the Wildlife Advisory Group, it must invoke the second phase of formal dispute resolution by presenting the dispute to the governing board (“Governing Board”) of the Managing Agency (i.e., Board of Port Commissioners or City Council). This phase of the dispute resolution process is initiated by such party providing written notice to the other parties within thirty (30) days of receipt of the Wildlife Advisory Group proposal (“MA Notice”). The MA Notice will include the Position Statement, Opposition Statement, the Wildlife Advisory Group proposal, and any other information such party desires to include. Any supplement to the Opposition Statement will be filed with the Managing Agency within fourteen (14) days. The Governing Board of the Managing Agency will review the transmitted information and within sixty (60) days from receipt of the MA Notice will schedule a public hearing to consider the dispute and within ten (10) days of such public hearing, render a decision. The decision of the Governing Board of the Managing Agency will be final and binding on the Managing Agency but will not bind the members of the Coalition. If the members of the Coalition accept the decision of the Governing Board of the Managing Agency, the decision will dictate the manner in which the dispute is resolved in the NRMP or amendment to the NRMP. Nothing herein will preclude such party from publicly opposing or supporting the Governing Board’s decision before the CCC.

- i. **DISPUTE RESOLUTION REGARDING NRMP IMPLEMENTATION AND ENFORCEMENT.** Once the CCC approves the NRMP or any NRMP Amendment, the Governing Board will issue a Notice of Adoption with respect to the NRMP or NRMP amendment. Once a Notice of Adoption is issued with respect to the NRMP or NRMP Amendment, this section will be the exclusive mechanism for the parties to resolve disputes arising under, or with respect to implementation or enforcement of, the NRMP including when the NRMP is reviewed during an Adaptive Management Review or Periodic Review and such review does not require an NRMP Amendment. This provision will not be used to

challenge the adequacy of the NRMP or an NRMP Amendment after the issuance of a Notice of Adoption with respect thereto. The standard of review and burden of proof for any disputes arising hereunder shall be the same as those under CEQA.

- i. PLAN ENFORCEMENT INFORMAL NEGOTIATIONS. Any dispute that arises with respect to implementation or enforcement of the NRMP will in the first instance be the subject of informal negotiations between the parties to the dispute. A dispute will be considered to have arisen when one Disputing Party sends the other party a written Notice of Dispute. During the informal negotiations, the Disputing Party will send a written Notice of Dispute to the other parties specifying the aspect of the NRMP it believes is not being implemented properly and the way in which the Disputing Party believes the NRMP should be implemented according to its terms (the “Notice of Dispute”). The period for informal negotiations will not exceed forty-five (45) days from the date such Notice of Dispute is received.
- ii. PLAN ENFORCEMENT FORMAL DISPUTE RESOLUTION, PHASE I. In the event the Parties cannot resolve a dispute by informal negotiations under the preceding section, the Disputing Party may invoke a formal dispute resolution procedure by presenting the dispute to the Governing Board of the Managing Agency by providing the other parties a written statement of position on the matter in dispute, including, but not limited to, any facts, data, analysis or opinion supporting that position and any supporting documentation relied upon by the Disputing Party (the “Position Statement”). The Position Statement must be transmitted (via electronic mail or verifiable post) within thirty (30) days of the end of informal negotiations, and will be provided to the other parties, to each member of the Wildlife Advisory Group. If informal negotiations are unsuccessful, and the Disputing Party does not invoke formal dispute resolution within thirty (30) days, the Managing Agency’s position will be binding on the Disputing Party subject to any periodic review and/or approval by the CCC, if required by law.

1. The other parties will submit their position statements (“Opposition Statements”), including facts, data, analysis, or opinion in support thereof, to the Disputing Party, the Wildlife Advisory Group members, and the Governing Board within thirty (30) days of transmission of the Position Statement.
 2. Within forty-five (45) days after transmission of the Opposition Statement(s), the Disputing Party will provide a written notice (“MA II Notice”) to the other parties, the Wildlife Advisory Group and the Governing Board. The MA II Notice will include the Position Statement, Opposition Statement, the Wildlife Advisory Group proposal, and any other information the Disputing Party desires to include. Any supplement to the Opposition Statement will be filed with the Managing Agency within fourteen (14) days following receipt of the MA II Notice. The Governing Board will review the transmitted information and within sixty (60) days from receipt of the MA II Notice will schedule a public hearing to consider the dispute and within ten (10) days of such public hearing, render a decision. The decision of the Governing Board will be final and binding on the Managing Agency but will not bind the members of Coalition. If the members of the Coalition accept the decision of the Governing Board of the Managing Agency, the decision will dictate the manner in which the dispute is resolved in the NRMP. If any member of the Coalition disagrees with the decision of the Governing Board, it shall have the right to seek a petition for writ of mandate from the Superior Court of California, San Diego Division.
- iii. WAIVER OF DEFENSE. To the extent permitted by law, the Port, City and RDA agree that lack of funds shall not be a defense to any claim of failure to adequately fund implementation and enforcement of the adopted NRMP.

B. Additional Habitat Management and Protection:

- a. The Port will exercise diligent and good faith efforts to enter into the following cooperative agreements with the USFWS or other appropriate agency or organization:
 - i. An agreement providing for the long-term protection and management of the sensitive biological habitat running north from the South Bay Boatyard to the Sweetwater River Channel (known as the Sweetwater Tidal Flats) and addressing educational signage, long-term maintenance, and additional protection measures such as increased monitoring and enforcement, shared jurisdiction and enforcement **by District personnel with legal authority to enforce applicable rules and regulations (“District Enforcement Personnel”), shared jurisdiction and enforcement by District Enforcement Personnel and other appropriate Resource Agencies** of resource regulations, and placement of enforcement signage. Subject to the cooperation of the applicable Resource Agency, such cooperative agreement will be executed prior to the Development Commencement of any projects subject to Port’s jurisdiction within the Sweetwater or Harbor Districts.
 - ii. An agreement for the long-term protection and management of the J Street Marsh and addressing additional protective measures such as educational signage, long-term maintenance, and monitoring and enforcement **by District Enforcement Personnel**, shared jurisdiction and enforcement of resource regulations **by District Enforcement Personnel and other Resource Agencies**, and placement of enforcement signage. Subject to the cooperation of the applicable Resource Agency, such cooperative agreement will be executed prior to the Development Commencement within the Otay District.
 - iii. **If either of the cooperative agreements contemplated above are not achievable within three (3) years after Final EIR certification, the Port will develop and pursue another mechanism that provides long-term additional protection and natural resource management for these areas.**

- b. The Port will include an analysis of the appropriate level and method for wetland and marine life habitat restoration of the intake/discharge channels associated with the South Bay Power Plant in the environmental review document for the demolition of the South Bay Power Plant.
 - c. As a future and separate project, the Port will investigate, in consultation with the USFWS, the feasibility of restoring an ecologically meaningful tidal connection between the F & G Street Marsh and the upland marsh on parcel SP-2 consistent with USFWS restoration concepts for the area. At a minimum, the investigation will assess the biological value of tidal influence, the presence of hazardous materials, necessary physical improvements to achieve desired results, permitting requirements, and funding opportunities for establishing the tidal connection. This investigation will be completed prior to the initiation of any physical alteration of SP-2, F Street, and/or the F & G Street Marsh. In addition, once emergency access to the Proposed Project area has been adequately established such that F Street is no longer needed for public right-of-way for vehicular use, but may reserve it for pedestrian and bicycle use if ecologically appropriate.
- C. Restoration Priorities: The following will supplement the description of the conceptual mitigation opportunities in the Final EIR (including Appendix 4.8-8 Mitigation Opportunities). The following restoration priorities will not be included in the NRMP but rather will be applicable (i) if and only to the extent that Port or City are required to restore degraded habitat in accordance with the terms of the MMRP or (ii) to establish priorities for Port's pursuit of grant funding.
- a. Restoration priorities for the Proposed Project are those mitigation opportunities in the Final EIR as depicted in the conceptual mitigation opportunities (Figures 4.8-23 and 4.8-26) and the projects located in the South Bay in the Port's Adopted Restoration and Enhancement Plan.
 - b. With the exception of the restoration described in Section (d) below, shoreline/marsh interface restorations in the Sweetwater and Otay Districts should be natural and gradually sloped and planted with salt marsh and upland transition plants in a manner that will stabilize the bank without the need for additional riprap areas. Upland slopes should be contoured to provide a very gentle grade so as to maximize tidal

elevation of mudflats, salt marsh habitat and upland transition areas. This area should be wide enough to encourage or allow wildlife to move between the Sweetwater Marsh and the F & G Marsh and between the J Street and the South San Diego Bay Unit of the NWR. The shoreline should be improved and restored to facilitate a more effective upland refuge area for species during high tides and to accommodate the impacts from global sea rise.

- c. The Telegraph Creek should be improved to be a more natural channel as part of the redevelopment of the Otay District. Efforts to naturalize and revegetate the creek will be maximized as is consistent with its function as a storm water conveyance.
- d. The Port will perform an analysis of the appropriate level and method for environmental restoration of the intake/discharge channels associated with the South Bay Power Plan in the environmental review document for the demolition of the power plant.

D. South Bay Wildlife Advisory Group: A South Bay Wildlife Advisory Group (“Wildlife Advisory Group”) will be formed to advise the Port and City in the creation of the NRMP, cooperative management agreements, Adaptive Management Review (defined below) and any related wildlife management and restoration plans or prioritizations. The Wildlife Advisory Group will also address management issues and options for resolution. The Wildlife Advisory Group will initiate and support funding requests to the Port and City, identify priorities for use of these funds and engage in partnering, education, and volunteerism to support the development of the Proposed Project in a manner that effectively protects and enhances the fish, wildlife, and habitats of the area and educates and engages the public.

- a. Port and City will provide such administrative and staff support to the Wildlife Advisory Group as is necessary to perform the functions and achieve the goals described herein.
- b. The Wildlife Advisory Group will be comprised of the following: one (1) representative from each the Environmental Health Coalition, San Diego Audubon Society, San Diego Coastkeeper, Coastal Environmental Rights Foundation, Southwest Wetlands Interpretative Association, Surfrider Foundation (San Diego Chapter), and Empower San Diego; two (2) representatives from the Chula Vista Natural Center (one from educational programs and one from programs/operations); up to three (3) representatives from major developers or tenants with projects in the

CVBMP (including one from Pacifica Companies, which on completion, may be succeeded by a representative of its homeowner association); one (1) representative from the City's Resource Conservation Commission; one (1) from either Harborside or Mueller elementary school or the School District; Western and Eastern Chula Vista residents selected by the City (one from Northwest one from the Southwest and one from east of I-805); one (1) representative from eco-tourism based business; two (2) individuals appointed by Port; and 6 representatives from Resources Agencies (two from the USFWS, one from Refuges and one from Endangered Species and one (1) each from California Department of Fish and Game, National Marine Fisheries Service, Regional Water Quality Control Board and CCC).

- c. The Wildlife Advisory Group will meet as needed, but at a minimum of every six months for the first ten (10) years and annually thereafter. The Wildlife Advisory Group will be formed within six months of the filing of the Notice of Determination for the FEIR by the Port.
- d. The Wildlife Advisory Group will meet at the intervals described above to review the NRMP to: (i) determine the effectiveness of the NRMP in achieving the Management Objectives; (ii) identify any changes or adjustments to the NRMP required to better achieve the Management Objectives; (iii) identify any changes or adjustments to the NRMP required to respond to changes in the man-made and natural environments that are affecting or, with the passage of time may affect, the effectiveness of the NRMP in achieving the Management Objectives; and (iv) review priorities relative to available funding. At its periodic meetings, the Wildlife Advisory Group may also consider and make recommendations regarding (x) implementation of the NRMP as needed, (y) Adaptive Management Review and (z) NRMP Amendments.
- e. The Wildlife Advisory Group will advise the joint powers authority (JPA) on the expenditure of the Community Benefits Fund, subject to the applicable law.

E. Education: An environmental education program will be developed and implemented and will include the following:

- a. The program will continue for the duration of the Proposed Project and will target both residential and commercial uses as well as park visitors.

- b. The program's primary objective will be to educate Bayfront residents, visitors, tenants and workers about the natural condition of the Bay, the ecological importance of the Proposed Project area and the public's role in the restoration and protection of wildlife resources of the Bay.
 - c. The program will include educational signage, regular seminars and interpretive walks on the natural history and resources of the area, regular stewardship events for volunteers (shoreline and beach cleanups, exotic plant removal, etc.).
 - d. Adequate annual funding for personnel or contractor/consultant and overhead to ensure implementation of the following functions and activities in collaboration with the Chula Vista Nature Center or USFWS:
 - i. Coordination of Volunteer programs and events;
 - ii. Coordination of Interpretive and educational programs;
 - iii. Coordination of Tenant, resident and visitor educational programs;
 - iv. Docent educational; and
 - v. Enhancements and restoration.
- F. Personnel and Funding: Funding for the implementation of the NRMP will be provided by the Port, City and RDA. To meet these obligations, the Port, City and RDA will commit revenues or otherwise provide funding to a JPA formed pursuant to the California Marks-Roos Act, Articles 1, 2, 3 and 4 of Chapter 5 of Division 7 of Title 1 of the California Government Code. Port, City and RDA will ensure the JPA is specifically charged to treat the financial requirements of this Agreement as priority expenditures that must be assured as project-related revenues are identified and impacts initiated. The Port, City and RDA expressly acknowledge the funding commitments contemplated herein will include, but not be limited to, funding for personnel and overhead or contractor(s)/consultant(s) to implement and ensure the following functions and activities:
- a. On-site management and enforcement for parks and Wildlife Habitat Areas as necessary to enforce restrictions on human and Predator access regarding Wildlife Habitat Areas;

- b. Enforcement of mitigation measures including, but not limited to, trash collection, noise restrictions, removal of invasive plants, habitat restoration, and park use restrictions;
- c. Coordination, development, implementation and evaluation of effectiveness of education and mitigation programs, including implementation of NRMP.
- d. Evaluation of effectiveness of bird strike mitigation and design measures;
- e. Water quality protections; and,
- f. Coordination of injured animal rehabilitation activities.

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Mitigation Measure 4.8-78

Mitigation Measure 4.8-~~87~~ is required to reduce the significant impact resulting from the loss of surface water foraging habitat during program phases (see **Significant Impact 4.8-8**) to less than significant:

Port: Prior to construction of the H Street Pier, the Port shall create 0.96 acre of eelgrass habitat to mitigate for the loss of surface water foraging habitat in accordance with the Southern California Eelgrass Mitigation Policy. The creation of eelgrass habitat shall be conducted in accordance with Mitigation Measures 4.9-1 and 4.9-2 in *Section 4.9, Marine Biological Resources*.

Mitigation Measure 4.8-98

Program-level development components would result in a total net loss of 1.61 acres of surface water foraging habitat and intertidal mudflat at the South Bay Boatyard Marina and with the harbor reconfiguration (see **Significant Impact 4.8-9**). Mitigation Measure 4.8-~~98~~ is required to reduce the significant impact to less than significant:

- Port:**
- A.** Prior to completion of in-harbor work in Phase IV, the Port shall create 1.93 acres of eelgrass habitat. The creation of eelgrass habitat shall be conducted in accordance with Mitigation Measure 4.9-2 in *Section 4.9, Marine Biological Resources*.
 - B.** When project-specific designs are proposed for the remaining project components affecting 1.61 acres of surface water foraging habitat and intertidal mudflats, the mitigation of impacts shall be re-evaluated by the Port during subsequent environmental review pursuant to State CEQA Guidelines Section 15168 to determine accurate net loss and mitigation for the loss of foraging habitat.

Mitigation Measure 4.8-109

Mitigation Measure 4.8-~~109~~ shall be implemented to reduce the direct impact to riparian habitat or sensitive vegetation communities in the Port's jurisdiction (see **Significant Impacts 4.8-10 through 4.8-12**) to a level of less than significant:

- Port:**
- A.** Prior to the commencement of grading for development in each phase that impacts riparian habitat or sensitive vegetation communities, the Port or Port tenants, as appropriate, shall prepare and initiate implementation of a restoration plan for impacts to riparian habitat and sensitive vegetation communities in accordance with the mitigation requirements presented in *Table 4.8-6*.

Prior to the commencement of Phase I grading that impacts riparian habitat or sensitive vegetation communities, the Port shall coordinate with the wildlife agencies for the preparation and approval of a detailed restoration plan within the Port's jurisdiction. The restoration plan shall be prepared by a qualified biologist, and the plan shall be approved by the Port. The guidelines for this plan will be developed in consultation with the regulatory agencies. The plan shall summarize the approach taken to avoid and minimize impacts to sensitive habitats, detail the target functions and values, and address the approach to restoring those functions and values. Typically, the restoration plan shall detail the site selection process; shall propose site preparation techniques, planting palettes, implementation procedures, and monitoring and maintenance practices; and shall establish performance criteria for each mitigation site. Typical success criteria may include percent canopy cover, percent of plant survival, and percent of native/non-native canopy cover. A minimum 5-year maintenance and monitoring period would be implemented following installation to ensure each area is successful. The restoration plan shall address monitoring requirements and specify when annual reports are to be prepared and what they shall entail. Qualitative and quantitative assessments of the site conditions shall be included. If the mitigation standards have not been met in a particular year, contingency measures shall be identified in the annual report and remediation will occur within 3 months or start of the growing season. The Port shall be responsible for ensuring that all of the success criteria are met to the satisfaction of the Port in consultation with the regulatory agencies.

- B.** Prior to initiating any construction activities in each phase that would affect riparian habitat or sensitive vegetation communities, including clearing and grubbing associated with program-level phases, an updated project-level assessment of potential impacts shall be made based on a specific project design. The Port or project developer(s), as appropriate, shall retain a qualified, Port-approved biologist to update appropriate surveys, identify the existing conditions, quantify impacts, and provide adequate mitigation measures to reduce impacts to below a level of significance. This updated assessment shall be submitted to the Port for review and approval.

Building Articulation

- Structure dDesign features that reduce or avoid the potential for bird strikes, such as secondary and tertiary setbacks, stepped back building design, protruding balconies, recessed windows, and mullioned glazing systems, shall be incorporated to the extent feasible. Balconies and other elements will step back from the water's edge.
- Design features that increase the potential for bird strikes, such as walkways constructed of clear glass and “see through” pathways through lobbies, rooms and corridors, shall be avoided to the extent feasible.
- Buildings will be sited and designed to minimize glass and windows facing Wildlife Habitat Areas to the maximum extent possible. **Design for towers on Parcel H-3 should avoid east-west monolith massing and should include architectural articulation.**
- **The tallest buildings on Parcel H-3 will be located generally on the southern portion of the parcel with building heights decreasing towards the north and west. The foregoing will not be interpreted to preclude incorporating secondary and tertiary setbacks along public streets.**
- Parcels containing surface parking, such as those depicted for the Sweetwater District, will be designed with parking lots nearer Wildlife Habitat Areas. Site plans for parcels adjacent to Wildlife Habitat Areas will maximize distance between structures and such areas.

Landscaping

- Exterior trees and landscaping shall be located and glass surfaces shall incorporate measures so that exterior trees and landscaping are not reflected on building surfaces.
- In small exterior courtyards and recessed areas, the building's edge shall be clearly defined with opaque materials and non-reflective glass.
- Interior plants shall be located a minimum of 10 feet away from glass surfaces to avoid or reduce the potential for attracting birds.

Public Education

- The owner or operator of each building shall implement an ongoing procedure to the satisfaction of the Port or the City to encourage tenants, residents, and guests to close their blinds, drapes, or other window coverings to reduce or avoid the potential for bird strikes.

- The owner or operator of each building shall enroll in the Fatal Light Awareness Program's "Bird-Friendly Building Program" and shall implement ongoing tenant, resident, and guest education strategies, to the satisfaction of the Port or the City, to reduce or avoid the potential for bird strikes, such as elevator and lobby signage and educational displays, e-mail alerts and other bulletins during spring and fall migratory seasons, and other activities designed to enlist cooperation in reducing bird collisions with the building.

Monitoring

- For Phase I projects, the project applicant shall retain a qualified biologist to design a protocol and schedule, in consultation with the U.S. Department of Fish and Wildlife and subject to the approval of the Port or City, as appropriate depending on jurisdiction, to monitor bird strikes which may occur during the first 12 months after the completion of construction. Within 60 days after completion of the monitoring period, the qualified biologist shall submit a written report to the Port or the City, which shall state the biologist's findings and recommendations regarding any bird strikes that occurred. Based on the findings of those reports, the Port or the City, as appropriate depending on jurisdiction, in coordination with the U.S. Department of Fish and Wildlife, will evaluate whether further action is required, which may include further monitoring.
- Bird strikes must be monitored in accordance with the NRMP and measures developed to address persistent problem areas. Nighttime lighting in tower buildings must be addressed and evaluated through adaptive management. Minimization of impacts of buildings on birds and the Wildlife Habitat Areas will be a priority in the selection of window coverings, glass color, other exterior materials, and design of exterior lighting and lighting of signs.

Implementation of the above measures would reduce impacts from potential bird air strikes to a less than significant level.

4.8.7 Significance of Impacts After Mitigation

Implementation of the mitigation measures identified above would reduce **Significant Impacts 4.8-1** through **4.8-37** to terrestrial biological resources and wetlands to a level below significance.

4.15 Seismic/Geologic Hazards

This section analyzes the potential seismic and geologic impacts of the Proposed Project. The analysis summarizes available geologic and geotechnical background data and a geologic reconnaissance of the project site area.

Information contained in this section is based on the following technical studies prepared for the Proposed Project:

- Preliminary Geotechnical Evaluation for the Chula Vista Bayfront Master Plan Development Area (March 2005), prepared by Ninyo & Moore (*Appendix 4.15-1*)
- Preliminary Geotechnical Investigation for the San Diego Unified Port District (February 2008), prepared by Geocon Consultants, Inc. (*Appendix 4.15-2*)
- Geotechnical Investigation for the Gaylord Hotels (January 2008), prepared by Geocon Consultants, Inc. (*Appendix 4.15-3*)
- Preliminary Geotechnical Investigation for the Pacifica Companies (February 2008), prepared by Geocon Consultants, Inc. (*Appendix 4.15-4*).

Appendix 4.15-2 was prepared for the RCC proposed by Gaylord on Parcel H-3. Gaylord has withdrawn its proposal to develop Parcel H-3 and is no longer a participant in the project. The technical study provided in Appendix 4.15-2 is still relied upon for the program-level analysis of the proposed RCC on Parcel H-3; therefore, it remains relevant to this section's analysis and is included as an appendix.

4.15.1 Existing Conditions

The following summarizes the geologic setting, site conditions, issues that would affect proposed development, and the regulatory framework pertinent to geotechnical issues affecting the project.

4.15.1.1 Regional Geologic Setting

The project site is situated in the western portion of the Peninsular Ranges geomorphic province of Southern California. This geomorphic province encompasses an area that extends 125 miles, from the Transverse Ranges and the Los Angeles Basin, south to the Mexican border, and beyond another 795 miles to the tip of Baja California. The geomorphic province varies in width from 30 to 100 miles, most of which is characterized by northwest trending mountain ranges separated by sub-parallel fault zones. In general, the Peninsular Ranges are underlain by Jurassic-age metavolcanic and metasedimentary rocks and by Cretaceous-age igneous rocks of the Southern California batholith. The westernmost portion of the province in San Diego County,

including the project area, generally consists of uplifted Upper Cretaceous-, Tertiary-, and Quaternary-age sedimentary rocks.

The Peninsular Ranges are traversed by several major active faults (*Figure 4.15-1*). The Whittier–Elsinore, San Jacinto, and the San Andreas faults are major active fault systems located northeast of the site, and the Agua Blanca-Coronado Bank and San Clemente faults are active faults located to the west–southwest. The local Rose Canyon fault zone, located west of the site, has also been recognized as active by the State of California. Major tectonic activity associated with these and other faults within this regional tectonic framework is right-lateral strike-slip movement. These faults, as well as other faults in the region, have the potential for generating strong ground motions at the project site.

a. Site Topography

i. Pacifica Residential and Retail Project

The Pacifica site consists of approximately 30 acres, bound by J Street to the south, Marina Parkway along the west, and the Goodrich Corporation to the north. A San Diego Gas and Electric transmission line extends along the eastern boundary. Current development at the site consists of former manufacturing buildings and associated pavement on the eastern parcel. The western parcel is currently vacant and bordered on the east and north by perimeter drainage ditches. The site is generally flat with elevations ranging from approximately 10 to 14 feet above mean lower low water level (MLLW) or approximately 7 to 11 feet above mean sea level (MSL).

ii. ~~Gaylord~~ Resort and Convention Conference Center (RCC)

The ~~Gaylord~~ RCC site consists of approximately 39 acres of partially developed land. Current development at the site consists of a recreational vehicle campground in the southwest quadrant, three large, one-story industrial buildings with an associated paved parking lot in the southeast quadrant, and a paved parking/storage lot in the northeast quadrant. The northwest quadrant is currently undeveloped. This site is relatively flat with elevations ranging from approximately 10 to 14 feet above MLLW.

ii. Phases II through IV

Topographically, the site is relatively level with elevations across the site ranging from approximately sea level along the edge of the bay to approximately 23 feet above MSL near the northeastern corner of the property and approximately 25 feet above MSL near the center of the site south of J Street.

ii. ~~Gaylord~~ Resort and Convention Conference Center (RCC)

The ~~Gaylord~~ RCC site is underlain by undocumented fill soils over undifferentiated bay deposits/alluvium and Bay Point Formation. The upper sandy portions of the bay deposits/alluvium are generally loose, saturated, and susceptible to liquefaction during an earthquake. Soft bay muds within the bay deposits/alluvium could be subject to consolidation settlement where new fills or structural loading are planned.

Undocumented fill was encountered in all of the borings and CPT soundings to depths of approximately 7 to 14 feet. In general, the fill consists of loose to medium dense, moist to wet, silty sand. The undocumented fill is considered unsuitable for the support of proposed structures or structural fill and will require remedial grading.

Undifferentiated bay deposits/alluvium were encountered in all borings and CPT soundings beneath the undocumented fill to depths ranging from approximately 19 to 24 feet. The bay deposits/alluvium soils generally consisted of loose to medium dense silty sand and soft, wet to saturated, sandy silt and clay soils and are unsuitable for the support of structures or structural fill in their present condition. Sandy portions of the bay deposits/alluvium unit are liquefiable when subjected to strong ground motion. Soft muds within the bay deposits/alluvium are subject to consolidation settlement.

The Bay Point Formation was encountered in all borings and CPT sounding at depths ranging between 19 and 24 feet. The Bay Point Formation consisted of dense sand layers interbedded with stiff clay and silt layers. The dense sand portions of the Bay Point Formation are considered suitable for the support of structures. Spatial distribution of the geologic units and the depths to Bay Point Formation encountered in the borings is presented on the Geology Map and Geologic Cross-Sections for the ~~Gaylord~~ RCC parcel (*Figures 4.15-5 and 4.15-6*).

4.15.1.2 Geology Issues

A discussion regarding the potential for on-site groundwater; faulting and seismicity; ground surface rupture and strong ground motion; liquefaction and seismically induced settlement; storm surges, tsunamis, and seiches; flooding and dam failure inundation; landsliding; expansive soils; and mineral resources is presented below.

a. **Groundwater**

Groundwater is expected at elevations of 4 to 7 feet above MLLW, corresponding to elevations of approximately 1 to 4 feet above MSL. The difference in groundwater elevation can be attributed to tidal fluctuations within San Diego Bay and capillary rise within the fine-grained soils. Perched water should be expected in some areas. The existence of shallow groundwater

will be a factor when considering liquefaction remediation and remedial grading options, as well as design and construction of deep foundations, subterranean structures, and utilities.

i. Pacifica Residential and Retail Project Groundwater is expected at an elevation of approximately 3 feet above MSL or 6 feet above MLLW, corresponding to a depth of approximately 7 to 10 feet below the present ground surface. Perched water was encountered along the SDG&E easement at several locations and should be expected.

ii. ~~Gaylord~~ Resort and Convention Conference Center (RCC)

Groundwater is expected at elevations ranging from approximately 4 to 7 feet above MLLW, which corresponds to elevations of approximately 1 to 4 feet above MSL. A groundwater elevation of 6 feet above MLLW is recommended for project design. A wetted zone (capillary fringe) may extend approximately 1 to 2 feet above the groundwater elevation. Perched water should be expected in some of the project areas.

b. Faulting and Seismicity

The project area is considered to be seismically active, as is much of Southern California. As determined in the technical study, the project site is not underlain by known active or potentially active faults (i.e., faults that exhibit evidence of ground displacement in the last 11,000 years and 2,000,000 years, respectively) and the site is not within a State of California Earthquake Fault Zone (Alquist-Priolo). The Rose Canyon fault zone is the closest major fault system to the site. Strands of the Rose Canyon fault zone have been mapped within close proximity to the project site (approximately 3.3 miles west of the site). Portions of this fault zone in the Mount Soledad, Rose Canyon, and downtown San Diego areas have been designated by the State of California (California Geological Survey (CGS)) as being Earthquake Fault Zones (Alquist-Priolo). The Rose Canyon fault zone is the onshore portion of a more extensive fault zone that includes the Offshore Zone of Deformation and the Newport-Inglewood fault to the north, and several possible extensions southward, both onshore and offshore. The Rose Canyon fault zone consists of predominantly right-lateral strike-slip faults that extend south-southeast through the San Diego metropolitan area. The fault zone extends offshore at La Jolla and continues north-northwest sub-parallel to the coastline. South of downtown San Diego, the fault splits into several splays that underlie San Diego Bay west of the project site, Coronado, and the ocean floor south of Coronado.

In general, hazards associated with seismic activity include ground surface rupture, strong ground motion, liquefaction, seismically induced settlement, and tsunamis. These potential hazards are discussed in the following sections.

c. Ground Surface Rupture, Seismicity and Strong Ground Motion

Earthquakes that might occur on the Rose Canyon Fault or other faults within the Southern California and northern Baja California area are potential generators of significant ground motion at the site. The computer program EQFAULT (Blake 2000) was utilized to approximate the distance of known faults to the site. Six known active faults are identified within a search radius of 50 miles from the site. The results of the seismicity analyses indicate that the Rose Canyon Fault is the dominant source of potential ground motion at the site. Earthquakes on the Rose Canyon Fault having a maximum magnitude of 7.2 are considered to be representative of the potential for seismic ground shaking within the property. The “maximum magnitude” is defined as the maximum earthquake that appears capable of occurring under the presently known tectonic framework (California Division of Mines and Geology Notes, Number 43). The seismic risk at the site is not considered significantly greater than that of the surrounding developments or the Chula Vista area in general.

i. Pacifica Residential and Retail Project

The site is not located on any active or potentially active trace faults as defined by the California Division of Mines and Geology. The site could be subject to moderate to severe ground shaking in the event of an earthquake along any of the faults in the Southern California/northern Baja California region. However, the site does not possess any greater seismic risk than that of the surrounding developments.

ii. ~~Gaylord~~ Resort and Convention Conference Center (RCC)

The site is not located on any active or potentially active fault traces as defined by the California Division of Mines and Geology. However, the site could be subject to moderate to severe ground shaking in the event of an earthquake along any of the faults in the Southern California/northern Baja California region. However, the site does not possess any greater seismic risk than that of the surrounding developments.

d. Liquefaction and Seismically Induced Settlement

Liquefaction typically occurs when a site is subjected to strong seismic shaking, on-site soils are cohesionless, groundwater is encountered within 50 feet of the surface, and soil relative densities are less than about 70 percent. If these criteria are met, a seismic event could result in a rapid pore-water pressure increase from the earthquake-generated ground accelerations. The majority of the site is located in areas mapped on the City of Chula Vista General Plan (2005) as being subject to hazards from liquefaction.

The geologic units most likely to be subject to liquefaction during a seismic event are hydraulic fill, alluvium, and bay deposits located below the groundwater table and consisting of sand, silty sand, and sandy silt. These materials underlie the portions of the site farther from the preexisting shoreline, within the river and stream drainages, and in areas of the previously existing bay and drainages that have been subject to filling. Estimated settlements due to liquefaction at the site have ranged from 3 to 10 inches in previous evaluations. In general, the deposits near the periphery of the original San Diego Bay shoreline and the portions of the site underlain by Bay Point Formation, alluvium and tidal flats deposits and bay deposits composed of clayey silt, silty clay, sandy gravel and gravelly sand are considered to possess a low liquefaction potential.

e. Storm Surge, Tsunami, and Seiche

Storm surges are large ocean waves that sweep across coastal areas where storms make landfall. Storm surges can cause inundation, severe erosion, and backwater flooding. Due to the elevation of the majority of the site over 10 feet above mean sea level and the protection from ocean waves provided by the Silver Strand, the potential for hazards associated with storm surge affecting the site is considered low.

A tsunami is a series of long period waves generated in the ocean by a sudden displacement of large volumes of water. Causes of tsunamis include underwater earthquakes, volcanic eruptions, or offshore slope failures. The first order driving force for locally generated tsunamis offshore Southern California is expected to be tectonic deformation from large earthquakes (Legg, et al. 2002). Historically, tsunami wave heights have ranged up to 3.7 feet in the San Diego area (URS 2004). The County of San Diego Hazard Mitigation Plan (2005) maps zones of high risk for tsunami run-up for coastal areas throughout the county. The site is included within one of these high-risk hazard areas. A seiche is a run-up of water within a lake or embayment triggered by fault- or landslide-induced ground displacement. The western portions of the site are located approximately 500 feet from San Diego Bay and one half mile from the Pacific Ocean at an elevation of about sea level to 10 feet above MLLW and are protected from ocean waves by the Silver Strand. Due to the elevation of the site and distance to the bodies of water, the potential impacts to the site from tsunamis is very low.

f. Flooding and Dam Failure Inundation

The County of San Diego Hazard Mitigation Plan (2005) maps flood hazard areas throughout the county based on the location of sites within 100-year floodplains and within coastal areas, including bays, coastal inlets, and estuaries. The majority of the site is located in an area mapped with a “moderate” risk for flooding. Proposed grades at the site are at least 10 feet above MLLW; therefore, the risk of flooding should be considered low.

Because development is not proposed on loose granular soils (i.e., fill materials and bay deposits/alluvium) during Phase IV, there is no potential for impacts associated with liquefaction and induced settlement during this phase.

b. Phase I

i. Pacifica Residential and Retail Project

Groundwater could be a factor in development in liquefaction remediation, deep foundation design and construction, design and construction of subterranean parking structures, and utility installation. This is a significant impact (**Significant Impact 4.15-3**).

Based on the Geocon investigation, there are layers of loose sand within the bay deposits in the western portion of the subject site that have a potential for liquefaction which may result in seismically induced settlement. In general, these liquefiable soils are approximately 6 to 8 feet thick and are overlain by about 7 to 10 feet of non-liquefiable cover. A preliminary evaluation of liquefaction settlement indicates 2 to 3 inches of ground surface settlement may occur over portions of the site. Therefore, impacts as a result of seismically induced settlement are potentially significant (**Significant Impact 4.15-4**).

ii. ~~Gaylord~~ Resort ~~and Convention~~ Conference Center (RCC)

Based on the Geocon investigation (*Appendix 4.15-4*), there is a high potential for liquefaction to occur within scattered layers in the undocumented fill and bay deposits/alluvium below the groundwater table within a depth of 50 feet from the existing ground surface. Adverse impacts could include lateral spreading, ground rupture and/or sand boils, and settlement of the liquefiable layers. (**Significant Impact 4.15-5**).

3. The Proposed Project would have a significant impact if it is located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating a substantial risk to life or property.

b. Phase I

i. Pacifica Residential and Retail Project

If soil with an Expansion Index (EI) greater than 90 exists within the upper 3 to 5 feet of finish grade, distress to structures, pavement, and improvements can occur. Based on laboratory tests within the area, the majority of on-site material is expected to have an EI of 90 or less. (*Appendix 4.15-5*). Expansive soil is therefore not expected to pose a geologic hazard at the site. Once final grades are achieved, additional testing for expansion potential may be performed.

ii. ~~Gaylord~~ Resort and Convention Conference Center (RCC)

As part of the Geocon investigation, laboratory tests were performed and soil samples tested to determine expansion potential, among other things. According to the laboratory tests and boring logs summarized in Appendix B to the Geocon report (*Appendix 4.15-4*), a majority of the on-site materials possess a “very low” to “low” expansion potential (expansion index of 90 or less) as defined by 2007 California Building Code Section 1802.3.2. Impacts would therefore be less than significant.

b. Phases II through IV

A detailed analysis has not been conducted, but no development is proposed on Bay deposits or alluvium during Phases II through IV. Therefore, no significant impacts would result.

4. The Proposed Project would have a significant impact if there is the potential for tsunamis.

a. All Phases

The site is protected from the open ocean by intervening land features (Coronado and Silver Strand) which would provide some protection from direct wave action in the event of a tsunami. Historically, the instances of damage from tsunamis in this area of Southern California are rare; therefore, impacts associated with tsunamis are not significant for all phases of development.

4.15.4 Mitigation Measures

The mitigation measures for the identified significant seismic/geologic impacts associated with the Proposed Project are provided below.

Mitigation Measure 4.15-1

Implementation of the following measures is required for each individual development project proposed during all phases of the Proposed Project. The following mitigation measures would reduce impacts associated with strong motion and surface rupture, settlement, and expansive soils during all phases to a less than significant level: Mitigation Measure 4.15-1 would mitigate **Significant Impacts 4.15-1 through 4.15-5**.

Port/City: Prior to the grading of parcels for specific developments, the applicant shall provide a comprehensive site-specific geotechnical evaluation, including subsurface exploration and laboratory testing showing that individual parcels are suitable for proposed development work and that on-site fill materials and soils can support proposed structures. The applicant shall submit a geotechnical design report to the Port or City,

depending on jurisdiction, for approval showing site-specific measures to be employed. As applicable, these measures shall include:

- Conformance to the California Building Code Seismic Zone 4 Design Parameters, as detailed in Table 1 of the geotechnical study (see *Appendix 4.15-1*)
- Design capable of withstanding strong seismic accelerations
- Earthwork procedures, including removal, moisture conditioning, and recompaction of existing fills on the site
- Selective grading, densification of the subsurface soils, and/or deep foundations
- Removal, moisture conditioning, and compaction of bay deposits/alluvial soils. Deep foundations shall be used for structural support in areas of relatively thick bay deposits/alluvium
- Removal or deep burial of expansive soils during grading, moisture conditioning, or specially designed foundations and slabs
- Removal, moisture conditioning, and compaction of the topsoil on site.

Mitigation Measure 4.15-2

Implementation of the following measures is required for each individual development project proposed during all phases under the Proposed Project. The following mitigation measures would reduce impacts associated with liquefaction, lateral spreading, consolidation and settlement during all phases to a less than significant level: Mitigation Measure 4.15-2 would mitigate **Significant Impact 4.15-2**.

Port/City: For all phases, the project applicant shall prepare a site specific geotechnical study. Mitigation of potential hazards due to liquefaction may include the densification or removal of the potentially liquefiable soil and placement of surcharge fills within building areas, or the use of deep foundation systems and mat slabs which still provide acceptable structural support should liquefaction occur. Soil densification can be accomplished by surcharging, compaction grouting, vibrocompaction, soil mixing, and deep dynamic compaction. Deep foundation systems may be used to transmit structural loads to bearing depths below the liquefiable zones and may consist of driven piles or drilled piles.

Mitigation Measure 4.15-3

Implementation of the following measure is required for the Pacifica development project proposed during Phases I and II under the Proposed Project. The following mitigation measure would reduce impacts associated with liquefaction, lateral spreading, consolidation and

settlement to a less than significant level: Mitigation Measure 4.15-3 would mitigate **Significant Impacts 4.15-3** and **4.15-4**.

Port/City: Prior to the grading of parcels for the Pacifica development, the applicant shall adhere to the site-specific geotechnical evaluation prepared for the project or any amendment as approved by the Port/City (*Appendix 4.15-5*, Geocon Preliminary Geotechnical Investigation prepared for Pacifica Companies (February 2008), Sections 7 and 8 Conclusions and Preliminary Recommendations) which outlines general requirements and specific recommendations regarding soil and excavation, seismic design criteria, grading, consolidation settlement, ground improvement methods, slope stability, temporary slopes and shoring, groundwater and dewatering, shallow and deep foundations, subterranean structures, concrete slabs-on-grade, concrete flatwork, retaining walls and lateral loads, pavement, and drainage and maintenance.

Mitigation Measure 4.15-4

Implementation of the following measures is required for the ~~Gaylord~~ RCC development project proposed during Phase I of the Proposed Project. The following mitigation measures would reduce impacts associated with liquefaction, lateral spreading, consolidation and settlement to a less than significant level: Mitigation Measure 4.15-4 would mitigate **Significant Impact 4.15-5**.

Port/City: Prior to the grading of parcels for the ~~Gaylord~~ RCC development, the applicant shall adhere to the site-specific geotechnical evaluation prepared for the project or any amendment as approved by the Port/City (*Appendix 4.15-4*, Geocon Geotechnical Investigation prepared for Gaylord Hotels (January 2008), Section 6. Conclusions and Recommendations), which outlines general requirements and specific recommendations regarding soil and excavation, seismic design criteria, grading, temporary slopes and shoring, groundwater and dewatering, hotel/convention center/parking structure/flex space foundation, ancillary structure foundation, concrete slabs-on-grade, retaining walls and lateral loads, preliminary pavements, and drainage and maintenance.

4.15.5 Significance of Impacts After Mitigation

Implementation of Mitigation Measures 4.15-1 through 4.15-4, identified above, would reduce each of the **Significant Impacts 4.15-1** through **4.15-5**, associated with seismic strong ground motion and surface rupture, soils, liquefaction and seismically induced settlement, and geologic hazards, to below a level of significance.

While it is not possible at this time to quantify all the reductions in energy anticipated from the above-listed measures, the Proposed Project would be consistent with the goals of the City of Chula Vista General Plan and Appendix F of the CEQA Guidelines. Therefore, the impact is less than significant. Although this impact is considered less than significant, there are opportunities to incorporate several energy conservation measures into the Proposed Project in order to further reduce the electricity demand of the project, which equates to lower energy bills and assisting the state in meeting its short-term and long-term Renewable Portfolio Standard Goals.

4.16.4 Mitigation Measures

Mitigation Measure 4.16-1

The following mitigation measures are required to reduce **Significant Impact 4.16-1** (associated with long-term energy consumption that would result from the Proposed Project) to a level less than significant. In order to achieve Title 24, the following measures shall be implemented to the satisfaction of the Port/City.

Port/City: Prior to the issuance of certificates of occupancy or building permits, the project applicant shall demonstrate that the Proposed Project complies with Title 24 of the California Energy Efficient Standards for Residential and Nonresidential Buildings. These requirements, along with the following measures, shall be incorporated into the final project design to the satisfaction of the Port and the Director of Planning and Building for the City:

- Use of low NO_x emission water heaters
- Installation of energy-efficient and automated air conditioners when air conditioners are provided
- Energy-efficient parking area lights
- Exterior windows shall be double paned.

Implementation of these measures along with the SDG&E efforts for long-term energy supply as outlined in their filing with the CPUC that proposes a mix of conservation, demand response, generation, and transmission (http://www.sdenergy.org/uploads/7-9-04SDG&E_LTRP.pdf) would reduce the potential significant impact to below a level of significance.

Mitigation Measure 4.16-2

The following standards are intended to be interpreted broadly and with the flexibility to adapt to new energy technology and evolving building construction and design practices. They will apply to and govern development of all individual parcels within the Proposed Project area, except

Parcels HP-5, H-13, H-14, and H-15. The term “Development” will mean the development of an individual parcel within the Proposed Project area.

A. To help reduce the need for fossil-fueled power generation, reduce greenhouse gas emissions, and support the California Energy Commission’s Loading Order for Electricity Resources, all Developments will achieve a minimum of a ~~thirty (30)~~ **fifty (50)** percent reduction in annual energy use as described below.

1. Each building in each Development will perform at least fifteen (15) percent better than Title 24, Part 6 of the California Building Energy Efficiency Standards (“Title 24”) in effect as of the date of this FEIR. The minimum energy efficiency performance standard adopted by the City is hereinafter described as its Energy Efficiency Requirement” or “EER”. Should revised Title 24 standards be adopted by the State of California, the City’s EER at the time a building permit application is submitted for such Development shall apply.
2. The balance of the reduction in annual energy use required will be achieved through the use of any combination of the energy reduction measures described below. To achieve compliance, sponsors of Developments may select one of two paths. The first path is based on Title 24 (“Title 24 Path”) and the second is described in Energy and Atmosphere, Credit 1 “Optimize Energy Performance” (Credit EA-/c1) in the US Green Building Council’s Leadership in Energy and Environmental Design (LEED) Version 3 system (“LEED Path”). The definition of the term "Baseline" against which energy reduction will be measured will vary depending on the path selected and is further described in Exhibit 3 of the MMRP to this Agreement. Choosing the LEED Path does not require a Development to achieve LEED Certification, but simply uses the methodology of EA-/c1.
 - a. Renewable Energy generated within the boundaries of the Development will be credited toward the energy reduction requirement. The term “Renewable Energy” will mean energy derived from the sources described in California Public Resources Code Section 25741 (b)1.
 - b. Renewable Energy generated on one or more sites ("Renewable Energy Sites") within the boundaries of the Proposed Project by the Port, City or other third party and fed to the electrical grid or to the Development will be credited toward the energy reduction requirement described above. Aggregate energy generated on Renewable Energy Sites may be allocated to an individual Development up to the amount necessary to achieve such Development's compliance with the energy reduction requirement described above. Once

allocated to a Development, the amount of energy generated by Renewable Energy Sites so allocated may not be further allocated to another Development.

- c. Participation in a City of Chula Vista sponsored energy efficiency program provided that the resulting energy reduction may be calculated and verified. The methodology for calculating the amount of the credit toward the energy reduction requirement described above under the Title 24 Path and the LEED Path as described in Exhibit 3 of the MMRP.
- d. Each Development will develop, implement, and for the life of each Development, maintain a measurement and verification plan ("M&V Plan"). Such participation has been shown to increase the persistence of energy efficiency ("EE") and also to provide a way of recognizing and encouraging the ongoing conservation efforts of occupants and facility managers and will be awarded a waiver for five (5) percent credit against the Baseline to determine compliance with the energy reduction requirement described above. The Port will include in all leases the requirement to perform an energy audit every three (3) years for the convention centers and hotel Developments over 300 rooms and five (5) years for all other Developments to ensure that all energy systems are performing as planned or corrective action will be taken if failing to meet EE commitments.
- e. Participation in one of SDG&E's ~~Voluntary~~ **manual or semi-automatic** Demand Reduction (DR) utility rates will be awarded a waiver for three (3) percent credit against the Baseline to determine compliance with the energy reduction requirement described above.
- f. Participation in one of SDG&E's ~~Mandatory~~ **automatic** Demand Reduction (DR) utility rates will be awarded a waiver for five (5) percent credit against the Baseline to determine compliance with the energy reduction requirement described above.
- g. Incorporation of natural ventilation into design such that at least 75% of the conditioned area is naturally ventilated according to the guidelines set forth in Exhibit 3 of the MMRP, and if this benefit was not included in the energy efficiency calculations, the project will be awarded either: a waiver for five (5) percent credit against the Baseline to determine compliance with the energy reduction requirement described above; or, a waiver for ten (10) percent credit will be awarded if the natural ventilation system is coupled with an energy or cooling system that does not draw from the grid if and when natural ventilation is not used. This may be prorated if less than 75% of the conditioned area is naturally ventilated.

3. The parties understand and acknowledge that the energy reduction measures described above for a Development or component of a Development may be phased in over time to achieve compliance with the energy reduction requirement provided such energy reduction measures are completed no later than thirty-six (36) months following issuance of a certificate of occupancy for such Development or such component thereof.
4. To further incent responsible and sustainable development practices within the boundaries of the Proposed Project, the Port, the City and the Redevelopment Agency will consider voluntary commitments to levels of energy reduction in excess of the energy requirements described above, commitment to achievement of a LEED Certification, and/or a “Living Building Challenge” in connection with the selection of respondents in RFP/RFQ processes for Developments within the Proposed Project area.
5. Within one year following the CCC’s approval of a PMP amendment substantially consistent with the Proposed Project, the Port will in good faith consider adoption of an ordinance, in a public hearing process, that if approved by the Board of Port Commissioners, will require the following:
 - a. Within six (6) months following adoption of the ordinance and every three (3) years thereafter, the Port will conduct an energy efficiency and renewable energy analysis that will:
 - i. Assess the feasibility and cost-effectiveness of programs and options to reduce demand on the electric grid from all lands under Port’s jurisdiction; and
 - ii. Include, but not be limited to, an assessment of the potential for reduction in energy use on all land under Port’s jurisdiction through increases in energy efficiency, demand response, clean renewable and distributed energy generation and other methods and technologies.
 - b. Upon the completion of each analysis, the Port will consider good faith implementation of cost-effective programs and options as part of its commitment to greenhouse gas reductions and global climate change prevention activities consistent with Assembly Bill 32.
 - c. The results of each analysis will be published on the Port’s website and received by the Port’s Board of Port Commissioners in a public forum.

The Housing Element includes Affordable Housing Program Implementation Guidelines that offer flexibility in meeting affordable housing goals by considering alternatives to actual developer built-in production. These alternatives include land set-asides, off-site projects, and in-lieu contributions.

As stated in the Housing Element, the City has an inclusionary policy that requires all projects of 50 or more dwelling units to provide 10 percent (5 percent low income and 5 percent moderate income) affordable housing within the development (“on site”). Alternatives to the provision of housing include an “off-site” provision of affordable housing and payment of in-lieu fee to be considered at the sole discretion of the City.

b Local Coastal Program

The Local Coastal Program (LCP) is the planning tool used to carry out the shared partnership between the California Coastal Commission’s (CCC’s) mandate to protect coastal resources and the local government’s regulation of land use through its General Plan. The Chula Vista LCP includes a land use plan with land use classifications, types, and densities of allowable development plus goals, objectives, and policies concerning development and use of coastal resources. The CCC certified the City’s LCP and zoning in 1985, and a subsequent amendment was approved in 1993; as a result, the City is now authorized to issue Coastal Development Permits for projects within its jurisdiction.

The current LCP Land Use Plan approves 700 high-intensity residential dwelling units at one location within the Sweetwater District on a large portion of S-1 and the southeast portion of SP-3 and approximately 300 mixed-use residential dwelling units at another location within the Sweetwater District. The two sites planned for residential development total approximately 21 acres.

c. State Lands Commission

As discussed in *Chapter 3, Project Description*, the Port is trustee and manages and protects the State’s coastal tidelands and submerged lands surrounding San Diego Bay for the people of the State of California (pursuant to Chapter 67, Statutes of 1962, as amended, the Port District Act). These State lands are held in public trust for purposes of water-related commerce, navigation, fisheries, recreation, and the environment, for which private development including residential use is not constitutionally allowed. The Port, as a trustee of these sovereign lands, must ensure that the specific uses proposed in the plan are consistent with the provisions of the Port District Act and the Public Trust Doctrine.

4.17.2 Impact Significance Criteria

According to Appendix G of the CEQA Guidelines, the Proposed Project would result in a significant impact if:

1. It induces substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure).
2. It displaces substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere.

4.17.3 Impact Analysis

- 1. The Proposed Project would have a significant impact if it induces substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure).**

Assessment of this threshold includes a determination of whether substantial growth in population is induced by the Proposed Project and where that population growth might occur.

a. Population Growth

The project site is primarily undeveloped or underdeveloped lands with no residential units. Development of the Proposed Project would introduce more intensified land uses with residential, hotels, commercial/retail uses, and the ~~Gaylord~~ Resort Conference Center (RCC). Approximately 1,500 multifamily residential units would be developed within the Proposed Project area. The residential units are proposed on approximately 14 acres of primarily undeveloped land and a portion of the existing Marina Parkway in Phase I. Proposed development would consist of a combination of mid-rise and high-rise residential and up to 15,000 square feet of supporting ancillary retail uses. The retail uses would be included at the street level to create a village atmosphere and pedestrian-friendly area.

Using the population generation rate of 2.519 from the General Plan, the 1,500 units proposed during Phase I would result in a total projected population increase of 3,779 people on the Bayfront. The population would not increase as a result of Phase II through IV development because no residential units are proposed during these phases.

In addition to residential development, the Proposed Project would contain high-tech businesses, visitor service retail, parkland, and open space, which would not only create jobs, but would also increase activity and use of the waterfront. It is expected that both locally unemployed and under-employed persons, as well as people from regions outside of San Diego County, would fill

most of the jobs created by implementation of the Proposed Project. Thus, the Proposed Project would have a beneficial effect by contributing to the economy of the Chula Vista region in terms of jobs, personal income, and tax revenues.

b. Planned Growth

San Diego Association of Governments (SANDAG) is the agency responsible for forecasting regional growth. They indicate that population grows in two ways: natural increase, which results from the number of births over deaths; and net migration, which is primarily based on the condition of the local economy. The growth effects of the Proposed Project are manifested not in how many people arrive in the San Diego area, but in where those people elect to live and work, either in Chula Vista or elsewhere in the region.

The Proposed Project consists of a combination of low-rise, mid-rise, and high-rise residential units with a maximum of 1,500 units on approximately 14 acres of land. For purposes of this analysis, it is assumed that all units will be high-rise residential. Using the population generation rate of 2.52 people per unit for high rise residential as outlined in the General Plan, the additional units would result in a population increase of 3,779. The General Plan Update anticipates an increase in residential uses along the Bayfront and acknowledges that the 2030 projected population in the Bayfront planning area is conditional on the adoption of the Proposed Project.

The Proposed Project is immediately adjacent to the Urban Core Specific Plan area of the Northwest Planning Area within the City. The General Plan Update that was completed in 2005 identified the Urban Core area for significantly increased population and development. That plan update addressed much of the projected growth for the region.

Although the Proposed Project would create 1,500 new residential units with approximately 3,780 new residents in an area where no residences currently exist, direct impacts would not have a significant adverse environmental effect for the following reasons:

- a. The Bayfront is an area that has been planned for future residential growth.
- b. Project design is planned to accommodate population growth.
- c. Growth is not likely to extend beyond the project boundaries due to physical constraints of the project site (bay on the west, I-5 on the east, and Chula Vista Nature Reserve on the north and south).

c. Indirect Impacts

Increased population growth and intensity of use associated with the Proposed Project requires construction of new infrastructure and facilities, including new roads and water and sewer systems. As a result, the Proposed Project would have indirect impacts associated with traffic, air

quality, hydrology/water quality, public services, and public utilities. Please refer to *Sections 4.2, Traffic and Circulation; 4.5, Hydrology/Water Quality; 4.6, Air Quality; 4.13, Public Services; and 4.14, Public Utilities* for detailed discussion of these indirect impacts.

2. **The Proposed Project would have a significant impact if it displaces substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere.**

There are currently no residences on the Proposed Project site; therefore, development of the Proposed Project would not displace any existing housing or residents. No impact would result.

In response to public comments on the Revised Draft EIR, the Port and City engaged in extensive outreach and public participation with the Bayfront Coalition in regard to housing issues. Although the Proposed Project will not have a significant impact with respect to the displacement of housing or people, the City agreed to include a provision regarding the use of Low and Moderate Income Housing funds generated from within the Bayfront Redevelopment Project Area in the Final EIR as a mitigation measure (Mitigation Measure 4.17-1) in order to provide for appropriate implementation and enforcement.

4.17.4 Mitigation Measures

Although ~~No~~ no mitigation is required to reduce impacts to below a level of significance, the following measure is provided to ensure appropriate implementation and enforcement:

Mitigation Measure 4.17-1

The Redevelopment Agency will use all Low and Moderate Income Housing funds generated from within the Bayfront Redevelopment Project Area on the production of affordable housing units, inside and/or outside of redevelopment areas, for very low, low and moderate income individuals/families only in areas located west of I-805 in the City of Chula Vista.

4.17.5 Significance of Impacts After Mitigation

Direct impacts of the Proposed Project with respect to population and housing would not be significant. Indirect impacts including traffic and circulation, air quality, water quality, public services, and public utilities are analyzed in other sections of this report (see *Sections 4.2, 4.5, 4.6, 4.13, and 4.14*).

TABLE 5.1-1
Comparison of Impacts between Proposed Project and Project Alternatives

Environmental Issue	Proposed Project Significance After Mitigation	No Project	Harbor Park	No Land Trade	Reduced Overall Density	Alternate L- Ditch Remediation
4.1 Land/Water Use Compatibility						
1. The Proposed Project would have a significant impact if it conflicts with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the General Plan, Specific Plan, local coastal program, master plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.	Less than significant Significant and unmitigable	Greater	Equal	Equal	Equal	Equal
2. The Proposed Project would have a significant impact if it conflicts with any applicable habitat conservation plan or natural community conservation plan.	Less than significant	Less	Equal	Greater	Equal	Equal
3. The Proposed Project would have a significant impact if it creates a substantial or extreme land/water use incompatibility with adjacent or nearby existing and proposed land uses, resulting in significant incompatibility or nuisance impacts.	Less than significant	Equal	Equal	Greater	Equal	Equal
4. The Proposed Project would have a significant impact if it is inconsistent or conflicts with an adopted PMP water use designation where substantial indirect or secondary environmental impacts would occur.	Less than significant	Equal	Equal	Equal	Equal	Equal
4.2 Traffic and Circulation						
1. The Proposed Project would have a significant impact on traffic circulation if it substantially increases hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)	Less than significant	Equal	Equal	Equal	Equal	Equal
2. The Proposed Project would have a significant impact on traffic circulation if it conflicts with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)	Less than significant	Equal	Equal	Equal	Equal	Equal
3. The Proposed Project would have a significant impact if changes to the land use and the circulation plans would result in the following: For non-Chula Vista Urban Core circulation element roadways (Expressway, Prime Arterial, Major Street, Town Center Arterial, Class I Collector): a) A roadway segment that currently operates at LOS C or better and with the proposed changes would operate at LOS D or worse at General Plan build-out. b) A roadway segment that currently operates at LOS D or E and with the proposed changes would operate at LOS E or F at General Plan build-out (respectively), or which operates at LOS D, E, or F and would worsen by 5 percent or more at General Plan build-out. For Chula Vista Urban Core Circulation Element roadways (Gateway Street, Urban Arterial, Commercial Boulevard, and Downtown Promenade): a) A roadway segment that currently operates at LOS D or better and with the proposed changes would operate at LOS E or F at General Plan build-out. b) A roadway segment that currently operates at LOS F and would worsen by 5 percent or more at General Plan build-out.	Significant and unmitigable	Greater	Greater	Greater	Less	Equal
4. The Proposed Project would have a significant impact if changes to the land use and circulation plans would affect signalized and unsignalized intersections as follows: a) An intersection that currently operates at LOS D or better and with proposed changes would operate at LOS E or worse at General Plan build-out. b) An intersection that currently operates at LOS E or F and the project trips generated comprise 5 percent or more of the entering volume. Entering volumes are the total approach volumes entering an intersection. c) A cumulative impact would occur if the operations at intersection are at LOS E or F only.	Less than significant	Greater	Greater	Equal	Less	Equal
4.3 Parking						
1. The Proposed Project would have a significant impact if it causes the parking supply to be less than the generated demand or if it exacerbates an existing parking shortage.	Less than significant	Equal	Equal	Equal	Less	Equal
2. The Proposed Project would have a significant impact if it results in parking shortfalls during major events within the Chula Vista Bayfront area.	Less than significant	Equal	Equal	Equal	Less	Equal
3. The Proposed Project would have a significant impact if it removes parking lots designated for public use that are heavily utilized and not replaced.	Less than significant	Equal	Equal	Equal	Less	Equal
4.4 Aesthetics/Visual Quality						
1. <i>View Quality:</i> The Proposed Project would have a significant impact if it has a substantially adverse effect on a scenic vista, public view, or public resource (such as a symbol or landmark).	Significant and unmitigable	Less	Greater	Greater	Less	Equal
2. <i>Visual Quality:</i> The Proposed Project would have a significant impact if it substantially degrades the existing visual character or quality of the site and its surroundings.	Less than significant	Less	Equal	Greater	Less	Equal
3. <i>Light and Glare:</i> The Proposed Project would have a significant impact if it creates a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	Less than significant	Equal	Equal	Equal	Less	Equal
4. <i>Visual Character:</i> The Proposed Project would have a significant impact if it conflicts with urban design guidelines in adopted plans and policies.	Less than significant	Equal	Equal	Greater	Less	Equal
4.5 Hydrology/Water Quality						
1. The Proposed Project would have a significant impact if it substantially depletes groundwater or interferes substantially with groundwater recharge.	Less than significant	Equal	Equal	Equal	Equal	Equal
2. The Proposed Project would have a significant impact if it alters an existing 100-year floodplain or would place structures within a 100-year flood hazard area which would impede or redirect flood flows.	Less than significant	Equal	Equal	Equal	Equal	Equal
3. The Proposed Project would have a significant impact if it exposes people or structures to a significant risk of loss, injury, or death involving flooding, and/or exposes people or structures to inundation by seiche, tsunami, or mudflow.	Less than significant	Equal	Equal	Equal	Equal	Equal
4. The Proposed Project would have a significant impact if it substantially alters the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site.	Less than significant	Equal	Equal	Equal	Equal	Equal

TABLE 5.1-1 (Cont.)

Environmental Issue	Proposed Project Significance After Mitigation	No Project	Harbor Park	No Land Trade	Reduced Overall Density	Alternate L-Ditch Remediation
5. The Proposed Project would have a significant impact if it degrades water quality or would violate any water quality standards or waste discharge requirements, resulting from a substantial increase in the rate or amount of polluted surface runoff.	Less than significant	Equal	Equal	Equal	Less	Equal
6. The Proposed Project would have a significant impact if it creates or contributes runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	Less than significant	Equal	Equal	Equal	Less	Equal
7. The Proposed Project would have a significant impact if it results in pollution or contamination that may have an impact on human health and the environment, including the aquatic habitat, or impacts on biological communities.	Less than significant	Equal	Equal	Equal	Equal	Equal
8. The Proposed Project would have a significant impact if it results in substantial erosion and subsequent sedimentation of water bodies.	Less than significant	Equal	Equal	Equal	Equal	Equal
4.6 Air Quality						
1. The Proposed Project would have a significant impact if it conflicts with or obstructs implementation of the applicable air quality plan (e.g., RAQS).	Less than significant	Greater	Equal	Equal	Less	Equal
2. The Proposed Project would have a significant impact if it violates any air quality standard or contributes substantially to an existing or projected air quality violation.	Less than significant	Greater	Equal	Equal	Less	Equal
3. The Proposed Project would have a significant impact if it results in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).	Significant and unmitigable	Greater	Equal	Equal	Less	Equal
4. The Proposed Project would have a significant impact if it exposes sensitive receptors to substantial pollutant concentrations.	Significant and unmitigable	Greater	Equal	Greater	Less	Equal
5. The Proposed Project would have a significant impact if locates residential housing within 1,000 feet of a plant or any other toxic air emitting facility.	Less than significant	Less	Equal	Equal	Equal	Equal
6. The Proposed Project would have a significant impact if it creates objectionable odors affecting a substantial number of people.	Less than significant	Equal	Equal	Equal	Equal	Equal
7. The Proposed Project would have a significant impact if conflicts with or obstructs goals or strategies of the California Global Warming Solutions Act of 2006 (AB 32) or related Executive Orders.	Less than significant	Greater	Equal	Equal	Equal	Equal
8. The Proposed Project would have a significant impact if it results in substantially increased exposure of the project from the potential adverse effects of global warming identified in the California Global Warming Solutions Act of 2006 (AB 32).	Less than significant	Greater	Equal	Equal	Equal	Equal
4.7 Noise						
1. The Proposed Project would have a significant impact if it exposes persons to or generates noise levels in excess of standards established in the City of Chula Vista General Plan or noise ordinance, or applicable standards of other agencies.	Less than significant	Greater	Equal	Equal	Less	Equal
2. The Proposed Project would have a significant impact if it exposes persons to or generates excessive groundborne or waterborne vibrations or noise levels.	Less than significant	Equal	Equal	Equal	Less	Equal
3. The Proposed Project would have a significant impact if it results in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	Less than significant	Greater	Equal	Equal	Less	Equal
4. The Proposed Project would have a significant impact if it results in substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	Less than significant	Equal	Greater	Equal	Less	Equal
4.8 Terrestrial Biological Resources						
1. The Proposed Project would have a significant impact if it has a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by CDFG or USFWS.	Less than significant	Greater	Equal	Greater	Equal	Equal
2. The Proposed Project would have a significant impact if it has a substantial adverse effect on federally or state protected wetlands as defined by Sections 401 and 404 of the CWA (including, but not limited to, marsh, vernal pool, coastal, etc.), and Section 1600 of the CDFG Code through direct removal, filling, hydrologic interruption, or other means.	Less than significant	Greater	Equal	Equal	Equal	Equal
3. The Proposed Project would have a significant impact if it interferes substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impedes the use of native wildlife nursery sites.	Less than significant	Greater	Equal	Equal	Equal	Equal
4. The Proposed Project would have a significant impact if it conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Less than significant	Greater	Equal	Equal	Equal	Equal
5. The Proposed Project would have a significant impact if it conflicts with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan.	Less than significant	Greater	Greater	Equal	Equal	Equal
4.9 Marine Biological Resources						
1. The Proposed Project would have a significant impact if it has a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by CDFG or USFWS.	Less than significant	Greater	Equal	Equal	Equal	Equal
2. The Proposed Project would have a significant impact if it interferes substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impedes the use of native wildlife nursery sites.	Less than significant	Greater	Equal	Equal	Equal	Equal
3. The Proposed Project would have a significant impact if it has a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFG or USFWS.	Less than significant	Greater	Equal	Equal	Equal	Equal

TABLE 5.1-1 (Cont.)

Environmental Issue	Proposed Project Significance After Mitigation	No Project	Harbor Park	No Land Trade	Reduced Overall Density	Alternate L-Ditch Remediation
4. The Proposed Project would have a significant impact if it has a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrologic interruption, or other means.	Less than significant	Equal	Equal	Equal	Equal	Equal
5. The Proposed Project would have a significant impact if it conflicts with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Less than significant	Greater	Equal	Equal	Equal	Equal
6. The Proposed Project would have a significant impact if it conflicts with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	Less than significant	Greater	Equal	Equal	Equal	Equal
4.10 Cultural Resources						
1. The Proposed Project would have a significant impact if it causes a substantial adverse change in the significance of a historical or archaeological resource as defined in CEQA Guidelines Section 15064.5, including resources that are eligible for the CRHR and the National Register of Historic Places and resources that are locally designated as historically significant, or the City of Chula Vista finds the resource historically significant based on substantial evidence.	Less than significant	Equal	Equal	Equal	Equal	Equal
2. The Proposed Project would have a significant impact if it disturbs any human remains, including those interred outside of formal cemeteries.	Less than significant	Equal	Greater	Equal	Equal	Equal
4.11 Paleontological Resources						
1. The Proposed Project would have a significant impact if it directly or indirectly destroys a unique paleontological resource or site or unique geologic feature.	Less than significant	Equal	Equal	Equal	Equal	Equal
4.12 Hazards and Hazardous Materials/Public Safety						
1. The Proposed Project would have a significant impact if it creates a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	Less than significant	Equal	Equal	Equal	Equal	Equal
2. The Proposed Project would have a significant impact if it creates a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	Less than significant	Equal	Equal	Equal	Equal	Equal
3. The Proposed Project would have a significant impact if it emits hazardous emissions or handles hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.	Less than significant	Equal	Equal	Equal	Equal	Equal
4. The Proposed Project would have a significant impact if it is located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, a significant hazard to the public or the environment would be created.	Less than significant	Equal	Equal	Equal	Equal	Equal
5. The Proposed Project would have a significant impact if it is located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport and would result in a safety hazard for people residing or working in the project area.	Less than significant	Equal	Equal	Equal	Equal	Equal
6. The Proposed Project would have a significant impact if it impairs implementation of or physically interferes with an adopted emergency response plan or emergency evacuation plan.	Less than significant	Equal	Equal	Equal	Equal	Equal
4.13 Public Services						
Fire Protection						
1. The Proposed Project would have a significant impact if it reduces the ability to respond to calls throughout the City within the City's threshold standard to respond to calls within 7 minutes in 80 percent of the cases.	Less than significant	Greater	Greater	Greater	Greater	Equal
2. The Proposed Project would have a significant impact if it results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the fire protection and emergency services.	Less than significant	Greater	Greater	Greater	Greater	Equal
Police Protection						
1. The Proposed Project would have a significant impact on police protection services if it: <ul style="list-style-type: none">Reduces the ability to respond to calls within the City's threshold standard for Priority One emergency calls within 7 minutes in 81 percent of the cases and maintain an average response time to all Priority One calls of 5.5 minutes or less.Reduces the ability to respond to calls within the City's threshold standard for Priority Two urgent calls, within 7 minutes in 57 percent of cases, and maintain an average response time to all Priority Two calls of 7.5 minutes or less.	Less than significant	Equal	Equal	Equal	Less	Equal
2. The Proposed Project would have a significant impact if it results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities and/or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services.	Less than significant	Equal	Equal	Equal	Less	Equal
Parks and Recreation						
1. The Proposed Project would have a significant impact if it results in the inability for the City to provide an adequate level of service in accordance with the Chula Vista Municipal Code Chapter 17.10.040 Parklands and Public Facilities.	Less than significant	Less	Equal	Equal	Less	Equal
2. The Proposed Project would have a significant impact if it results in substantial adverse physical impacts associated with the provision of new or physically altered governmental or recreational facilities and/or the need for new, expanded, or physically altered governmental or recreational facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for park services.	Less than significant	Less	Equal	Equal	Less	Equal

TABLE 5.1-1 (Cont.)

Environmental Issue	Proposed Project Significance After Mitigation	No Project	Harbor Park	No Land Trade	Reduced Overall Density	Alternate L- Ditch Remediation
3. The Proposed Project would have a significant impact if it increases the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	Less than significant	—	—	—	—	—
Schools						
1. The Proposed Project would have a significant impact if it the CVESD and SUHSD do not have the necessary school facilities to meet the needs of the students in new development areas in a timely manner.	Less than significant with mitigation	Less	Equal	Equal	Less	Equal
2. The Proposed Project would have a significant impact if it results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities and/or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for school services.	Less than significant	Less	Equal	Equal	Less	Equal
Library Service						
1. The Proposed Project would have a significant impact if it exceeds the population ratio, which requires that 500 square feet (gross) of adequately equipped and staffed libraries be provided per 1,000 populations.	Significant and unmitigable	Less	Equal	Equal	Less	Equal
2. The Proposed Project would have a significant impact if it results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities and/or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for library services.	Less than significant	Less	Equal	Equal	Less	Equal
4.14 Public Utilities						
Water Supply and Water Availability						
1. The Proposed Project would have a significant impact if sufficient water supplies are not available to serve the project from existing entitlements and resources, or results in the need for new or expanded entitlements.	Less than significant	Greater	Equal	Equal	Less	Equal
2. The Proposed Project would have a significant impact if the project requires or results in the construction of new water treatment facilities or expansion of existing facilities and services, the construction of which could cause significant environmental effects.	Less than significant	Greater	Equal	Equal	Less	Equal
3. The Proposed Project would have a significant impact if it the Proposed Project is inconsistent with the assumptions used in the SDCWA UWMP.	Less than significant	Equal	Equal	Equal	Equal	Equal
Sewer						
1. The Proposed Project would have a significant impact if it results in a determination by the wastewater treatment provider that serves or may serve the project that it does not have adequate planned capacity to serve projected demand in addition to the provider's existing commitments.	Less than significant	Equal	Greater	Equal	Less	Equal
2. The Proposed Project would have a significant impact if it requires or results in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	Less than significant	Equal	Equal	Equal	Less	Equal
Solid Waste Management						
1. The Proposed Project would have a significant impact if the project was served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs.	Less than significant	Equal	Equal	Equal	Less	Equal
2. The Proposed Project would have a significant impact if it does not comply with federal, state, and local regulations related to solid waste.	Less than significant	Equal	Equal	Equal	Less	Equal
4.15 Seismic/Geologic Hazards						
1. The Proposed Project would have a significant impact if the rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, or strong seismic ground shaking occurred.	Less than significant	Equal	Equal	Equal	Equal	Equal
2. The Proposed Project would have a significant impact if seismic-related ground failure, including liquefaction, occurred, or if it is located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	Less than significant	Equal	Equal	Equal	Equal	Equal
3. The Proposed Project would have a significant impact if it is located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating a substantial risk to life or property.	Less than significant	Equal	Equal	Equal	Equal	Equal
4. The Proposed Project would have a significant impact if there is the potential for tsunamis.	Less than significant	Equal	Equal	Equal	Equal	Equal
4.16 Energy						
1. The Proposed Project would have a significant impact if it increases the demand for energy resources to exceed the City's available supply or causes a need for new and expanded facilities.	Less than significant Significant and unmitigable	Equal	Equal	Greater	Less	Equal
4.17 Population and Housing						
1. The Proposed Project would have a significant impact if it induces substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).	Less than significant	Equal	Equal	Equal	Equal	Equal
2. The Proposed Project would have a significant impact if it displaces substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere.	Less than significant	Equal	Equal	Equal	Less	Equal

5.2 Selected Alternatives

This section discusses five alternatives for the proposed CVBMP, including the No Project Alternative. The Harbor Park Alternative and the No Land Trade Alternative, discussed below, are analyzed in greater detail than is normally required. This was done to fulfill the Port's long-standing commitment to the community groups and resource agencies who have participated in planning efforts. The list of project alternatives addressed in this section is shown below, followed by a more detailed discussion of each:

- No Project Alternative
- Harbor Park Alternative
- No Land Trade
- Reduced Overall Density Alternative
- Alternate L-Ditch Remediation Alternative.

5.3 No Project Alternative

For the No Project Alternative, no land trade would occur between the Port and the private developer, and therefore, no action by the SLC would be required. Lands held under private option in the Sweetwater District would remain in the City of Chula Vista's jurisdiction. No land use designation changes would occur and no amendment to the PMP or LCP would be approved. Public trust lands in the Harbor and Otay Districts would remain in the Port's jurisdiction.

Under this alternative, development is assumed to be in conformance with the adopted land use plans (LCP, which includes the LUP, and PMP/Chula Vista Bayfront Planning District 7: Precise Plan) and zoning designations. Coastal Commission action on development of privately held lands in the Sweetwater District would not be required, provided such development conforms to the adopted LCP, which includes the LUP. Coastal Commission action may be required for development of Port lands in accordance with the adopted plan.

For Port lands, the Precise Plan for Planning District 7 would be retained, expanded, or upgraded consistent with goals and policies as allowed by the plan. Permitted uses would include existing marine sales and service, commercial recreation, industrial business park and marine-related industrial, public recreation and conservation areas, and public facilities.

For public and private lands under the City's jurisdiction, including the Midbayfront property in the Sweetwater District, current adopted planning designations would apply (see *Figures 4.1-3* and *4.1-4*). In some cases, the amount and location of development would create impacts more severe than those of the Proposed Project.

The existing LCP Land Use Plan anticipates high-intensity development of the Sweetwater District, including development of up to ~~1,060~~ 1,000 high-density residential units, 1,906,000 square feet of commercial/hotel use (including 1,860 hotel rooms), ~~2,373,000 square feet of commercial use and~~, 60,000 square feet of office use, 75,000 square feet of cultural arts facilities, and 34 acres of parks. In addition, development in the City's jurisdiction within the Harbor and Otay Districts permits industrial development at a floor area ratio of 0.50 and commercial development at a floor area ratio of 0.25. Given the acreage presented in the adopted land use plan, this plan could result in about 5,700,000 square feet of industrial use.

The existing plan provides for a central resort district and park and recreation uses. Designated visitor and visitor/highway commercial, professional/administrative, public/quasi-public uses (including an existing railroad ROW), as well as research, limited industrial, general industrial, and open space/parks comprise remaining uses in the City's jurisdiction.

The F & G Street Marsh component of the Sweetwater Marsh NWR is one of three designated open space areas. Permitted building heights in the Sweetwater District would range from a maximum height of 229 feet for high-rise residential sites in the northeastern area to a maximum 30-foot height in the area generally adjacent to the Sweetwater Marsh NWR. Building heights in the Harbor and Otay Districts would be limited to 44 feet.

5.3.1 Land/Water Use Compatibility

Existing land uses and zoning would be retained, and development would proceed in accordance with the adopted plans for the applicable jurisdiction. For example, industrial uses would be developed in the Harbor and Otay Districts and commercial and residential uses in the Sweetwater District. Expansion of public parkland and open space would not increase to the extent anticipated for the Proposed Project. The No Project Alternative does not preclude long-term development of the project area consistent with the adopted land use plans.

Implementation of the No Project Alternative would ensure conformance to the adopted plans and zoning. The current General Plan, Specific Plan, LCP, and PMP would not be amended. Development in accordance with the adopted plans would not conflict with the MSCP, but, as with the Proposed Project, an HLIT permit would be required.

While development in accordance with adopted plans would avoid planning conflicts, selection of the No Project Alternative and future development of high-intensity residential, recreation, commercial/retail, and office uses in the Sweetwater District would be inconsistent with the long-term collaborative public process intended to reduce development intensity in the Sweetwater District due to the site's proximity to the Sweetwater Marsh NWR and Bay. These efforts have involved regional environmental groups and City residents as well as CDFG, USFWS, and other responsible agencies. Working together with Port and City planners, these organizations have helped to develop plans for an economically feasible development that is

Project Alternative relative to the Proposed Project, this alternative represents a less substantial impact.

The site is currently under a Cleanup and Abatement Order (CAO No. 98-08, revised April 2, 1998) for cleanup of contamination associated with past uses on the former BF Goodrich South Campus. Cleanup activities are being performed under separate approvals, and site remediation to appropriate standards for proposed uses is assumed as a baseline condition. As with the Proposed Project, implementation of Cleanup and Abatement Order programs and other remediation, combined with implementation of mitigation measures detailed in *Section 4.12, Hazards and Hazardous Materials/Public Safety*, which require the project to coordinate with responsible agencies to show that remediation has been completed to a standard acceptable for proposed uses, would ensure that impacts are avoided or reduced to a level of less than significant prior to development of any given site. As for the Proposed Project, implementation of the above measures would ensure that impacts of the No Project Alternative would be reduced to below a level of significance.

5.3.11 Public Services

Impacts to schools, parks and recreation, and library services would be reduced under this alternative, as only ~~1,060~~ 1,000 residential units would be allowed to develop, provided plans are approved for development of the Sweetwater District in conformance with the approved LCP/LUP. Furthermore, high-intensity near-term development is not anticipated under the adopted plan, so impacts to services would be incremental and expected to occur over an extended period of time. Impacts to police protection services would be expected to be similar to those under the Proposed Project.

The City's Fire Department considers the Bayfront area to be a geographic location that is underserved by the existing fire station network. While the Proposed Project would include the construction of a new fire station, the No Project Alternative would not include a new fire station. The Port is precluded by law from providing municipal facilities, including fire protection facilities, on Port land. Under this alternative, the City has not agreed to acquire Parcel H-17 from the Port and, as such, a suitable location for a new fire facility has not been identified. As a result, a significant impact on fire protection services would continue to exist under the No Project Alternative. This impact is greater than the Proposed Project and would result in a significant impact. In order to address this impact, the City would have to provide additional equipment and/or facilities as deemed necessary by the City's Fire Department to ensure adequate fire protection services. The changes that may result from the provision of additional equipment or facilities as may be identified in the City's Fire Master Plan would be the responsibility and within the jurisdiction of the City and not the Port.

5.3.12 Public Utilities

Impacts to public utilities would be similar to those resulting from implementation of the Proposed Project. For new industrial facilities, however, future uses could require greater supplies than would be required for the Proposed Project. Ultimate build-out consistent with the adopted land use plans would be expected to require upgrades to sewer and water supply facilities to meet increased demand over time. Required upgrades to utility systems would not be coordinated to meet future need at build-out, as would occur with implementation of the Proposed Project.

5.3.13 Seismic/Geologic Hazards

Because the grading footprint for the No Project Alternative would be similar to the Proposed Project with ultimate development based on existing land use approvals, impacts to geologic and seismic hazards would be similar. Implementation of site-specific engineering/geotechnical mitigation measures, as detailed in *Section 4.15, Seismic/Geologic Hazards*, would be expected to reduce impacts to below a level of significance.

5.3.14 Energy

Selection of the No Project Alternative would ensure that development occurs in a manner consistent with the adopted land use plans and therefore consistent with regional planning projections. Impacts would be less than significant.

5.3.15 Population and Housing

Selection of this alternative provides for development of fewer residential units (~~1,060~~ **1,000**) than for the Proposed Project (1,500) and ultimately fewer new residents in the Chula Vista Bayfront. Development under this alternative would result in an estimated 2,288 people living in the Sweetwater District. As with the Proposed Project, the No Project Alternative would not displace any existing residences and no housing would need to be constructed elsewhere. Impacts, therefore, would be less than significant.

5.4 Harbor Park Alternative

The Harbor Park Alternative was developed in conjunction with the community as one of three design options (including the Proposed Project) that is discussed in greater detail in this report. At build-out, the proposed Harbor Park Alternative would result in a project impact area slightly less than that of the Proposed Project, by not developing the triangular parcel south of HP-11 and east of the proposed E Street Extension/Marina Parkway Realignment (see *Figure 5.4-1*). The Harbor Park Alternative provides less-intensive land uses, such as a signature park, along the shoreline between G Street and H Street via location of a resort conference center (RCC) on H-

e. Local Coastal Program

Similar to the Proposed Project, the Harbor Park Alternative includes an amendment to the Chula Vista LCP. The LCP Amendments for the LUP and Specific Plan are included as appendices to this report (*Appendices 4.1-2 and 4.1-3*). Of specific interest unique to the Harbor Park Alternative is the following project feature:

- A Signature Park would be integrated with the existing Bayside Park on Parcel HP-1 in the Harbor District, bringing the park closer to the water's edge on a larger, single 35-acre parcel.

Because the Harbor Park Alternative achieves the goals of the current LCP, and since the adoption of the proposed LCP amendment is a proposed action covered by this report, the Harbor Park Alternative would be consistent with the LCP if it is adopted. This finding is similar to that of the Proposed Project.

MSCP Conformance. Approval of the proposed land trade would transfer parcels in the Harbor District from the Port jurisdiction to the City.

As with the Proposed Project, the Harbor Park Alternative would result in significant indirect impacts. The F & G Street Marsh, an MSCP preserve, is adjacent to the City's jurisdiction in the Sweetwater District and there is the potential for indirect impacts to occur from public access, such as pets traversing the preserve areas and litter from human beings, lighting during construction illuminating nearby roost sites and nests, noise from construction and operation, invasive plant species, and the potential release of toxic substances.

Land/water use compatibility would be similar to that of the Proposed Project. Non-industrial uses would be placed adjacent to the Goodrich facility, which would not represent an incompatible land use. In addition, this alternative provides 400-foot buffers and setbacks for the Sweetwater District and relocates the existing development from this district, placing the more urbanized uses in the Harbor District. It is noted that land uses within the Sweetwater District under the Harbor Park Alternative, which involves development on both Parcel S-2 with a conference hotel and Parcel S-1 with mixed/cultural uses, would be higher intensity as compared to the Proposed Project, which involves development of a signature park on S-2 and a resort hotel on S-1.

As with the Proposed Project, there are no identified significant impacts associated with this threshold pertaining to the Harbor Park Alternative.

5.4.1.2 Land/Water Use Summary and Mitigation

The Harbor Park Alternative would result in significance findings similar to that of the Proposed Project for land/water use as shown in *Table 5.4-3* below. All mitigation measures applicable to

the Proposed Project as detailed in *Section 4.1, Land/Water Use Compatibility*, would be required in order to reduce land/water use impacts to below a level of significance. **Similar to the Proposed Project, impacts from this alternative would be reduced to less than significant, provided that proposed amendments to the City of Chula Vista General Plan, LCP Land Use Plan, and Bayfront Specific Plan are approved, with the exception of impacts on City of Chula Vista General Plan policies related to view quality and library services which would remain significant and unmitigated as under the Proposed Project.**

TABLE 5.4-3
Comparison of Land/Water Use Impacts

	Proposed Project	Harbor Park Alternative
Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project, including but not limited to the General Plan, Specific Plan, local coastal program, master plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Yes: Significant Impacts 4.1-1 through 4.1-3 4.1-5	Similar
Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?	Yes: Significant Impact 4.1-4 4.1-6	Similar
Would the project create a substantial or extreme land/water use incompatibility with adjacent or nearby existing and proposed land uses, resulting in significant incompatibility or nuisance impacts?	No	No
Would the project conflict with an adopted PMP water use designation where substantial indirect or secondary environmental impacts would occur?	No	No

5.4.2 Traffic/Circulation and Parking

In order to evaluate the traffic/circulation and parking impacts of the Harbor Park Alternative in relation to the Proposed Project, an evaluation of the Harbor Park Alternative against each traffic/circulation and parking threshold was conducted. *Section 5.4.2.1* provides an impact analysis and *Section 5.4.2.2* provides a summary of impacts and mitigation pertaining to the Harbor Park Alternative.

The information presented in this section is based on the Traffic Impact Analysis prepared for the Chula Vista Bayfront Master Plan by Kimley-Horn and Associates, Inc. in February 2008.

5.4.2.1 Impact Analysis of the Harbor Park Alternative

The following discussion describes the traffic-related impacts for each of the three development phases for the Harbor Park Alternative. The intersection lane geometry and roadway segment

Phases III and IV

No residential uses are proposed in phases. Therefore, there would be no impacts.

As with the Proposed Project, the Harbor Park Alternative would require 2,160 square feet of library space. Until new library facilities are constructed or existing facilities expanded, significant impacts would result.

5.4.11.2 Public Services Summary and Mitigation

The Harbor Park Alternative would not avoid or substantially lessen the significant effects of the Proposed Project on public services. As shown in *Table 5.4-25*, the Harbor Park Alternative would result in significant impacts to schools and library services, similar to those identified for the Proposed Project over the long term. As with the Proposed Project, significant impacts to schools ~~and library services~~ would be mitigated to below a level of significance and impacts to library services would remain significant and unmitigated. ~~would reduce impacts to schools and public services to below a level of significance.~~

In addition to those impacts to public services that are similar to the Proposed Project, the Harbor Park Alternative would also result in a significant impact to fire services as a new fire station is not proposed under this alternative. In order to address this impact, the City would have to provide additional equipment and/or facilities as deemed necessary by the City's Fire Department to ensure adequate fire protection services. The changes that may result from the provision of additional equipment or facilities as may be identified in the City's Fire Master Plan would be the responsibility and within the jurisdiction of the City and not the Port.

TABLE 5.4-25
Comparison of Public Services Impacts

	Proposed Project	Harbor Park Alternative
Fire Services		
Would the project reduce the ability to respond to calls throughout the City within the City's threshold standard to response to calls within 7 minutes in 80 percent of the cases?	No	Greater The Harbor Park Alternative would result in a greater impact to fire services as compared to the Proposed Project
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the fire protection and emergency services?	Yes: Significant Impact 4.13.1-1	Similar

TABLE 5.4-25 (Cont.)

	Proposed Project	Harbor Park Alternative
Police Protection		
Would the project reduce the ability to respond to calls within the City's threshold standard for Priority One emergency calls within 7 minutes in 81 percent of the cases and maintain an average response time to all Priority One calls of 5.5 minutes or less or Priority Two urgent calls, within 7 minutes in 57 percent of cases, and maintain an average response time to all Priority Two calls of 7.5 minutes or less?	No	No
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities and/or the need for new or physically altered facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services?	No	No
Parkland		
Would the project result in the inability for the City to provide an adequate level of service in accordance with the Chula Vista Municipal Code Chapter 17.10.040 Parklands and Public Facilities?	Yes: Significant Impacts 4.13.3-1 and 4.13.3-2	Similar
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental or recreational facilities, need for new, expanded, or physically altered government or recreational facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for park and recreation services?	No	No
Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	No	No
Schools		
Would the project result in the CVESD and SUHSD not having the necessary school facilities to meet the needs of the students in new development areas in a timely manner?	Yes: Significant Impact 4.13.4-1	Similar
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives for schools?	Yes: Significant Impact 4.13.4-2	Similar
Library Services		
Would the project exceed the population ratio, which requires that 500 square feet (gross) of adequately equipped and staffed libraries be provided per 1,000 populations?	Yes: Significant Impact 4.13.5-1	Similar
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for libraries?	Yes: Significant Impact 4.13.5-2	Similar

5.4.12 Public Utilities

In order assess impacts to public utilities associated with the Harbor Park Alternative in relation to the Proposed Project, an evaluation of the Harbor Park Alternative against each public utilities threshold was conducted. *Section 5.4.12.1* provides an impact analysis and *Section 5.4.12.2* provides a summary of impacts and mitigation pertaining to the Harbor Park Alternative.

5.4.12.1 ~~5.4.12.1~~ Impact Analysis of the Harbor Park Alternative

a. Water Supply and Analysis

Impacts to public utilities would be similar to those resulting from the Proposed Project. Ultimate build-out under the Harbor Park Alternative would require upgrades to sewer and water supply facilities to meet increased demand over time.

The projected water demand is presented by district in *Table 5.4-26* below:

TABLE 5.4-26
Harbor Park Alternative Water Demand Summary (MGD)

Development Area	Average Demand	Max Day Demand
Sweetwater District	0.216	0.540
Harbor District	1.358	2.648
Otay District	0.335	0.787
TOTAL	1.909	3.975

SOURCE: Kimley-Horn and Associates, Inc. 2006.

The water demand under the Harbor Park Alternative is less than the water demanded by the Proposed Project at build-out. Based on information from the Sweetwater Authority, there would be sufficient water supplies over a 25-year planning horizon, to meet the projected demands of the Proposed Project and the existing and planned development projects within the Sweetwater Authority's service area. Because the alternative would require less water demand than the Proposed Project, there would be sufficient water supplies available for the Harbor Park Alternative.

The City has protective measures in place to ensure that the available water is supplied and distributed throughout the City in accordance with demand. These measures apply to the residential development proposed under the City's jurisdiction and require the project applicant to request and deliver to the City service availability letters from the appropriate water district and submit a water conservation plan at the tentative map level.

Although sufficient water supply exists to serve the Harbor Park Alternative, there is uncertainty created by pending litigation involving imported water supplies. Pending litigation creates

uncertainty and, therefore, sufficient reliable sources of water cannot be guaranteed. Similar to the Proposed Project, the Harbor Park Alternative still has the potential to result in significant unmitigable impacts to water supply because of the absence of long-term supply contracts for water.

- As with the Proposed Project, existing infrastructure cannot accommodate the Harbor Park Alternative. Construction of water system improvements and connections (on and off site) for the entire project would result in noise impacts during site preparation and building activities. These impacts are the same as those associated with the Proposed Project.

As determined by the City of Chula Vista General Plan Update EIR, the updated General Plan is inconsistent with the SDCWA UWMP. Because the Harbor Park Alternative includes additional plan modifications to an already inconsistent General Plan, the Harbor Park Alternative would be inconsistent with the UWMP forecasts as well. This inconsistency would be temporary and significant.

b. Sewer Impacts and Analysis

Based on the same generation rates and sewage generation estimates used for the Proposed Project, the Harbor Park Alternative is expected to generate a total average flow of approximately 1.392 MGD and an approximate peak flow of 2.675 MGD. *Table 5.4-27* shows the sewage generation summary by district for the Harbor Park Alternative. The projected sewage generation broken down by parcel for this alternative is contained in *Appendix 4.5-2*.

TABLE 5.4-27
Harbor Park Alternative Sewage Generation Summary
(MGD)

Development Area	Average Flow	Peak Flow
Sweetwater District	0.129	0.303
Harbor District	1.065	1.939
Otay District	0.198	0.433
TOTAL	1.392	2.675

SOURCE: Kimley-Horn and Associates, Inc. 2006.

This alternative would generate approximately 0.06 MGD more sewage on average than the Proposed Project. The City currently has a capacity of 20.87 MGD and a current flow of 17.00. The City anticipates a future sewage generation rate of 26.20, which would require an additional needed capacity of 5.33 MGD. The City does not have capacity for future generation and would not have adequate capacity to serve the additional sewer generated from the Harbor Park Alternative.

- The Harbor Park Alternative would require construction of new facilities in addition to replacement of existing sewer facilities. Construction of the proposed sewer system for Phase I and the entire project would result in noise impacts during site preparation and building activities. These impacts are the same as those associated with the Proposed Project and the similar to those identified for the construction of water facilities.

c. Solid Waste Management

The estimated solid waste generation for this alternative is presented in *Table 5.4-28*. As compared to the Proposed Project, this alternative would generate more solid waste by approximately 3,250 pounds per day, or 1.6 tons per day more than the Proposed Project. The Proposed Project is estimated to generate 10.1 tons per day. The Otay Landfill is permitted to accept 5,830 tons per day and is currently accepting about 4,500 tons per day. The 11.7 tons per day is not significant because landfill capacity would not be exceeded for between 16 and 21 years.

As with the Proposed Project, the Harbor Park Alternative would comply with federal, state, and local statutes and regulations and therefore no significant impacts in regard to solid waste would occur.

TABLE 5.4-28
Solid Waste Estimates for the Harbor Park Alternative

Category	Unit	Phases						Total	
		I		II		III			
		pounds/ day	Total Units	pounds/ day	Total Units	pounds/ day	Total Units	pounds/ day	Total Units
Cultural	thousand square feet			2,800	400	350	50	3,150	450
Ferry	thousand square feet			125	25			125	25
Hotel	rooms	4,300	2,150	2,000	1,000			6,300	3,150
Office	thousand square feet	2,400	400			3,240	540	5,640	940
Residential	units	4,680	1,300	2,520	700			7,200	2,000
Retail	thousand square feet	1,320	220	900	150			2,220	370
RV Park	units			472	236			472	2236
TOTAL		12,700	4070	8,817	2,511	3,590	590	25,107	7,171

5.4. ~~121-42~~ Public Utilities Summary and Mitigation

The Harbor Park Alternative would not avoid or substantially reduce the significant effects of the Proposed Project on public utilities. The Harbor Park Alternative would result in significant impacts to water facilities and significant impacts to sewer facilities, similar to the Proposed Project as shown in *Table 5.4-29* below. Implementation of mitigation measures detailed in *Section 4.14, Public Utilities*, would reduce these impacts to below a level of significance.

TABLE 5.4-29
Comparison of Public Utilities Impacts

	Proposed Project	Harbor Park Alternative
Water Impacts		
Are sufficient water supplies not available to serve the project from existing entitlements and resources, or result in the need for new or expanded entitlements?	No	No
Would the project require or result in the construction of new water treatment facilities or expansion of existing facilities and services, the construction of which could cause significant environmental effects?	Yes: Significant Impacts 4.14.1-1 through 4.14.1-4	Similar
Would the project be inconsistent with the assumptions used in the SDCWA UWMP?	No	No
Sewer Impacts		
Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it does not have adequate planned capacity to serve projected demand in addition to the provider's existing commitments?	Yes: Significant Impact 4.14.2-1	Greater Wastewater generated under the Harbor Park Alternative would be slightly more than that under the Proposed Project.
Would the project require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Yes: Significant Impacts 4.14.2-2 through 4.14.2-5	Similar
Solid Waste		
Would the project be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?	No	No
Would the project not comply with federal, state, and local statutes and regulations related to solid waste?	No	No

5.4.13 Seismic/Geologic Hazards

In order to assess seismic/geologic hazards associated with the Harbor Park Alternative in relation to the Proposed Project, an evaluation of the Harbor Park Alternative against each seismic/geologic hazards threshold was conducted. *Section 5.4.13.1* provides an impact analysis and *Section 5.4.13.2* provides a summary of impacts and mitigation pertaining to the Harbor Park Alternative.

The analysis presented below is based on a Preliminary Geotechnical Evaluation for the Proposed Project development area (March 2005) prepared by Ninyo & Moore (see *Appendix 4.15-1*). The project area for the Harbor Park Alternative is identical to the project area for the Harbor Park Alternative; therefore, the report pertains to both development scenarios.

5.4.13.1 Impact Analysis of the Harbor Park Alternative

No active faults have been mapped or were observed within the project site, nor is the project site located within a State of California Earthquake Fault Zone (Alquist-Priolo Special Studies

Zone). As with the Proposed Project, impacts associated with tsunamis are not significant for any phase of the project.

As with the Proposed Project, there is potential for strong ground motions to occur at the project site; therefore, impacts associated with strong motion and surface rupture are significant and apply to all development phases. In addition, loose granular soils (i.e., fill materials and bay deposits/alluvium) underlie portions of the site combined with a relatively shallow groundwater table. These soils have a moderate to high potential for liquefaction and settlement to occur during an earthquake and are not considered suitable for structural support. The project proposes development on some of these sites; therefore, the potential of lateral spreading in the liquefiable soil below the groundwater table is considered an adverse impact on these sites.

5.4.13.2 Seismic/Geologic Hazards Summary and Mitigation

Implementation of the Harbor Park Alternative would not avoid or substantially lessen the significant effects from seismic/geologic hazards associated with the Proposed Project. The Harbor Park Alternative would result in impacts similar to the Proposed Project as shown in *Table 5.4-30* below. Implementation of mitigation measures detailed in *Section 4.15, Seismic/Geologic Hazards*, would reduce any potential significant impacts to below a level of significance.

TABLE 5.4-30
Comparison of Seismic/Geologic Hazards Impacts

	Proposed Project	Harbor Park Alternative
Would the project expose people or structures to adverse effects involving the rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known faults; or strong seismic ground shaking?	Yes: Significant Impact 4.15-1	Similar
Would the project expose people or structures to adverse effects involving seismic-related ground failure, including liquefaction, or it is located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Yes: Significant Impacts 4.15-2 through 4.15-5	Similar
Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating a substantial risk to life or property?	No	No
Would the project be at located in an area where there is the potential for tsunamis?	No	No

5.4.14 Energy

In order to assess energy impacts associated with the Harbor Park Alternative in relation to the Proposed Project, an evaluation of the Harbor Park Alternative against each energy threshold was conducted. *Section 5.4.14.1* provides an impact analysis and provides a summary of impacts and mitigation pertaining to the Harbor Park Alternative.

5.4.14.1 *Impact Analysis of the Harbor Park Alternative*

The area of potential impact and intensity of development over time is generally the same under the Harbor Park Alternative as for the Proposed Project. The increased demand for energy resulting from development of the Proposed Project and the Harbor Park Alternative and the potential to exceed the available water supply would result in a significant impact. Implementation of mitigation detailed in *Section 4.16, Energy*, would reduce this impact to below a level of significance. The Harbor Park Alternative would not avoid or substantially lessen the significant effects of the Proposed Project on energy; **therefore, the cumulative impact to energy as detailed in Section 6.17 would remain significant and unmitigated.**

5.4.15 Population and Housing

In order to assess Population and Housing associated with the Harbor Park Alternative in relation to the Proposed Project, an evaluation of the Harbor Park Alternative against each population and housing threshold was conducted. *Section 5.4.15.1* provides an impact analysis and *Section 5.4.15.2* provides a summary of impacts and mitigation pertaining to the Harbor Park Alternative.

Existing conditions for the Proposed Project are identical to that of the Harbor Park Alternative. There are no residential units located within the Harbor Park Alternative project boundaries. A recreational visitor-serving park (RV park) is located north of the Chula Vista Marina on Sandpiper Way, abutting the Bayside Park parking lot.

5.4.15.1 *Impact Analysis of the Harbor Park Alternative*

a. Direct Impacts

Similar to the Proposed Project, the Harbor Park Alternative would not result in significant population and housing impacts. The number of residential units proposed in the Harbor Park Alternative would be the same as that proposed under the Proposed Project. Both scenarios proposed 1,500 new residential units with approximately 3,800 new residents in areas where no residences currently exist. In addition to residential development, high-tech businesses, visitor service retail, parkland, and open space are proposed.

While the Harbor Park Alternative would create new residential units to house new residents in an area where no residences currently exist, direct impacts would not have a significant adverse environmental effect for the following reasons.

- The Bayfront is an area that has been planned for future residential growth;
- Project design is planned to accommodate population growth;
- The project would provide needed additional housing stock. Chula Vista has a very low vacancy rate for available housing (approximately 3 percent) per the most recent SANDAG update (2005); and
- Growth is not likely to extend beyond the project boundaries due to physical constraints of the project site (Bay on the west, 1-5 on the east, Chula Vista Nature Center on the north and south).

b. Indirect Impacts

As with the Proposed Project, increased population growth and intensity of land uses require construction of new infrastructure and facilities including roads, water, and sewer systems. The Harbor Park Alternative would have indirect impacts associated with traffic, air quality, public services, and public utilities as addressed in sections above.

There are currently no residences within the project boundary; therefore, the Harbor Park Alternative would not displace any existing housing or residents.

5.4.15.2 Population and Housing Summary and Mitigation

Neither the Harbor Park Alternative nor the Proposed Project would result in Population and Housing Impacts. No mitigation measures are necessary.

5.5 No Land Trade Alternative

The No Land Trade Alternative was selected for consideration to provide a development alternative which would not require an exchange of public trust land under Port jurisdiction in the Harbor District for private land in the Sweetwater District. Under this alternative, the proposed land trade would not take place, which would avoid the need for approval by the State Lands Commission. All tidelands trust properties in the Project Area would remain within the Port's jurisdiction; and all parcels held under option by private developers would remain within the City's jurisdiction.

This alternative would eliminate the proposed land uses within the Sweetwater District. Therefore, this alternative would consist of only the Harbor and Otay Districts, for a project area

totaling 427 acres, and would not include the Sweetwater District. However, current land entitlements as approved under the Midbayfront LCP would allow high-density residential units and a hotel and ancillary retail and commercial uses in the Sweetwater District. Although this alternative is geographically smaller, it takes into account the potential cumulative impacts should the approved Midbayfront LCP be developed. In a worst-case scenario, build-out of the Sweetwater District in accordance with the approved LCP would include ~~1,550~~ 1,000 dwelling units, 1,906,000 square feet of commercial/hotel use (including 2,028 1,860 hotel rooms), ~~150,000 square feet of retail, 140,000~~ 60,000 square feet of office, 75,000 square feet of cultural arts facilities, and nearly ~~19~~ 34 acres of parks. These uses are considered in the analysis as potential cumulative impacts. *Figure 5.5-1* shows the proposed parcel plan configuration for this alternative, while *Figure 5.5-2* illustrates this plan alternative. *Table 5.5-1* provides a summary of proposed development and height ranges. The required cut-and-fill details are listed in *Table 5.5-2* below. *Appendix 3.4-1* of this report contains the draft PMP Amendment tables and graphics for the No Land Trade Alternative.

resulting from development of the Sweetwater District in accordance with the approved LCP, rather than as proposed under the Proposed Project, would result in a greater impact to land/water use compatibility than the Proposed Project due to conflicts associated with placement of high-intensity uses adjacent to the Sweetwater Marsh NWR.

Significant impacts to open water, as well as the mitigation necessary to reduce those impacts to below a level of significance, would be the same as for the Proposed Project. Implementation of mitigation measures identified for the Proposed Project in *Section 4.1, Land/Water Use Compatibility*, would reduce land/water use impacts associated with proposed park uses on CCC jurisdictional wetlands and conflicts with the MSCP Subarea Plan.

Whereas development is focused away from the Sweetwater District in the Proposed Project, the development of higher-intensity uses in the Sweetwater District under the No Land Trade Alternative would result in adjacency conflicts with nearby sensitive resources in the Sweetwater Marsh NWR and F & G Street Marsh. This would result in potential cumulative impacts should the approved Midbayfront LCP be developed. Although some of the significant land/water compatibility impacts would be reduced through implementation of mitigation measures as detailed in *Section 4.1, Land/Water Use Compatibility*, selection of this alternative would result in a greater impact to land use overall. **Impacts on City of Chula Vista General Plan policies related to view quality and library services which would remain significant and unmitigated as under the Proposed Project.** Moreover, this alternative would directly conflict with a major objective of the Proposed Project, which is to avoid high-intensity development in the Sweetwater District while allowing higher-intensity and more compatible uses in the Harbor and Otay Districts. Implementation of this alternative would not substantially reduce significant impacts from the Proposed Project.

5.5.2 Traffic/Circulation and Parking

The following discussion describes the traffic-related impacts for each of the three development phases for the No Land Trade Alternative.

The No Land Trade Alternative only encompasses development in the Harbor and Otay Districts. The project does not include any development in the Sweetwater District; therefore, it is assumed that the Sweetwater District will be developed independently of the Bayfront Master Plan. As the timing of this development is unknown, it is conservatively assumed to occur prior to Phase I of the Bayfront Master Plan development, and it is included in the Phase I Baseline scenario. The land uses for the Sweetwater District are assumed to be the same as what was adopted in the Midbayfront LCP. These uses include 1,550 dwelling units, 2,028 hotel rooms, 150,000 square feet of retail, 140,000 square feet of office, and nearly 19 acres of parks. In total, the Midbayfront LCP uses are forecast to generate 35,269 daily trips, including 2,250 in the A.M. peak hour, and 2,962 in the P.M. peak hour. This amount of development is substantially higher

than what is included in the Sweetwater District for the Proposed Project. In order to serve this development, the Midbayfront LCP street network would need to be completed prior to Phase I. This includes the extension of E Street as a four-lane Major Road from Bay Boulevard to the northern edge of the Harbor District and the extension of F Street to E Street as a four-lane Class I Collector.

a. Trip Generation

As shown on *Table 5.5-3*, the No Land Trade Alternative is expected to generate a total of 61,139 daily trips (as compared to 79,317 total daily trips for the Proposed Project). At build-out, this alternative would result in 18,178 fewer trips than generated by the Proposed Project and would include 3,937 (2,703 in, 1,234 out) A.M. peak-hour trips and 5,653 (2,631 in, 3,022 out) P.M. peak-hour trips.

With implementation of the No Land Trade Alternative, Phase I is expected to generate a total of 24,146 daily trips, including 1,535 (894 in, 641 out) A.M. peak-hour trips and 1,974 (1,147 in, 827 out) P.M. peak-hour trips. Phase II is expected to generate a total of 24,761 daily trips, including 238 (149 in, 89 out) A.M. peak-hour trips and 592 (286 in, 306 out) P.M. peak-hour trips. Phase III is expected to generate a total of 9,390 daily trips, including 495 (329 in, 166 out) A.M. peak-hour trips and 923 (406 in, 517 out) P.M. peak-hour trips. Phase IV is expected to generate a total of 2,843 daily trips, including 315 (270 in, 45 out) A.M. peak-hour trips and 330 (97 in, 233 out) P.M. peak-hour trips. Under this alternative and similar to the Proposed Project, the entire project would be built by Phase IV.

b. Intersection Analysis

Phase I

Under Phase I conditions, the following intersections would operate at an unacceptable LOS and would require mitigation:

- E Street and I-5 Southbound Off-Ramps (LOS F, both peak-hours);
- E Street and I-5 Northbound On-Ramp (LOS E, PM peak-hour);
- E Street and Broadway (LOS E, PM peak-hour);
- F Street and Bay Boulevard (LOS E, PM peak-hour);
- L Street and Bay Boulevard (LOS E, AM peak-hour, LOS F, PM peak hour); and
- I-5 Southbound Ramps and Bay Boulevard (LOS E, PM peak-hour).

In assessing the impacts of the project on the existing roadway network, it was determined that another connection to access I-5 is needed to alleviate some of the traffic on E Street. For this reason, H Street would be extended from I-5 to Street A and would be built as a 2-lane Class III

compared to the Proposed Project. As a result, the No Land Trade Alternative would not avoid or substantially reduce the significant impacts of hazards on the Proposed Project.

5.5.11 Public Services

In order to assess impacts to public services associated with the No Land Trade Alternative in relation to the Proposed Project, an evaluation of the No Land Trade Alternative against each public services threshold was conducted. *Section 5.5.11.1* provides an impact analysis and *Section 5.5.11.2* provides a summary of impacts and mitigation pertaining to the No Land Trade Alternative.

5.5.11.1 *Impact Analysis of the No Land Trade Alternative*

a. Fire Services

Fire protection and emergency medical services would be provided by the City of Chula Fire Department within the plan area. Development of mixed-use commercial/office space and hotels would strain the existing fire services and/or facilities expected to serve the project site. Without assurance that existing facilities would be adequately staffed and equipped, the Fire Department cannot guarantee that response times of less than 7 minutes can be maintained City-wide in 80 percent of the cases. As a result, the project would create a significant impact. The City's Fire Department considers the Bayfront area to be a geographic location that is underserved by the fire station network. While the Proposed Project would include construction of a new fire station on H-17, the No Land Trade Alternative does not include a new fire station. The Port is precluded by law from providing municipal facilities (including fire protection facilities) on Port land. Under the No Land Trade Alternative, the City would not acquire Parcel H-17 from the Port, and no suitable location for a new fire facility has been identified. A significant impact on fire protection services would continue to exist under the No Land Trade Alternative. This impact on fire protection facilities is greater than the Proposed Project and would result in a significant impact.

b. Police Protection

While no residential units are proposed in the Harbor and Otay Districts, development under the No Land Trade Alternative would assume development in the Sweetwater District in accordance with the approved Midbayfront LCP. Current land entitlements as approved under the LCP would allow high-density residential units, a hotel and ancillary retail, and commercial uses in the Sweetwater District. These uses include 1,550 dwelling units, 2,028 hotel rooms, 150,000 square feet of retail, 140,000 square feet of office, and nearly 19 acres of parks. Impacts to police services would therefore be similar to the Proposed Project.

c. Parks and Recreation

Park land requirements are established in the City's Municipal Code Section 17.10.040 for properties within the City's jurisdiction. The Municipal Code requires park acreage dedication and improvement based on development type. Residential and transient motels/hotels are required to dedicate 196 square feet of parkland for each unit. The No Land Trade Alternative proposes no residential units in the Harbor District, but more hotel rooms than the Proposed Project. The land uses for the Sweetwater District are assumed to be the same as what was adopted in the Midbayfront LCP, which includes residential and hotels. As with the Proposed Project, development of the No Land Trade Alternative would result in temporary, short-term significant impacts to park and recreation levels of service due to temporary closure of existing area parks during project construction. The introduction of residential units and hotel rooms within the City's jurisdiction in the project area would result in potentially significant impacts due to an increase in demand for developed parkland and recreation facilities.

d. Schools and Library Services

Although no residential units are proposed in the Harbor and Otay Districts under the No Land Trade Alternative, land uses for the Sweetwater District are assumed to be the same as what was adopted in the Midbayfront LCP, which includes high-density residential. Similar to the Proposed Project, a new student population will result in a need for additional school services and additional library square footage.

5.5.11.2 Public Services Summary and Mitigation

As with the Proposed Project, significant impacts to parks and recreation, schools, and library services would be mitigated to below a level of significance with implementation of mitigation measures detailed in *Section 4.13, Public Services*, **with the exception of impacts to library services which will remain significant due to existing library deficiencies and an inability to demonstrate that fees would fully mitigate the impact**. Impacts to police protection would be similar to the Proposed Project.

A significant impact on fire protection services would continue to exist under the No Land Trade Alternative. This impact on fire protection facilities is greater than the Proposed Project and would result in a significant impact. In order to address this impact to fire services, the City would have to provide additional equipment and/or facilities as deemed necessary by the City's Fire Department to ensure adequate fire protection services. The changes that may result from the provision of additional equipment or facilities as may be identified in the City's Fire Master Plan would be the responsibility and within the jurisdiction of the City and not the Port.

The required sewer and water pipelines may not be as comprehensively planned and installed to meet all future requirements at build-out. Nevertheless, the required mitigation measures and the guidelines for the provision of public utility services in Chula Vista identified for the Proposed Project would also be applicable to this alternative.

The No Land Trade Alternative's overall impacts on potable water, sewer, and solid waste resources would be similar to the impacts which may result from the Proposed Project. Implementation of mitigation measures detailed in *Section 4.14, Public Utilities*, to address water availability, sewer, and solid waste management would reduce these impacts to below a level of significance. The No Land Trade Alternative would not avoid or substantially reduce the significant effects of the Proposed Project on public utilities.

5.5.13 Seismic/Geologic Hazards

The area of potential impact is generally the same as for the Proposed Project and Harbor Park Alternative. The No Land Trade Alternative's impacts on the issue of Seismic/Geologic Hazards would be the same or similar to those resulting from the Proposed Project. Mitigation measures detailed in *Section 4.15, Seismic/Geologic Hazards*, of this report would reduce the significant impacts associated with exposure of structures to strong ground motion and surface rupture, liquefaction and seismically induced settlement, and expansive soils to below a level of significance. As a result, the No Land Trade Alternative would not avoid or substantially reduce the significant effects of the Proposed Project on seismic and geologic hazards.

5.5.14 Energy

The area of potential impact and intensity of development over time is generally the same as for the Proposed Project. Under both development scenarios, site development and resulting growth would increase energy demand due to increased population and intensity of uses.

Electricity consumption resulting from implementation of this alternative represents a substantial increase in use over the existing use on the project site. Similar to the Proposed Project, the increased demand for energy resulting from development under this alternative and the potential to exceed the available supply would result in a significant impact. In consideration of SDG&E's Long Term Resource Plan, this demand would not result in a direct need for new or expanded facilities, however. SDG&E assumes an annual average growth rate of 2 percent with respect to system peak load (Katsapis 2004), with the actual timing and quantity of resources to be procured based on near-term circumstances (McClenahan 2004). SDG&E has indicated that, without an increased import capacity of at least 500 MW, there would be a long-term grid reliability deficiency (Brown 2004). This is discussed in *Chapter 6, Cumulative Impacts*.

To address long-term energy needs, SDG&E has filed a resource plan with CPUC, which proposes a mix of conservation, demand response, generation, and transmission to provide reliable energy for the next 20 years (http://www.sdenergy.org/uploads/7-9-04SDG&E_LTRP.pdf).

Because there are more hotel rooms in the No Land Trade Alternative and more square feet of office use in the Harbor and Otay Districts, this alternative uses slightly more energy than the Proposed Project. It does represent a reduction in energy use associated with residential uses and commercial uses in the Harbor District, although cumulative impacts would result from increased residential and commercial development in the Sweetwater District in accordance with the Midbayfront LCP. This alternative therefore does not represent a substantial reduction in energy use compared to the Proposed Project.

Mitigation measures detailed in *Section 4.16, Energy*, include design measures that reduce energy consumption in building design along with the SDG&E efforts for long-term energy supply as outlined in their filing with the CPUC. These mitigation measures would reduce the significant impacts on energy to below a level of significance. Selection of this alternative would not avoid or substantially reduce the significant effect of the Proposed Project on energy; **therefore, the cumulative impact to energy as detailed in Section 6.17 would remain significant and unmitigated.**

5.5.15 Population and Housing

The No Land Trade Alternative's direct impacts on housing and population would be less than the Proposed Project because no residences would be constructed in the Harbor District. However, in consideration of the approved Midbayfront LCP, which would allow for residential and commercial uses, cumulative impacts to population and housing would be significant. As with the Proposed Project, this alternative would not displace any existing residences and no housing would need to be constructed elsewhere. This alternative would result in similar impacts to population and housing as the Proposed Project and therefore does not avoid or substantially reduce the significant effect of the Proposed Project in this area.

5.6 Reduced Overall Density Alternative

The Reduced Overall Density Alternative (30 percent reduction) was selected for consideration to provide a development alternative that would reduce overall building mass and height and intensity of uses in order to reduce overall impacts. Because this alternative would develop 400 fewer residential units and reduce the square footage of all other proposed uses by one-third, this alternative would reduce the following significant impacts of the Proposed Project: traffic/circulation, parking, aesthetics/visual quality, hydrology/water quality, air quality, noise, public services, public utilities, energy, and population/housing.

The Reduced Overall Density Alternative retains all uses proposed for the project but provides for a 30 percent overall reduction of floor area/residential units throughout all development areas. *Table 5.6-1* summarizes the proposed land uses under this alternative.

5.6.1 Land/Water Use Compatibility

A 30 percent reduction in overall density would result in similar impacts as described for the Proposed Project. An amendment to plans and policies of the City's LCP/LUP and General Plan and to the PMP would still be required as would CCC approval. **Similar to the Proposed Project, impacts from this alternative would be reduced to less than significant, provided that proposed amendments to the City of Chula Vista General Plan, LCP Land Use Plan, and Bayfront Specific Plan are approved, with the exception of impacts on City of Chula Vista General Plan policies related to view quality and library services which would remain significant and unmitigated as under the Proposed Project.**

5.6.2 Traffic/Circulation and Parking

The Reduced Overall Density Alternative includes a 30 percent overall reduction of floor area/residential units throughout all development areas of the Proposed Project. The alternative would generate less traffic and a decrease in the demand for parking throughout the Bayfront area relative to the Proposed Project. The alternative does not cause any roadways operating at LOS C or better to operate at LOS D or worse. Therefore, direct impacts to roadway segments identified for the Proposed Project would be partially eliminated. Selection of this alternative would improve LOS F operations identified for the Proposed Project on Marina Parkway segments to an acceptable level. Cumulative impacts along Bay Boulevard would remain.

Finally, reductions in overall development would reduce parking requirements. With less developed area, sufficient parking space would be available to serve the proposed uses. Parking impacts would be less than significant.

TABLE 5.6-1
Reduced Overall Density Alternative Summary of Land Uses

District, Phase, Parcel Number	Proposed Use	Approximate Program Range	Maximum Stories	Maximum Height (feet)
Sweetwater District				
Phase IV				
S-1	Resort Hotel	19 acres	1 to 6	30 to 70
S-3	Mixed-Use Office/Commercial Recreation	6 acres	1 to 2	15 to 30
S-4	Office	6 acres	6	90
Harbor District				
Phase I				
H-3	Resort Conference Center RCC Hotel RCC Conference Space RCC Restaurant RCC Retail	1050 to 1,400 rooms 280,000 square feet 70,000 square feet 14,000 square feet	Up to 21 N/A Incl in RCC Incl in RCC	175 to 210 90 Incl in RCC Incl in RCC
H-13/H-14	Residential and Ancillary Retail	1,100 units 10,500 square feet	3 to 14	50 to 155
H-17	Fire Station	9,500 square feet	1	27
H-18	Interim Surface Parking Lot	1,100 spaces	N/A	N/A
Phase II				
H-9	Retail/Commercial Recreation and Marina Support	18,000 to 35,000 square feet	1 to 2	15 to 30
H-15	Mixed-Use Office/Commercial Recreation and Hotel	210,000 to 295,000 square feet		65 to 95
H-23	Resort Hotel and Cultural/Retail	350 rooms 140,000 square feet	7 to 18 1 to 2	140 to 210 20 to 45
Phase III				
H-21	Retail/Commercial Recreation and Marina Support	52,500 to 105,000	1 to 2	15 to 30
Phase IV				
H-1	Community Boating Center	9,000 to 14,000 square feet	1 to 2	15 to 30
H-12	Ferry Terminal and Restaurant	7,000 to 17,500 square feet	1 to 2	15 to 30
H-18	Mixed-Use Office/Commercial Recreation and Collector Parking Garage	70,000 office; 770 to 2,100 parking	4 to 7	60 to 110
Otay District				
Phase III				
O-3A, O-3B	RV Park	175 to 236 spaces	1 to 2	11 to 25

resources. Other direct and indirect impacts to sensitive birds and other wildlife, sensitive habitats (including riparian habitats and wetlands), and plant species identified for the Proposed Project would remain significant. Implementation of mitigation measures detailed in *Section 4.8, Terrestrial Biological Resources*, and *Section 4.9, Marine Biological Resources*, would be required to reduce significant impacts to below a level of significance.

5.6.8 Cultural Resources

As with the Proposed Project, the Reduced Overall Density Alternative would not impact cultural resources. The area of potential impact is the same as for the Proposed Project, and impacts would be less than significant.

5.6.9 Paleontological Resources

The area of potential impact is generally the same as for the Proposed Project. Impacts would be similar to those identified for the Proposed Project.

5.6.10 Hazards and Hazardous Materials/Public Safety

The site is currently under a Cleanup and Abatement Order for cleanup of contamination associated with past uses on the former BF Goodrich South Campus. Cleanup activities and site remediation to appropriate standards are being performed under separate approvals. As with the Proposed Project, implementation of Cleanup and Abatement Order programs and other remediation, combined with implementation of mitigation measures detailed in *Section 4.12, Hazards and Hazardous Materials/Public Safety*, would ensure that impacts are avoided or reduced to a level of less than significant prior to development of any given site.

5.6.11 Public Services

Impacts to fire and police services, parks and recreation, schools, and library services would be reduced under this alternative. Incremental impacts to services would be expected to occur over time. As for the Proposed Project, impacts would be mitigated to below a level of significance through payment of mandatory impact fees, **with the exception of impacts to library services which will remain significant due to existing library deficiencies and an inability to demonstrate that fees would fully mitigate the impact.**

The Police Department currently maintains 1.07 sworn employees per 1,000 residents. If this ratio of employees to residents were maintained, a reduction of 30 percent of the residents could result in the need for one less employee than what would be required under the Proposed Project. With both the Reduced Overall Density Alternative and the Proposed Project, demand for police services would increase and additional police officers, along with related equipment, would be required to serve the project area. Similar to the Proposed Project, the additional staffing required will be provided by the City and will be funded by revenues generated by the project under the

Reduced Overall Density Alternative. Impacts to police protection services would therefore be less than significant.

Parkland requirements are established in the City's Municipal Code Section 17.10.040. This requires park acreage dedication and improvement based on development type. Multifamily dwelling units are required to dedicate 341 square feet of parkland for each unit, or approximately 3 acres per 1,000 residents. Residential and transient motels/hotels are required to dedicate 196 square feet of parkland for each unit. A 30 percent across the board reduction in the project would result in a corresponding 30 percent requirement for park acreage. The Reduced Overall Density Alternative would require 18.16 acres of parkland. As for the Proposed Project, the proposed park acreage exceeds requirements. As with the Proposed Project, development of the Reduced Overall Density Alternative would result in temporary, short-term significant impacts to park and recreation levels of service due to temporary closure of existing area parks during project construction. The introduction of residential units and hotel rooms within the City's jurisdiction in the project area would result in potentially significant impacts due to an increase in demand for developed parkland and recreation facilities.

The Proposed Project is expected to generate a net increase of approximately 1,092 students while the Reduced Overall Density Alternative would generate 764 students. As with the Proposed Project, impacts to schools from the Reduced Overall Density Alternative would be reduced to below a level of significance through the payment of school mitigation fees.

Based on a population rate of 2.159 persons per multifamily unit, the 1,100 dwelling units that would be built under the Reduced Overall Density Alternative would result in a total population of approximately 2,374 people. This population increase would require approximately 1,187 feet of library facilities. This demand is 433 square feet less than would be required for the Proposed Project, but would remain a significant impact because the City is currently below the required square footage for library space. As with the Proposed Project, mitigation measures detailed in *Section 4.13, Public Services*, would reduce the impact, but not to below a level of significance.

Fire protection and emergency medical services would be provided by the City of Chula Vista Fire Department within the plan area. Development of up to 1,100 residential units and mixed-use commercial/office space and hotels would strain the existing fire services and/or facilities expected to serve the project site. Similar to the Proposed Project, the Reduced Overall Density Alternative would increase the demand for fire protection services because of the change in land use from generally underutilized to developed land.

The City's Fire Department considers the Bayfront area to be a geographic location that is underserved by the fire station network. While the Proposed Project would include construction of a new fire station on H-17, the Reduced Overall Density Alternative does not include a new fire station. This alternative would therefore contribute to an exacerbation of the underserved

condition of the area as it relates to fire protection services. The Port is precluded by law from providing municipal facilities (including fire protection facilities) on Port land. Under the Reduced Overall Density Alternative, the City has not agreed to acquire Parcel H-17 from the Port, and no suitable location for a new fire facility has been identified. A significant impact on fire protection services would continue to exist under the Reduced Overall Density Alternative. This impact is greater than the Proposed Project and would result in a significant impact. In order to address this impact to fire services, the City would have to provide additional equipment and/or facilities as deemed necessary by the City's Fire Department to ensure adequate fire protection services. The changes that may result from the provision of additional equipment or facilities as may be identified in the City's Fire Master Plan would be the responsibility and within the jurisdiction of the City and not the Port.

5.6.12 Public Utilities

Impacts to public utilities would be less than those resulting from implementation of the Proposed Project. Ultimate build-out under the Reduced Overall Density Alternative would require upgrades to sewer and water supply facilities to meet increased demand over time. Water demand based on an across-the-board 30 percent reduction in the project.

While this alternative would use substantially less water, development has the potential to result in significant impacts to water supply because of the absence of long-term supply contracts for water. It is anticipated that the same off-site connections would be required. The required mitigation measures and the guidelines for the provision of public services and utilities in Chula Vista identified for the Proposed Project would also be applicable to the this alternative.

Because the City does not have capacity for future sewage generation, the City would not have adequate capacity to serve the additional sewage generated by the Reduced Overall Density Alternative. Although additional capacity is being negotiated in the MWWID sewer interceptor, the capacity is currently not available. However, as with the Proposed Project, mitigation would reduce impacts to below a level of significance.

5.6.13 Seismic/Geologic Hazards

Because the footprint of the Reduced Overall Density Alternative is assumed to be the same as the Proposed Project, impacts from seismic and geological hazards would also be the same or similar to those resulting from the Proposed Project.

5.6.14 Energy

Because the intensity of development would be 30 percent less than for the Proposed Project, energy consumption would be substantially less. As with the Proposed Project, implementation

of measures in accordance with the policies of the City's General Plan along with the SDG&E efforts for long-term energy supply as outlined in their filing with the CPUC that proposed a mix of conservation, demand response, generation, and transmission (http://sdenergy.org/uploads/7-9-04SDG&E_LTRP.pdf) avoids a significant energy impact. **The cumulative impact to energy described in Section 6.17 would remain significant and unmitigated as with the Proposed Project.**

5.6.15 Population and Housing

Selection of this alternative provides for development of fewer residential units than for the Proposed Project and ultimately fewer new residents in the Chula Vista Bayfront. As with the Proposed Project, this alternative would not displace any existing residences and no housing would need to be constructed elsewhere. Impacts, therefore, would be less than significant.

5.7 Alternate L-Ditch Remediation Alternative

The L-Ditch is an approximately 4.43-acre, 50-foot-wide L-shaped feature on Parcel HP-5. The feature extends adjacent to Street C from Marina Parkway to Street A, and adjacent to Street A from Street C to Marina Parkway. The L-Ditch is a drainage feature with approximately 1.15 acres of wetland habitat. Contaminant removal from the L-Ditch is a requirement under the Clean-up and Abatement Order (CAO No. 98-08, revised April 2, 1998) issued by the RWQCB for the Goodrich South Campus remediation. A Remedial Action Plan (RAP) is being prepared to determine the most appropriate and effective manner by which remediation of the L-Ditch can be achieved to the satisfaction of the RWQCB.

The Alternate L-Ditch Remediation Alternative would involve changes to development plans proposed for Harbor District Parcels HP-5, H-13, and H-14. All other aspects of the Proposed Project would remain the same under this alternative. This alternative assumes that Parcel HP-5 (a contaminated site) would be remediated pursuant to the Cleanup and Abatement Order (CAO), which would be a separate project subject to a separate environmental review process (see *Chapter 6, Cumulative Impacts*). Under this alternative, Parcel HP-5 is assumed to have been remediated and filled pursuant to the CAO. As a result, Parcel HP-5 would no longer contain wetlands and could be developed rather than left as undeveloped as identified with the Proposed Project. Remediation and fill of approximately 8.0 acres of Parcel HP-5 would distribute the residential development for the Pacifica project over 23 acres, in lieu of the 14 acres allocated within Parcels H-13 and H-14 (see *Figure 5.7-1*). This increase in land area will allow for a reduction in height, bulk, and development density while simultaneously affording an increase in useable public open space as compared to the proposed Pacifica project. Because the wetlands would have been removed as a result of the remediation and fill required by the CAO, the 50-foot wetland buffer surrounding HP-5 would no longer be necessary. *Figures 5.7-2 and 5.7-3* illustrate conceptual plans for the residential development under the Alternate L-Ditch Remediation Alternative.

The Alternate L-Ditch Remediation Alternative proposes an alternative development approach to the proposed Pacifica development, which is a project-level component of the Proposed Project. Accordingly, this section provides a project-level comparative alternatives analysis of the Alternate L-Ditch Remediation Alternative to the Proposed Pacifica Residential and Retail Project. The Alternate L-Ditch Remediation Alternative does not propose changes to the program-level components ~~or project-level Gaylord component~~; therefore this analysis does not address those components. As such, all impacts regarding those components are the same as the Proposed Project. For each technical area, impacts are compared to impacts of the proposed Pacifica development on Parcels H-13 and H-14. The analysis acknowledges where impacts would be the same as for the Proposed Project and thus, no further analysis is required.

The overall land use of Parcels H-13 and H-14 under the Alternate L-Ditch Remediation would be the same as for the proposed Pacifica project, including residential uses with various mid-rise and high-rise components, a maximum of 1,500 units, and retail as described in the Specific Plan. Although the number of residential units and area of ancillary uses would remain the same, the development would be extended into the developable area of HP-5, resulting in an increased building footprint of approximately 30 percent over the proposed Pacifica project. This increase in ground coverage will allow for an overall reduction in height and bulk of the proposed towers, as well as a reduction in development density as compared to the proposed Pacifica project. For the Alternate L-Ditch Remediation Alternative, the same number of towers would be constructed but would be spread over a larger area. Building heights under this alternative would range from 4 to 17 stories, with a maximum building height of 200 feet as opposed to 220 feet under the proposed Pacifica project.

A site plan for the development proposed under the Alternate L-Ditch Remediation Alternative on Parcels H-13, H-14, and HP-5 is shown in *Figure 5.7-1*. The differences between the Alternate L-Ditch Remediation Alternative and the proposed Pacifica project are summarized in *Table 5.7-1*. The Alternate L-Ditch Remediation Alternative is similar to the proposed Pacifica development except for the differences shown in the below table.

TABLE 5.7-1
Development Plan Comparison between the Alternate L-Ditch Remediation Alternative and Proposed Project

Component	Max Number of Units	Bldg Footprint (sq. feet)	Number of Blocks	Number of Towers	Range of Stories	Max Bldg Height	Land Use of Parcel HP-5	Wetland Buffer
Pacifica	1,500	497,900 <u>381,990</u>	6	11	4 to 19	220	Undeveloped	Yes
Alternate L-Ditch Remediation	1,500	381,990 <u>497,900</u>	7	11	4 to 17	200	Developed	N/A

As with the proposed Pacifica development, the Alternate L-Ditch Remediation Alternative would include a Port Master Plan Amendment (PMPA), GPA, and LCP Amendment to address areas located entirely within the coastal zone. The amendments to the PMPA, GPA, and LCPA would be required to address the necessary modifications to policies that would result from the proposed Alternate L-Ditch Remediation Alternative.

The L-Ditch meets the technical definition of a CCC wetland under the jurisdictional determination of the California Coastal Commission (*Figures 4.8-14 through 4.8-17*). The CCC therefore has jurisdictional determination for this land during the permitting process.

5.7.1 Land/Water Use Compatibility

Land Use impacts for this alternative would be similar to those identified for the Proposed Project. This alternative would maintain the same residential development intensity of approximately 1,500 units and the same level of retail uses and parking. Under this alternative, the remediation and fill of the L-Ditch pursuant to the CAO would allow for distribution of the residential development for the Pacifica project over 23.3 acres in lieu of the 14.6 acres under the proposed Pacifica project. This increase in land area would result in a reduction in height and bulk and development density, while also providing an increase in usable public open space. The type of uses proposed for the individual parcels remains unchanged under this alternative. Land use impacts identified for the Proposed Project would therefore be the same. While this alternative would create a larger building footprint, it would also result in a reduced overall building height, bulk, and development density for the residential buildings. The residential buildings under the Alternate L-Ditch Remediation Alternative would range from 45 to 200 feet high as opposed to 70 to 220 feet high under the Proposed Project.

To evaluate the land/water use compatibility impacts of the Alternate L-Ditch Remediation Alternative in relation to the proposed Pacifica development, an evaluation of the Alternate L-Ditch Remediation Alternative against each Land/Water Use compatibility threshold was conducted.

The Alternate L-Ditch Remediation Alternative would not result in conflicts with any policies other than those identified for the proposed Pacifica Development. Similar to the Proposed Project, impacts from this alternative would be reduced to less than significant, provided that proposed amendments to the City of Chula Vista General Plan, LCP Land Use Plan, and Bayfront Specific Plan are approved, **with the exception of impacts on City of Chula Vista General Plan policies related to view quality and library services which would remain significant and unmitigated as under the Proposed Project.** The Alternate L-Ditch Remediation Alternative would not require any additional policy amendments to the City General Plan other than those required for the proposed Pacifica development. Because HP-5 would be remediated and filled as a separate project, it is assumed that development of HP-5 would be permitted as part of this alternative.

Similar to the Proposed Project, the Alternate L-Ditch Remediation Alternative would be included in an amendment to the LCP.

As with the proposed Pacifica development, the Alternate L-Ditch Remediation Alternative is consistent with the policies of the California Coastal Act. Although this alternative has a slightly larger building footprint than the Proposed Project due to the development of HP-5, that parcel would no longer be considered a wetland following remediation. The impacts are similar and therefore do not change the findings identified for the Proposed Project for conformance with the California Coastal Act.

The Alternate L-Ditch Remediation Alternative would not result in conflicts with the City's MSCP, other than those identified for the Proposed Project. No additional features are proposed as part of this alternative that would conflict with the policies of the MSCP. Although Parcel HP-5 would be developed as part of this alternative, remediation pursuant to the CAO would eliminate the wetlands; thus the 50-foot wetland buffer would not be required.

The Alternate L-Ditch Remediation Alternative would not involve additional and uses or increase the number of residential units from those proposed for the Pacifica project. Therefore, the land/water use compatibility for the Alternate L-Ditch Remediation Alternative would be similar to the Proposed Project. No additional impacts would occur and no additional mitigation is required. In addition, no additional conflicts with the adopted PMP water use designation resulting in an indirect or secondary environmental impact would occur.

5.7.2 Traffic/Circulation and Parking

The traffic generated by the Alternate L-Ditch Remediation Alternative would be similar to the Proposed Project. The significant traffic impacts at project area intersections, roadway segments, and freeway segments associated with the Proposed Project would still exist under this alternative. Depending on additional access alternatives made available by remediation and fill of the L-Ditch pursuant to the CAO, the distribution of traffic and circulation on the project site may be affected.

The Alternate L-Ditch Remediation Alternative would not change the number of residential units or types of ancillary uses proposed. Therefore, no additional traffic would be generated by this alternative. Impacts would be similar. Based on the traffic analysis, the LOS for roadways affected by traffic generated by the Alternate L-Ditch Remediation Alternative would be the same as the Proposed Project.

The Alternate L-Ditch Remediation Alternative will not involve components that could affect air traffic patterns. Additionally, this alternative does not propose any design features that would result in a traffic hazard.

The Alternate L-Ditch Remediation Alternative does not involve an increase in residential units or square footage of ancillary uses. Thus, anticipated parking demands for the Alternate L-Ditch Remediation Alternative could be fully accommodated within the parking allotments defined for the Proposed Project. Parking for parcels developed under this alternative will continue to be provided based on requirements for land use types as defined in the LCP Land Use Plan, City of Chula Vista Zoning Ordinance, and Port Master Plan. Therefore, impacts are similar to the Proposed Project.

Implementation of mitigation measures detailed in *Section 4.2, Traffic/Circulation*, would reduce traffic related impacts; however, implementation of these measures would not likely reduce all of these impacts to below a level of significance. As with the Proposed Project, therefore, impacts to traffic and circulation would remain significant and unmitigated.

5.7.3 Aesthetics/Visual Quality

The Alternate L-Ditch Remediation Alternative would result in an increase in the overall square footage of the buildings within Parcels H-13 and H-14 as well as development of HP-5. Seven blocks would be constructed as compared to six for the Proposed Project. The overall mass of each block would be reduced because the same number of units would be distributed over seven blocks rather than six. Eleven towers would still be constructed; however, the maximum building heights proposed under the Alternate L-Ditch Remediation Alternative would be 200 feet, rather than 220 feet under the Proposed Project.

Perceptually, there are very few differences between this alternative and the Proposed Project. The remediation of the L-Ditch would cause some level of disturbance to a visual resource; however, removal of this resource would not be considered significant as the resource is not intact. Changes to the visual quality of the site would be noticeable, but lessened by the addition of more vivid visual experiences. Structure visibility under this alternative is roughly equal to the Proposed Project. Changes in the overall visibility are increased slightly to the east and moderately to the north.

The increase in developable land area under this alternative would result in a reduction in building height, bulk, and development density. This increased land area will allow for increased distance between proposed towers, which would enhance the opportunity for east/west view corridors. East/west roadway segments will remain unchanged under this alternative; however, the existing view corridor afforded by the L-Ditch 50-foot buffer under the Proposed Project, parallel to I Street, would be eliminated under the Alternate L-Ditch Remediation Alternative. For views from the northwest and northeast of the Pacifica project site, illustrating the redistribution of residential development and reduction in height and bulk under this alternative, see *Figures 5.7-4 and 5.7-5*.

station could result in potentially significant impacts to water quality, hazards, and geology and soils unless mitigated as set forth in the Proposed Project. An interim facility may be utilized until final construction is completed.

Because the land uses and projected population are the same under this alternative as with the Proposed Project, impacts to fire and police services, parks and recreation, schools, and library services would be the same as with the Proposed Project. Mitigation measures identified to address the impacts to public services would be similar to the Proposed Project as detailed in *Section 4.13, Public Services*. Impacts to public services would be mitigated to below a level of significance for either the Proposed Project or the Alternate L-Ditch Remediation Alternative, **with the exception of impacts to library services which will remain significant due to existing library deficiencies and an inability to demonstrate that fees would fully mitigate the impact.**

5.7.12 Public Utilities

Because the land uses are the same and the projected population is the same, impacts to public utilities would be the same as those resulting from implementation of Proposed Project. Ultimate build-out under the Alternate L-Ditch Remediation Alternative would require upgrades to sewer and water supply facilities to meet increased demand, similar to the Proposed Project.

As described above, no additional land uses or residential units would be associated with the Alternate L-Ditch Remediation Alternative, so no additional waste would be generated for disposal at a landfill. The Alternate L-Ditch Remediation Alternative would comply with the same federal, state, and local regulations related to solid waste as the Proposed Project. No additional impacts would occur and impacts would remain less than significant.

Except for long-term water supply, no other impacts to Public Utilities are determined to be significant. As with the Proposed Project, development of this alternative has the potential to result in significant impacts to water supply because of the absence of long-term supply contracts for water. The required mitigation measures and the guidelines for the provision of public services and utilities in Chula Vista identified for the Proposed Project would also be applicable to this alternative; however, because of the absence of long-term supply contracts for water, the impact remains significant and unmitigable.

5.7.13 Seismic/Geologic Hazards

Impacts would be the same or similar to those resulting from the Proposed Project. No active faults have been mapped or observed within the Alternate L-Ditch Remediation Alternative site, nor is the site located within a State of California Earthquake Fault Zone. As with the Proposed Project, there is the potential for lurching or cracking of ground surface as a result of nearby

seismic activity. Impacts would be mitigated through implementation of site-specific engineering/geotechnical mitigation measures as identified for the Proposed Project.

Implementation of mitigation measures detailed in *Section 4.15, Seismic/Geologic Hazards*, would be expected to reduce any impacts to below a level of significance.

5.7.14 Energy

The Alternate L-Ditch Remediation Alternative proposes the same types of land uses and number of residential units as the Proposed Project, therefore the energy requirements would be similar to the Proposed Project. The general area of potential impact and intensity of development under the Alternate L-Ditch Remediation Alternative is the same as for the Proposed Project. Implementation of mitigation measures detailed in *Section 4.16, Energy*, would reduce impacts to below a level of significance. **Selection of this alternative would not avoid or substantially reduce the significant effect of the Proposed Project on energy; therefore, the cumulative impact to energy as detailed in Section 6.17 would remain significant and unmitigated.**

5.7.15 Population and Housing

The Alternate L-Ditch Remediation Alternative does not change the location or the number of homes to be constructed or the projected population of the area compared to the Proposed Project. The Alternate L-Ditch Remediation Alternative would provide a range of housing opportunities to meet the growing demand as projected for the City, similar to the Proposed Project. There are no residences within the project boundary; therefore, the Alternate L-Ditch Remediation Alternative would not displace any existing housing or residents, similar to the Proposed Project.

Impacts would remain less than significant, as identified in *Section 4.17, Population and Housing*, for the Proposed Project.

5.8 Environmentally Superior Alternative

As required under Section 15126.6 (e)(2) of the CEQA Guidelines, this report must identify the environmentally superior alternative. Pursuant to the CEQA Guidelines, if the No Project Alternative is determined to be the most environmentally superior project, then another alternative among the alternatives evaluated must be identified as the environmentally superior project.

The Reduced Density Alternative would be considered the environmentally superior project because it would reduce impacts associated with land use, traffic, aesthetics/visual quality, water quality, noise, air quality, hazards/hazardous materials, utilities, and seismic/geology, while implementing the project objectives which are enumerated in *Chapter 2, Introduction*, of this EIR.

Appendix 3.4-1
PMP Amendment, May 2010

*San Diego Unified Port District
Port Master Plan Amendment*



DRAFT

*Chula Vista Bayfront Master Plan
&
Port Master Plan Amendment*

REVISED SWEETWATER PARK PLAN (PROPOSED PROJECT)

*Existing/Proposed Plan Text
and
Plan Graphics*

May 2010

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

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

<u>LAND USE</u>	<u>ACRES</u>	<u>WATER USE</u>	<u>ACRES</u>	<u>TOTAL ACRES</u>	<u>% OF TOTAL</u>
<u>COMMERCIAL</u>	<u>373.5 368.2</u>		<u>383.0 390.0</u>	<u>756.5 758.2</u>	<u>14 13%</u>
Marine Sales and Services	<u>48.8 16.6</u>	Marine Services Berthing	17.7		
Airport Related Commercial	38.0				
Commercial Fishing	8.3	Commercial Fishing Berthing	18.8		
Commercial Recreation Sportfishing	<u>304.4 301.0</u>	Recreational Boat Berthing Sportfishing Berthing	<u>335.4 342.4</u>		
	4.3		11.1		
<u>INDUSTRIAL</u>	<u>1206.4 1241.9</u>		<u>217.7 212.2</u>	<u>1424.1 1454.1</u>	26%
Aviation Related Industrial	152.9	Specialized Berthing	<u>170.5 165.0</u>		
Industrial Business Park	<u>113.7 152.1</u>	Terminal Berthing	47.2		
Marine Related Industrial	<u>322.1 318.6</u>				
Marine Terminal	149.6				
International Airport	468.1				
<u>PUBLIC RECREATION</u>	<u>280.5 405.5</u>		<u>681.0 681.3</u>	<u>961.5 1086.8</u>	18 19%
Open Space Park/Plaza	<u>19.0 69.1</u>	Open Bay/Water	<u>681.0 681.3</u>		
Golf Course	<u>146.4 206.6</u>				
Promenade	97.8				
	<u>17.3 32.0</u>				
<u>CONSERVATION</u>	<u>399.2 477.2</u>		<u>1058.6 1084.6</u>	<u>1457.8 1561.8</u>	27 28%
Wetlands	<u>304.9 375.9</u>	Estuary	<u>1058.6 1084.6</u>		
Habitat Replacement	<u>94.3 101.3</u>				
<u>PUBLIC FACILITIES</u>	<u>222.9 240.8</u>		<u>394.3 387.9</u>	<u>617.2 628.7</u>	12 11%
Harbor Services	<u>2.7 2.6</u>	Harbor Services	10.5		
City Pump Station	0.4	Boat Navigation Corridor	<u>284.6 274.3</u>		
Streets	<u>249.8 237.8</u>	Boat Anchorage	25.0		
		Ship Navigation Corridor	<u>50.0 53.9</u>		
		Ship Anchorage	24.2		
<u>MILITARY</u>	25.9		125.6	151.5	3%
Navy Fleet School	25.9	Navy Small Craft Berthing	6.2		
		Navy Ship Berthing	119.4		
<u>TOTAL LAND AREA</u>	<u>2508.4 2759.5</u>	<u>TOTAL WATER AREA</u>	<u>2860.2 2881.6</u>		
MASTER PLAN LAND AND WATER ACREAGE TOTAL				<u>5368.6 5641.1</u>	100%

Commercial Recreation



Land use demand forecasts have established a basis for anticipating continued demand for commercial recreational type facilities due to trends drawn

from the convergence of numerous factors, of which the most significant are expendable income, paid holidays, leisure time, population, education, travel habits, and new modes of transportation. All of these are increasing while the average number of working hours is decreasing. It seems likely that activities associated with water-based pursuits will continue to be among the most popular. The trends are almost certain to have considerable repercussions on the full range of leisure services. Tourism in the San Diego Bay region is a significant economic base activity, and at the national level, it figures highly in maintaining the balance of payment.

Activities associated with commercial recreation contribute to the economic base of the region with full-time jobs, secondary employment for part-time help, and spin-off employment opportunities in construction, warehousing, trucking, custodial, and personal services. It is the intent of this Master Plan to create attractive destinations in carefully selected locations around the bay to serve the needs of recreationalists for lodging, food, transportation services, and entertainment. Site amenities are to be enhanced and over-commercialization is to be avoided by the balanced development of commercial and public recreational facilities.

Commercial recreation allocations of the Land and Water Use Map include approximately [287301](#) acres of land and about [343354](#) acres of water area, including sportfishing and recreational craft berthing. The Commercial Recreation category includes hotels, restaurants, convention center, recreational vehicle parks, specialty shopping, pleasure craft marinas, water dependent educational and recreational program facilities and activities, [dock and dine facilities](#), and sportfishing, which are discussed or illustrated in the various District Plans.

Hotels and Restaurants located on San Diego Bay cater to markets involving leisure recreation, tourism, business travel and specialized conference facilities accommodating conventions, training, seminars and meetings. Of growing importance are the attractions or amenities of the restaurant, which caters to the varied age groups dining for pleasure, and the hotel as a provider of more than just rooms.

Hotels constitute a significant part of the local recreation industry and, as generators of ancillary business such as restaurants and specialty shops, have an important influence on land use. Uses typically associated with hotels, frequently in the same building or on the same site, include lodging; coffee shop; cocktail lounge and restaurant; specialty shops for gifts, sundries, cigarettes, candy, liquor, clothing and sporting goods; tourist information and travel services; auto service station; personal services such as dry cleaning, barber and beauty shop; convention, banquet and conference rooms; and recreational facilities such as swimming pools, cabanas, game rooms, tennis courts, putting green, boat and bicycle rental or charter, and theatrical entertainment. In addition to the man-made structures and organized sports facilities, hotel locations on the bay feature waterfront locations with easy access to beaches, scuba diving and snorkeling, deep sea fishing, sailing, water skiing, boat rides, and "whale watching" during the whale migration season. New hotel locations are allocated in Planning Districts 2, 3, 6, 7 and possibly 8.

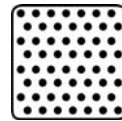
Specialty Shopping involves the planned assembly of stores, frequently operating within a unified building complex, designed to give patrons a varied selection of retail goods, personal services, and entertainment facilities. Activities typically found in specialty shopping areas include restaurants and the retail sale of ice cream, dessert items, beverages and sandwiches; artisan activities associated with the production and sale of hand-crafted gift items, and original works of art; professional office

space; retail shops handling gifts, novelties, clothing, jewelry, and home furnishings; wholesale and retail fish sales, fish and seafood processing, and unloading docks for vessels and trucks. Characteristic of shopping centers, the specialty shopping developments allocated on tidelands are usually managed and operated as a unit. Shopping areas will feature a major open space format, separate pedestrian traffic from vehicular movement by emphasizing pedestrian mall and plaza developments improved with landscaping, sitting areas, fountains and sculpture. Specialty shopping areas are allocated in Precise Plans for Planning Districts 3 and 6.

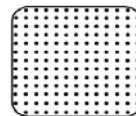
Pleasure Craft Marinas are encouraged to provide a variety of services for boats and boat owners. Services could possibly include in-season wet and dry berthing and dock lockers; boat rentals, charter and sales; sailing schools and membership sailing clubs; fueling docks; launching for transients; automobile parking; dockside electricity; fresh water and telephones; holding tank pumpout stations and disposal facilities for waste oil and hazardous substances; restrooms and showers; repairs; maintenance; off-season storage; ice and fuel. Accessory facilities provided as part of a full-service marina or in the commercial recreational areas and within close proximity to the marinas should include shopping areas for groceries, medicine and clothing; restaurants; shoreside living and recreational accommodations for boatmen; marine supplies; boating equipment; navigation instruments; marine electronics; and sailmaking. Users requiring water frontage are given preference because it is desirable to maintain a dynamic waterfront in recreational areas, which is functionally sound and capable of providing essential services to the operation of a small craft harbor. Proposed recreational boating facilities, to the extent feasible, are to be designed and located so as not to interfere with the needs of the commercial fishing industry.



Recreational Vehicle / Camping parks provide low cost, visitor serving recreational opportunities for enjoying scenic and commercial amenities on the Bay. Such parks may contain ancillary facilities such as offices, pool/spas, snack bars, general stores, meeting spaces, game rooms, laundry rooms, associated parking spaces, and playground equipment. Recreational Vehicle/Camping park designated areas are found in Planning District 7.



Recreational Boat Berthing. Water area used primarily for recreational craft storage, refueling, boat brokerage storage area, sailing school docking, water taxi, excursion ferry and charter craft operations, guest docking, boat launching, sewage pump out, water craft rental, boat navigation corridors, breakwaters for recreational craft protection, navigation facilities, aids to navigation, floats, docks, piers, breakwaters, wave attenuation structures, seawalls, shoreline protection, and any other necessary or essential facilities for providing water-side docking refuge to recreational marine craft and commercial passenger vessels.



Sportfishing. Deep-sea sportfishing is big business in California and San Diego enjoys a major share of that activity. The local fleet takes a large portion of the State's total sportfishing catch of the larger sport fish – yellowtail, yellowfin, albacore, and giant sea bass. Sportfishing brings new revenue into the region from customers heavily drawn from the Los Angeles metropolitan area, and from a small but important segment of out of state fishermen.

The intensity of sportfishing activities reflects the cyclical nature of the sportfishing operations (half day and full day), and the seasonal nature of sportfishing for certain fish species that produces a winter slack season. The size of the local sportfishing fleet also increases two to three times during the peak period from April to September. Operating schedules for most boats provide for pre-dawn



Industrial-Business Park

is a land use category that permits a wide range of industrial and business uses sited in development that emphasizes clustering of buildings, extensive landscaping, landscaping, and shared open space.

[This land use category would also allow for industrial distribution and related facilities.](#)

Coastal dependent developments, including, but not limited to, Marine Related Industrial or Commercial uses, shall have priority over other developments on or near the shoreline. The development of industrial-business parks can be an asset to the bay region because of the stimulating effect such developments usually have on the local economy by attracting new businesses as well as retaining existing firms that might otherwise leave the area. The industrial-business park area is reserved for the types of industrial activities associated with the manufacture, assembling, processing, testing, servicing, repairing, storing or distribution of products; wholesale sales; retail sales that are incidental to permitted uses; transportation and communication uses; parking; industrial, construction, government and business services; and research and development. The Industrial-Business Park classification will also integrate other land uses within the industrial environment. Such integration is prompted by recognition of the fact that the traditional industrial park, while carefully providing for efficient operation for industrial purposes, typically has ignored many community, employee and tenant needs. This use group would allow industrial, commercial, professional, business service, and recreation uses and facilities.

Hotel, restaurant, integrated meeting and conference space, [cultural](#), specialized retail store, and business-professional office uses would be allowed in a campus setting. Permitted recreational uses include, but are not limited to, landscaped areas, promenades, public walkways, parks, picnic areas, and active sports facilities [\(where associated with a business park campus and intended for employees\)](#). A 1000-foot separation shall be maintained between any childcare facility and any facility using or storing hazardous materials, whichever facility is developed first.

Public Recreation Uses

Land Use Objectives & Criteria

Parks, plazas, public accessways, vista points and recreational activities on Port lands and tidelands should:

- provide a variety of public access and carefully selected active and passive recreational facilities suitable for all age groups including families with children throughout all seasons of the year.
- enhance the marine, natural resource, and human recreational assets of San Diego Bay and its shoreline for all members of the public.
- provide for clear and continuous multi-lingual information throughout Port lands and facilities to and about public accessways and recreational areas.

Master Plan Interpretation

A growing population, greater discretionary incomes and more leisure time all contribute significantly to the increasing demand for both active and passive outdoor recreational opportunities. The public recreation opportunities developed on tidelands by the Port District along with the commercial recreation opportunities developed by private investment provide a balanced recreation resource for San Diego Bay. When thoughtfully planned, both public recreational developments and commercial recreational developments benefit from each other as off-site improvements, although as a matter of planning policy, commercial activities within public recreation areas will be limited. Recreational areas must be of the appropriate type and size to be efficiently developed, administered and maintained by the Port District at a reasonable cost. This Plan places primary emphasis on the development of public facilities for marine oriented recreational activities for the purposes of fishing, boating, beach use, walking and driving for pleasure, nature observation, picnicking, children's playing, bicycling and viewing.

Recreation Area/Open Space is a category illustrated on the Land and Water Use Element Map to portray a wide array of active and passive recreational areas

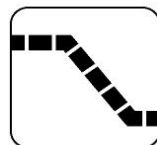
allocated around the bay. More specific information on public recreational areas is provided at the Planning District level under the following use categories.

Park, Plaza is a use category designating



landscaped urban type recreational developments and amenities. Users are generally drawn from the region so that access to the site needs to link

with regional and statewide roadways, regional bicycle ways, and regional mass transit, and provide adequate traffic facilities to handle large volumes of traffic and peak use demands. Parks and plazas encourage and accommodate public access to and along the interface zone of land and water. Recreational facilities frequently associated with parks include public fishing piers, boat launching ramps, [dock and dine facilities](#), beaches, historic and environmentally interpretive features, public art, [cultural uses](#), vista areas, scenic roads, bicycle and pedestrian ways, water dependent educational and recreational program facilities and activities, [small food and beverage vending, specialty retail involving gifts, novelties, clothing, and jewelry; group activities of nearby businesses; and other park-activating uses](#). Maintenance of park and other landscaped areas shall be provided through integrated pest management and Best Management Practices to avoid or minimize the application of chemicals to such areas.

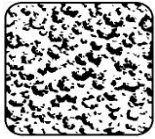


Promenade indicates the shoreline public pedestrian promenade-bicycle route system that is improved with landscaping, lighting, directional and informational signage and other street fixtures, works of art, and seating. Many short trips, especially recreation related, can involve walking or bicycling

rather than motorized transportation. There are many assumed benefits of walking and bicycling; it is inexpensive, exerts no adverse impact on the environment, contributes to the physical well-being of the individual, and affords an unfettered opportunity to enjoy the

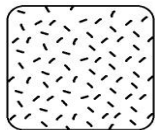
amenities of San Diego Bay.

Pedestrian and bicycle facilities located on tidelands should: insure physical access to the water's edge unless safety, security or compatibility reasons negate; be accessible to parking and mass transit facilities; and link appropriate portions of the waterfront for continuous longitudinal access. A variety of route locations is encouraged to extend the pedestrian and bike environment through parks, commercial development and by the working port areas. Special provision for persons with disabilities shall conform to applicable Law.



Open Space provides amenities contributing to a more satisfying and stimulating environment. These areas include landscaped traffic inter-change and median strips, and isolated narrow and irregular shoreline areas where use and development potential is severely limited and where publicly placed works of art can enhance and enliven the waterfront setting. The Open Space designation may also include secondary buffers (i.e., "Limited" or "Transition" buffers) and/or setback areas from biologically significant resources deserving protection and preservation.

Public access within open space buffer areas is limited to passive uses, such as outlooks, picnic areas, and/or spur-trails. Such uses should include interpretive and educational opportunities while allowing coastal access in a manner that will ensure the protection and preservation of sensitive habitat areas.



Golf Course is used in Planning District 6 to illustrate this 98-acre land allocation. The continuation of this use is anticipated for the duration of the planning period.



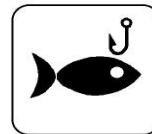
Open Bay is a category allocated to water areas adjoining shoreline recreational areas, the boat launching ramp, fishing pier, vista areas and other public recreational facilities where the need for open water is related to the proper function of the shoreside activity. Multiple use of open bay water areas for recreational and for natural habitat purposes is possible under this use category designation.

Boat Launching Ramp indicated by symbols on the Planning Maps, provides facilities for launching thousands of trailerable pleasure craft throughout the year for purposes



of boating, fishing, regattas, and water skiing. The requirements for new or expanded launching ramps need to be carefully considered since boat access areas and parking areas for both car and boat trailer consume large land areas. While existing boat launching ramps are to continue operation during the planning period, alternatives other than providing new launching areas should be considered due to the high land consumption involved. Dry stack storage, which accommodates trailerable size boats, is proposed in Planning District 6.

Public Fishing Pier areas include the pier structures, necessary land support area adequate for parking and access, and the surrounding water area. Boating activities near the pier, which may interfere with fishing, are discouraged. Commercial activities relating to



food and beverage, and bait and tackle sales and rental are generally associated with the activity. While pier site selections should be based on a number of criteria, including fish species surveys, fish habitat or artificial reef-like improvements are frequently desirable. Three existing piers are used by fishermen at all hours of the day and night currently. Three more piers are recommended in Planning Districts 2, 3 and 6. Fishing piers are indicated by symbol on the Land and Water Use Maps.



Public Access has been highlighted by symbol on the Plan maps for public recreational areas. The development of these physical accessways is only one of the four access categories established in this Plan and discussed in Section III of this document.

Vista Areas include points of natural visual beauty, photo vantage points, and other panoramas. It is the intent of this Plan to guide the arrangement of development on those sites to preserve and enhance such vista points. Major vista areas are indicated by symbol on the Plan maps.



Conservation

Land Use Objectives & Criteria

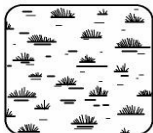
Natural marine resource utilization activities on tidelands should:

- be planned and located so as to present minimum conflicts with existing and proposed incompatible uses.
- promote the multiple utilization of the unique plant, shellfish, fish and wildlife resources of the bay.
- encourage the protection and restoration of functional areas which have a high ecological value.
- be accessible to the public for non-appropriative uses consistent with nature interpretive functions.
- enhance the open space character of San Diego Bay.

Master Plan Interpretation

Areas included in the conservation group are scheduled for little or no development. The intent is to preserve, maintain and enhance natural habitat areas so that biological productivity will be sustained.

Areas of extraordinary biological significance are identified and given special protection under four categories of use: wetlands, estuary, salt ponds and habitat replacement. Much of the shallow water areas located in the South Bay are considered to have great potential for restoration.



Wetlands

Wetland areas are undeveloped ~~arealands~~ having high biological productivity that are alternately covered with water and exposed to air. ~~They occur in the South Bay in Planning Districts 7 and 9. Wetlands total 392 acres, although the delineations is~~ are conceptual in nature and may fluctuate with changing natural cycles.

Wetlands may house unique forms of life, some species of which are considered rare or endangered. In any case, they are recognized in the plan as important natural habitat for

microscopic plant and animal life which form basic food for larger fish. They also provide breeding and nesting sites for migratory or native birds.

Wetlands are to be preserved, protected and, where feasible, restored. Development shall be limited to restoration, nature study or similar resource-dependent activities. Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Any diking, filling or dredging occurring in these areas shall maintain or enhance functional capacity of the wetlands.

The Wetlands designation may include identified buffers and/or setbacks from delineated wetland areas. This land use designation may include areas designated for mitigation, or areas that have been identified for potential wetland enhancement, restoration and/or creation opportunities. Such mitigation would be implemented in conjunction with development projects, or could be implemented and banked for use as mitigation for future development projects.



An **Estuary** is the confluence of a river with the ocean, especially an area of the sea at the lower end of a river. In the Master Plan, estuaries comprise the shallow, sub-merged areas of South San Diego Bay and are valuable in much the same way as are wetlands. The warm shallow water nurtures microscopic plants that are eaten by the small fish inhabiting the estuary.

The Otay River, historically the source of the South Bay estuary, now contributes little fresh water to the area; however, natural tidal fluctuations provide some salt-water exchange. The northerly extent of the estuary area occurs where development in the form of dredging has deepened the water to a point where the productivity and its biological importance is significantly reduced. Estuary designation is found in Planning Districts 7, 8 and 9.

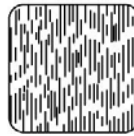
Development in estuaries is limited to new or expanded boating facilities (including entrance channels), intake and outfall lines, restoration work, nature study, aquaculture, and resource-dependent activities. Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats, and water circulation. Diking, filling or dredging in existing estuaries shall maintain or enhance the functional capacity of the wetland or estuary.

Use of the water surface for boating, fishing and similar water oriented recreational uses is also permitted; however, efforts should be made to reduce potential environmental damage.



Salt Ponds occupy the extreme southerly end of San Diego Bay (Planning District 9). The shallow, diked ponds are used to produce salt by solar evaporation. The ponds and dikes have proved to be suitable habitat for many bird species, providing nesting, resting and specialized feeding areas for local and migratory aquatic birds.

A continuation of salt production is proposed in the South Bay. This activity provides for salt production, maintains bird habitat, and provides open space and vistas, which enhance the appearance of the South Bay. Reutilization of some salt ponds for mariculture uses has potential for development. See Planning District 9 description for further information.



Habitat Replacement, ~~an area of about 55 acres,~~ is delineated in Planning District 7 for the creation of a marsh island to be used to replace wildlife

habitat removed during other development around the bay. ~~This project is under construction.~~ Habitat replacement refers to the concept of recreating, as closely as possible, the type of environment conducive to the maintenance, protection and growth of wildlife species deemed important. This might include endangered species as well as economically environmentally significant wildlife. The Habitat Replacement designation may also include buffers and/or setback areas from biologically significant resources deserving protection and preservation. Buffer areas may consist of enhanced, restored, or created vegetation appropriate to that habitat area resulting from mitigation deemed necessary for development projects.

—Uses which conflict with the above objective would be prohibited in habitat replacement areas. After creation of the area by diking, dredging and filling, the only activities which would be permitted would be nature study, academic research and instruction related to the area, and similar resource dependent activities. It is not anticipated that public access would be provided or allowed unless detrimental environmental conflicts could be avoided.

CHULA VISTA BAYFRONT: Planning District 7

Planning District 7 includes all Port District lands within the City of Chula Vista. As shown on the Precise Plan map (Figure 19), these District lands extend beyond the U.S. Pierhead Line (the usual Port District boundary) to the city limits.

Historically, harbor development in the South Bay has lagged behind the North Bay because of shallow water, distance from the harbor entrance, environmental concerns, and other factors. However, by about 1990, Port land on the Chula Vista Bayfront had been developed into public parks, excursion pier, boat launching ramp, recreational vehicle (RV) park, marinas, boatyards, warehouses, and a recreated wildlife habitat island. Police and emergency waterborne services are provided to the South Bay from the Harbor Police substation near the boat launching ramp. The Chula Vista Bayside Park Pier provides public fishing and large vessel berthing, and the Marina Parkway Pier provides berthing and landside automobile parking for users. The major development on the Chula Vista Bayfront ~~is—was~~ an aircraft parts manufacturing plant, which ~~occupies occupied~~ both District lands and uplands, and has consolidated its operations north of H Street and now occupies only uplands.

Marine and biological resources are abundant throughout the entire planning district, primarily due to its proximity to San Diego Bay and the estimated 3,940-acre San Diego Bay National Wildlife Refuge.

Over recent years, the Port has acquired approximately 291 acres of uplands in this district, including the former Goodrich South Campus, park area, and properties at the south end of the district containing the existing switchyard and power plant. Most recently, as part of the Chula Vista Bayfront Master Plan (CVBMP) and in an effort to improve land use compatibility at the north and middle portions of the planning district, the Port completed a land exchange with a private entity. The exchange enables residential and non-trust related retail and office development to occur on approximately 33 acres of former Port properties now under the City's jurisdiction,

and places approximately 97 acres of land at the north end of the district, formerly under the City's jurisdiction, within the Port's trusteeship and jurisdiction. In addition, the City has acquired from the Port a vacant parcel for a proposed fire station. Planned uses for the acquired land areas are further described in each of the planning subareas.

Precise Plan Concept

With the goal of transforming the district into a world-class bayfront, the Port developed the Chula Vista Bayfront Master Plan (CVBMP) in 2005. The CVBMP resulted from a cooperative planning effort with the City of Chula Vista, which involved extensive public outreach and community participation.

The CVBMP is intended to guide the development of approximately 540 acres of the Chula Vista Bayfront over the next 24-year period. The ~~Pplan Concept for District lands~~—proposes a multiple-faceted land use allocation within this ~~Pplanning Dd~~district, including environmental conservation and development of public park and commercial recreational uses. ~~The Proposed development proposal~~—emphasizes public waterfront amenities ~~and public acces~~to enhance the bayfront's natural and economic resources. The plan increases public access opportunities while restoring and protecting natural resources, serving to attract visitors from outside the region as well as local residents to use the marine related recreational facilities and public areas. Additionally, the plan strengthens the bayfront's connection to the Chula Vista urban core and neighborhoods to the east by extending the City's traditional street grid to ensure pedestrian, vehicular, bicycle, and transit, and water linkages. ~~Recreation boating marinas have been developed to meet part of the increasing regional demand for recreational boating and wet storage marinas. A recreational vehicle park provides short-term parking spaces for visitors so they can enjoy the Chula Vista Bayfront. Other public recreational opportunities can be found in the large Bayside Park, the public boat launching ramp and its existing peninsula, and Marina View Park.~~

Although planning policy encourages marine-related industrial uses, the plan provides the flexibility to attract new industrial and business-commercial development to this planning district. To accomplish this goal, the plan allocates a large amount of land in the Chula Vista Bayfront Planning District for Industrial-Business Park use. Much of the land is currently vacant or underutilized. As the South Bay regional economy expands in the future, the Industrial-Business Park designation will both stimulate and accommodate appropriate industrial and commercial redevelopment, thereby enabling the Chula Vista Bayfront to realize its full potential.

~~The Plan provides for a range of development options from complete industrial to complete commercial, with the most likely a combination of both land use types. Two possible scenarios are presented in this plan. One scenario concentrates on industrial development for the approximately 80 acres of Industrial-Business Park zoned land, with up to one million square feet of floor area. Approximately 20 of these acres are expected to be allocated to a 250,000 square-foot biomedical and pharmaceutical manufacturing plant employing about 400-600 people.~~

~~The second scenario consists of a combination of industrial and commercial development on the 80 acres. A parcel of approximately 14 acres located to the north of "H" Street and to the east of Marina Parkway is already developed for industrial purposes. The remaining 66 acres of Industrial-Business Park land would be available for up to 600,000 square feet of commercial buildings.~~

~~Both scenarios provide for the extension of "H" Street from its present terminus to Bayside Parkway, as well as associated public accessways, landscaping, and park/open space areas. Public access from H Street extended, G Street, and Bayside Parkway would be maintained and enhanced.~~

The CVBMP concept proposes to redevelop underutilized and vacant areas with a mix of land uses, along with a new roadway and infrastructure system throughout the planning district. A variety of public amenities are proposed, including: a signature park and other open space areas, ecological buffers, cultural uses, piers, a new commercial harbor

and reconfiguration of marina slips, a community boating center, a ferry terminal, navigation channel improvements, an RV park, a continuous and comprehensive pedestrian pathway system, bicycle paths, ample parking areas, and public art. Proposed development includes hotel and conference facilities, retail/entertainment, cultural, and office. Much of the planning area is designated Industrial Business Park to maximize flexibility in approving future development proposals. A maximum of 2,850 hotel rooms are allowed within the boundaries of the CVBMP.

There are a multitude of existing and proposed recreational opportunities within the district. Recreation boating marinas have been developed to meet part of the increasing regional demand for recreational boating and wet storage marinas. An RV park provides short-term parking spaces for visitors to enjoy the Chula Vista bayfront. Other public recreational opportunities can be found at the large Bayside Park that includes a public fishing pier, the Chula Vista Bayfront Park with its public boat launching ramp, and Marina View Park. Planned recreational improvements include two large parks, a community boating center, a new pier, as well as a continuous open space system that is fully accessible to the public and seamlessly connects the bayfront to the region. This open space system would create a comprehensive greenbelt linkage throughout the entire district with a continuous pedestrian walkway, or "baywalk", and a bicycle path that would tie into the regional Bayshore Bikeway system. The CVBMP emphasizes an active commercial harbor with public spaces at the water's edge as well as enhanced existing and newly created visual corridors to the Bay.

The plan also includes ecological buffers adjacent to environmentally sensitive resources in order to ensure such habitat areas are protected and preserved. Best management practices and natural retention basins will be implemented throughout the planning area to prevent degradation to sensitive areas and to curb storm water pollution to the bay. Additional measures for the protection of natural resources and the environment, including specific planning, design, education, implementation and management elements have been incorporated into the CVBMP.

To ensure adequate coastal access is provided for the public, the CVBMP includes appropriately allocated on-site parking spaces to be developed with bayfront commercial and recreational uses. Additionally, commercial development throughout the planning district is required to participate in and contribute a fair share to the implementation of an employee shuttle system that connects users to a collector parking structure located near Interstate 5, thereby ensuring the availability of bayfront parking for the public.

These scenarios are cited to indicate only the magnitude or possible range of development. The ultimate use will depend on the development market and on opportunities created by more flexible land use classifications. Implementation of the CVBMP is envisioned to occur in four phases over the next 24 years, and will be contingent upon and subject to many factors, such as availability and timing of public financing and construction of public improvements, terms of existing long-term leases, actual market demand for and private financing of proposed development, lease negotiations, approvals for and demolition and/or relocation of existing uses, approvals for new uses, and other approvals.

Land and Water Use Allocations

A total ~~4,690~~of 1,960 acres of Chula Vista Bayfront are allocated to commercial, industrial, public recreation, conservation, and public facilities activities (Table 18).

Chula Vista Bayfront Planning Subareas

Nine planning subareas have been delineated (see Figure 20) to facilitate a description of the ~~plan~~ planning district.

D Street Area

The D Street Area includes approximately 63 acres of land and water area designated for Marine Sales and Service, Habitat Replacement, Estuary, Open Bay, Boat Navigation Corridor, and Ship Navigation Corridor uses. A 33.2-acre portion of the northwest corner of the City of Chula Vista lies within Port District jurisdiction. Under the Plan, tidelands have been reserved for ~~marine~~

Marine Sales and Service uses, which would take advantage of the deep water channel in the Sweetwater Flood Control Channel, and for ~~the~~ the ~~habitat~~ Habitat replacementReplacement.

It is intended that the tideland uses will not only utilize the valuable deep water to a high potential and provide the income to develop public recreation areas, but will establish a buffer zone between the National City Marine Terminal (with its associated industrial uses) and the ultimate use of the uplands. The D Street Fill area adjacent to the Sweetwater Flood Control Channel, designated as Estuary, mitigates the loss of intertidal and shallow sub-tidal habitat resulting from the National City Marine Terminal Wharf Extension project.

Gunpowder Point Shoreline

Between the D Street Area and G Street lies a very small sliver of land (2 acres) and a broad intertidal mud flat. This area will be preserved as wetlands and has been designated as such, as discussed in Section III under the Conservation category. This subarea totals approximately 223 acres and includes mostly land area designated for Wetlands use, along with some water areas designated as Estuary. To provide for the long-term protection and management of the sensitive habitat known as the Sweetwater Tidal Flats (running north from the boatyard to the Sweetwater River Channel), the Port will enter into a cooperative agreement with the US Fish and Wildlife Service that will address the placement of educational and enforcement signage, long-term maintenance, and additional protection measures such as increased monitoring and enforcement. The cooperative agreement will be executed prior to development commencement in the Sweetwater or Harbor districts.

Chula Vista Bayfront Master Plan

The CVBMP planning area consists of the northern Sweetwater District, the middle Harbor District, the southern Otay District, Chula Vista Harbor, and Boat Channel subareas. The Sweetwater District proposes the lowest intensity development and focuses on lower scale, environmentally sensitive and

ecologically themed uses. In contrast, the Harbor District is intended to provide a significant link from the City to the Bayfront and includes the highest intensity development. Lastly, the Otay District proposes moderate intensity mixed-use development. Each of the districts contain substantial amounts of open space and public amenities, and are seamlessly connected by greenbelt linkages that include pathways for pedestrians and bicyclists. A maximum of 2,850 hotel rooms are allowed within the boundaries of the CVBMP. Each CVBMP district, or planning subarea, is further described below.

Sweetwater District

The Sweetwater District, acquired by the Port as part of the aforementioned land exchange, is approximately 97 acres in size and is generally undeveloped and consists predominantly of fallow fields.

Public spaces and development planned for this subarea focus on lower scale, environmentally sensitive and environmentally themed uses. Land use designations include Open Space, Habitat Replacement, Wetlands, Park/Plaza, Industrial Business Park, and Promenade.

Undeveloped land along the northern and western boundaries of the district will be established as a 400-foot-wide ecological buffer. The buffer is intended to preserve and protect the adjacent Sweetwater Marsh Wildlife Refuge from planned development and to provide a gradual transition from undeveloped native landscape to developed areas. From west to east, the buffer consists of a 200-foot-wide "no-touch" zone, a 100-foot-wide "limited use" zone, and a 100-foot-wide "transitional use" zone. The no-touch zone primarily consists of wetland and upland habitat mitigation. To prohibit access by the public and nuisance predators into the sensitive habitat areas, the eastern boundary of the no-touch zone will include six-foot-high vinyl-coated chain link fencing. Fence installation shall include land contouring to minimize visual impacts of the fence. The limited Use zone will contain outlook stations, open space areas, and a meandering trail system. The transitional use zone will accommodate increased recreational uses such as picnic areas and trails, and consists

of revegetated open space. The southwestern portion of the buffer, which is designated as Wetlands, consists of lands identified for potential enhancement, restoration or creation of wetland mitigation areas. Upland habitat mitigation will be established in the no-touch zone area within the Habitat Replacement-designated portions of the buffer. The outlook stations, which will be connected by meandering trails designated as Promenade, will provide viewing areas of the bay and wildlife, and will include educational elements such as kiosks, sculptures, or interpretive signs.

In addition, an 18-acre signature park is proposed with greenbelt linkages to park areas in the Harbor District. The park is envisioned as a passive use, meadow-type open space with amenities such as: landscaping, lighting, restrooms, drinking fountains, bicycle racks, children play areas, picnic areas, benches, trash receptacles, interpretive signage, landscaped berms, public art, decomposed granite paving, and parking. The park is to be passive in nature, be low-impact and contain minimal structures. Allowed structures include restrooms, picnic tables, shade structures and overlooks, and are limited to single-story heights. No athletic field amenities or unattended food vending will be allowed. The park will utilize low water-use ground cover alternatives where possible and trails will not be paved. Due to the immediate adjacency to sensitive habitat areas, amplified sound equipment and issuance of park use permits for group events will be prohibited. The signature park parcel is assigned the Park/Plaza land use designation. An approximately 100-foot-wide buffer will separate the existing seasonal wetland, located between E and F Streets, from adjacent development.

At the northern end of the district, planned development includes: a resort hotel with approximately 500 to 750 rooms and associated meeting space, restaurants, and retail shops; a parking area and access road for the Chula Vista Nature Center; and a low-intensity mixed use office/retail building of approximately 60,000 to 120,000 square feet in size. Building heights in the Sweetwater District range from 30 to 100 feet, with higher structures situated towards Interstate 5, and structure heights stepping down approaching the Refuge.

Roadway improvements planned include the extension of E Street into the Harbor District, and re-routing of the terminus of F Street to connect to the E Street extension. A trail connection west of the F Street terminus will be limited to emergency vehicles and pedestrian and bicycle access. Each of the new roadways, as well as the connecting trail, include the Promenade land use designation to indicate pedestrian and bicycle connections to the rest of the planning district.

Harbor District

The Harbor District includes a total of approximately 223 acres of land area, of which approximately 191 acres lie within District jurisdiction. As a result of the land exchange previously described, an interior portion of this subarea falls under the City's jurisdiction and is intended for private residential, general office, retail and hotel development – all of which has been planned in conjunction with the CVBMP. In addition, a 1.8-acre vacant parcel north of J Street and adjacent to Interstate 5 has been transferred from Port to City ownership and jurisdiction and its proposed use is a fire station.

The Harbor District encompasses the greatest diversity of existing uses, including the majority of the planning district's developed commercial uses and areas accessible by the public. Existing uses include a boat yard, yacht club, marinas, restaurants, RV park, former industrial and supporting parking facilities, and waterfront parks.

Proposed development in the Harbor District is the highest intensity of the master plan and encourages an active, vibrant mix of uses and public spaces. Land use designations within this subarea include Open Space, Wetlands, Park/Plaza, Industrial Business Park, Commercial Recreation, and Promenade.

Public amenities in this subarea include Park/Plaza-designated land areas, which include the existing Bayside Park that will be improved as an extension of the Sweetwater District Signature Park with similar amenities. Other public spaces to remain in the subarea include the existing Marina View and Chula Vista Bayfront Parks, both designated as Park/Plaza, and the existing fishing pier. The

existing boat launch ramp, restrooms, and Harbor Police facility within Chula Vista Bayfront Park will remain. In contrast to the passive use emphasis of the Sweetwater District park areas, parks within the Harbor District are planned to accommodate flexible spaces and programmable elements that allow for more active uses or events.

A community boating center or recreational marina is proposed on the water's edge, north of the enlarged Bayside Park on the site of the existing boatyard. The establishment of the boating center and surrounding park area is subject to the relocation of the existing boatyard or termination of its existing lease. The existing boatyard use may continue to operate until the site is redeveloped to a conforming Commercial Recreation use. Prior to redevelopment, additional boat repair capacity will be identified. The community boating center may include an aquatic center, marina support uses, low cost visitor-serving boating opportunities, dock and dine facilities, a water transportation dock, and boat launch uses. The adjacent water area is designated Recreational Boat Berthing and is envisioned to contain a new 200-slip marina.

The community boating center and marina support land area ~~The land lying north of G Street~~—is designated for Commercial Recreation, except for the adjacent conservation designations of Wetlands, Open Space, and Park/Plaza. The 100-foot-wide Open Space designation north of the expanded park area abutting the boating center ~~Habitat Replacement, which~~ would serve as a buffer between future commercial development ~~adjacent to and~~ the surrounding adjacent habitat. The extent of buffer coverage will depend upon future resource conditions and will be reevaluated as new development proposals are submitted.

The anchor component of the district is a large resort conference center proposed just east of Bayside Park. The resort conference center will be a destination attracting visitors from, and providing public amenities to, the region. The resort conference center will include approximately 1,500 to 2,000 hotel rooms, approximately 100,000 square feet of restaurant space, approximately 20,000 square feet of retail, a conference center with up to approximately 415,000 square feet of

meeting space (with a maximum of 200,000 square feet of contiguous exhibit and flex space in a single enclosed room), expansive open space areas, and other ancillary uses. The maximum heights for the resort conference center components are 240 feet for the hotel and 120 feet for the convention center. Any proposal to construct more than 1,600 rooms as part of the resort conference center will require evaluation of the impacts areas needing additional analysis and the need for additional mitigation measures to reduce significant impacts, if any, associated with any increase in rooms.

South of H Street, the plan allows for an approximate 500-room resort hotel with conference room, retail, and open space, and other ancillary hotel uses. An additional 200,000 square feet of cultural/retail uses and integrated open space would be developed on the site. East of this site, the plan includes approximately 100,000 square feet of mixed-use office/commercial recreation uses wrapped around a 1,100 to 3,000-space collector parking garage. The garage is intended to function as remote employee and/or visitor parking to supplement on-site parking needs for bayfront businesses. Heights in the Harbor District will generally not exceed two stories immediately adjacent to the water, with a maximum height of 300 feet away from the shoreline.

A new ferry terminal/restaurant is proposed on the harbor that will provide water transportation linkages to the central portion of the bay. New visitor-serving retail and marina support uses totaling approximately 25,000 to 50,000 square feet will be established around the northern periphery of the harbor. An additional approximately 75,000 to 150,000 square feet of retail and marina support uses and parking are planned around the south end of the harbor. Marina support uses may include: offices, restrooms, showers, lockers, ship chandlery, boat/bicycle rentals, bait and tackle sales, delicatessens, and snack bars. The waterside components of the marinas are further described as part of the Chula Vista Harbor subarea.

Roadway improvements include the extension of H Street that will connect to the E Street extension in the Sweetwater and Harbor districts. The H Street extension, which will

end with a pedestrian connection and a new pier, will provide a significant link from eastern Chula Vista to the waterfront. Modifications to Marina Parkway and new access roads are also proposed throughout the Harbor District.

A shoreline pedestrian promenade or "baywalk" is planned to wrap around the perimeter of the park and harbor front businesses, connecting the pedestrian and bicycle greenbelt linkage to the other subareas, while maximizing public visual and physical access to the water. The baywalk will contain public amenities such as pedestrian-scale landscaping, lighting, and furniture, providing public seating and gathering spaces while offering views of the harbor.

The eastern areas of the district within existing right-of-way/easement areas are planned for landscaping and pedestrian/bicycle trails as part of the greenbelt system that will link to the rest of the City.

G Street Corridor

The land lying north of G Street is designated for Commercial Recreation, except for the conservation designations of Wetlands and Habitat Replacement, which would serve as a buffer between future commercial development adjacent to the surrounding habitat. The extent of buffer coverage will depend upon future resource conditions and will be reevaluated as new development proposals are submitted. The parcels formerly designated as Marine Related Industrial are envisioned to be part of a future redevelopment project which is planned to be compatible with the surrounding conservation land uses. The public promenade will be extended along the entire water frontage of the Commercial Recreation site.

The existing boatyard use may continue to operate until the site is redeveloped to a conforming Commercial Recreation use. Prior to redevelopment, additional boat repair capacity will be identified. The shoreline south of G Street has been developed as an extension of the Chula Vista Bayside Park, with promenade, restrooms, parking, landscaping, lawn areas, and picnic facilities. The Bayside Park shoreline promenade will, as a long-term objective, be extended along

~~the Chula Vista Harbor to connect with the promenade on the Marina Way arm.~~

~~Shoreline erosion protection is provided by stone rip-rap. Both the beach and the rip-rap require periodic maintenance. The park terminates at the Chula Vista Bayside Park Pier, which provides protective wave attenuation for the marina, berthing for vessels, and access for fishing.~~

~~Approximately 11 acres of vacant land bounded by Marina Parkway, G Street, Bayshore Parkway, and Bayside Park has been designated as the site for initial development of the biomedical-pharmaceutical manufacturing plant mentioned in the Precise Plan Concept for the Chula Vista Bayfront. Ultimately, the plant will include another ten acres of land east of Sandpiper Way in the Marina Parkway Corridor subarea.~~

Marina Parkway Corridor

~~Most of the Marina Parkway Corridor subarea is either vacant or leased to an aircraft parts manufacturer. Under the plan concept, H Street will be extended from its present terminus to Marina Parkway, creating a third major entry into the Chula Vista Bayfront.~~

~~All of this planning subarea has been designated for Industrial-Business Park uses (except the small area to the south that is part of Marina View Park). When future economic conditions change to stimulate redevelopment demand, this demand can be accommodated under the Industrial-Business Park classification. As mentioned in the Plan Concept section of this planning district, the proportion of industrial or commercial development, which would ultimately be allocated would depend on the type and amount of uses attracted to the Bayfront. The property north of H Street, which is currently leased to an aircraft manufacturer, would likely be retained in industrial use, however.~~

Bayside Parkway Area

~~The Bayside Parkway planning subarea contains two uses: a recreational vehicle park, under the Commercial Recreation use category, and a shoreline recreation park, shown on the precise plan as Park.~~

~~A nine-acre shoreline park fronts on both the boat access channel and the boat basin. Park uses include a landscaped leisure site for local residents and visitors, a restful lunchtime picnic spot for nearby workers, and a recreational resource for the public. To provide additional access to the coast, a promenade is shown coming off the access street and continuing around the park back to Marina Parkway.~~

Chula Vista Harbor

The basin created by dredging and filling at the south end of the Planning District is used primarily for recreational boat berthing. The Chula Vista harbor basin includes approximately 50 acres of water area and is protected by two structures: a 300-foot-long rock breakwater extending north from the Marina Way arm and a 650-foot-long wave attenuation pier extending south from Bayside Park. They are separated by about 200 feet of channel. The harbor is currently occupied by two marinas totaling approximately 900 boat slips. The existing Chula Vista Boat Launch has been upgraded with additional shore protection.

An essential component of the CVBMP is the creation of an active commercial harbor that encourages public access to the water and activity on the water. To facilitate the development of this activated harbor, the existing marina boat slips will be reconfigured to create an approximately 4-acre open water area. The new open water area will enhance boating activity on the water and is envisioned to be utilized for ferry loading and unloading, water taxis, dinner boats, harbor cruises, visiting historic vessels, and boat rentals.

Landside improvements around the harbor, including commercial development and public amenities, are further described above in the Harbor District subarea.

The water areas within the Harbor have been designated as Recreational Boat Berthing, Specialized Berthing, and Boat Navigation Channel.

Two marinas occupy most of the boat basin. One, occupying about four acres of land on Marina Parkway, has about 560 slips in the north half of the basin. The other, south of the first, occupies almost three acres of land and

has room for 350 boats. Both marinas have facilities, for the convenience of their patrons.

The commercial recreation area is developed with a restaurant and associated marine sales and service establishments. Since many potential customers come from the nearby marinas, parking needs are reduced. The design provides a visual focal point and identification symbol for the boat basin.

The vacant six-acre parcel north of Marina Way will be developed with Commercial Recreation uses compatible with the existing marinas. A hotel/motel of approximately 200 rooms, with a restaurant and ancillary retail shops, is anticipated.

The Chula Vista Boat Launch has been upgraded with additional shore protection, landscaping and picnic facilities. Public access to the water is provided by a promenade around the outside edge of the arm. The entire south edge of the arm is designated as a leisure park, offering landscaped viewing areas and additional parking.

Otay District

The Otay District is approximately 124 acres in size and includes recently acquired upland areas. This subarea was characterized by industrial uses, including the existing SDG&E electrical switchyard and South Bay Power Plant. Uses within this district will be designed in consideration of the adjacent sensitive habitat areas.

The proposed development for the Otay District consists of a mix of uses, including industrial and low-cost visitor serving recreational uses. The extreme northern and southern parcels are designated for Industrial Business Park use. The southern Industrial Business Park parcel could include industrial distribution and related facilities, or other uses allowed under the Industrial Business Park designation. Land use designations for this subarea include Open Space, Park/Plaza, Habitat Replacement, Wetlands, Industrial Business Park, Commercial Recreation, and Promenade.

A new approximately 24-acre passive South Park is proposed and will include amenities

such as: pedestrian trails, landscaping, berms, lighting, restrooms, drinking fountains, benches, picnic areas, outlook areas, trash receptacles, public art, filtration basins, and parking. The park is to be passive in nature, be low-impact and contain minimal structures. Allowed structures include restrooms, picnic tables, shade structures and overlooks, and are limited to single-story heights. No athletic field amenities or unattended food vending will be allowed. The park will utilize low water-use ground cover alternatives where possible and trails will not be paved. Due to the immediate adjacency to sensitive habitat areas, amplified sound equipment and issuance of park use permits for group events will be prohibited.

Abutting the north side of this park area is Commercial Recreation-designated property that is intended to provide low-cost visitor serving recreational uses. Specifically, this area is to be developed as an RV park that will include approximately 236 RV parking spaces and ancillary uses such as offices, pool/spa, snack bar, general store, meeting space, game room, laundry facilities, and playground equipment. Both parcels could allow for camping activities. The existing concrete Telegraph Canyon Creek channel is proposed to be replaced with a more natural vegetated channel. Efforts to naturalize and vegetate the creek will be maximized as is consistent with its function as a storm water conveyance.

An ecological buffer will be provided along the western boundary of the district between J Street and the RV park. The buffer will consist of a 100 to 200-foot-wide no-touch zone, within which public access is prohibited, to buffer the adjacent J Street Marsh and wildlife reserve from proposed development. The buffer, which is designated as Habitat Replacement and Wetlands, will be utilized for wetland and upland habitat mitigation and will prohibit public access. To prohibit access by the public and nuisance predators into the sensitive habitat areas, the eastern boundary of the no-touch zone will include six-foot-high vinyl-coated chain link fencing. Fence installation shall include land contouring to minimize visual impacts of the fence.

The construction of the northern Industrial Business Park parcel, South Park, and RV park in this district is subject to demolition of

the existing power plant, and demolition and relocation of the existing switchyard.

New roadways will be constructed throughout the Otay District to serve new uses. A new bike path is proposed alongside the new roadways. A shoreline pedestrian trail is proposed in the Otay District, and its design will ensure protection of the adjacent sensitive habitat areas. Like the Harbor District subarea, the eastern portion of this subarea within existing right-of-way/easement areas are planned for landscaping and pedestrian/bicycle trails that will connect to the shoreline pedestrian and bike trail in the Otay District. This district will also contain parking areas. The pedestrian/bicycle trail in the Otay District will be part of the greenbelt system that will link the CVBMP area together, and link it to the rest of the City greenbelt.

Boat Channel

The water area directly west of the Chula Vista Bayfront is occupied by the main boat channel providing access to the harbor, which is designated Boat Navigation Corridor on the Precise Plan. Areas outside the channel will remain in the Estuary category.

The CVBMP proposes to realign and straighten the existing navigation channel in order to increase accessibility to the harbor. The realignment will utilize an existing abandoned access channel and remove the "dog leg" portion of the current channel, thereby enhancing boat access between the Chula Vista Harbor and the northern portions of San Diego Bay. In addition, the new channel will be located further away from sensitive resources located along the shoreline west of the Sweetwater District.

Outer South Bay

The remaining water area in Chula Vista is scheduled to stay designated as estuary. Limited surface water use for boating and fishing, for example, will be permitted but other uses will be discouraged.

Wildlife Reserve

South of the Chula Vista Harbor lies a large tidal mud flat, the San Diego Gas and Electric

Company (SDG&E) dike, and the South Bay Wildlife Reserve, a 55-acre island which was built from dredged material and where native habitat has been established. The Master Plan has four-three designations for this subarea: Wetlands, Estuary, and Habitat Replacement, and Marine Related Industrial.

The Wetlands (refer to the Master Plan Interpretation section on Wetlands, page 33), includes the area known as the J Street Marsh and is roughly the mud flat and marsh area exposed to air during low tide. It is undeveloped, except for a small channel that was used as a water intake trough for the SDG&E thermal power plant. The function of the SDG&E dike is to separate this cool water intake from the warm water outfall area located on the south side of the dike. Other than potential habitat restoration activities, no alterations to the former existing intake/discharge channel area are proposed; however it is the intent of this plan to preserve the surrounding wetlands in their natural state but to retain and maintain the intake channel. To provide for the long-term protection and management of the J Street Marsh sensitive habitat area, the Port will enter into a cooperative agreement with the US Fish and Wildlife Service that will address the placement of educational and enforcement signage, long-term maintenance, and additional protection measures such as increased monitoring and enforcement. The cooperative agreement will be executed prior to the redevelopment of the Otay District.

Estuary refers to the shallow water outward of the wetlands which is not exposed at low tide. This area will not be developed; however, limited surface water activities such as boating and fishing would be permitted. Efforts should be made to avoid or reduce potential environmental damage.

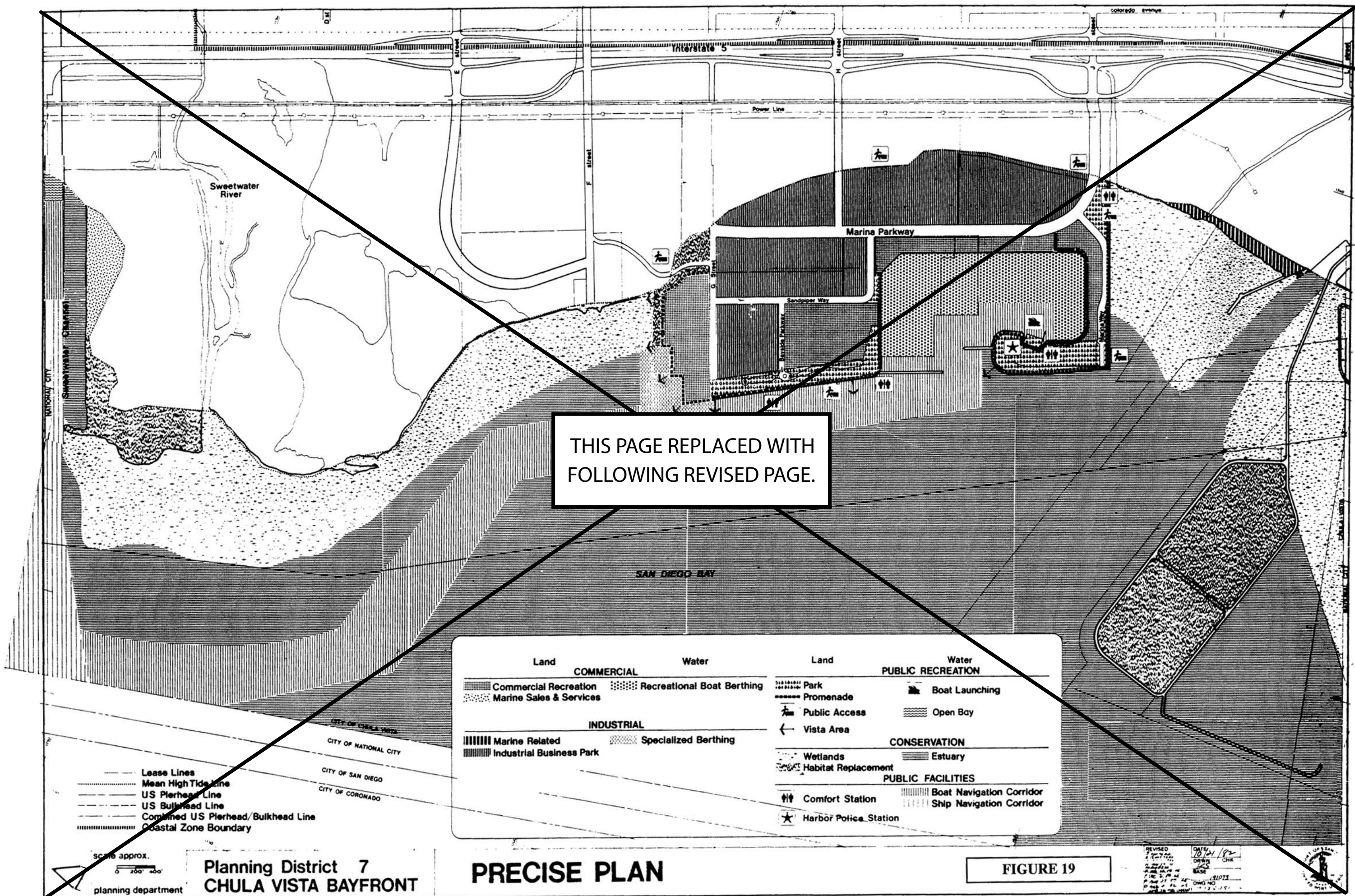
The Habitat Replacement concept involves engineering, dredging, planting and developing a valuable supratidal salt marsh habitat as part of a master-planned complex. Unauthorized access by humans and predators will be greatly discouraged by fencing the SDG&E dike, although controlled access will be provided for nature instruction and research. Its location reduces conflicts between development and preservation activities, and its size enables other shoreline

projects to be completed by substituting the inferior habitats at the project sites for a carefully nurtured and highly productive habitat.

The Port District provides continual protection and management, as part of a comprehensive South Bay wildlife preserve program.

A narrow strip of District-owned land, designated Marine-Related-Industrial Wetlands, follows along the eastern edge of this planning subarea. It is currently leased for an electric generating plant to the existing power plant operator, and is expected to remain in this use for the future but upon demolition of the existing power plant, is intended for mitigation and/or restoration area that will include an ecological buffer between existing and created wetland areas and upland use.

TABLE 18 Precise Plan Land and Water Use Allocation					
CHULA VISTA BAYFRONT: PLANNING DISTRICT 7					
LAND USE	ACRES	WATER USE	ACRES	TOTAL ACRES	% OF TOTAL
COMMERCIAL	48.5 43.2		34.0 41.0	82.5 84.2	5 4%
Marine Sales and Service	9.7 7.5				
Commercial Recreation	38.8 35.7	Recreational Boat Berthing	34.0 41.0		
INDUSTRIAL	84.1 119.6		9.5 4.0	93.6 123.6	6%
Industrial Business Park	80.6 119.6				
Marine Related Industrial	3.5	Specialized Berthing	9.5 4.0		
PUBLIC RECREATION	23.9 148.9		0.9 1.2	24.8 150.1	4 8%
Open Space	50.1				
Park/Plaza	24.3 81.5	Open Bay/Water	0.9 1.2		
Promenade	2.6 17.3				
CONSERVATION	327.3 405.2		941.2 967.2	1268.5 1372.4	75 70%
Wetlands	233.0	Estuary	941.2		
	303.9		967.2		
Habitat Replacement	94.3 101.3				
PUBLIC FACILITIES	23.3 41.2		196.8 190.4	220.1 231.6	13 12%
Harbor Services	0.4	Boat Navigation Corridor	166.8		
			156.5		
Streets	23.2 41.2	Ship Navigation Corridor	30.0 33.9		
TOTAL LAND AREA	507.1 758.1	TOTAL WATER AREA	1,182.4 1,203.8		
PRECISE PLAN LAND AND WATER ACREAGE TOTAL				1,689.5 1961.9	100%



THIS PAGE REPLACED WITH
FOLLOWING REVISED PAGE.

Land		Water	
COMMERCIAL		PUBLIC RECREATION	
Commercial Recreation	Recreational Boat Berthing	Park	Boat Launching
Marine Sales & Services		Promenade	Open Bay
INDUSTRIAL		Public Access	
Marine Related	Specialized Berthing	Vista Area	
Industrial Business Park		CONSERVATION	
		Wetlands	Estuary
		Habitat Replacement	
		PUBLIC FACILITIES	
		Comfort Station	Boat Navigation Corridor
		Harbor Police Station	Ship Navigation Corridor

Lease Lines
Mean High Tide Line
US Pierhead Line
US Bulkhead Line
Combined US Pierhead/Bulkhead Line
Coastal Zone Boundary

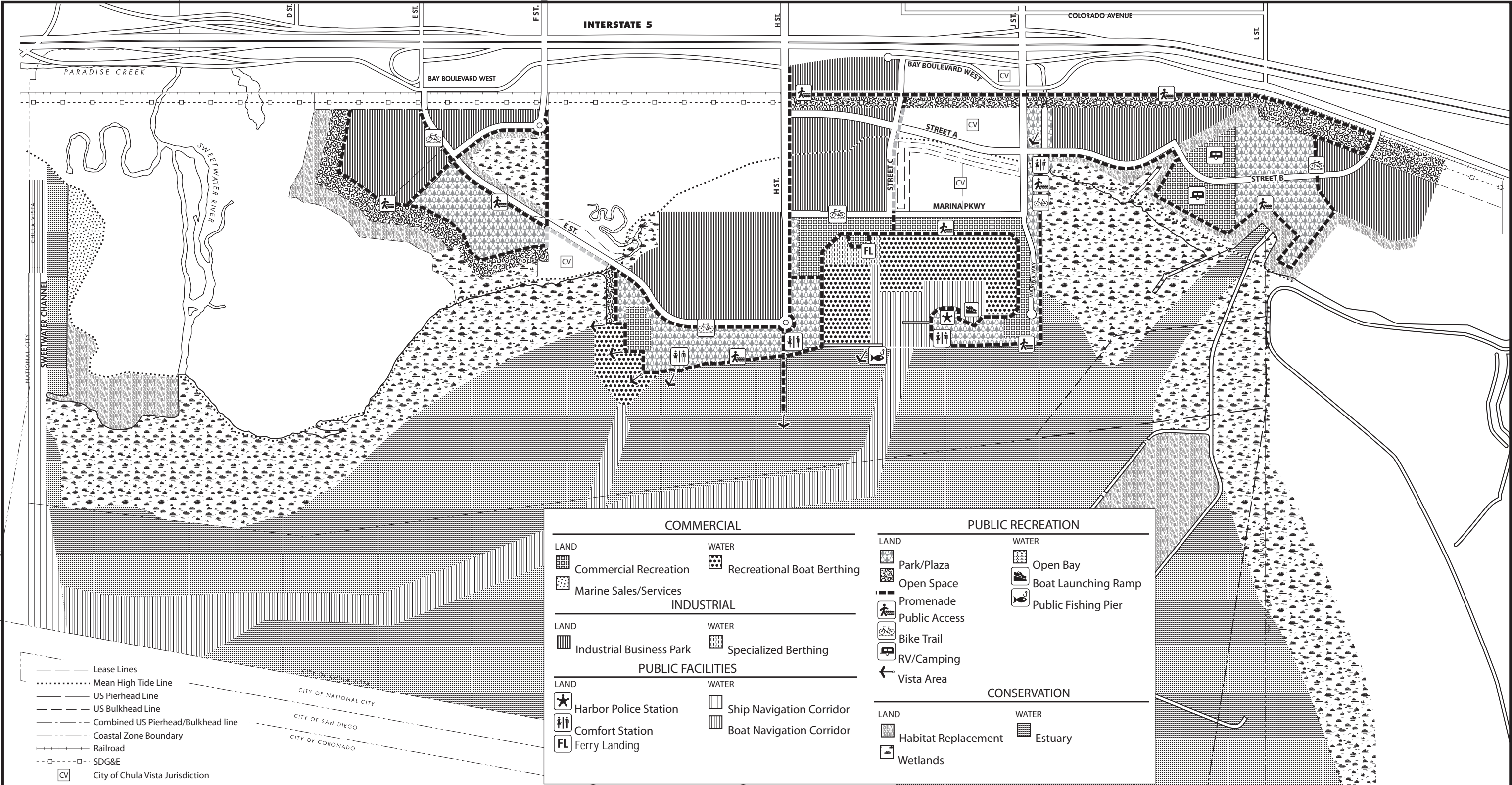
scale approx.
0 200' 400'
planning department

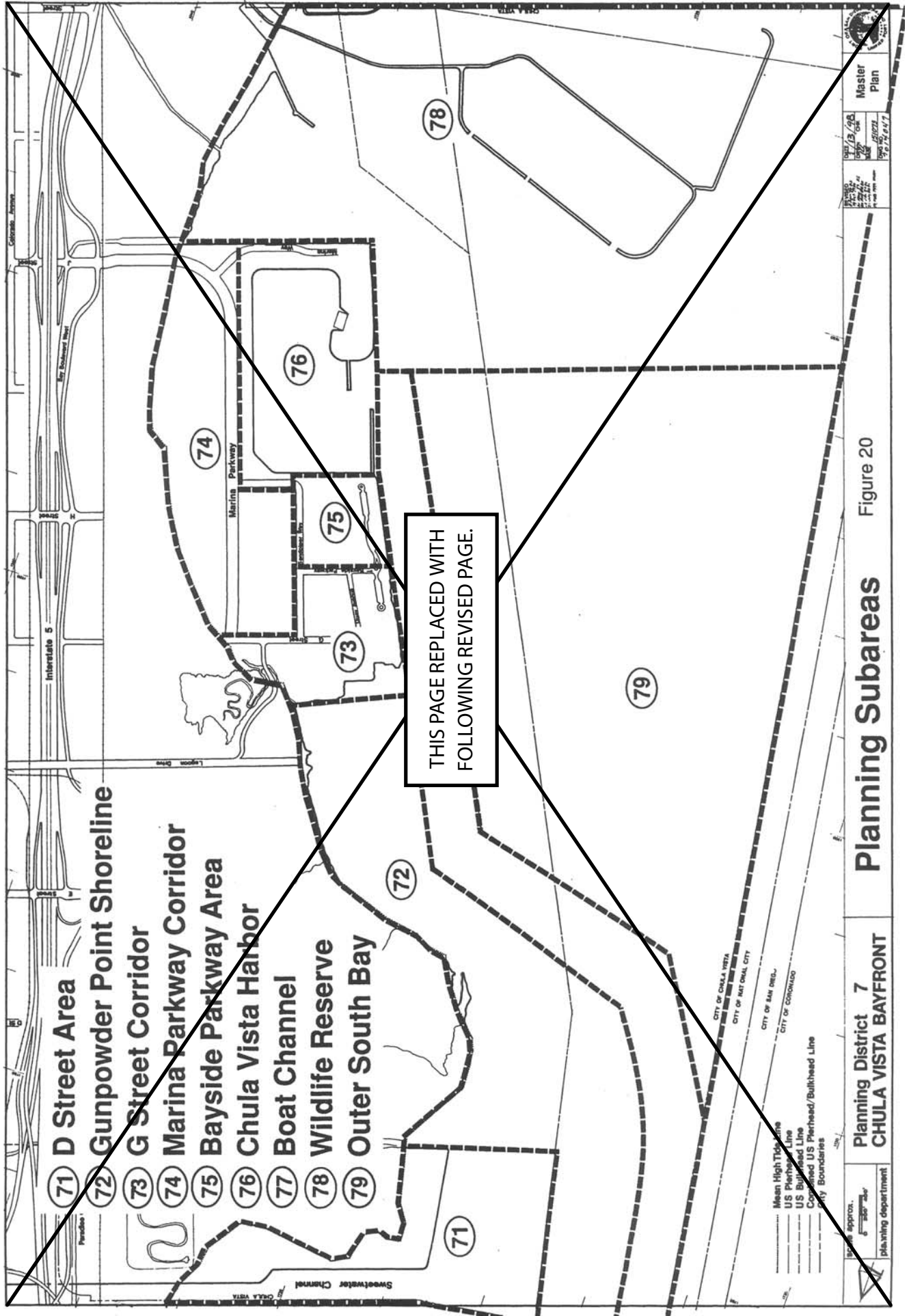
Planning District 7
CHULA VISTA BAYFRONT

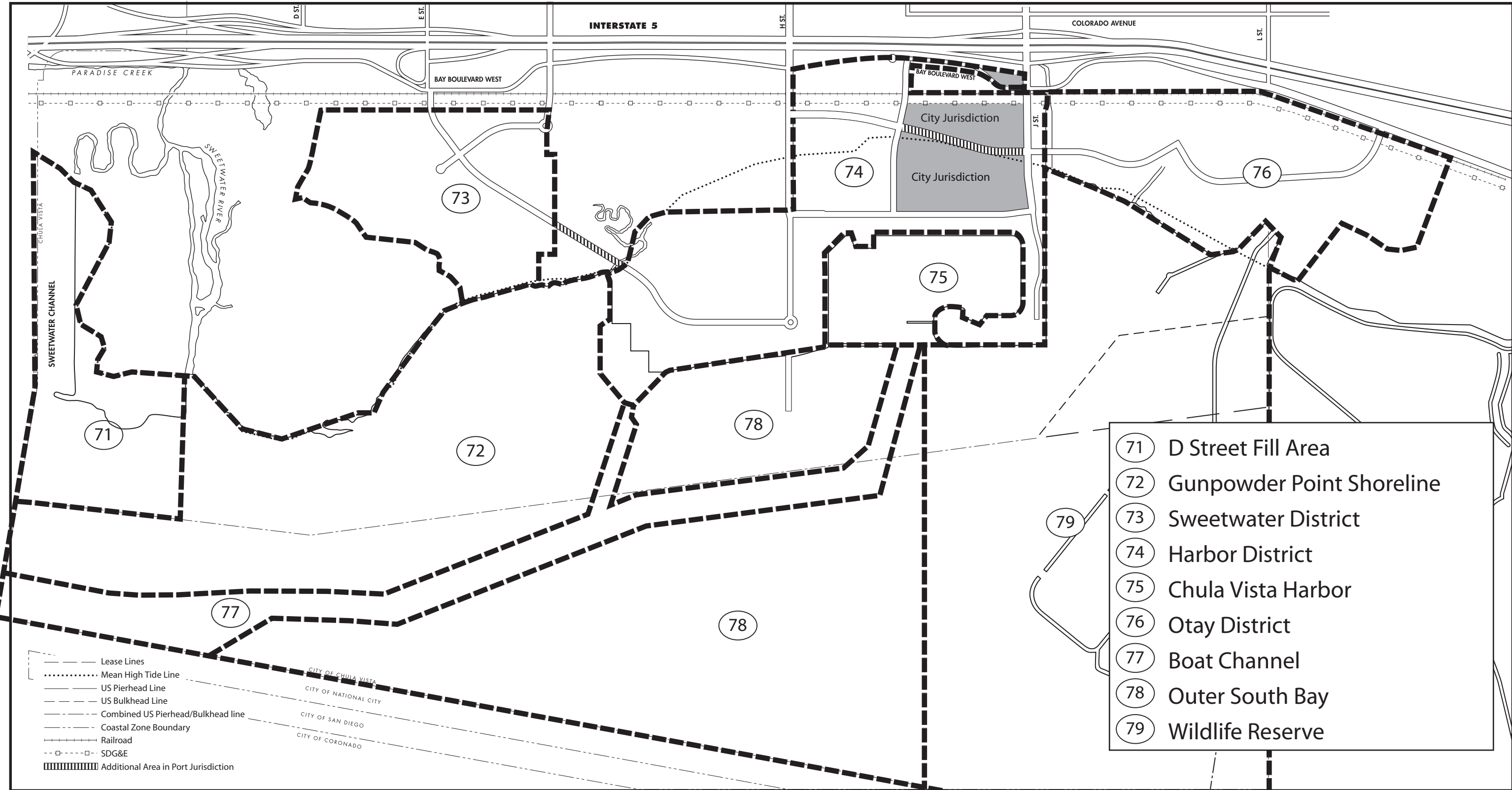
PRECISE PLAN

FIGURE 19

REVISED
DATE 10/14/92
BY [signature]
CHECKED [signature]
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DRAWN BY [signature]
DATE 10/14/92







scale approx.

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LAND USE PLANNING

Planning District 7 CHULA VISTA BAYFRONT

TITLE:

Planning Subareas DRAFT_Sweetwater Plan

DATE

REVISED 050510

DWG NO.

DRWN / CHK

BASE NO.



TABLE 19: Project List

CHULA VISTA BAYFRONT: PLANNING DISTRICT 7					FISCAL YEAR
APPEALABLE ↓					
DEVELOPER ↓					
SUBAREA ↓					
1. SHORELINE MAINTENANCE: Maintain stone revetment and replenish Beach <u>at Bayside Park</u>	75 <u>74</u>	P	N	<u>2002</u> <u>ONGOING</u>	
2. MARINE-RELATED INDUSTRY: Construct marine-related industrial Development	73	T	N	2002	
3. BIOMEDICAL/PHARMACEUTICAL MANUFACTURING: Construct facility	73	T	N	2002	
42. *H STREET EXTENSION: Extend H Street to Marina Parkway	74	P	Y	1997	
3. *H STREET EXTENSION: Extend H Street from Marina Parkway to E Street Extension and construct utilities	74	P	Y	2008-2012	
5. HOTEL/RESTAURANT: Construct hotel and restaurant	76	T	Y	1998	
64. STORM DRAIN: Construct, enhance, and maintain storm drain	73/74	P/ T	N	1997-2000	
75. * D STREET FILL MITIGATION SITE: Excavate and construct a salt marsh habitat as mitigation for the National City Marine Terminal Wharf Extension	71	P	N	2001	
6. *E STREET EXTENSION: Extend E Street from Sweetwater District to Harbor District and construct utilities	73/74	P	Y	2008-2012	
7. *F STREET TERMINATION: Termination of F Street segment/Lagoon Drive and construction of new roadway connection to E Street, as well as pedestrian/bike trail connection on former F Street segment	73	P	N	2008-2012	
8. *MARINA PARKWAY REALIGNMENT: Realignment and narrowing of Marina Parkway from J Street to H Street, construct utilities. Construct improvements to Marina Way.	74	P	Y	2008-2012	
9. *HARBOR DISTRICT ROADWAY AND INFRASTRUCTURE IMPROVEMENTS: Reconfiguration of existing and construction of new interior roadways, as well as necessary utility improvements to support planned projects	74	P	N	2008-2012	
10. *SWEETWATER DISTRICT WETLAND AND UPLAND HABITAT MITIGATION: Creation, restoration, and enhancement of identified wetland and upland habitat areas, as well as the establishment of ecological buffers, as mitigation for CVBMP development	73	P	N	2008-2012	
11. *SWEETWATER PARK: Development of 18-acre signature park in Sweetwater District, including associated public amenities, promenades, and parking areas	73	P	N	2008-2012	
12. *NATURE CENTER PARKING AREA: Construct new 50 to 100-space parking area and access road for Chula Vista Nature Center	73	T	N	2008-2012	

13. <u>*SWEETWATER PARK EXTENSION: Extension of Sweetwater signature park into Harbor District, including improvements to existing Bayside Park</u>	74	P	N	<u>2008-2012</u>
14. <u>*HARBOR DISTRICT BAYWALK: Development of new Baywalk promenade along the shoreline</u>	74	P	N	<u>2008-2012</u> <u>2013-2017</u> <u>2018-2031</u>
15. <u>*MARINA VIEW PARK IMPROVEMENTS: Reconfiguration of park and parking areas to accommodate reconfigured J Street/Marina Parkway and Marina Way, construct pedestrian promenade</u>	74	P	N	<u>2008-2012</u>
16. <u>*H STREET PIER (FIRST HALF): Construct new pier at terminus of extended H Street corridor above existing open water area (eastward only of existing navigation channel)</u>	74	P	Y	<u>2008-2012</u>
17. <u>RESORT CONFERENCE CENTER: Construct resort conference center, including 1,500 to 2,000 hotel rooms, 100,000 square feet of restaurant, 20,000 square feet of retail, up to 400,000 square feet of net meeting space, and other associated ancillary uses</u>	74	T	Y	<u>2008-2012</u>
18. <u>HARBOR RESORT HOTEL AND CULTURAL/RETAIL: Construct 500-room resort hotel with associated conference room, retail, and ancillary uses, along with up to 200,000 square feet of cultural/retail uses and integrated open space</u>	74	T	Y	<u>2008-2012</u>
19. <u>NORTH HARBOR RETAIL AND MARINA SUPPORT: Construct visitor-serving retail and marina support uses totaling 25,000 to 50,000 square feet around northern periphery of Chula Vista Harbor</u>	74	T	Y	<u>2008-2012</u>
20. <u>*OTAY DISTRICT ROADWAY AND INFRASTRUCTURE IMPROVEMENTS: Reconfiguration of existing and construction of new interior roadways, as well as necessary utility improvements to support planned projects</u>	76	P	N	<u>2013-2017</u>
21. <u>*OTAY DISTRICT WETLAND AND UPLAND HABITAT MITIGATION: Creation, restoration, and enhancement of identified wetland and upland habitat areas, as well as the establishment of ecological buffers, as mitigation for CVBMP development; Replacement of existing concrete Telegraph Canyon Creek channel with wider, naturally vegetated channel</u>	76	P	N	<u>2013-2017</u>
22. <u>*CHULA VISTA BAYFRONT PARK IMPROVEMENTS: Reconfiguration of existing boat trailer parking lot</u>	74	P	N	<u>2013-2017</u>
23. <u>*SOUTH PARK: Development of 24-acre park in Otay District, including associated public amenities, promenades, and parking areas</u>	76	P	N	<u>2013-2017</u>
24. <u>*OPEN SPACE IMPROVEMENTS: Construct greenbelt improvements, such as landscaping and trails for pedestrians and bicyclists, along SDG&E and Coronado Branch Railroad rights-of-way</u>	74/76	P	N	<u>2013-2017</u>
25. <u>SOUTH HARBOR RETAIL AND MARINA SUPPORT: Construct 75,000 to 150,000 square feet of visitor-serving retail, marina support, and parking uses around southern periphery of Chula Vista Harbor</u>	74	T	Y	<u>2013-2017</u>
26. <u>RECREATIONAL VEHICLE PARK: Construct new recreational vehicle park with supporting ancillary uses</u>	76	T	N	<u>2013-2017</u>

27. INDUSTRIAL BUSINESS PARK USES: Development of uses consistent with Industrial Business Park designation	76	Y	N	2013-2017
28. *CHULA VISTA HARBOR RECONFIGURATION AND MARINA SUPPORT: Reconfiguration and reduction of existing marina slips to create new open water commercial harbor, and development of landside marina support facilities	75	P	Y	2018-2031
29. *BOAT CHANNEL REALIGNMENT: Realign and straighten existing boat navigation channel	77	P	N	2018-2031
30. *H STREET PIER (SECOND HALF): Construct second phase of new pier at terminus of extended H Street corridor (extension into former navigation channel)	74	P	Y	2018-2031
31. SWEETWATER RESORT HOTEL: Construct 500 to 750 room resort hotel with associated meeting space, restaurants, and retail shops	73	I	Y	2018-2031
32. MIXED-USE OFFICE/COMMERCIAL RECREATION AND COLLECTOR PARKING GARAGE: Construct approximately 100,000 square feet of mixed-use office/commercial recreation and a 1,100 to 3,000-space collector parking garage.	74	T/ P	N	2018-2031
33. COMMUNITY BOATING CENTER: Construct community boating center, which may include an aquatic center, low cost visitor-serving boating opportunities, dock and dine facilities, water taxi dock, boat launch, and associated on-site parking	74	T/ P	N	2018-2031
34. COMMUNITY BOATING CENTER MARINA: Construct 200-slip marina for associated Community Boating Center (slips relocated from Chula Vista Harbor)	74	T/ P	Y	2018-2031
35. MIXED-USE OFFICE/RETAIL BUILDING: Construct low-intensity mixed-use office/retail building of 60,000 to 120,000 square feet in size, along with associated on-site landscaping and parking improvements	73	I	Y	2018-2031
36. FERRY TERMINAL: Construct ferry terminal with second story restaurant/retail totaling 10,000 to 25,000 square feet of building area	74	I	Y	2018-2031
<div> <div>P- Port District T- Tenant</div> <div>N- No Y- Yes</div> <div>* Project proposed in District's Capital Improvement Program</div> </div>				

PLANNING DISTRICT 9

South Bay Salt Ponds

This subarea ~~includes both leased and unleased areas. A parcel is leased to San Diego Gas and Electric Company for a warm water outlet and dispersal area as part of the South Bay Power Generating Plant operation. The remaining area~~ is predominantly submerged bay tidelands, including the terminus channel of the Otay River. The water area remaining under Port District control is included in the Estuary classification.

Project List

No specific projects are identified, although it is anticipated that some environmental enhancement or mitigation project may be identified later as plans are implemented around the bay.

TABLE 22					
Precise Plan Land and Water Use Allocation					
SOUTH BAY SALT LANDS: PLANNING DISTRICT 9					
<u>LAND</u> USE	ACRES	<u>WATER</u> USE	ACRES	<u>TOTAL</u> ACRES	%OF TOTAL
CONSERVATION	192.0		605.5	797.5	100%
Wetlands	192.0	Estuary Salt Ponds	185.3 420.2		
<u>TOTAL LAND AREA</u>	<u>192.0</u>	<u>TOTAL WATER AREA</u>	<u>605.5</u>		
PRECISE PLAN LAND AND WATER ACREAGE TOTAL				797.5	100%

*Chula Vista Bayfront Master Plan
&
Port Master Plan Amendment*

**PRECISE PLANS
&
TABLES
FOR
PROJECT
ALTERNATIVES**

- Harbor Park Alternative
- No Land Trade Alternative

For the following Alternative, refer to the Proposed Project (Revised Sweetwater Park Plan) for the corresponding Precise Plan Map and Table:

- No L-Ditch Alternative

*San Diego Unified Port District
Port Master Plan Amendment*



DRAFT

*Chula Vista Bayfront Master Plan
&
Port Master Plan Amendment*

HARBOR PARK ALTERNATIVE

*Existing/Proposed Plan Text
and
Plan Graphics*

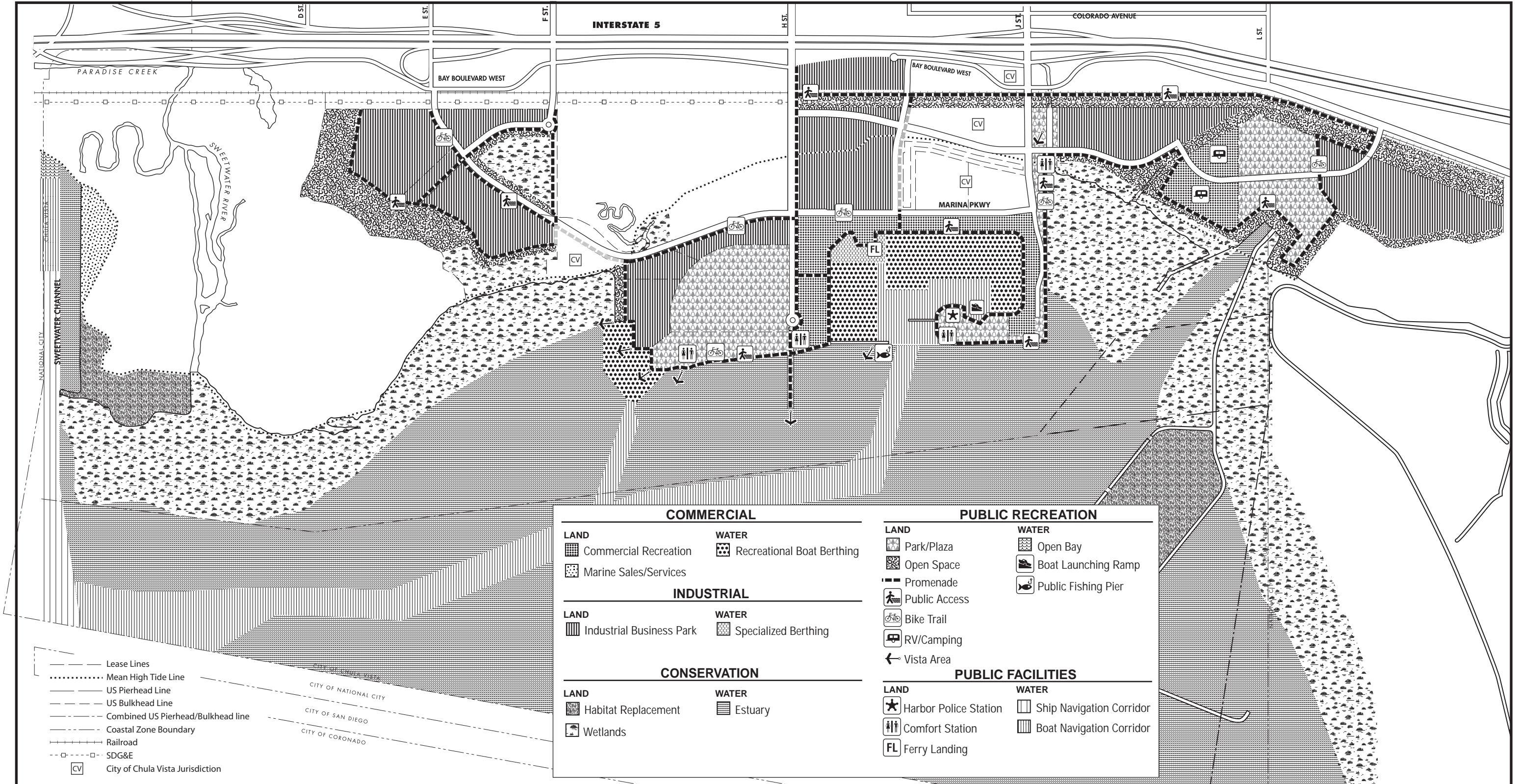
March 2008

*Note: Text to be **deleted** shown in ~~strike-out~~ and text to be **added** shown in underline.
Text in italics is for clarification only and is not part of the Plan Amendment.*

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

<u>LAND USE</u>	<u>ACRES</u>	<u>WATER USE</u>	<u>ACRES</u>	<u>TOTAL ACRES</u>	<u>% OF TOTAL</u>
<u>COMMERCIAL</u>	<u>373.5 372.5</u>		<u>383.0 390.0</u>	<u>756.5 762.5</u>	<u>44 13%</u>
Marine Sales and Services	<u>48.8 16.6</u>	Marine Services Berthing	17.7		
Airport Related Commercial	38.0				
Commercial Fishing	8.3	Commercial Fishing Berthing	18.8		
Commercial Recreation Sportfishing	<u>304.4 305.3</u>	Recreational Boat Berthing Sportfishing Berthing	<u>335.4 342.4</u>		
	4.3		11.1		
<u>INDUSTRIAL</u>	<u>4206.4 1250.0</u>		<u>217.7 212.2</u>	<u>1424.1 1462.2</u>	26%
Aviation Related Industrial	152.9	Specialized Berthing	<u>170.5 165.0</u>		
Industrial Business Park	<u>113.7 160.8</u>	Terminal Berthing	47.2		
Marine Related Industrial	<u>322.1 318.6</u>				
Marine Terminal	149.6				
International Airport	468.1				
<u>PUBLIC RECREATION</u>	<u>280.5 433.1</u>		<u>681.0 681.3</u>	<u>961.5 1114.4</u>	48 20%
Open Space Park/Plaza	<u>149.0 101.7</u>	Open Bay/Water	<u>681.0 681.3</u>		
Golf Course	<u>146.4 201.7</u>				
Promenade	97.8				
	<u>17.3 31.9</u>				
<u>CONSERVATION</u>	<u>399.2 453.3</u>		<u>1058.6 1084.6</u>	<u>1457.8 1537.9</u>	27%
Wetlands	<u>304.9 382.0</u>	Estuary	<u>1058.6 1084.6</u>		
Habitat Replacement	<u>94.3 71.3</u>				
<u>PUBLIC FACILITIES</u>	<u>222.9 243.8</u>		<u>394.3 387.9</u>	<u>617.2 631.7</u>	42 11%
Harbor Services	<u>2.7 2.6</u>	Harbor Services	10.5		
City Pump Station	0.4	Boat Navigation Corridor	<u>284.6 274.3</u>		
Streets	<u>249.8 240.8</u>	Boat Anchorage	25.0		
		Ship Navigation Corridor	<u>50.0 53.9</u>		
		Ship Anchorage	24.2		
<u>MILITARY</u>	25.9		125.6	151.5	3%
Navy Fleet School	25.9	Navy Small Craft Berthing	6.2		
		Navy Ship Berthing	119.4		
<u>TOTAL LAND AREA</u>	<u>2508.4 2778.6</u>	<u>TOTAL WATER AREA</u>	<u>2860.2 2881.6</u>		
MASTER PLAN LAND AND WATER ACREAGE TOTAL				<u>5368.6 5660.2</u>	100%

TABLE 18 Precise Plan Land and Water Use Allocation					
CHULA VISTA BAYFRONT: PLANNING DISTRICT 7					
LAND USE	ACRES	WATER USE	ACRES	TOTAL ACRES	% OF TOTAL
COMMERCIAL	48.5 47.5		34.0 41.0	82.5 88.5	5.4%
Marine Sales and Service	9.7 7.5				
Commercial Recreation	38.8 40.0	Recreational Boat Berthing	34.0 41.0		
INDUSTRIAL	84.1 127.7		9.5 4.0	93.6 131.7	6.7%
Industrial Business Park	80.6 127.7	Specialized Berthing	9.5 4.0		
Marine Related Industrial	3.5				
PUBLIC RECREATION	23.9 181.6		0.9 1.2	24.8 182.8	1.9%
Open Space	87.6	Open Bay/Water	0.9 1.2		
Park/Plaza	21.3 76.6				
Promenade	2.6 17.4				
CONSERVATION	327.3 376.5		941.2 967.2	1268.5 1,343.7	75.68%
Wetlands	233.0	Estuary	941.2		
Habitat Replacement	305.2		967.2		
	94.3 71.3				
PUBLIC FACILITIES	23.3 44.2		196.8 190.4	220.1 234.6	13.12%
Harbor Services	0.4	Boat Navigation Corridor	166.8		
Streets	23.2 44.2	Ship Navigation Corridor	156.5		
			30.0 33.9		
TOTAL LAND AREA	507.1 777.5	TOTAL WATER AREA	1,182.4 1,203.8		
PRECISE PLAN LAND AND WATER ACREAGE TOTAL				1,689.5 1,981.3	100%



COMMERCIAL		PUBLIC RECREATION	
LAND	WATER	LAND	WATER
Commercial Recreation	Recreational Boat Berthing	Park/Plaza	Open Bay
Marine Sales/Services		Open Space	Boat Launching Ramp
		Promenade	Public Fishing Pier
		Public Access	
		Bike Trail	
		RV/Camping	
		Vista Area	
INDUSTRIAL		PUBLIC FACILITIES	
LAND	WATER	LAND	WATER
Industrial Business Park	Specialized Berthing	Harbor Police Station	Ship Navigation Corridor
		Comfort Station	Boat Navigation Corridor
		FL Ferry Landing	
CONSERVATION			
LAND	WATER		
Habitat Replacement	Estuary		
Wetlands			

- Lease Lines
- Mean High Tide Line
- US Pierhead Line
- US Bulkhead Line
- Combined US Pierhead/Bulkhead line
- Coastal Zone Boundary
- Railroad
- SDG&E
- City of Chula Vista Jurisdiction

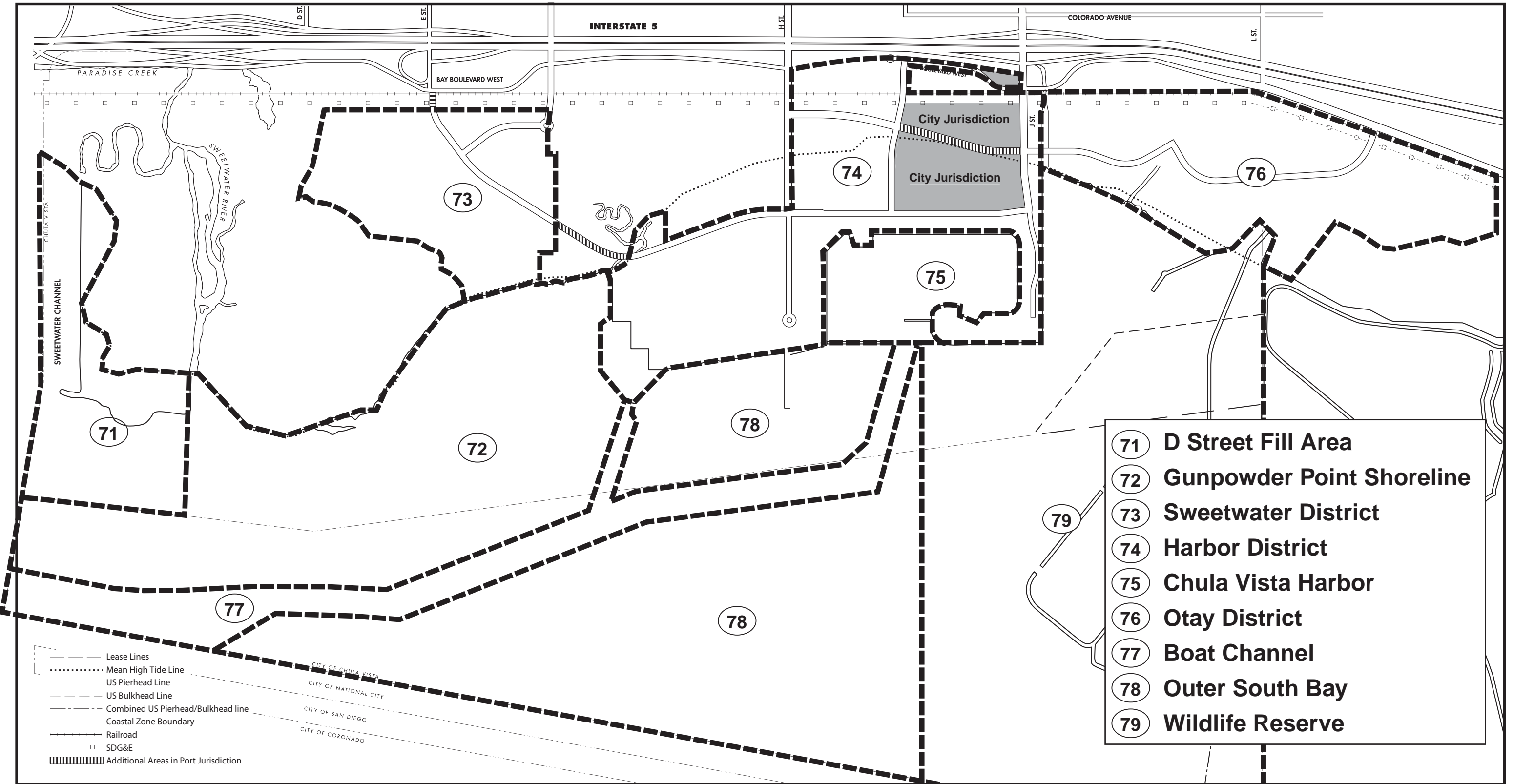
scale approx.
0 200' 400'
LAND USE PLANNING

Planning District 7
CHULA VISTA BAYFRONT

TITLE: **PRECISE PLAN** DRAFT_REV Plan Av2

DATE	DWG NO.	DRWN / CHK	BASE NO.
	REVISED 031708		





- 71 D Street Fill Area
- 72 Gunpowder Point Shoreline
- 73 Sweetwater District
- 74 Harbor District
- 75 Chula Vista Harbor
- 76 Otay District
- 77 Boat Channel
- 78 Outer South Bay
- 79 Wildlife Reserve



scale approx.
0 200' 400'
LAND USE PLANNING

Planning District 7 CHULA VISTA BAYFRONT

TITLE: **Planning Subareas** DRAFT_REV Plan Av2

DATE
REVISED 031708

DWG NO.

DRWN / CHK

BASE NO.



*San Diego Unified Port District
Port Master Plan Amendment*



DRAFT

*Chula Vista Bayfront Master Plan
&
Port Master Plan Amendment*

NO LAND TRADE ALTERNATIVE

*Existing/Proposed Plan Text
and
Plan Graphics*

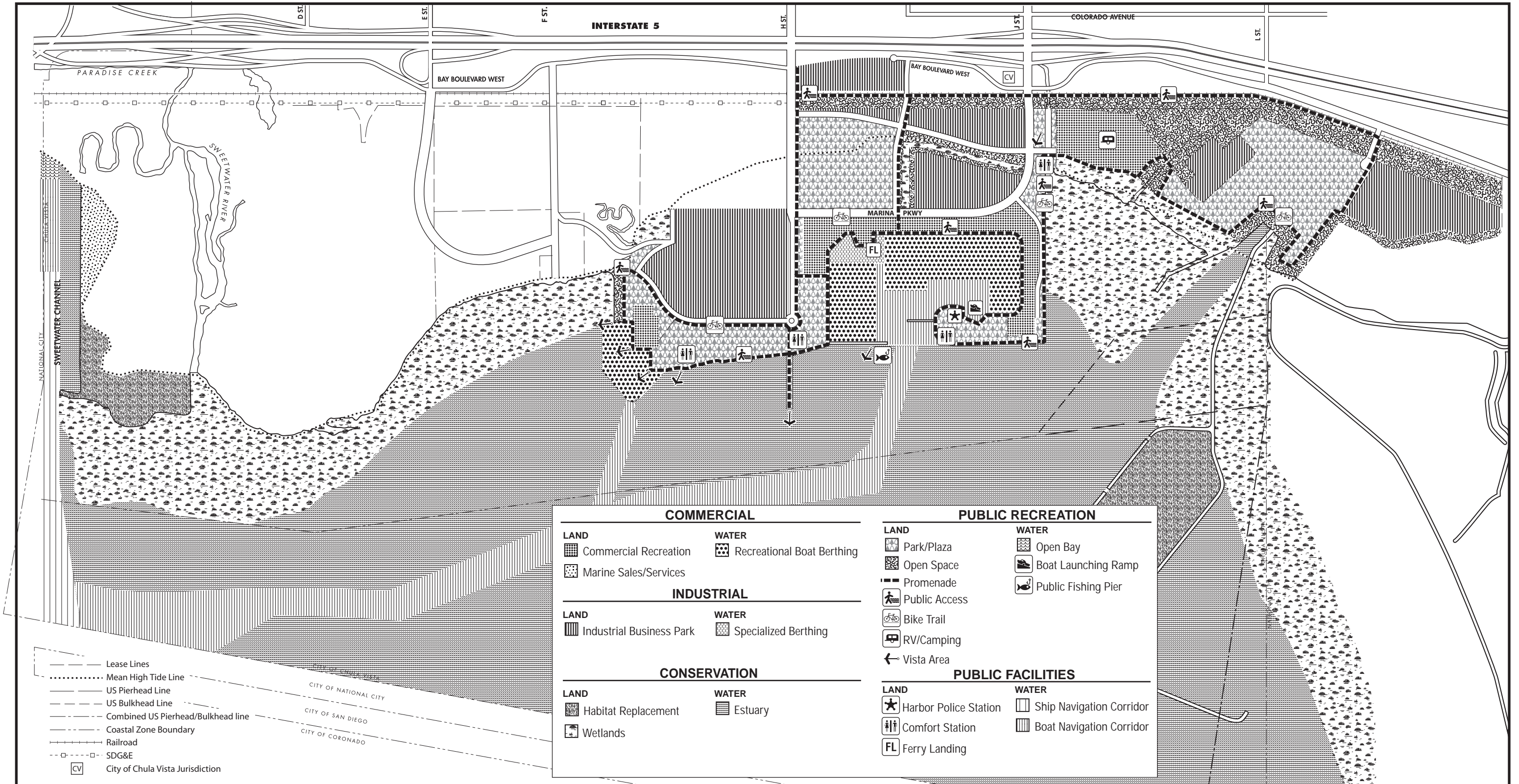
March 2008

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

<u>LAND USE</u>	<u>ACRES</u>	<u>WATER USE</u>	<u>ACRES</u>	<u>TOTAL ACRES</u>	<u>% OF TOTAL</u>
<u>COMMERCIAL</u>	374.9 <u>380.7</u>		383.0 <u>390.0</u>	756.5 <u>770.7</u>	14%
Marine Sales and Services	48.8 <u>16.6</u>	Marine Services Berthing	17.7		
Airport Related Commercial	38.0				
Commercial Fishing	8.3	Commercial Fishing Berthing	18.8		
Commercial Recreation Sportfishing	306.2 <u>313.5</u>	Recreational Boat Berthing Sportfishing Berthing	335.4 <u>342.4</u>		
	4.3		11.1		
<u>INDUSTRIAL</u>	1206.4 <u>1194.5</u>		217.7 <u>212.2</u>	1424.1 <u>1406.7</u>	26 <u>25</u> %
Aviation Related Industrial	152.9	Specialized Berthing	170.5 <u>165.0</u>		
Industrial Business Park	113.7 <u>105.3</u>	Terminal Berthing	47.2		
Marine Related Industrial	322.1 <u>318.6</u>				
Marine Terminal	149.6				
International Airport	468.1				
<u>PUBLIC RECREATION</u>	279.8 <u>434.9</u>		681.0 <u>681.3</u>	961.5 <u>1116.2</u>	48 <u>20</u> %
Open Space Park/Plaza	19.0 <u>82.0</u>	Open Bay/Water	681.0 <u>681.3</u>		
Golf Course	145.8 <u>225.8</u>				
Promenade	97.8				
	17.2 <u>29.3</u>				
<u>CONSERVATION</u>	399.2 <u>439.6</u>		1058.6 <u>1084.6</u>	1457.8 <u>1524.2</u>	27%
Wetlands	304.9 <u>368.3</u>	Estuary	1058.6 <u>1084.6</u>		
Habitat Replacement	94.3 <u>71.3</u>				
<u>PUBLIC FACILITIES</u>	222.1 <u>230.0</u>		394.3 <u>387.9</u>	617.2 <u>617.9</u>	42 <u>11</u> %
Harbor Services	2.7 <u>2.6</u>	Harbor Services	10.5		
City Pump Station	0.4	Boat Navigation Corridor	284.6 <u>274.3</u>		
Streets	249.0 <u>227.0</u>	Boat Anchorage	25.0		
		Ship Navigation Corridor	50.0 <u>53.9</u>		
		Ship Anchorage	24.2		
<u>MILITARY</u>	25.9 <u>25.9</u>		125.6 <u>6.2</u>	151.5 <u>119.4</u>	3%
Navy Fleet School	25.9	Navy Small Craft Berthing	6.2		
		Navy Ship Berthing	119.4		
<u>TOTAL LAND AREA</u>	2508.3 <u>2705.6</u>	<u>TOTAL WATER AREA</u>	2860.4 <u>2881.6</u>		
MASTER PLAN LAND AND WATER ACREAGE TOTAL				5368.6 <u>5587.2</u>	100%

TABLE 18 Precise Plan Land and Water Use Allocation					
CHULA VISTA BAYFRONT: PLANNING DISTRICT 7					
LAND USE	ACRES	WATER USE	ACRES	TOTAL ACRES	% OF TOTAL
COMMERCIAL	48.5 55.7		34.0 41.0	82.5 96.7	5%
Marine Sales and Service	9.7 7.5				
Commercial Recreation	38.8 48.2	Recreational Boat Berthing	34.0 41.0		
INDUSTRIAL	84.1 72.2		9.5 4.0	93.6 76.2	6.4%
Industrial Business Park	80.6 72.2				
Marine Related Industrial	3.5	Specialized Berthing	9.5 4.0		
PUBLIC RECREATION	23.9 181.3		0.9 1.2	24.8 182.5	10%
Open Space	65.8				
Park/Plaza	24.3 100.7	Open Bay/Water	0.9 1.2		
Promenade	2.6 14.8				
CONSERVATION	327.3 364.9		941.2 967.2	1268.5 1332.1	75.70%
Wetlands	233.0	Estuary	941.2		
	293.6		967.2		
Habitat Replacement	94.3 71.3				
PUBLIC FACILITIES	23.3 30.4		196.8 190.4	220.1 220.8	13.12%
Harbor Services	0.4	Boat Navigation Corridor	166.8		
			156.5		
Streets	23.2 30.4	Ship Navigation Corridor	30.0 33.9		
TOTAL LAND AREA	507.1 704.5	TOTAL WATER AREA	1,182.4 1203.8		
PRECISE PLAN LAND AND WATER ACREAGE TOTAL				1,689.5 1,908.3	100%



COMMERCIAL	
LAND	WATER
Commercial Recreation	Recreational Boat Berthing
Marine Sales/Services	
INDUSTRIAL	
LAND	WATER
Industrial Business Park	Specialized Berthing
CONSERVATION	
LAND	WATER
Habitat Replacement	Estuary
Wetlands	
PUBLIC RECREATION	
LAND	WATER
Park/Plaza	Open Bay
Open Space	Boat Launching Ramp
Promenade	Public Fishing Pier
Public Access	
Bike Trail	
RV/Camping	
Vista Area	
PUBLIC FACILITIES	
LAND	WATER
Harbor Police Station	Ship Navigation Corridor
Comfort Station	Boat Navigation Corridor
FL Ferry Landing	



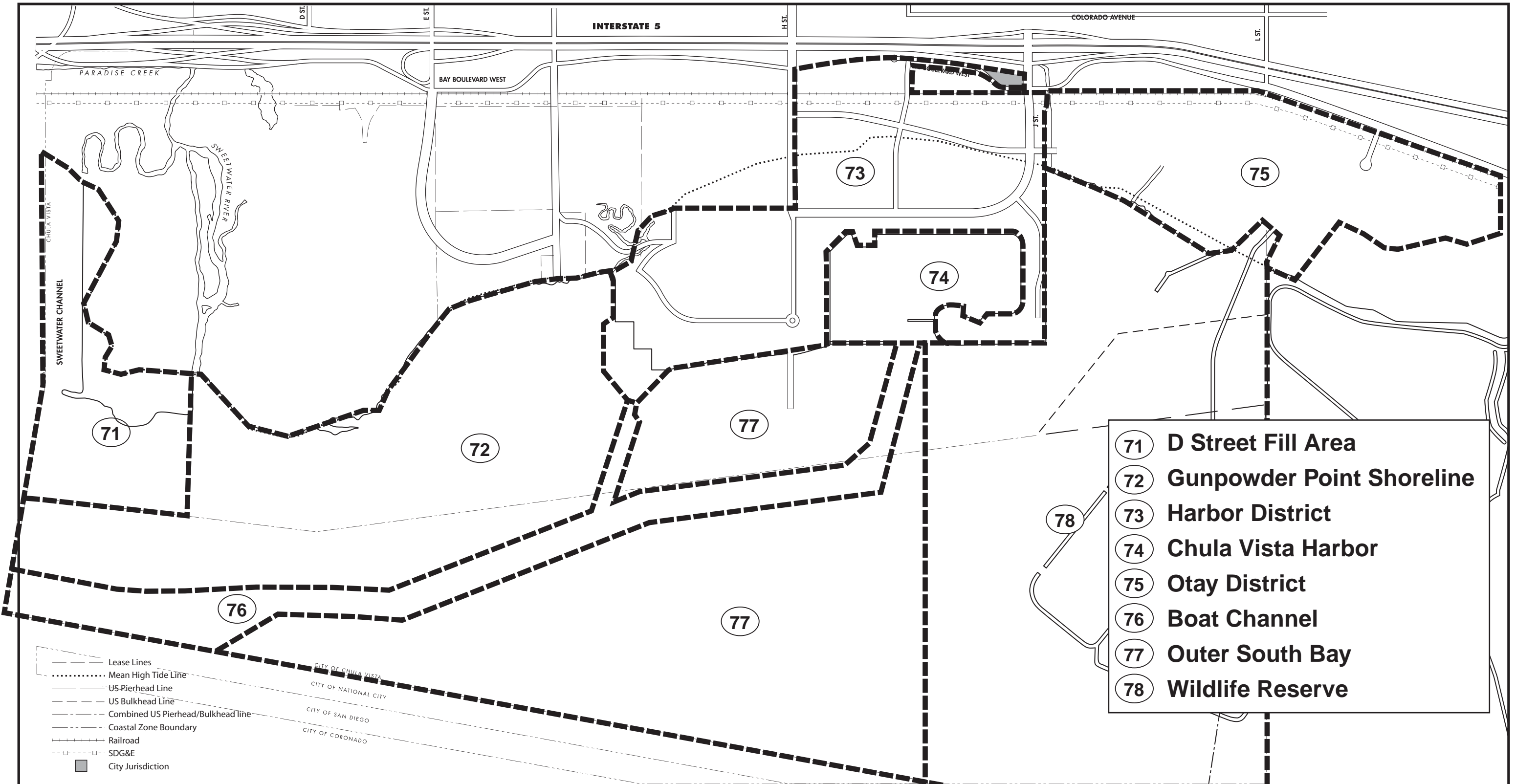
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LAND USE PLANNING

**Planning District 7
CHULA VISTA BAYFRONT**

TITLE: **PRECISE PLAN DRAFT_REV Plan Bv1**

DATE	DWG NO.	DRWN / CHK	BASE NO.
	REVISED 031708		





- 71 D Street Fill Area
- 72 Gunpowder Point Shoreline
- 73 Harbor District
- 74 Chula Vista Harbor
- 75 Otay District
- 76 Boat Channel
- 77 Outer South Bay
- 78 Wildlife Reserve



scale approx.
0 200' 400'
LAND USE PLANNING

Planning District 7 CHULA VISTA BAYFRONT

TITLE: **Planning Subareas DRAFT_REV Plan Bv1**

DATE
REVISED 031708

DWG NO.

DRWN / CHK

BASE NO.



Appendix 4.1-1
GP Amendment, May 2010



GENERAL PLAN AMENDMENT CHULA VISTA BAYFRONT MASTER PLAN

May, 2010

Prepared by
City of Chula Vista Planning & Building Department
276 Fourth Ave
Chula Vista, Ca 91910
Phone 619-691-5101
&
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LIST OF PROPOSED REVISIONS

CHULA VISTA GENERAL PLAN AMENDMENT

CHAPTER 5 - LAND USE AND TRANSPORTATION

Table of Contents

- Page LUT-vi and vii Revise and add new sections for 11.0 Bayfront (see attachment)
- Page LUT-viii Add Figure 5-48 Bayfront Planning Areas to List of Figures (page numbers to be verified per text additions and document formatting)

1.0 Introduction

- Page LUT-2 1.1 Purpose and Scope
Update references to Area Plans
- Page LUT-6 - 1.4.3 Specific Plans
Delete reference to Mid-Bayfront Specific Plan
- Page LUT-8 - 1.4.7 Local Coastal Program
Delete reference to GP Land Use Diagram and replace with reference to LCP document
- Page LUT-10 - Figure 5-3 Specific Plan Locations
Delete Mid-Bayfront Specific Plan and re-number/label Specific Plan areas.

2.0 Existing Land Use

- Page LUT-13 - 2.0 Existing Land Use
Corrected Western CV acreage and revised land acreages per the Bayfront Plan.

3.0 Community Character and Image

- Page LUT-16 3.1 Scenic Resources and Open Space Network
Changed Marina Parkway references per revised circulation plan
- Page LUT-16 - Figure 5-4 Designated Scenic Roadways
Revise per street alignment in Bayfront Plan
- Page LUT-17 - Figure 5-5 Open Space Network
Revise per park and open space locations in the Bayfront Plan
- Page LUT-19 - Figure 5-6 Entries and Gateways
Add arrow into Bayfront at E Street
- Page LUT-22 H Street Gateway
Revise text to clarify access to Bayfront
- Page LUT-23 J Street/Marina Parkway
Revise text for accuracy
- Page LUT-26 revise text to include Section 11.0

4.0 Land Use Plan

- Page LUT-29 - Figure 5-8 Planning Hierarchy
Add Bayfront Subareas "Sweetwater," Harbor," and "Otay" to chart
- Page LUT-30 - Table 5-3 Geographic Planning Areas Addressed in Area Plans
Add Bayfront Planning Area to table
- Page LUT-31 revised text to include Section 11.0
- Page LUT-37 - 4.6 Land Available for Development
Add "Bayfront"

4.7 Focused Areas of Change

- Add "Bayfront" to text and add include Section 11.0
- Page LUT-39 - revise text to include Section 11.0
- Page LUT-40 Figure 5-9 Activity Centers
 - Add "Existing Activity Center" symbol to Bayfront and add "17 Bayfront" to legend
- Page LUT-41 Figure 5-10 Focus Areas of Change
 - Add shading to Bayfront in graphic and revise to "Northwest, Bayfront, and Southwest Focus Areas of Change"
- Page LUT- 42, 4.8.3 Height
 - Revise text to include Section 11.0
- Page LUT- 43, 4.9 Land Use Designations
 - Revise text to include Section 11.0
- Page LUT- 45, 4.9.1 Interpreting the Land Use Diagram
 - Revise text to include Section 11.0
- Page LUT-46 4.9.2 Residential Category
 - Revise to state "seven" residential categories to reflect additon of "Bayfront High Residential" designation
- Page LUT-47 - Figure 5-12 General Plan Land Use Diagram
 - Revise graphic per Bayfront Plan land use designations, and add "Bayfront High" residential designation.
- Page LUT-49 - Table 5-4 General Plan Land Use Designations And Zoning
 - Add Residential "Bayfront High" 60-115 du/acre
- Page LUT-50 - 4.9.2 Residential Category
 - Revise Urban Core Residential (no longer "highest density")
- Page LUT-51
 - Add description for new Bayfront High Residential category
- Page LUT-52 - 4.9.4 Mixed Use Category
 - Revise text to include Section 11.0
- Page LUT-54 4.9.6 Public and Quasi-Public
 - Clarify range of PQP land uses
- Page LUT-57 - 4.10.1, Table 5-5; Chula Vista Projected Population in 2030
 - Revised Bayfront and total 2030 population numbers
 - Revised Table footnote
- Page LUT-59 - Table 5-6 General Plan Land Use Distribution in 2030 by Planning Area (Acres)
 - Proposed land use acreage changes consistent with the Bayfront Plan
- Page LUT-60 - Table 5-7 General Plan Land Use in 2030
 - Revised acreage and dwelling units consistent with the Bayfront Plan

5.0 Transportation

- Page LUT-61 5.2 Circulation Plan
 - Revise text to include Section 11.0
- Page LUT-63 - Figure 5-13W Circulation Plan West
 - Add streets consistent with Bayfront Plan
- Page LUT-70 5.5.4 Six and Four-Lane Major Streets
 - Add descriptive language regarding possible hybrid street configurations
- Page LUT-71 5.5.7 Urban Core Street, Urban Arterial
 - Delete classification of Marina Parkway as Urban Arterial
- Page LUT 75 - Figure 5-14 Regional Transit Vision
 - Revise street configuration per Bayfront plan

- Page LUT 79 - Figure 5-15 Bayfront Green Car Line
Revise street configuration per Bayfront plan
- Page LUT 80 - Figure 5-16 Existing and Programmed Bikeways
Revise street configuration and bikeways per Bayfront Plan

7.0 Planning Factors, Objectives and Policies

- Page LUT-86 7.0 Planning Factors, Objectives, and Policies
Revise text to include Section 11.0
- Page LUT-88 7.1 A Balance of Land Uses Policies
Add policy LUT-1.20:
"Redevelop the Bayfront Planning Area as world-class Bayfront that will benefit citizens and visitors through the development of entertainment, retail, cultural, residential, office, and parks, and the preservation of natural open spaces."
- Page LUT-89 7.2 Urban Design and Form
Revise text to include Section 11.0 and clarify locations of high density development
- Page LUT-90 Figure 5-18 Urban Form
Add "Potential High Rise" symbol in Bayfront
- Page LUT-91 Revise text to reference Bayfront high rise buildings and include Section 11.0
- Page LUT-92 LUT 2.3 Regarding location of high rise buildings
Add "the Bayfront"
- Page LUT-93 LUT 3.1
Revise text to include Section 11.0
- Page LUT-96 LUT 5.4 Mixed Use Centers
Add "Bayfront" to list of mixed use centers
- Page LUT-99 7.4 Compatible Land Use and Edge Transitions
Policy LUT 6.9 - Add "and Port of San Diego"
- Page LUT-108 - 7.6 Enhancing Community Image
Policy LUT 13.3 Revise text to reference Section 11.0 and the Bayfront Master Plan.
- Page LUT-120 - 7.12 Regional Cooperation and Coordination
Add: "the Port of San Diego"
- Page LUT-121 - 7.12 Regional Cooperation and Coordination
Add "Policy LUT 24.5 - Coordinate and work closely with the Port of San Diego to ensure compatible land uses to meet recreational, visitor serving, commercial, and maritime needs in the Chula Vista Bayfront."
Add "Policy LUT 25.3 Work with the Port of San Diego to adjust the boundary between the Port Lands and Chula Vista in conformance with the Bayfront Master Plan."
- Page LUT-283 - 11.1-Description/Setting
Amended acreages and dwelling units consistent with the Bayfront Plan.
Deleted prior Section 11.2 Land Use
- Pages LUT-284, 285 11.1 Description and Setting
Added new description for Bayfront Area.
- Pages LUT-285 through 299 Bayfront Area Plan
Added complete new Bayfront Area Plan with objectives and policies

CHAPTER 6 ECONOMIC DEVELOPMENT ELEMENT

- Page EDE-4 Figure 6-1
Updated figure to reflect employment lands within the Bayfront
- Page EDE-9 Policy ED 4.3

- Revised policy regarding research and technology businesses
- Page EDE-12 Policy ED 7.5
Revised Policy ED 7.5 to include “Bayfront”

CHAPTER 8 PUBLIC FACILITIES AND SERVICES ELEMENT


- Page PFS-8 Figure 8-2 Backbone Infrastructure for Wastewater Collection
Updated wastewater infrastructure per Bayfront Master Plan
- Page PFS-17 Figure 8-4 Police and Fire Station Locations
Updated Figure to add Fire Station 11 in Bayfront
- Page PFS-36 Figure 8-8 Existing, Proposed, Future Park & Recreation Facilities
Added future bayfront park facilities 89 (Sweetwater Subarea) and 90 (Otay Subarea) to the list
- Page PFS-37 Figure 8-9 Existing and Proposed Public Parks and Recreation Facilities
Amended Figure to add parks 89 and 90 within the Bayfront

CHAPTER 9 ENVIRONMENTAL ELEMENT

- Page E-45 Figure 9-5 General Plan Area Open Space Map
Amended Figure to reflect various open space areas per the Bayfront Master Plan
- Page E-50 - Policy E11.8
Revised policy to reference the Bayfront Area Plan
- Page E-66 Figure 9-10 General Areas Map
Revised Figure to reflect remaining industrial areas consistent with the Bayfront Master Plan

CHAPTER 11 GENERAL PLAN IMPLEMENTATION

- Page GPI-19 Table 11-1 Implementation Measures Land Use and Transportation Element
Added Implementation Measure “Implement the Bayfront Master Plan” and associated new policies reference “LUT 98 LUT 106.8”

-  Denotes Existing
-  Denotes Proposed

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LAND USE AND TRANSPORTATION ELEMENT

CHAPTER 5

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	<u>11.4.2 Harbor Subarea</u>	<u>294</u>
	<u>11.4.2 Otay Subarea</u>	<u>296</u>

FINAL ACTION DEFERRAL AREAS 299

On December 13, 2005, the City Council deferred final action on portions of the Otay Ranch for an interim period. Please see page LUT-285 for more detailed information.

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discusses the underlying principles that form the basis for the General Plan Land Use and Circulation classifications and diagrams.

Section 3.0, Goals, lists three goals of the LUT Element, and In Section 7.0, Planning Factors, Objectives, and Policies, specific topic areas are identified, followed by a focused objective(s) and supporting policies. An objective identifies the desired end point or direction in which the City is trying to move, while a policy provides guidance to achieve the objective. Chula Vista's objectives and policies are extensions of the Vision and Themes established in this General Plan.

The LUT Element establishes direction for new development, redevelopment and community enhancement, and provides the guidance to realize the City's vision.

Users of this document should first refer to this element's general policies for guidance, but should also refer to the four Area Plans, especially those in Sections 8.0 - ~~10.0~~ 11.0, which contain more detailed discussion and policies applicable to development in those geographical areas.



1.2 Implementing the Vision and Themes

Chula Vista's Vision and Themes reflect the desire of the City to preserve and enhance the unique features that give Chula Vista its identity, while at the same time improving our community and meeting the opportunities and challenges that lie ahead. Our envisioned future city offers opportunities to live in safe and attractive neighborhoods; share in vibrant urban activities; work in healthy business and industrial environments; and enjoy bountiful natural resources and recreational facilities. The LUT Element establishes direction for new development, redevelopment, and community enhancement; and provides the guidance to realize the City's vision.

A full discussion of our vision and eight themes is found in Chapter 4 of this General Plan. This Land Use and Transportation Element focuses on and develops three vision and theme components:

- Theme 1: Strong Community Character and Image**
Chula Vista continues to develop as a city with a distinct identity that its citizens are proud to call home.
- Theme 2: Strong and Safe Neighborhoods**
Chula Vista is a diverse, yet integrated, community that celebrates its neighborhoods as the building blocks that make it a great place to live.
- Theme 3: Improved Mobility**
Chula Vista provides a wide range of convenient and affordable mobility options that allow people to go from where they are to where they want to be in a safe; pleasant; rapid; cost-effective; and environmentally friendly manner.

- Bayfront
- Otay Valley Road
- Southwest
- Town Centre I (Third Avenue Downtown)
- Town Centre II (Chula Vista Center)
- Added Area

1.4.3 Specific Plans

Specific Plans are customized regulatory documents that provide more focused guidance and regulation for particular areas. They generally include a land use plan; circulation plan; infrastructure plan; zoning designations; development standards; design guidelines; phasing plan; financing plan; and implementation plan. Chula Vista has eight approved Specific Plans, which are listed below, and their locations are shown on Figure 5-3. Additionally, a Specific Plan is being prepared for northwestern Chula Vista's Urban Core.

- Bayfront Specific Plan
- ~~Mid Bayfront Specific Plan~~
- Montgomery Specific Plan (Repealed upon adoption of GPU 12/13/05)
- Gateway Specific Plan
- Auto Park North Specific Plan
- Auto Park East Specific Plan
- Bonita Glen Specific Plan
- Bonita Gateway Specific Plan
- Urban Core Specific Plan (under preparation)

1.4.4 General Development Plans

A General Development Plan (GDP) is a smaller scale version of a General Plan that typically addresses large, previously undeveloped areas of the City, such as those in East Chula Vista. It establishes general development parameters, including the distribution of land uses, vehicular circulation patterns, development densities, and an overall master planned community urban structure. A GDP is implemented by the adoption of a Sectional Planning Area (SPA) Plan. The City has six GDPs, which are discussed further in Section 10.0, East Area Plan, of this element. GDPs must be in conformance with the General Plan.

1.4.5 Sectional Planning Area Plans

A Sectional Planning Area (SPA) Plan is a comprehensive master plan that addresses a portion of a planned community area. It is intended to implement the goals, objectives, and development parameters prescribed in the GDP. A SPA and GDP must be adopted as a prerequisite to develop land in a Planned Community (PC) Zone.

A SPA consists of integrated guidelines and development standards that provide detail on the land use mix; design criteria; pedestrian and vehicular circulation pattern; open space; recreation; infrastructure requirements; and other components for the entire or portion of an adopted GDP. It is based on existing City regulations, guidelines, and policies; but, once adopted, a SPA supersedes those documents, except where incorporated by reference.

1.4.6 Precise Plans

A Precise Plan is a zoning implementation tool that creates specific property development standards and design guidelines in combination with underlying zone standards to allow site design flexibility within areas zoned with a Precise Plan modifying district. Precise Plan development standards and guidelines, adopted by ordinance, can be tailored for a particular area through a rezoning action. The Precise Plan is adopted through a discretionary review process that establishes standards and guidelines affecting the property.

1.4.7 Local Coastal Program

A Local Coastal Program (LCP) is the planning tool used to carry out the shared partnership between the California Coastal Commission's (CCC) mandate to protect coastal resources, and local government's regulation of land use through its General Plan. An LCP includes a land use plan with land use classifications, types and densities of allowable development, plus goals, objectives, and policies concerning development and use of coastal resources. After an LCP is approved by the CCC, the CCC's permitting authority is delegated to the local government. It is not intended that the CCC and their permitting authority usurp local government.

Chula Vista's Bayfront has an LCP, which contains goals and objectives relating to coastal development. It is provided by the General Plan Land Use Diagram and in a separate document that describes the associated goals, objectives and policies that relate to coastal areas.



Specific Plan Locations

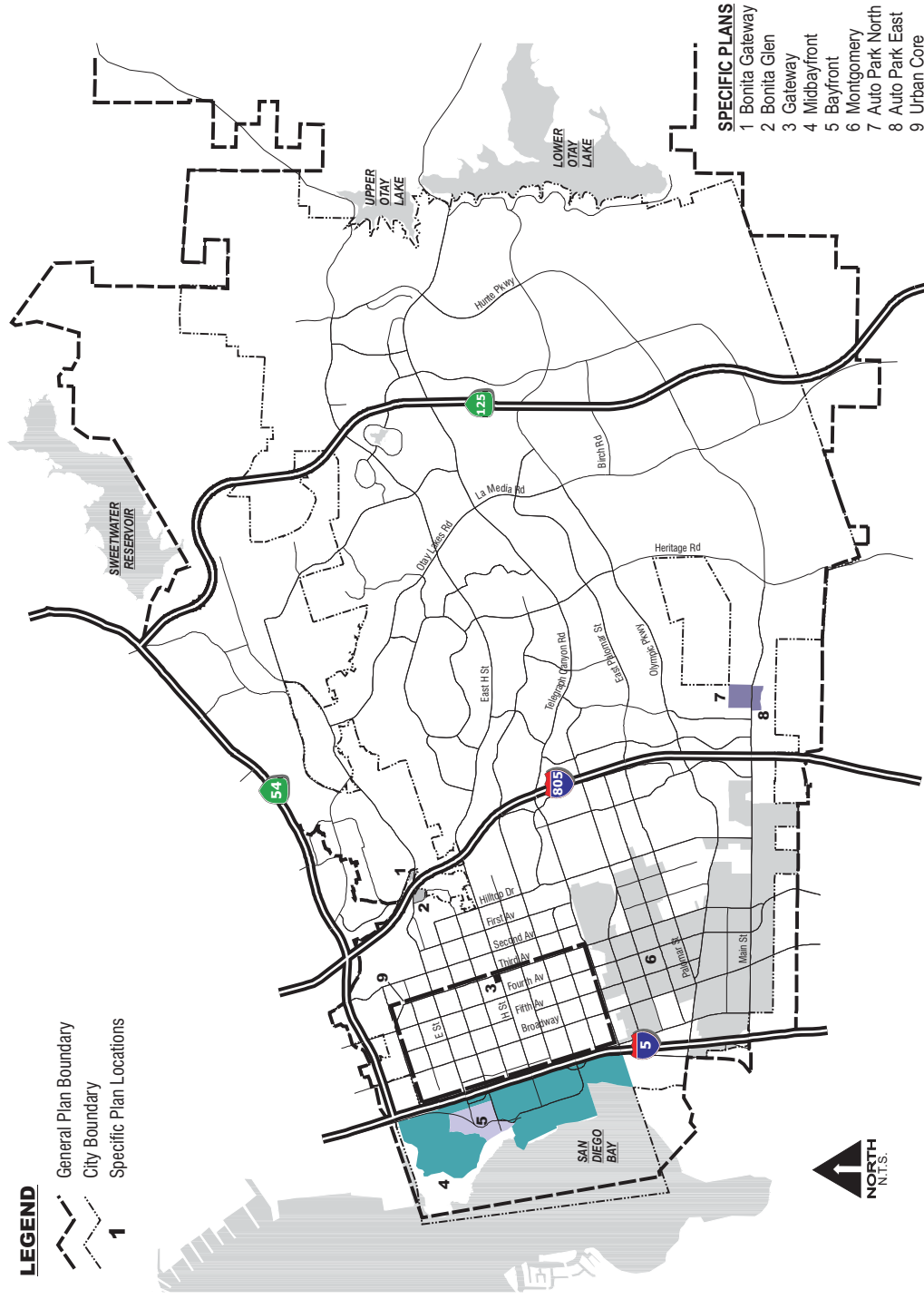


Figure 5-3
(Existing)

Specific Plan Locations

Proposed G.P. Amendment



Page LUT-10

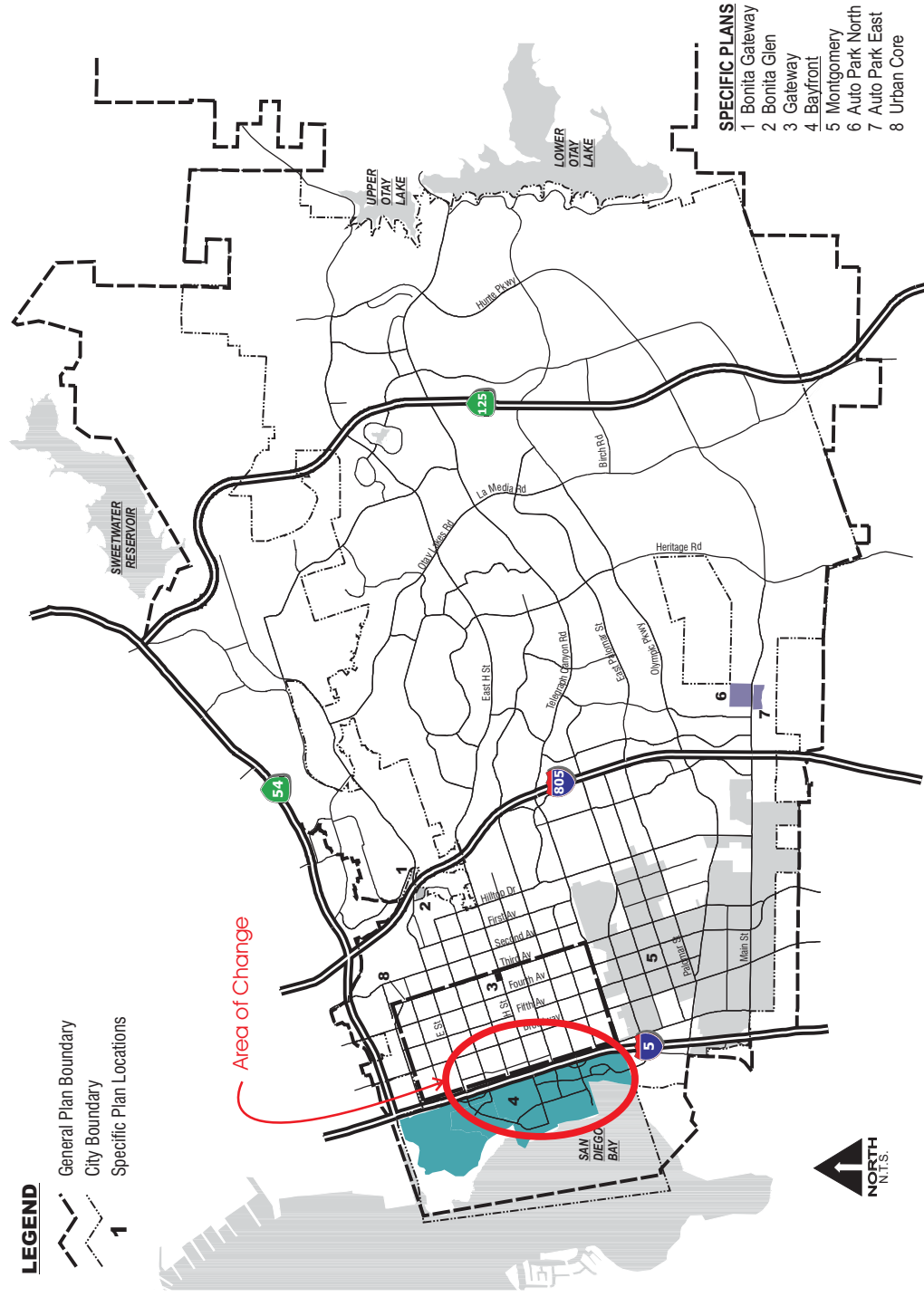


Figure 5-3
(Proposed)

2.0 EXISTING LAND USE

The City's General Plan area covers nearly 58,421 acres, of which 33,366 acres are located within the City limits. Surrounding jurisdictions include National City to the north and west; San Diego County to the north, east, and south; and the City of San Diego to the south. Table 5-1 provides a breakdown of existing land uses by acreage and percentage of the total, including all uses within the City. Presently, 34% of the City is made up of actual developed land uses, excluding water, open space, vacant land and streets. Approximately 74% of the developed land uses constitute residential of various densities. Commercial uses make up 9% of the developed acreage, including 6% for retail, 2% for office, and less than 1% for visitor serving commercial. An additional 7% of developed land is used for industrial purposes, with 7% in educational and institutional uses, and 3% in parks and recreation.

The Bayfront Planning Area, west of Interstate 5, has approximately ~~2,753~~ 2,620 acres.

The City of Chula Vista takes pride in maintaining a rich mixture of communities. Between Interstate 805 and Interstate 5, western Chula Vista's ~~8,141~~ 8,809 acres, which includes the Northwest and Southwest Planning Areas (see Figure 5-7), have a traditional street grid, with large single-use residential neighborhoods separated by commercial corridors. The Bayfront Planning Area, west of Interstate 5, has approximately ~~2,573~~ 2,620 acres including water. The East Planning Area, where master planned development began in the 1970s, has approximately 22,651 acres in the City's incorporated area. Although most of the East Planning Area's developments are suburban in nature, characterized by single-use residential areas, curvilinear streets, cul-de-sacs, and commercial malls, villages in the Otay Ranch Master Planned Community have higher density central cores of multi-family residential, neighborhood serving shops, and community facilities

**TABLE 5-1
CITY OF CHULA VISTA EXISTING DEVELOPED LAND USE (2004)**

Land Use	Number of Acres within City	Percent
Residential		
Single-Family	6,537	20
Multi-Family	1,797	5
Commercial		
Retail	721	2
Office	214	<1
Visitor	29	<1
Industrial	811	2
Other		
Educational & Institutional	807	2
Parks & Recreation	394	2
Open Space	2,875	9
Water, Streets & Vacant	19,181	57
TOTAL	33,366	100
Source: Chula Vista Planning & Building Department, 2004		

Note: This table only includes the City's incorporated area.

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This section discusses some of the factors in Chula Vista that contribute to the City's community image and character, including; scenic resources; open space; gateways; neighborhood identity; historic resources; and the City's urban design and form. While discussions and policies addressing these and additional factors are found throughout the Land Use and Transportation Element, particular attention is given in Sections 4.3, 4.5, 4.7, 7.1, 7.2, 7.3, 7.6, of this element.

3.1 Scenic Resources and Open Space Network

Scenic resources and open space help to relieve the stress of living in a fast paced urban environment and also help to define an area's visual and community character, the image that stays in the minds of the people who visit and live in the community. Scenic views and open space contribute positively to a city's image and foster community pride, which are important factors that attract people to live in or visit an area. Chula Vista has valued scenic vistas and open space that include the Otay River and Sweetwater River Valleys; Upper and Lower Otay Lakes; Sweetwater Reservoir; San Miguel/Mother Miguel Mountains; and the San Diego Bay. These open space areas make up the majority of the Chula Vista Greenbelt, the backbone of the City's open space and park system, which consists of a 28-mile open space system encircling the



City. The Greenbelt includes Multiple Species Conservation Program preserve lands; general open space; existing and future trails; and connects several of the City's existing and future public parks. Additional natural open space exists within master planned communities in the East Planning Area, including Rice Canyon and Long Canyon. Figure 5-5, Open Space Network, depicts the General Plan area open space network in its entirety, including parks and recreation facilities.

Chula Vista has several designated Scenic Roadways, where views of unique natural features and roadway characteristics, including enhanced landscaping, adjoining natural slopes, or special design features make traveling a pleasant visual experience. The designated Scenic Roadways are listed below and are shown on Figure 5-4, Designated Scenic Roadways.

- Marina Parkway from the intersection of E Street and Interstate 5 on the north to its intersection with Bay Boulevard south of Interstate 5 at J Street
- Bonita Road from Interstate 805 to Sweetwater Road
- Sweetwater Road from the National City boundary east to State Route 54
- East H Street from Interstate 805 to Mount Miguel Road
- Proctor Valley Road from Mount Miguel Road east to Jamul
- Telegraph Canyon Road/Otay Lakes Road from Interstate 805 to Lower Otay Lake
- Olympic Parkway
- Otay Lakes Road from Bonita Road to Telegraph Canyon Road



Figure 5-4
(Existing)

Designated Scenic Roadways

Proposed G.P. Amendment

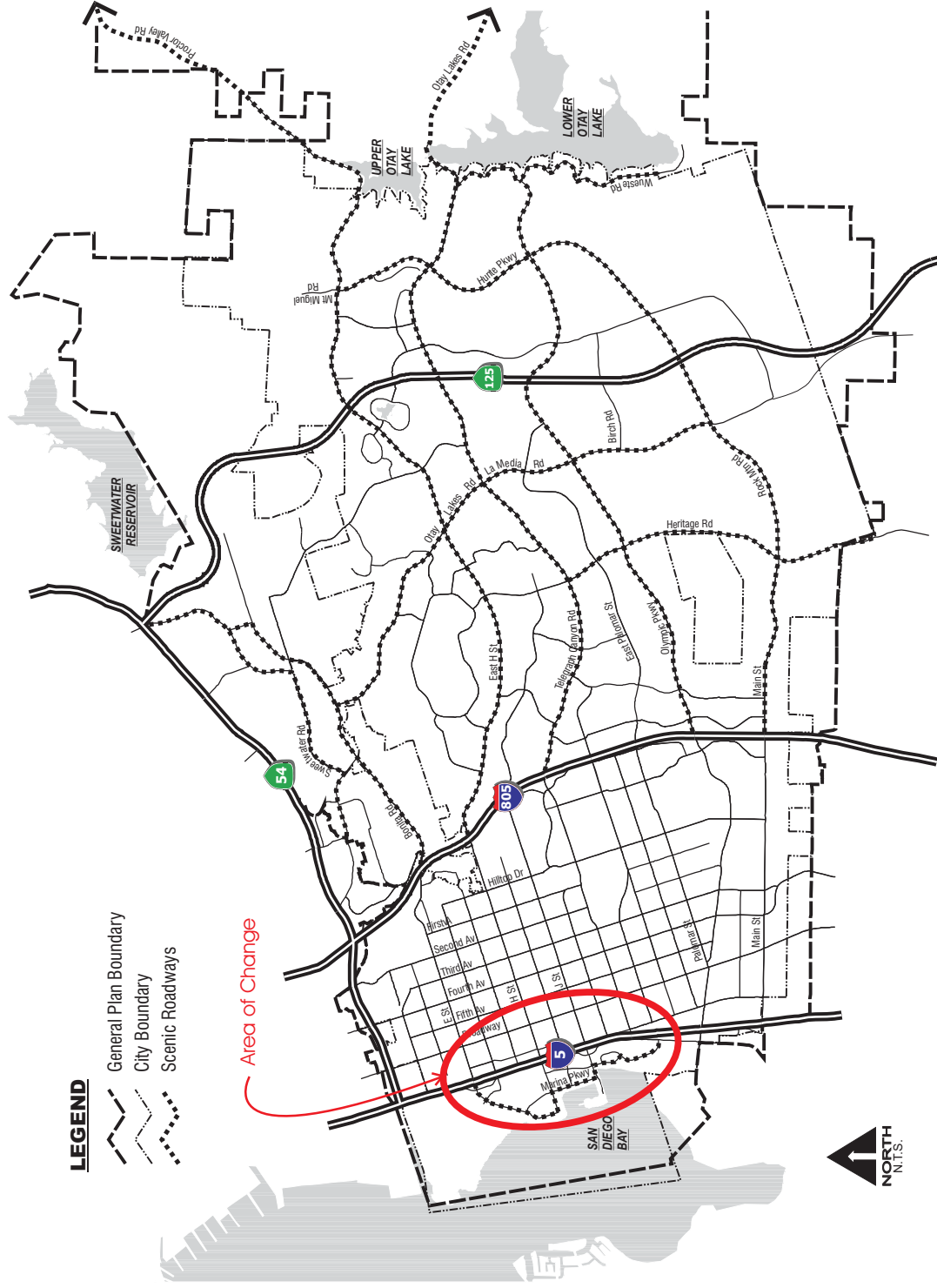


Figure 5-4
(Proposed)

Open Space Network

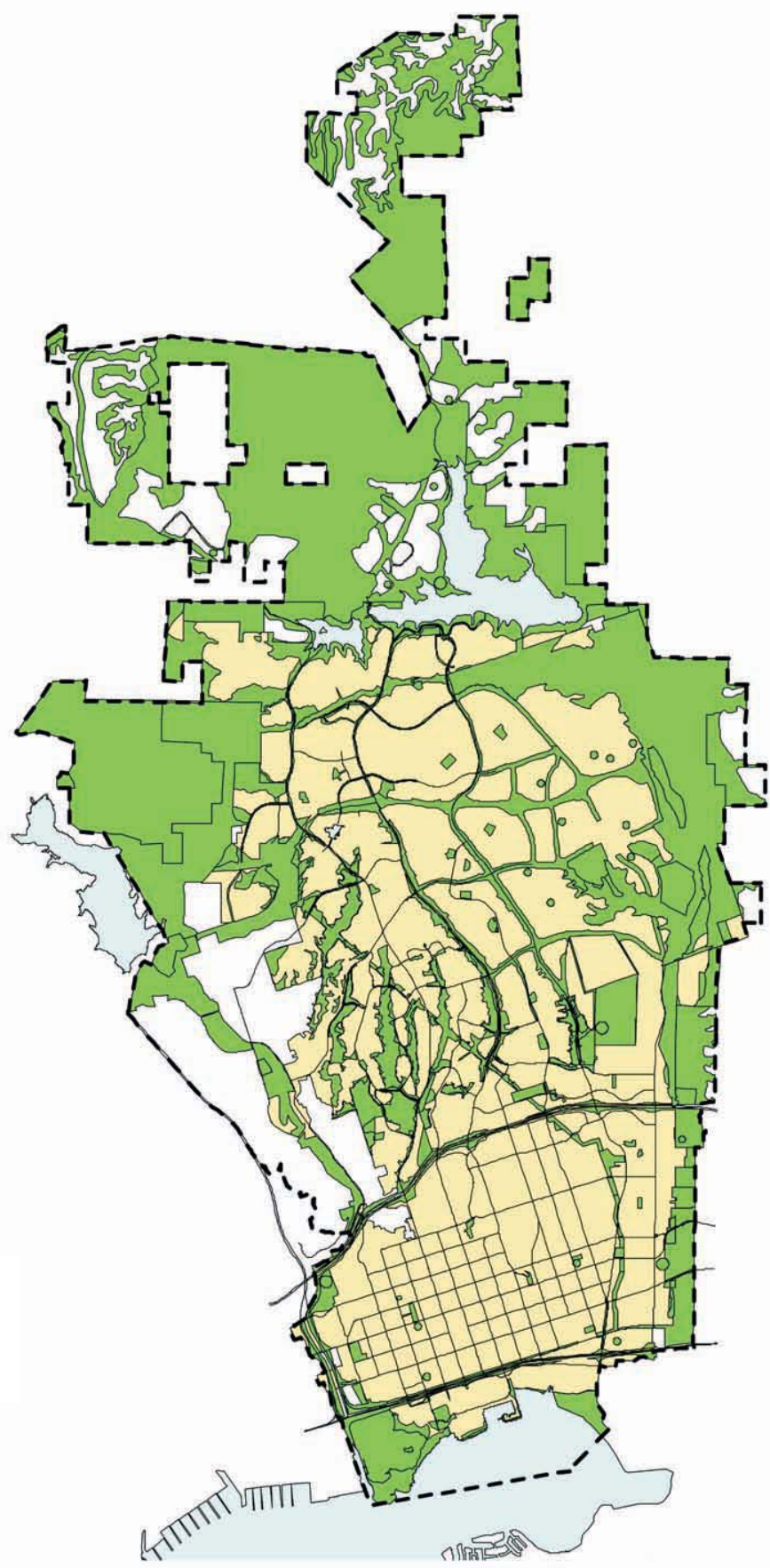


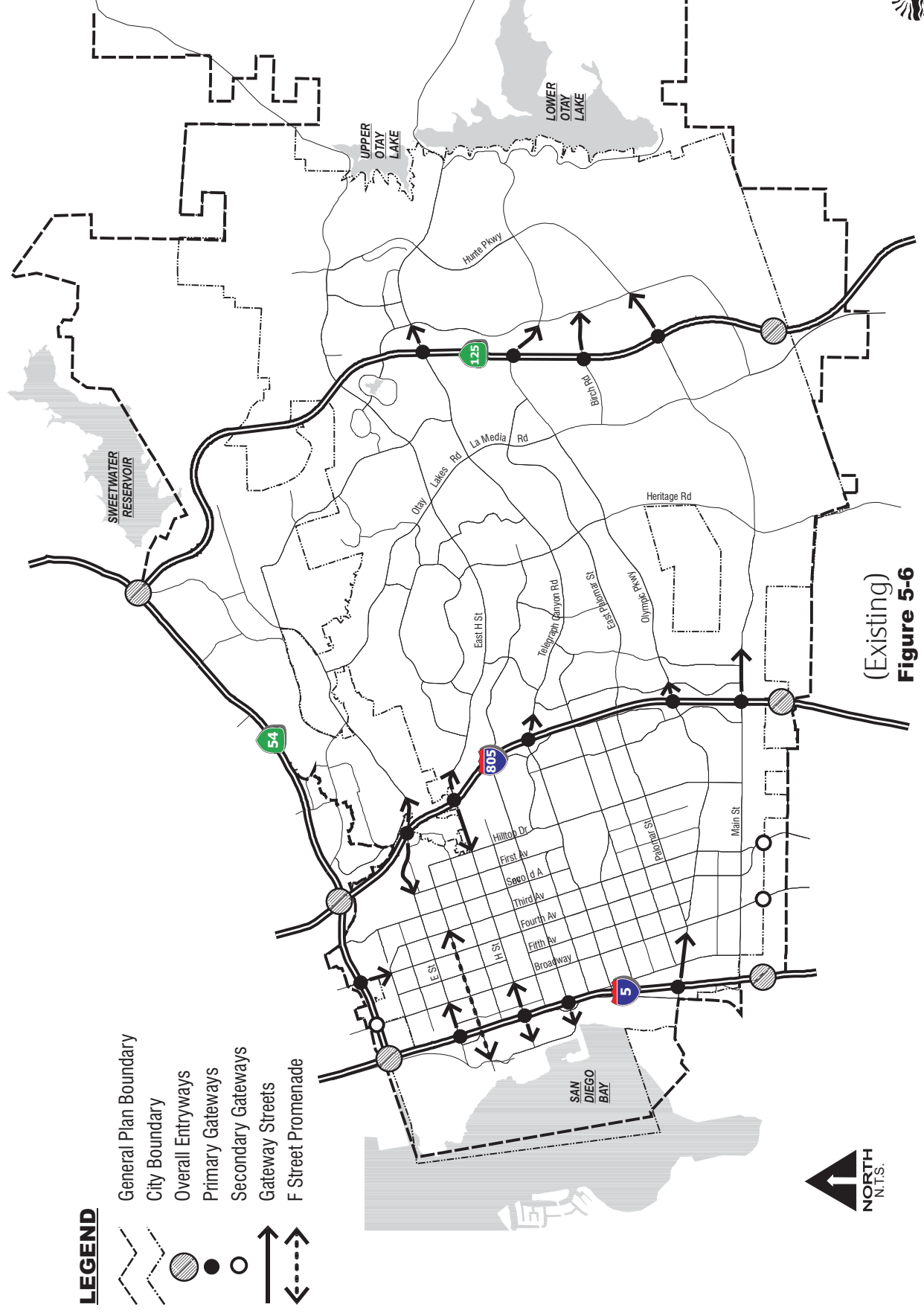
Figure 5-5
(Existing)

Open Space Network

Proposed G.P. Amendment



Entryways and Gateways



(Existing)
Figure 5-6



Entryways and Gateways

Proposed G.P. Amendment

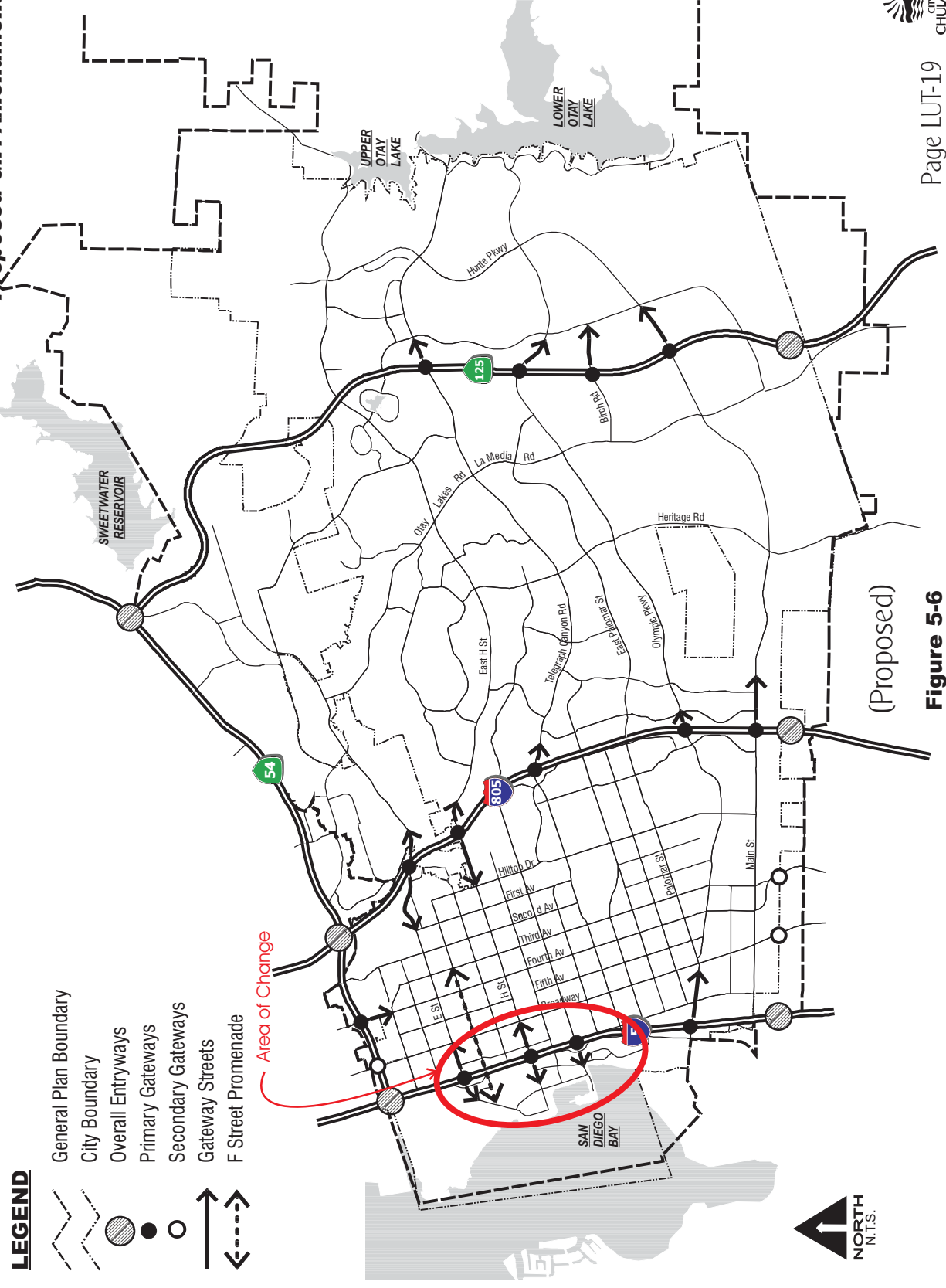


Figure 5-6

Core Subarea, Bayfront Planning Area, and Bonita; one into the Southwest Planning Area; one into the Main Street District; and three that will provide access to the Eastern Urban Center. These Primary Gateways include roadways that provide direct access into important community activity areas. Primary Gateways are listed in Table 5-2, below; a short description follows. See Section 7.6, Enhancing Community Image, for primary gateway policies.

*There are ~~ten~~
fourteen freeway
entrances into the
City that are
designated as*

**TABLE 5-2
PRIMARY GATEWAY LOCATIONS**

<u>Freeway</u>	<u>Primary Gateway</u>
Interstate 5	E Street/Marina Parkway H Street J Street/Marina Parkway Palomar Street
State Route 54	Fourth Avenue
Interstate 805	Olympic Parkway E Street/Bonita Road East H Street Telegraph Canyon Road Main Street/Auto Park Way
State Route 125	Otay Lakes Road Olympic Parkway Birch Road Rock Mountain Road

- **E Street/Marina Parkway Gateway** – This Gateway serves as a key entrance into the northerly portion of the Urban Core Subarea and is the first entrance into the City off of Interstate 5 from the north. The gateway includes E Street from Interstate 5 to Broadway and will serve primarily as a vehicular corridor to Broadway and Downtown Third Avenue. The E Street/Marina Parkway Gateway will also serve as the first access point from the north into the City's Bayfront Planning Area on Marina Parkway.
- **H Street Gateway** – This gateway will be the primary entrance into the Urban Core Subarea, as well as the City's Bayfront Planning Area. On the east it will extend to Broadway from Interstate 5 and provide direct access to Broadway, the Chula Vista Center, and Downtown Third Avenue. On the west it will extend from Interstate 5 to the Bayfront. H Street is also planned as a transit corridor.

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CHAPTER 5

- **J Street/Marina Parkway** – This gateway ~~provides the first access point from south~~ serves as a primary southern access point into the City's Bayfront Planning Area on Marina Parkway.
- **Palomar Street Gateway** – This gateway extends from Interstate 5 to Broadway and serves as the primary access to commercial services along Palomar Street and Broadway within the Southwest Planning Area of the City.
- **Fourth Avenue Gateway** – This gateway provides access into the Urban Core from State Route 54 and extends as far as C Street. It also provides a key linkage between National City and Chula Vista. (Refer to Section 7.6 regarding policies for Gateways.)
- **E Street/Bonita Road Gateway** – This gateway provides access into the Urban Core from Interstate 805, as well as access into the Sweetwater Valley and Bonita. It extends from Interstate 805 to First Avenue on the west and to Plaza Bonita Center Road on the east.
- **East H Street Gateway** – This gateway, extending from Interstate 805 to Hilltop Drive, provides access into the Urban Core Subarea from Interstate 805. This gateway also extends to Terra Nova Drive and provides access into the eastern master planned communities of the City.
- **Telegraph Canyon Road Gateway** – The Telegraph Canyon Road gateway, extending from Interstate 805 to Oleander Avenue, provides access into the eastern master planned communities for the City.
- **Olympic Parkway/Interstate-805-Gateway** – The Olympic Parkway/Interstate-805 gateway, extending from Interstate I-805 to Brandywine Avenue, provides access into the eastern master planned communities of the City.
- **Main Street/Auto Park Way Gateway** – This gateway provides access to the Auto Park and commercial recreation venues within the Otay Valley, including an amphitheater and water park.
- **Otay Lakes Road Gateway** – The Otay Lakes Road gateway will provide access from State Route 125 into the Eastlake Village Center and Business Park. This gateway extends along Otay Lakes Road from State Route 125 to Eastlake Parkway.
- **Olympic Parkway/State Route-125 Gateway** – The Olympic Parkway/State Route-125 gateway will provide access from State Route 125 into the Eastern Urban Center (EUC) Focus Area and to the Olympic Training Center. It extends along Olympic Parkway from State Route 125 to Eastlake Parkway.
- **Birch Road Gateway** – This gateway also provides access into the EUC Focus Area and will extend from State Route 125 to Eastlake Parkway.

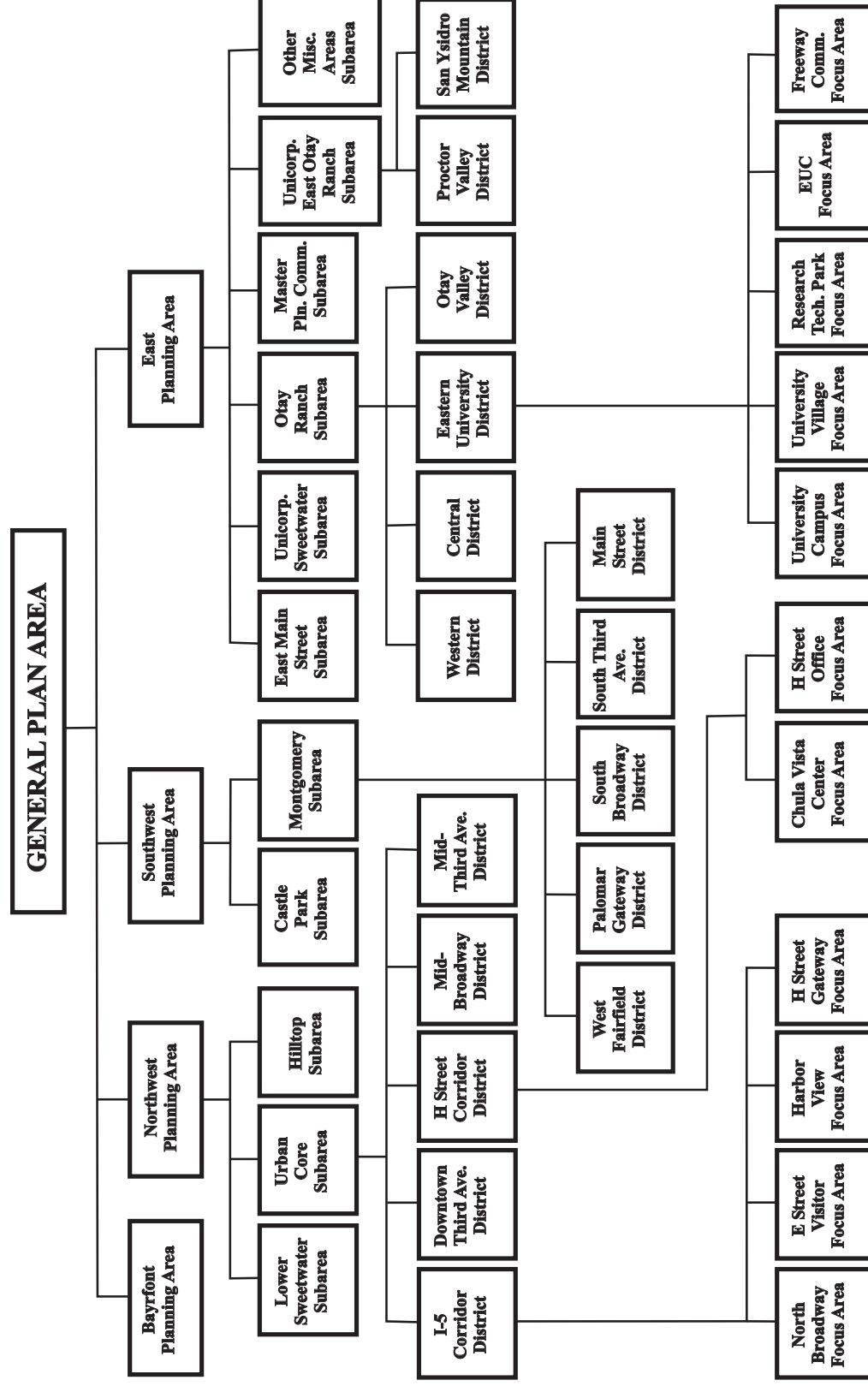
By its nature, urban form often evolves as communities grow and change over time. This evolution is a natural trend, and is not necessarily a reflection of a loss of character, but rather an acknowledgement that factors such as population, demographics, and economics change both within and outside of external to the community. This change is often referred to as a city's "lifecycle", with many parallels to our own human lifecycle.

For many years, Chula Vista grew in a fairly traditional pattern around a central downtown generally located in the area around Third Avenue, H Street, Broadway and E Street. Early planners laid out the transportation infrastructure on the western side of the City in a grid street pattern, providing the ability for people to move freely and establishing the opportunity for future infill development. In the traditional "ring" pattern, less intense development is further away from downtown. Generally speaking, Chula Vista's current urban form is primarily low density, suburban development, heavily dependent on the automobile for transportation. The quiet single-family neighborhood, with tree-lined streets has been recognized through surveys and public input as an important characteristic of the City.

As discussed in previous pages, the City is at a key point in its lifecycle, particularly regarding the revitalization and redevelopment of western Chula Vista. Although the existing low density development pattern there is comfortable and familiar, it has, and will continue to be, increasingly difficult and expensive to maintain or supply the quantities of land, roadways, and other infrastructure that are necessary to continue this pattern of development or redevelopment in western Chula Vista. Factors such as limited land availability; escalating land and housing prices; long commutes; and ailing commercial districts suggest a need for a more urban development pattern in select areas of the City. However, increased developed intensity is seen by some as a threat to the lower intensity suburban lifestyle.

One of the primary focuses of this General Plan is to address the need for revitalization and redevelopment in western Chula Vista. Shaping the evolution from a suburban to a more urban form would be a means of providing for the community's future needs for affordable housing; jobs; transportation; expanded commercial opportunities; and improved facilities and amenities. "Shaping the Future Through the Present and Past" (Theme 8 of Chapter 4, Vision and Themes) assures that such revitalization and redevelopment will be done in a manner that respects the City's character, scale, and historical value, creating changes that blend in with and enhance the City's identity. LUT Section 4.4, Redevelopment and Community Benefits, further explains these relationships. Discussions and policies regarding urban design and form can be found in LUT Sections 4.3, 4.4, 4.6, and 7.2, as well as within individual Area Plans (see Sections 8.0 - ~~10.0~~ 11.0).

Planning Hierarchy

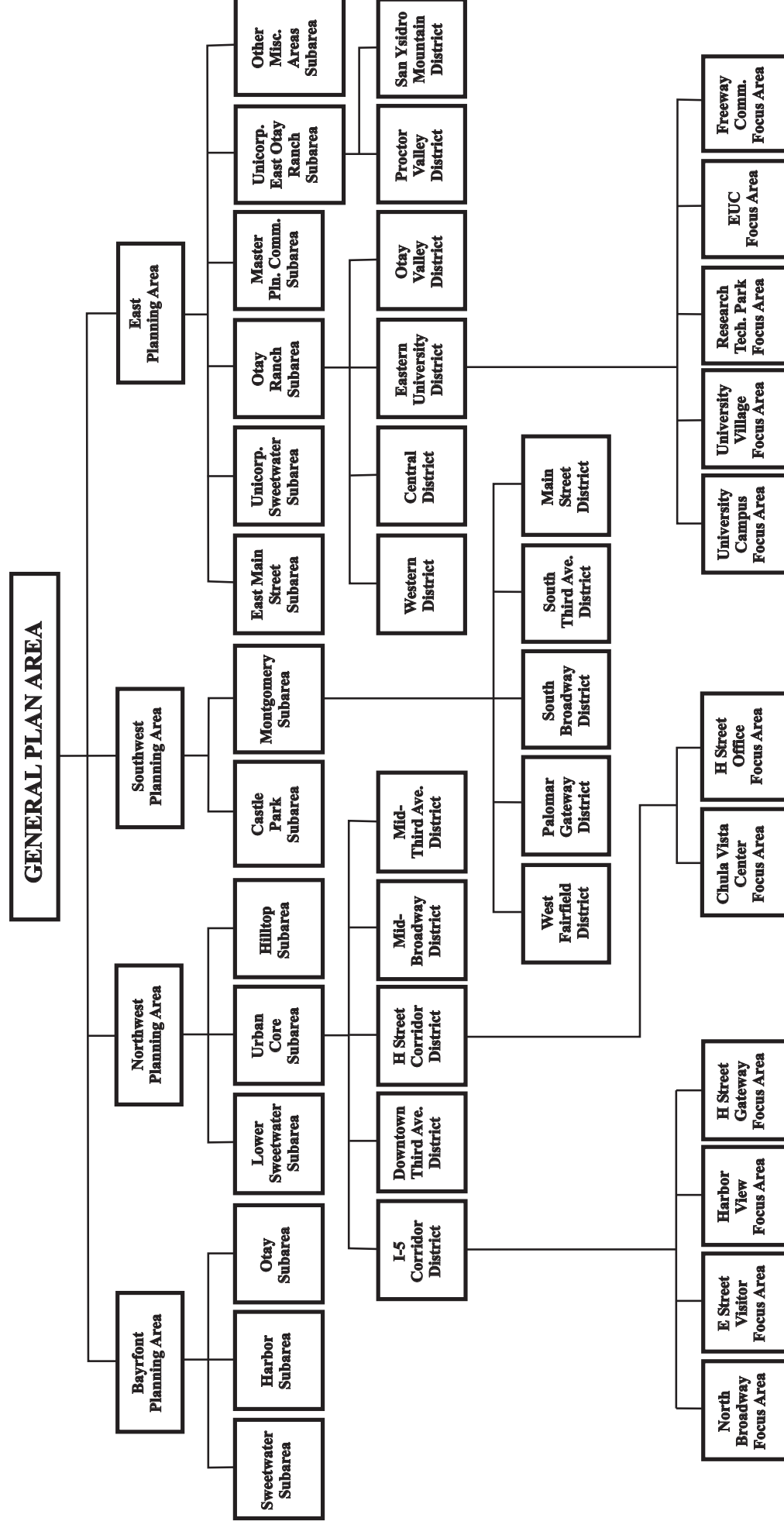


(Existing)

Figure 5-8

Planning Hierarchy

Proposed G.P. Amendment



(Proposed)

Figure 5-8



**TABLE 5-3
GEOGRAPHIC PLANNING AREAS ADDRESSED IN AREA PLANS**

SOUTHWEST PLANNING AREA		
Subarea	District	Focus Area
MONTGOMERY		
	South Third Avenue Corridor	Same as District <u>N/A</u>
	South Broadway Corridor	Same as District <u>N/A</u>
	Main Street Corridor	Same as District <u>N/A</u>
	Palomar Gateway	Same as District <u>N/A</u>
	West Fairfield	Same as District <u>N/A</u>
NORTHWEST PLANNING AREA		
URBAN CORE		
	Interstate 5 Corridor	<ul style="list-style-type: none"> North Broadway E Street Visitor Harbor View H Street Gateway
	Downtown Third Avenue	Same as District <u>N/A</u>
	H Street Corridor	<ul style="list-style-type: none"> Chula Vista Center H Street Office
	Mid-Broadway	Same as District <u>N/A</u>
	Mid-Third Avenue	Same as District <u>N/A</u>
BAYFRONT PLANNING AREA		
<u>SWEETWATER</u>	<u>N/A</u>	<u>N/A</u>
<u>HARBOR</u>	<u>N/A</u>	<u>N/A</u>
<u>OTAY</u>	<u>N/A</u>	<u>N/A</u>
EAST PLANNING AREA		
OTAY RANCH		
	Western	Same as District <u>N/A</u>
	Central	Same as District <u>N/A</u>
	Eastern University	<ul style="list-style-type: none"> University Campus University Village Eastern Urban Center Freeway Commercial Regional Technology Park
	Otay Valley	Same as District <u>N/A</u>
MASTER PLANNED COMMUNITIES	Includes Rancho del Rey, EastLake, Sunbow, San Miguel Ranch, Rolling Hills Ranch, Bonita Long Canyon, and Otay Ranch Villages 1, 1 West, 5, 6 and 11.	
EAST MAIN STREET	Between I-805 and Heritage Road, north and south of East Main Street.	
UNINCORPORATED SWEETWATER	This Subarea is completely located within the County of San Diego and includes the Bonita and Sweetwater neighborhoods on both sides of I-805.	
UNINCORPORATED EAST OTAY RANCH	This Subarea is completely located within the County of San Diego and includes the San Ysidro Mountain District and the Proctor Valley District.	
OTHER MISC. AREAS	Existing city neighborhoods and commercial areas in Bonita and adjacent to the east side of I-805, south of East H Street.	

N/A=Not Applicable

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Table 5-3, Geographic Planning Areas Addressed in Area Plans, lists the various geographic areas and their respective hierarchy. The Area Plans found in Sections 8.0 - ~~10.0~~ 11.0 have more detailed land use diagrams and specific policies addressing Districts and Focus Areas.



4.3 Smart Growth Principles

This General Plan provides guidance to citizens, developers, City staff, and decision-makers over the next 25 years, through the Year 2030. It pays particular attention to Smart Growth principles being promoted throughout the country, California, and our region. While there is no single definition of Smart Growth that everyone embraces, there are certain common elements.

The basic Smart Growth principles are summarized as follows:

- Provide a mix of compatible land uses
- Take advantage of compact building design
- Create a range of housing opportunities and choices
- Create walkable neighborhoods
- Foster distinctive, attractive communities with a strong sense of place
- Preserve open space, natural beauty, and critical environmental areas
- Strengthen and direct development towards existing communities
- Provide a variety of transportation choices
- Make development decisions predictable, fair and cost effective
- Encourage community and stakeholder collaboration in development decisions

The City of Chula Vista has already undertaken planning efforts that serve to implement Smart Growth principles, such as the village concept for Otay Ranch. Smart Growth principles are incorporated into this General Plan's Vision and Themes, which guide the Land Use Plan and provide the basis for many of the Land Use and Transportation Element's policies, including the Area Plans.



4.6 Land Available for Development

This General Plan takes two approaches towards accommodating future growth.

Infill development and redevelopment is directed to the Northwest, Bayfront and Southwest Planning Areas, west of Interstate 805, to efficiently use existing infrastructure; increase residential densities; take advantage of existing and future transit; and revitalize existing commercial areas.

In the East Planning Area, east of Interstate 805, development will continue to occur in master planned communities that are designed to support regional transit service; provide neighborhood and regional commercial areas; offer a variety of housing opportunities; provide a Regional Technology Park and university; and will require new infrastructure, including roads, utilities, and community parks.

4.7 Focused Areas of Change and Preservation of Stable Residential Neighborhoods

Shaping Chula Vista's future involves designating areas considered appropriate for increased development, while balancing those against areas where limited change and preservation should occur.

Recognizing the importance of preserving and protecting Chula Vista's stable residential neighborhoods and overall community character, this General Plan uses three terms and approaches for directing future growth and development:



Focused Areas of Change

Focused Areas of Change are those areas where more intensive development, revitalization and/or redevelopment are proposed to occur. As shown on Figure 5-10, these select Focus Areas are strategically located in portions of the Northwest, Bayfront and Southwest Planning Areas, along major activity corridors, including Interstate 5; Broadway; E Street; H Street; Third Avenue; and Main Street. In the East Planning Area, they cover future development areas within Otay Ranch. These are parts of our City where new growth and redevelopment can best be accommodated because of current or future transportation choices, and opportunities for mixed use development and higher housing densities. Area Plans in Sections 8.0 - ~~10.0~~ 11.0 of this element include discussion, diagrams, and detailed policies regarding development of these Focus Areas.

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The Area Plans in Sections 8.0 - ~~10.0~~ 11.0 of this element include Focus Area discussion, diagrams, and detailed policies regarding development of the Focus Areas. Where General Plan changes are not proposed, infill and revitalization activities may still occur.

4.8.1 Residential “Density”

The term “density,” in a land use context, is a measure of the desired population or residential development capacity of the land. Residential density is described in terms of dwelling units per gross acre (dwelling units per acre); thus, the density of a residential development of 100 dwelling units occupying 20 gross acres of land is 5.0 dwelling units per acre. A dwelling unit is a building or a portion of a building used for human habitation and may vary considerably in square footage size, from small apartments, such as 600 square feet, to large single-family homes exceeding 5,000 square feet. Gross residential density is defined as the area devoted to residential use, including dedicated neighborhood parks, plus local serving streets and alleys, but exclusive of arterials having more than four lanes. For purposes of calculating population, an average number of persons per acre is calculated for the residential designations, and is based on Chula Vista's average household size of 3.33 persons per single-family unit; 2.58 persons per multi-family unit; and 1.99 persons per mobile home dwelling unit. This factor is revised from time to time to reflect regional housing habitation trends

4.8.2 Non-Residential “Intensity”

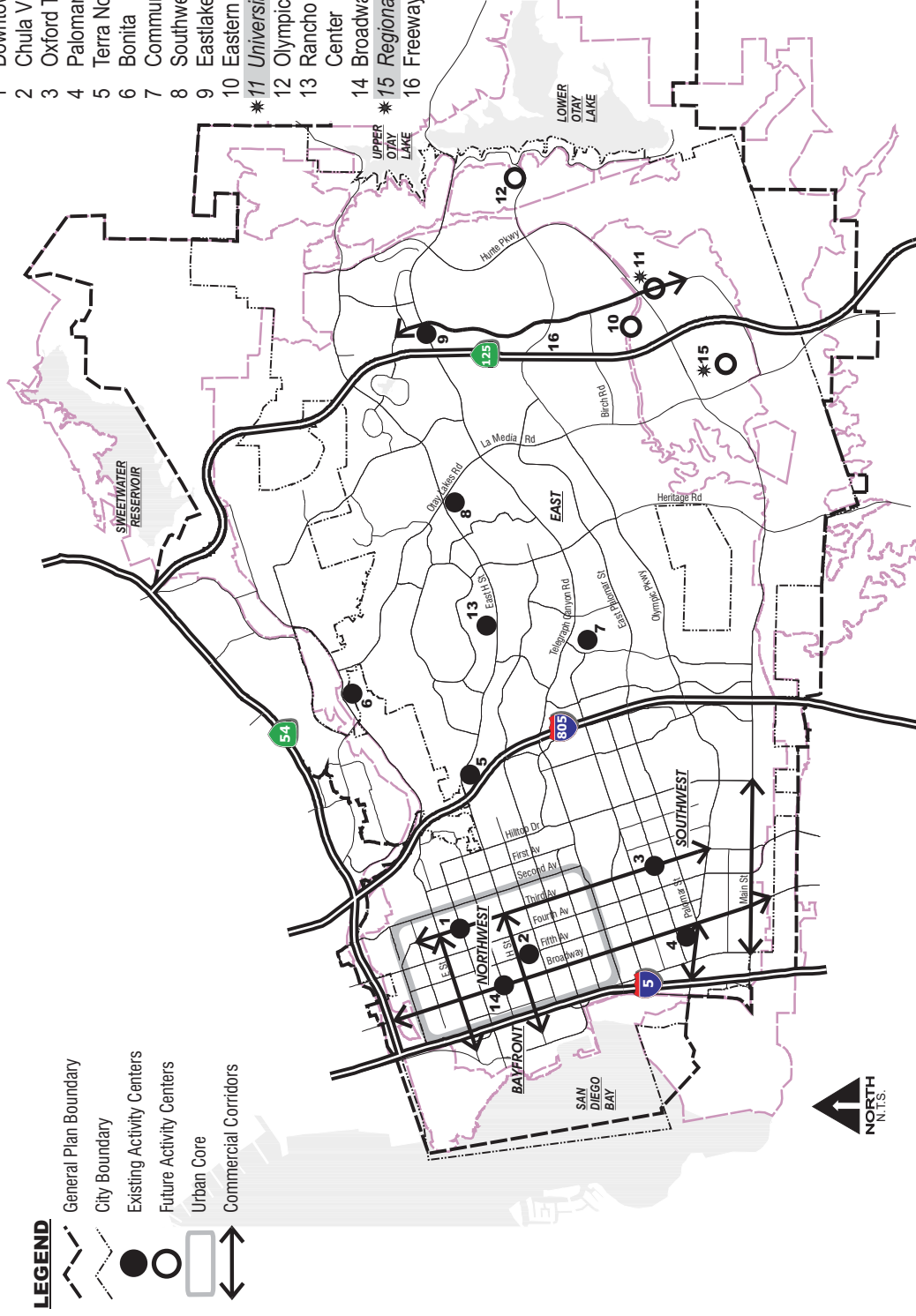
The term “intensity” refers to the degree of non-residential development based on building characteristics, such as height; bulk; floor area ratio; and percentage of lot coverage.

Floor Area Ratio (FAR) is a common expression of non-residential land use intensity. The FAR results from dividing the total gross floor area of all buildings on a lot by the total area of that lot. For example, a building with 5,000 square feet of gross floor area on a 10,000 square foot lot would have a FAR of 0.5, while a building with 20,000 square feet of floor area on the same lot would have a FAR of 2.0. Higher FARs generally indicate larger buildings and/or more stories. See Figure 5-11 for examples of various FARs and their potential site arrangement.

The General Plan's intention regarding intensity is to reflect a maximum development envelope or density range under appropriate conditions, and in accordance with applicable more detailed zoning regulations; not to allow the maximum FAR or density allowed within a density range on a particular parcel. There are many factors that may limit, or affect a development achieving the maximum density or FAR on a specific parcel, resulting from a parcel's physical limitations, the City's zoning requirements, and how a developer chooses to address the function and design of the development. These factors may include, but are not limited to the following:

Activity Centers

- Activity Centers**
- 1 Downtown Third Avenue
 - 2 Chula Vista Center
 - 3 Oxford Town Focus Area
 - 4 Palomar Street Commercial
 - 5 Terra Nova Plaza
 - 6 Bonita
 - 7 Community Hospital
 - 8 Southwestern College
 - 9 Eastlake Village Center
 - 10 Eastern Urban Center
 - *11 University
 - 12 Olympic Training Center
 - 13 Rancho Del Rey Shopping Center
 - 14 Broadway
 - *15 Regional Technology Park
 - 16 Freeway Commercial



*For text shown in shading, please see Page LUT-285 for Final Action Deferral Areas information



Activity Centers

Proposed G.P. Amendment

LEGEND

-  General Plan Boundary
-  City Boundary
-  Existing Activity Centers
-  Future Activity Centers
-  Urban Core
-  Commercial Corridors

Activity Centers

- 1 Downtown Third Avenue
- 2 Chula Vista Center
- 3 Oxford Town Focus Area
- 4 Palomar Street Commercial
- 5 Terra Nova Plaza
- 6 Bonita
- 7 Community Hospital
- 8 Southwestern College
- 9 Eastlake Village Center
- 10 Eastern Urban Center
- *11 University
- 12 Olympic Training Center
- 13 Rancho Del Rey Shopping Center
- 14 Broadway
- *15 Regional Technology Park
- 16 Freeway Commercial
- 17 Bayfront

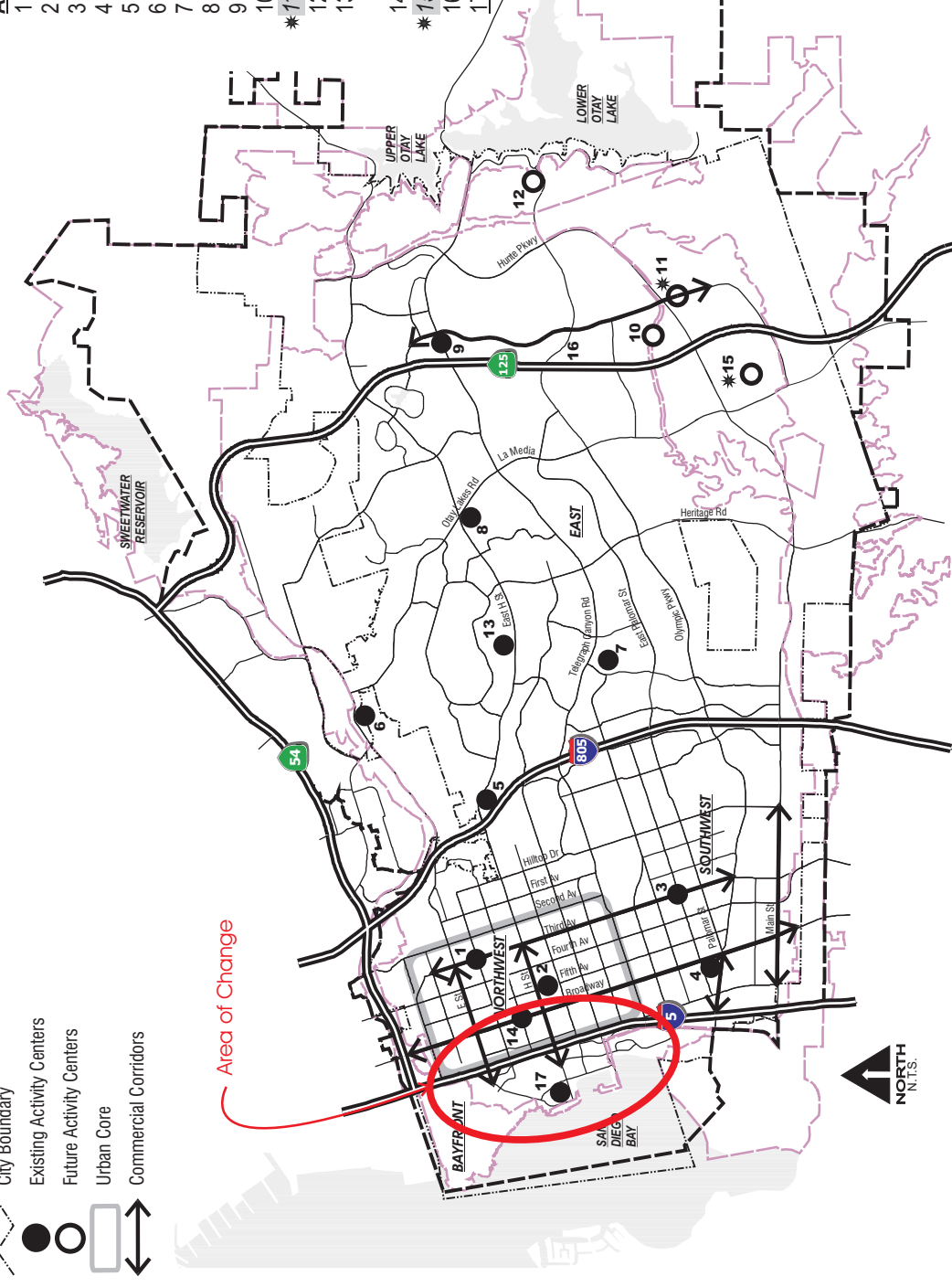


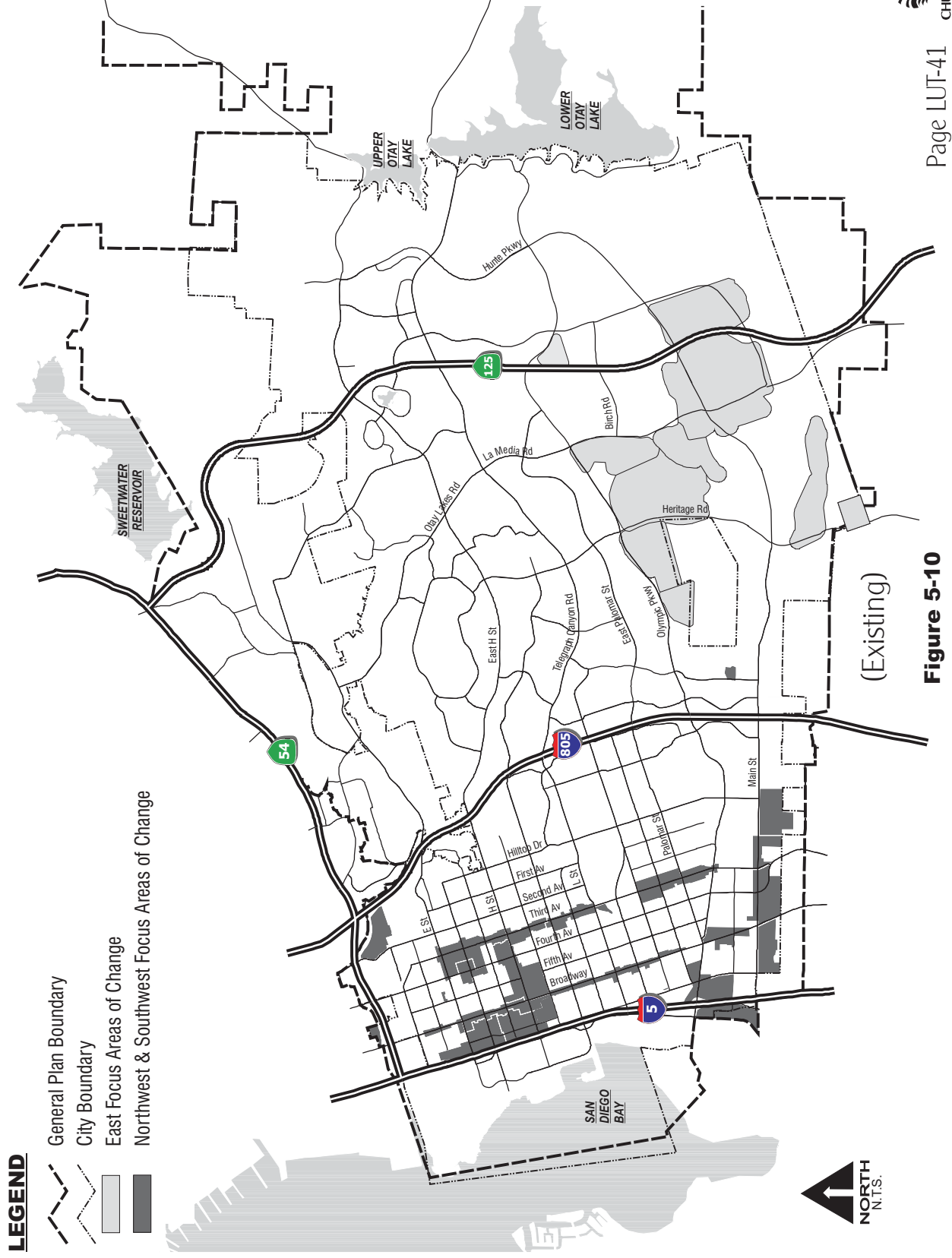
Figure 5-9

*For text shown in shading, please see Page LUT-285 for Final Action Deferral Areas information

(Proposed)



Focus Areas of Change







(Existing)

Figure 5-10

Focus Areas of Change

LEGEND

-  General Plan Boundary
-  City Boundary
-  East Focus Areas of Change
-  Northwest, Bayfront, & Southwest Focus Areas of Change

Proposed G.P. Amendment

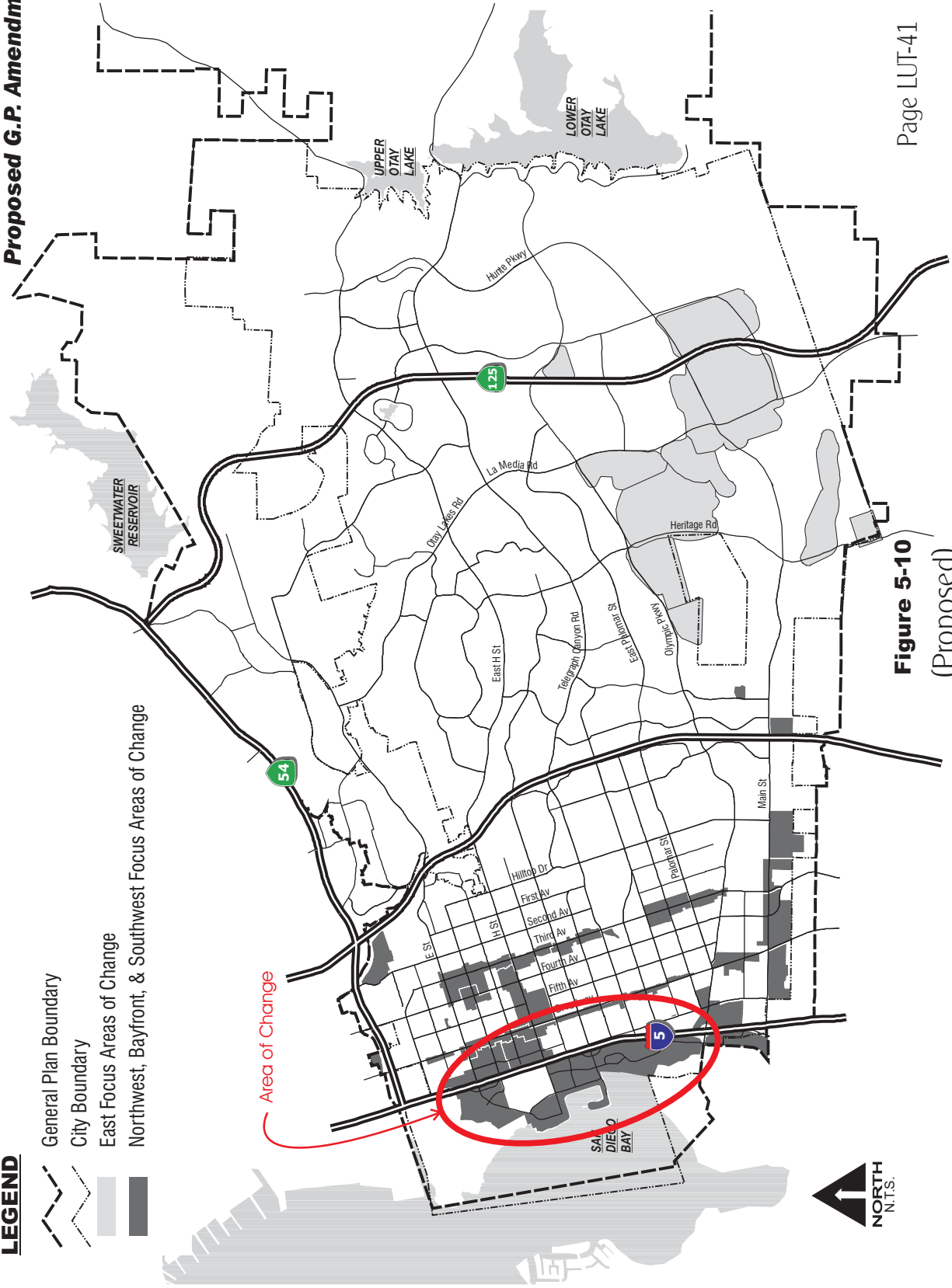


Figure 5-10
(Proposed)

- Parcel size
- Height limits
- Lot coverage allowed
- Requirements for setbacks, landscaping, and open space
- Provision of required pedestrian-oriented and transit-oriented amenities
- Development standards and design guidelines
- Type of parking provided: surface, below grade, or structured
- Adjacency to sensitive land uses, such as single-family neighborhoods

Actual FARs on a parcel by parcel basis may vary from the area-wide FARs referenced by policies for various Focus Areas, provided that the predominant building height intents are not exceeded. There are also opportunities for property owners/developers to achieve increased density and/or FAR within a particular General Plan range through use of an incentive program that would be implemented by the City. This topic is further discussed in Section 7.13, Relationship of Density/Intensity to Amenities, of this element.

4.8.3 Height

This General Plan uses three terms to define basic categories of building heights:

- Low-rise: 1 to 3 stories
- Mid-rise: 4 to 7 stories
- High-rise: 8 or more stories

These height ranges identify the general building heights intended within a particular area. As presented through policies in the Area Plans in Sections 8.0 - ~~10.0~~ 11.0 of this element, one category, such as low-rise, may be stated to be the predominant, intended building height, with another category, such as mid-rise, allowed for some of the buildings. The categories are generalized in this manner to allow some discretion in the establishment of more detailed zoning regulations in a particular context.

Height variations of one to two stories may occur within a particular area's identified height range, provided the predominant height character is maintained. Within areas identified as allowing for some "high-rise" building heights, extra care and consideration shall be given to allowing for such structures as further discussed in LUT Section 7.2, Urban Design and Form. High-rise building heights are not considered to be unlimited, but rather are intended to be evaluated and moderated through the criteria presented in Section 7.2.

Consistent with these General Plan intentions, actual allowable building heights and the extent of any variations within particular areas will be governed by the applicable zoning regulations and/or design guidelines for such areas.



4.9 Land Use Designations

General Plan land use designations are for general planning purposes. They describe a range of land uses that reflect different General Plan policies related to the type, location, density and intensity of development. In addition to the density or intensity included in the Land Use Designations of this element, the Area Plans for Chula Vista in Sections 8.0 - ~~10.0~~ 11.0 of this element include policies that further address the density or intensity (dwelling units per acre or floor area ratio) that is envisioned for each Planning District and their Focus Areas.

Property owners who have achieved a vested rights status retain the ability to develop in accordance with the land use designations in effect at the time of vesting prior to adoption of this General Plan Update.

The Land Use Diagram for Chula Vista illustrates the general pattern and relationship of the various land uses in the year 2030 (Figure 5-12). The Land Use Diagram illustrates six broad categories of land use, encompassing a wide range of residential, business, and public uses. The land uses are broad enough to provide flexibility when implementing the General Plan, and sufficiently clear in providing direction to apply subsequent, more detailed zoning designations. Table 5-4, General Plan Land Use Designations and Zoning, summarizes the land use categories, along with their allowable ranges of density and intensity. Typical uses associated with each broad category are summarized below.

The relationship between the General Plan land use designations and zoning districts is also shown on Table 5-4. This table indicates how properties should be zoned to be consistent with the General Plan Land Use Diagram. An amendment to the Zoning Ordinance will be needed to revise zoning districts or to add new ones. Any land use designations inconsistent with existing zoning will require rezonings, subsequent to adoption of this General Plan. The Urban Core Specific Plan will be the vehicle for some of the rezonings.

Mixed use development brings people closer to what they need on a daily basis and provides more choices to both residents and workers.

This General Plan introduces a new type of land use to the City -- mixed use, which is actually the return of a traditional type of development that was common until the 1950s. The basic premise behind mixed use is to combine complementary uses to create beneficial results. Mixed use development brings people closer to what they need on a daily basis and provides more choices to both residents and workers, so driving is not the only option to get to a grocery or video store, or to work. It allows an area to be useful for a longer portion of the day than single-use developments. Additionally, mixed use areas are a more efficient use of land and public infrastructure.

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Major benefits of mixed use development is that people can drive less (which reduces traffic congestion and improves air quality) and walk more (which creates increased health benefits, safer streets, and allows greater social interaction). Economic benefits are realized by residents who have lower commute costs, employees who can easily run errands during lunch or after work, and the small businesses and restaurants who serve both area residents and employees. When mixed use development is located within a short walking distance of public transit service, there is a larger potential ridership base so more frequent service can be provided.

There are three new mixed use designations: Mixed Use Commercial, Mixed Use Residential, and Mixed Use Transit Focus Area, all of which are defined in Section 4.9.4, Mixed Use Category, below.

4.9.1 Interpreting the Land Use Diagram

Boundaries

The Land Use Diagram is a graphic expression of the General Plan's land use objectives and plan proposals. The diagram is not intended to be a precise map of the City, but a generalized expression of patterns of land use, circulation, and public services. In particular, the Land Use Diagram should not be relied upon to resolve issues of exact scale and distance. The boundaries of specific areas of land use require interpretation with respect to underlying topographic features, environmental characteristics, and existing land use.

Density/Intensity

Because the General Plan land use designations describe a range of land uses and development intensities in a relatively large area, such as within a District, they are not intended to be used as standards to determine the allowable density or intensity on a specific parcel. Allowable densities, intensities and land uses in each area at a parcel-specific level are established in the more detailed and specific zoning ordinance, or other planning regulatory documents, such as Specific Plans, General Development Plans, Sectional Planning Area (SPA) Plans and/or Precise Plans.

Guidance for the establishment of regulatory densities, intensities and character of land uses is further defined through objectives and policies in Section 7 of this element, and for particular geographic areas, through further objectives and policies listed in each Area Plan in Sections 8.0 - ~~10.0~~ 11.0 of this element. Specific policies address topics such as Uses; Intensity/Height Compatibility and Edges; Design; and Amenities, among other things.

Non-sited Uses

The use of a “floating symbol” on the Land Use Diagram, which is represented by a round dot colored with a specific land use, indicates that a future type of land use or public facility is planned in the approximate area but has not yet been sited. Examples include a park or school, in the case of public facilities, or a visitor commercial area for a resort, in the case of land uses.

4.9.2 Residential Category

There are ~~six~~ seven residential designations that provide for a full range of housing types. Residential designations are based on density (as defined in Section 4.8.1) Densities below eight units per acre usually consist of detached, single-family homes, while higher densities usually consist of attached units, such as duplexes; townhouses; row homes; apartments; condominiums; co-ops; and co-housing.

Each residential land use designation is based on “gross density,” which is the area devoted to residential use, including dedicated neighborhood parks, local serving streets and alleys, and excluding arterials having more than four lanes.

Any assumed density would begin at the minimum and may move toward the maximum, based on a project's on- and off-site considerations and context.

Development within each designation is expressed as a density range (both minimum and maximum), but this General Plan does not assume a preferred density within the range. Generally stated, any assumed density would begin at the minimum and may move toward the maximum, based on a project's on- and off-site considerations and context. Development standards established in the Zoning Code or other regulatory documents, such as Specific Plans, will further identify where, within each range, a particular project density will be determined, and pursuant to what standards and requirements.

Provisions for the potential clustering of residential development under certain circumstances are provided in Section 7.14 of this element.

Low Residential

The Low Residential designation is intended for single-family detached dwellings on large, rural, estate-type lots, with densities ranging from 0 to 3 dwelling units per gross acre. This character predominates in existing residential neighborhoods within and adjacent to Sweetwater Valley. This is also the appropriate residential land use for areas with relatively steep slopes. At an average of 3.25 persons per unit, population density in this designation would be up to 9.8 persons per acre.

Existing



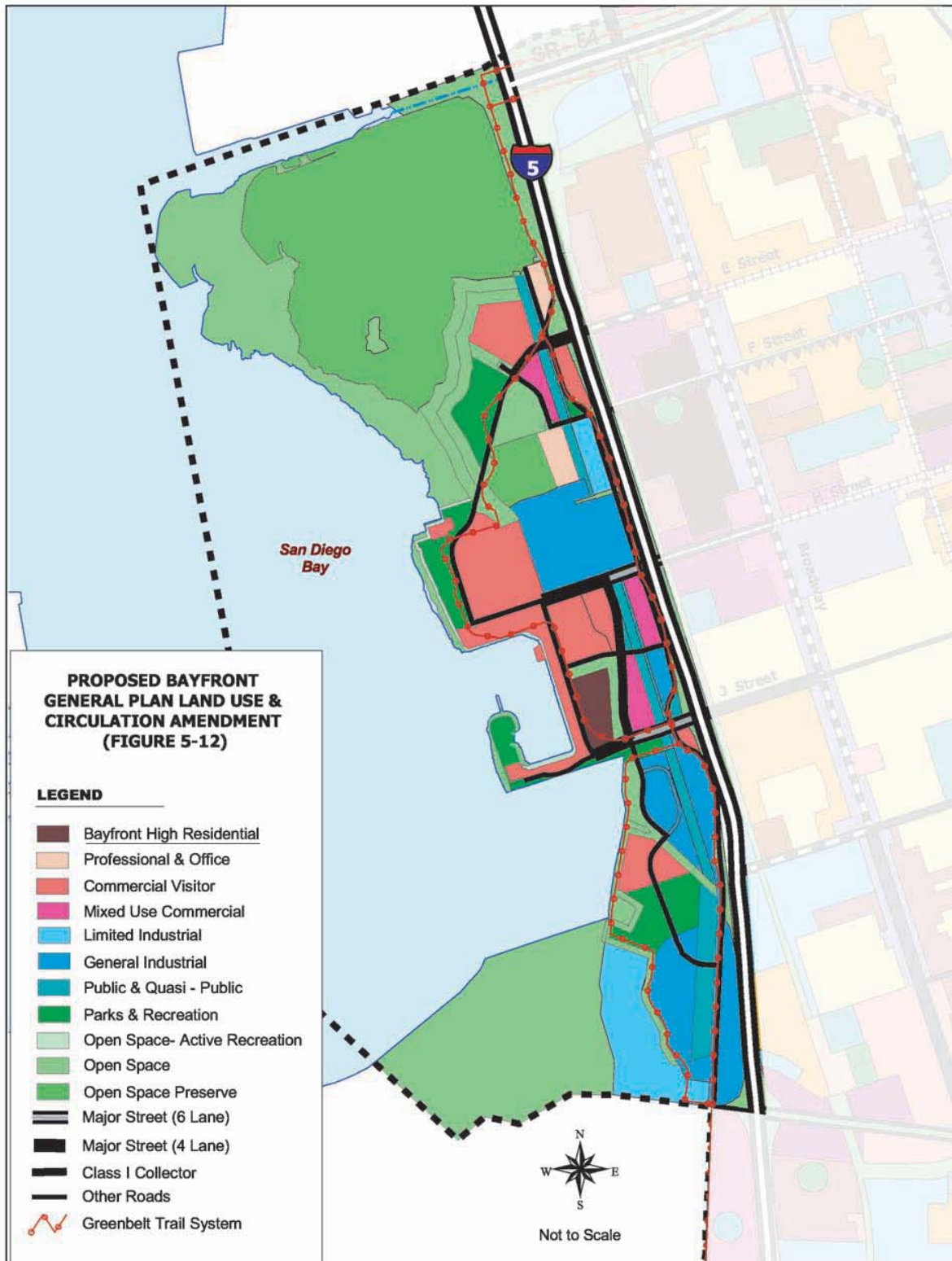


Figure 5-12

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**TABLE 5-4
GENERAL PLAN LAND USE DESIGNATIONS AND ZONING**

General Plan Land Use Designation	General Plan Density (number of dwelling units per gross acre)	General Plan Floor Area Ratio (FAR)	Applicable Zoning District
RESIDENTIAL			
Low	0 - 3	NA	R-E, R-1-10, R-1-15, PC
Low Medium	3 - 6	NA	R-1-7, R-2, PC,
Medium	6 - 11	NA	R-1-7, R-2, R-3, R-3-L, MHP
Medium High	11 - 18	NA	R-2, R-3, R-3-L, MHP
High	18 - 27	NA	R-3, R-3-M
Urban Core *	28 - 60	NA	*
Bayfront High *	60-115	NA	*
COMMERCIAL			
Retail	NA	0.25 – 0.75	C-N, C-B, C-C, C-T
Visitor	NA	0.25 –1.5	C-V
Professional & Administrative	NA	0.35 –1.5	C-O
MIXED USE			
Mixed Use Commercial*	NA	0.5 –0.75	*
Mixed Use Residential*	*	0.0 -1.0	PC, *
Mixed Use Transit Focus Area*	*	*	*
INDUSTRIAL			
Limited Industrial*	NA	0.25 – 0.5	I-L**
* Regional Technology Park	NA	0.25 – 0.75	*
General Industrial	NA	0.25 – 0.5	I**
PUBLIC, QUASI PUBLIC AND OPEN SPACE			
Public/Quasi-Public	NA	NA	All zones
Parks and Recreation	NA	NA	All zones
Open Space	NA	NA	A, F-1, R-1
Open Space Preserve	NA	NA	TBD
Open Space Active Recreation	NA	NA	TBD
Water	NA	NA	TBD
SPECIAL PLANNING AREAS			
Eastern Urban Center		TBD	PC
Resort	TBD	TBD	PC
Town Center	18-30	TBD	PC

* New zoning district(s) is needed.

** Existing zoning district to be amended.

NA = Not applicable

TBD = To be determined

*For text shown in shading, please see Page LUT-285 for Final Action Deferral Areas information

Low-Medium Residential

The Low-Medium Residential designation includes single-family detached dwelling units on medium-sized lots, as typically found in Chula Vista's existing single-family areas west of Interstate 805. Density for this designation ranges from 3.1 to 6 dwellings per gross acre.

Using a cluster development concept, other housing types could also be consistent with this designation, such as single-family attached units (townhouses, row homes, and patio homes) or smaller lot and zero-lot-line detached single-family dwellings. At an average of 3.3 persons per unit, population density in this designation would range from 10.2 to 19.8 persons per acre.

Medium Residential

The Medium Residential designation is intended for single-family detached homes on smaller lots; zero-lot-line homes; patio homes; and attached units, such as duplexes and townhouses, with densities ranging from 6.1 to 11 dwelling units per gross acre. This category also includes mobile home parks. At an average of 2.5 persons per unit, population density in this designation would range from 15 to 27.5 persons per acre.

Medium-High Residential

The Medium-High Residential designation is intended for multi-family units such as townhouses and garden apartments, with densities ranging from 11.1 to 18 dwelling units per gross acre. This category also includes mobile home parks. At an average of 2.52 persons per unit, population density in this designation would range from 27.5 to 45 persons per acre.



High Residential

The High Residential designation is intended for multi-family units, such as apartment and condominium-type dwellings in multiple-story buildings, with densities ranging from 18.1 to 27 dwelling units per gross acre. At an average of 2.52 persons per unit, population density in this designation would range from 45.3 to 67.5 persons per acre.

Urban Core Residential

The Urban Core Residential designation is intended for ~~the~~ **the highest** density, multi-family dwellings in an urban environment, with densities ranging from 27.1 to 60 dwelling units per gross acre.

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Development at the higher end of this designation is intended to expand the potential for residential development near to public transit, particularly along existing and planned transit corridors. Developments in this category should reflect high-quality design, with integrated transit access, and urban amenities, such as recreational or cultural features. Structured parking may be necessary. At an average of 2.5 persons per unit, population density in this designation would range from 67.8 to 150 persons per acre.

The intended densities within this designation are outlined in the Area Plans in section 8.0 to 10.0 of this Element. The allowable density of Urban Core Residential development is linked to the provision of the desired amenities in order to establish the community's vision for a well-balanced urban environment.

Bayfront High Residential.

The Bayfront High Residential designation is intended as the highest residential density in the city to contribute to the vibrancy of a world class Bayfront. As a focal point of the City, developments in this category should reflect the highest-quality design with well integrated urban amenities and access to transit. Structured parking may be necessary. Residential developments may include apartment and condominium-type dwellings in multiple-story buildings, with densities ranging from 60 to 115 dwellings units per gross acre. At an average of 2.52 persons per unit, population density in this designation would range from 151.2 to 289.8 persons per acre. Ancillary commercial uses are allowed within this designation to create vitality and pedestrian orientation at the street level.

The intended densities within this designation are outlined in the Bayfront Area Plan in section 11.0 of this Element. The allowable density of Bayfront High Residential development is linked to the provision of amenities in order to establish a well-balanced urban environment.

4.9.3 Commercial Category

Three commercial designations allow for a variety of retail and professional uses. The intensity of development is measured using Floor Area Ratio (FAR). FAR is defined in the previous Section 4.8.2. Higher FARs generally indicate larger buildings and/or more stories, as shown on Figure 5-11.

Retail Commercial

The Retail Commercial designation is intended to allow a range of retail shopping and services, including neighborhood, community and regional shopping areas. This category may include limited thoroughfare retail and automobile-oriented services. The FAR for this category ranges from 0.25 to 0.75.

Visitor Commercial

The Visitor Commercial designation includes transient lodging, such as hotels and motels; restaurants; commercial recreation; and retail establishments. The FAR for this category ranges from 0.25 to 1.5.

Professional and Office Commercial

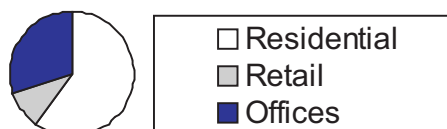
The Professional and Office Commercial designation is intended for business, professional and public office uses. Limited retail uses that support the nearby office employees are also permitted. Retail uses that predominantly serve residential neighborhoods or shoppers from outside the immediate area are excluded from this category. The FAR for this category ranges from 0.35 to 1.5.

4.9.4 Mixed Use Category

There are three mixed use designations in the mixed use category: one for commercial mixed use, and two for residential mixed use. Areas designated as mixed use are intended to function differently from typical patterns of single-zone land uses, such as an area of only office buildings. In mixed use areas, a variety of compatible land uses and activities are integrated to create a dynamic urban environment that serves as the activity center for the surrounding area.

There is variation in the intensity and density of mixed use designations for specific parts of the City, with residential densities ranging from 28 to 60 dwelling units per acre, and Floor Area Ratios ranging from FAR 1.0 to 4.0.

The allowable density and intensity of development in the mixed use is tied to the provision of necessary amenities to achieve the community's vision for a well-balanced urban environment. Further guidance regarding the desired character, density, and intensity of mixed use designated areas are provided in the Area Plans, Sections 8.0 - ~~10.0~~ **11.0** of this element. Those Sections also provide guidance regarding the general mix of uses envisioned for a particular area through a simple pie chart. The purpose of the pie chart is to express the broad, general apportionment of uses, including residential, retail and office. The pie charts are not intended to be literally interpreted or measured, but rather to guide the overall emphasis of uses desired for a particular area. For example, the following pie chart indicates that an area should be largely residential, with a small supportive retail component:



**Limited Industrial**

The Limited Industrial designation is intended for light manufacturing; warehousing; auto repair; auto salvage yards; and flexible-use projects that combine these uses with associated office space. The FAR for this category ranges from 0.25 to 0.5

Regional Technology Park

The Regional Technology Park designation is intended for research and development, along with the administrative and office space associated with such activity. The FAR for this category ranges from 0.25 to 0.75.

General Industrial

The General Industrial designation is intended to allow all uses identified for the “Research” and “Limited Industrial” categories, plus heavier manufacturing, large-scale warehousing, transportation centers and public utilities. This category also includes auto salvage yards. The FAR for this category ranges from 0.25 to 0.5.

4.9.6 Public and Quasi-Public, Parks, and Open Space

The following land use designations are provided to identify various lands used for public, quasi-public, recreation/parks, and open space uses.

**Public and Quasi-Public**

The Public and Quasi-Public designation depicts ~~existing~~ areas used by schools; churches; hospitals; civic centers; fire stations; ~~and~~ libraries, utilities, or other similar uses. When only a P or PQ symbol is used on the Land Use Diagram, without the PQ land use, it indicates the possible location of a future facility, rather than an existing use.

Parks and Recreation

The Parks and Recreation designation is intended for parks; sports fields; playgrounds; golf courses; and other passive and active recreation uses. The designation may also include community centers and urban parks.

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University Study Area

The University Study Area is applied to four focus areas that are located on the site of the future university and surrounding properties in the East Area Plan, and includes the University Campus; University Village; the Regional Technology Park; and the Eastern Urban Center. The purpose of the University Study Area is to develop a coordinated strategy to address the important relationships between the Focus Areas and the need for coordinated development to enhance the economic and community success and vitality of the District. This Study Area is further described in LUT Section 10.5.4



4.10 Projected Population and Projected Land Use

4.10.1 Projected Population

At build-out in 2030, the overall Chula Vista Planning Area will accommodate a population of approximately ~~323,900~~ 325,200, an increase of about 46 percent over the 2004 estimated population of 222,300. The Planning Area also includes lands outside the City's 2004 corporate boundary. This reflects an overall annual growth rate of about 1.8 percent over the next 26 years. The City's annual growth rate over the past 30 years was about 4.6 percent, not including the annexation of the inhabited Montgomery community in 1985, which included approximately 26,000 residents. Table 5.5, Chula Vista Projected Population in 2030, below, shows the current estimated and projected populations for Chula Vista by Planning Area. Additional historic population growth information can be found in Chapter 3, Section 3.1, Chula Vista in Perspective.

TABLE 5-5
CHULA VISTA PROJECTED POPULATION IN 2030

Planning Area	Year 2004*	Year 2030**
Bayfront***	0	2,500 <u>3,800</u>
Southwest	53,560	61,900
Northwest	56,930	74,800
East (incorporated area)	98,710	157,700
East (unincorporated area)****	13,100	27,000
TOTAL	222,300	326,500 <u>325,200</u>

* Source: Year 2004 population estimate derived from State DOF Jan. 1, 2004 estimate for the City of Chula Vista and 2000 Census for unincorporated area.

** Year 2030 population estimate derived using year 2000 Census and State DOF factors.

*** Bayfront Year 2030 estimate based on adopted General Plan land uses; this number may change based adoption of a Bayfront Master Plan.

**** Estimate based on a planned number of 1,500 units within the Bayfront area

***** "East (unincorporated area)" includes the Sweetwater and East Otay Ranch Planning Subareas, with most of the growth occurring in the East Otay Ranch Planning Subarea

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TABLE 5-6
GENERAL PLAN LAND USE DISTRIBUTION IN 2030 BY PLANNING AREA
(ACRES)

General Plan Land Use Designation	Total General Plan Area	Bay-front	North-west	South-west	East		
					East Chula Vista Subareas	Unincorp. Sweet-water Subarea	Unincorp. Otay Ranch Subarea
RESIDENTIAL							
Low	6,972		64		1,555	24,531	2,900
Low Medium	8,200		1,354	1,401	4,927	307	211
Medium	1,201		187	288	622	32	72
Medium High	734		143	113	381		97
High	400 417	17	124	253	23		
Urban Core	84		84				
Bayfront High	14	14					
COMMERCIAL							
Retail	850 971	121	115	202	501	32	
Visitor	161 75	130 44	11	2	18		
Professional & Admin.	157 160	18 21	61	7	59	12	
MIXED USE							
Mixed Use Residential	727		174	98	405		50
Mixed Use Commercial	135 110	25	37	58	15		
Mixed Use Transit Focus Area	122		83	39			
INDUSTRIAL							
Limited Industrial	1,766 1,790	62 86	116	384	1,204		
* Regional Technology Park	200				200		
General Industrial	175 218	175 218					
AND OPEN SPACE							
Public/Quasi-Public	3,049 3,021	55 27	225	321	2,028	381	39
Parks and Recreation	945 931	74 60	73	106	573	88	31
Open Space	6,380 6,303	100 23	215	617	3,886	1,099	463
Open Space Preserve	17,910	362	18	97	5,200	2,008	10,225
Open Space –Active Recreation	375 367	8	44		323		
Water	2,672	1,498				9	1,165
AREA							
Eastern Urban Center	240				240		
Resort	230 275	45					230
* Town Center	169				169		
OTHER²	4,554 4,553	99 98	866	829	2,291	408	61
TOTAL ACRES	58,422	2,620	3,994	4,815	24,620	6,829	15,544

1- The unincorporated portion of the Northwest Planning Area (87 acres of Residential Low) is included in the Unincorporated Sweetwater Subarea column only.

2- Streets, freeways, utility right-of-ways

*For text shown in shading, please see Page LUT-285 for Final Action Deferral Areas information

**TABLE 5-7
GENERAL PLAN LAND USE IN 2030**

General Plan Land Use Designation	2030 Acres	2030 Dwelling Units
RESIDENTIAL		
Low	6,972	8,218
Low Medium	8,200	42,064
Medium	1,201	13,149
Medium High	734	11,161
High	400 417	12,769 13,469
Urban Core	84	3,830
Bayfront High	14	1,500
COMMERCIAL		
Retail	850 971	
Visitor	161 75	
Professional & Office	157 160	
MIXED USE		
Mixed Use Residential	727	11,954
Mixed Use Commercial	135 110	
Mixed Use Transit Focus Area	122	3,782
INDUSTRIAL		
Limited Industrial	1,766 1,790	
* Regional Technology Park	200	
General Industrial	175 218	
PUBLIC, QUASI PUBLIC AND OPEN SPACE		
Public/Quasi-Public	3,049 3,021	
Parks and Recreation	945 931	
Open Space	6,380 6,303	
Open Space Preserve	17,910	
Open Space - Active Recreation	375 367	
Water	2,672	
SPECIAL PLANNING AREA		
Eastern Urban Center	240	3,313
Resort	230 275	300
* Town Center	169	2,741
OTHER*	4,554 4,553	
TOTAL	58,422	114,481

*For text shown in shading, please see Page LUT-285 for Final Action Deferral Areas information

5.0 | TRANSPORTATION

5.1 Introduction

Chula Vista's transportation system connects our different land uses with various types of roads and paths, providing access to where we live, work, shop, and spend our leisure time. The system plays an important role in shaping the overall structure and form of the City, in that it simultaneously divides and connects land uses. As Chula Vista and surrounding areas continue to grow, the transportation system must be able to accommodate future traffic and provide the means to move people and goods within and throughout Chula Vista.



This section of the Land Use and Transportation Element discusses Chula Vista's Circulation Plan; Measurements of Traffic; Urban Core Circulation Element; Public Transit Plan; Bikeway System; Pedestrian Sidewalks, Paths and Trails; Movement of Goods; and Noise (as it relates to traffic). Trails and bikeways are further discussed in Chapter 9, Environmental Element.

A Transportation Study was completed for this General Plan and is summarized in the Environmental Impact Report (EIR). The EIR examines existing roadway conditions (Year 2004), as well as a variety of future traffic conditions (Year 2030 and Build-out Scenario). Although long-term CEQA-level analysis was performed in the EIR, the City performs additional growth management analysis on specific circulation roadways throughout the City, as described below. This growth management analysis is in the very short term, and is not applicable to the future scenarios.



5.2 Circulation Plan

Chula Vista's Circulation Plan (Figures 5-13W and 5-13E) consists of the physical transportation system, such as streets; highways; bicycle routes; paths and sidewalks; and of various modes of transportation, such as cars; buses; Bus Rapid Transit (BRT) vehicles; trucks (for goods movement); rail; bicycles; ridesharing; and walking. It is designed to serve the land use patterns and densities described in this General Plan, and depicts the roadway classifications that will serve transportation demand resulting from the complete build-out of the City of Chula Vista.

For additional information and policies regarding transportation and transit, refer to Sections 8.0 - ~~10.0~~ 11.0 of this element.

Circulation Plan - West

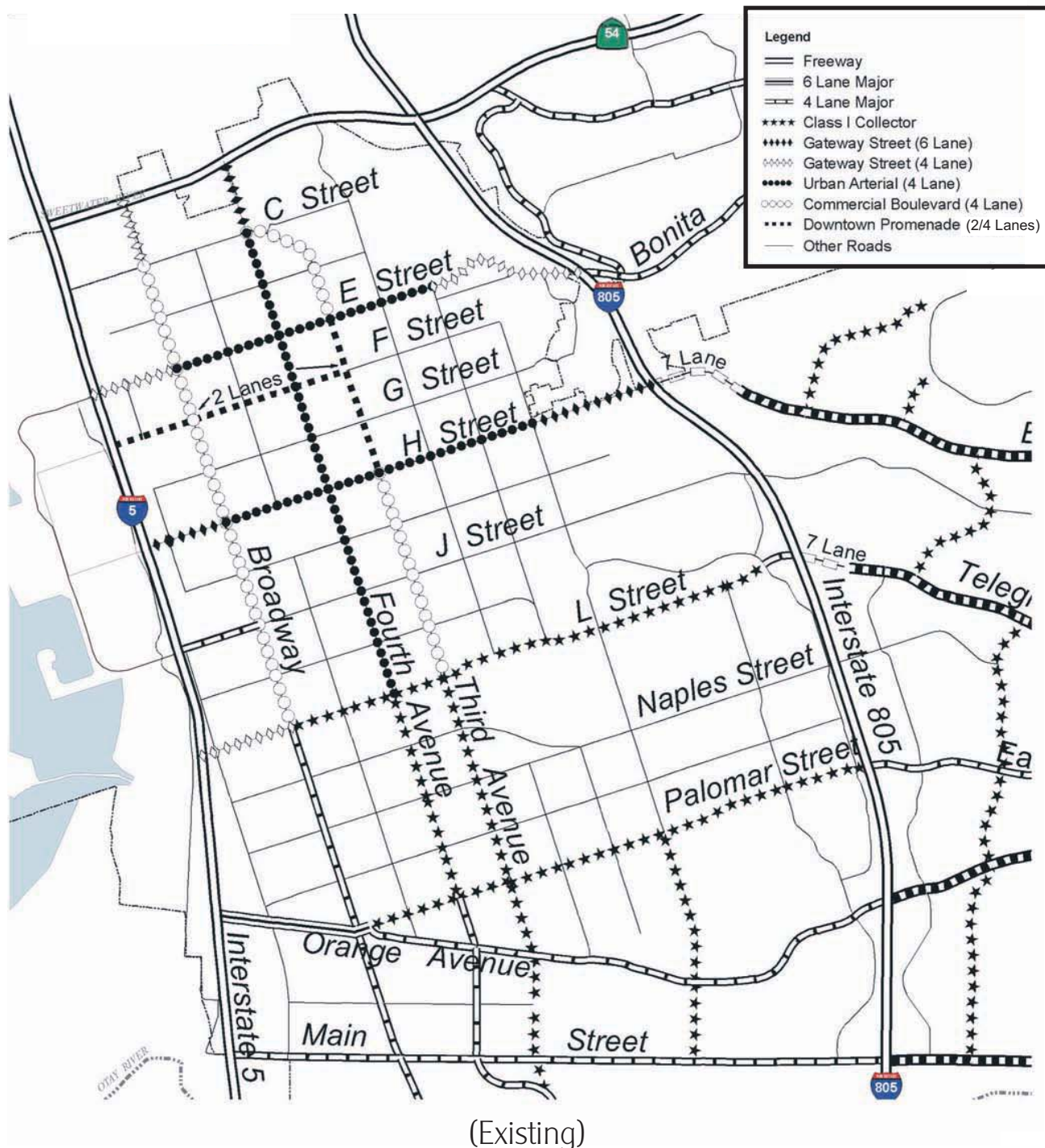
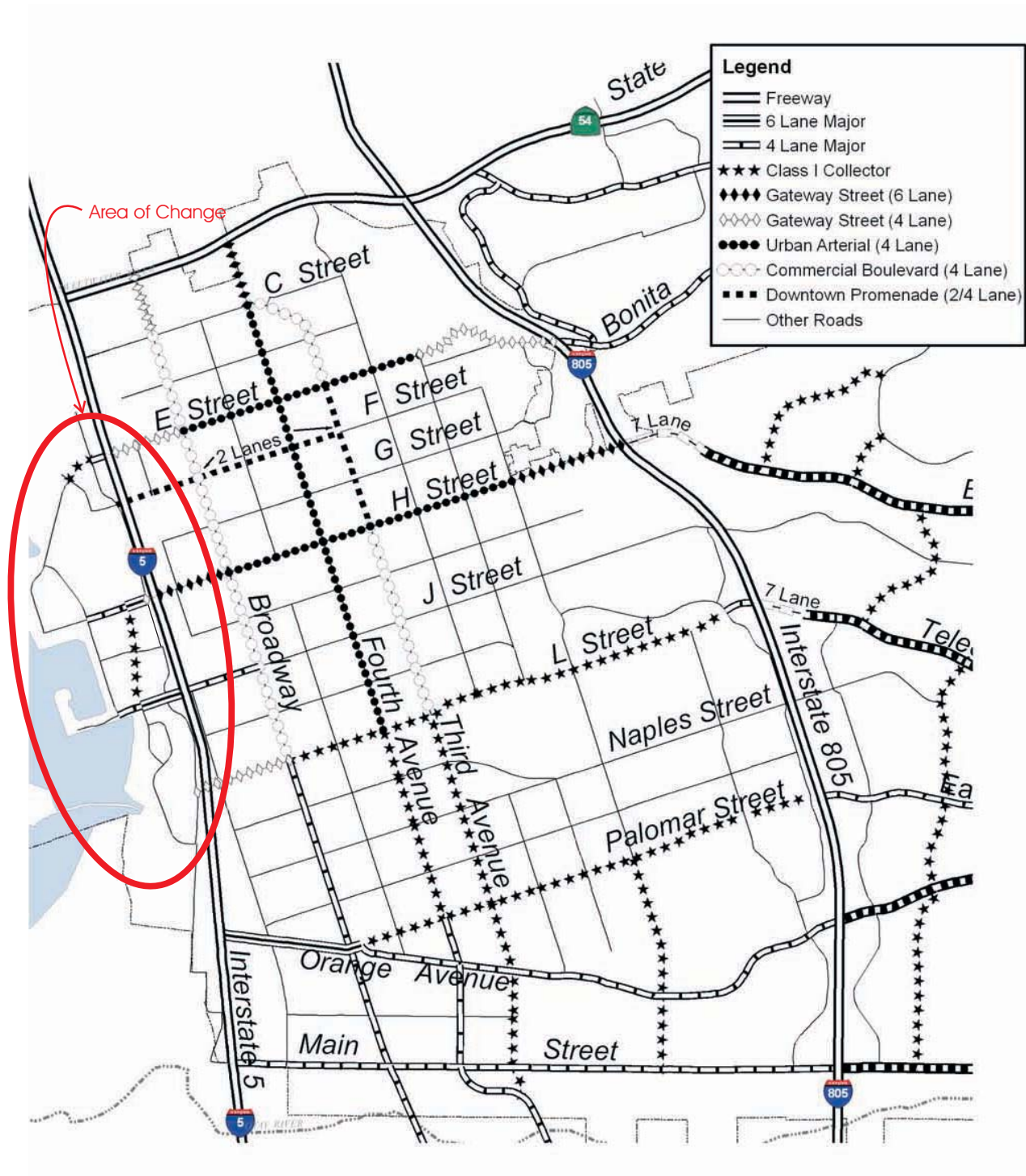


Figure 5-13W

Circulation Plan - West

Proposed G.P. Amendment



(Proposed)

Figure 5-13W

The freeway system serving Chula Vista consists of the following:

- Interstate 5, running north-south through the General Plan area, will continue to link Chula Vista with central San Diego to the north and Otay Mesa and Mexico to the south.
- Interstate 805 provides access to the center of the Chula Vista residential and commercial areas. This north-south freeway connects the inland portions of Chula Vista with communities to the north and south.
- State Route 54 (South Bay Freeway) provides access to and from the northeast communities of La Mesa and El Cajon. This east-west freeway also serves as the most efficient route between the coastal area and areas to the east and northeast.
- State Route 125 Tollway, a north-south route, will provide access from the eastern part of the City north to La Mesa and eastern San Diego, and south to Otay Mesa and Mexico.

5.5.2 Expressways

Expressways are essentially enhanced prime arterials whose principal function is to accommodate immediate access to the freeway system for regional travel patterns. The design of expressways, therefore, emphasizes design features to increase capacity and speed, while limiting “friction” associated with driveway access and parking maneuvers. The predominant design feature of this roadway is the number of lanes it has, eight lanes total with four in each direction. A raised median is required to separate the two directions of travel and to provide for landscaping or other visual enhancements.

5.5.3 Six-Lane Prime Arterials

This facility is designed to carry high volumes of traffic and serves to distribute traffic to and from the freeway system. The prime arterial facility proposed in the City's Circulation Plan is designed to move traffic between major generators.

5.5.4 Six- and Four-Lane Major Streets

The major street facility proposed in the City's Circulation Plan accommodates either six or four lanes of traffic. These facilities are designed to carry high volumes of traffic and serve to distribute traffic to and from the freeway system and arterials. Major streets are designed to distribute more localized (rather than regional) trips. Varying or hybrid configurations (such as 5 or 3 lanes) may be permissible on a case by case basis subject to discretion of the city engineer, provided that functional capacity needs are met.

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5.5.5 Town Center Arterial

The Town Center Arterial is intended for use primarily in the East Planning Area's Otay Ranch Subarea. Many conflicting movements are reduced through the use of paired one-way streets that may include on-street parking, wider sidewalks, and neckdowns at intersections. The Town Center Arterial provides a more efficient traffic flow by eliminating wide roadway arterials, with their inherent long signal cycle lengths and segregated left turn lanes at major intersections, and it creates a more energized, mixed use pedestrian-oriented community within an enlarged urban transit network.

5.5.6 Class 1 Collector Streets

Collector streets allow access to residential areas by relieving traffic pressure on arterials and major streets by providing alternate routes for short trips. Class I collector streets primarily circulate localized traffic, and distribute traffic to and from prime arterials and major streets. Class I collectors are designed to accommodate four lanes of traffic; however, they carry lower traffic volumes at slower speeds than major arterials.

5.5.7 Urban Core Street

The following four roadway classifications are found only in Chula Vista's Urban Core Subarea and have a different acceptable LOS standard than the City's other roadway classifications. Their acceptable LOS D is in accordance with the concepts described above in Section 5.4 of this element.

Gateway Street

These roadways (segments of Broadway, Fourth Avenue, E Street, H Street, I Street, and L Street) connect the Urban Core to State Route 54, Interstate 805 and Interstate 5. These facilities are analogous to six- or four-lane major roads in other parts of the City, but will provide special design features and amenities to encourage access for the full spectrum of travel modes. These streets will be the major entry points to and from the Urban Core, and special landscape and entry treatments will be incorporated into the design.

Urban Arterial

These roads include portions of E Street, H Street, ~~Marina Parkway~~ and Fourth Avenue. Urban arterial cross-sections are similar to four-lane major roads in other areas of Chula Vista, but with special features to support multi-modal trip-making, such as wider sidewalks, transit station curb "bulb outs", and pedestrian amenities.






[illegible]

Proposed G.P. Amendment



Bayfront Green Car Line

LEGEND

-  City Boundary
-  Proposed Bayfront Green Car Shuttle Route
-  Alternate Route
-  Existing or Future Red Car Transit Route
-  Civic Center

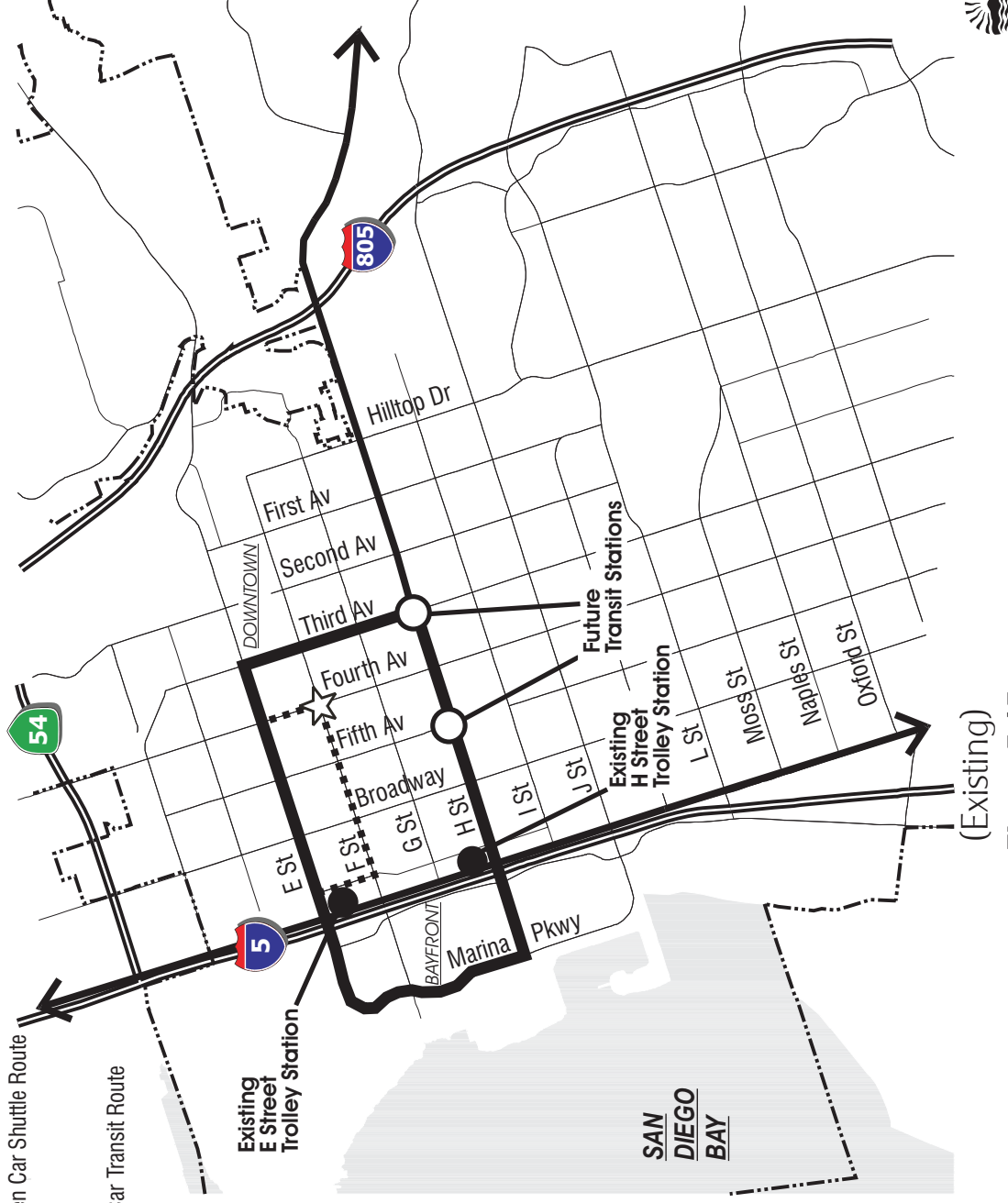







Figure 5-15

Bayfront Green Car Line

LEGEND

-  City Boundary
-  Proposed Bayfront Green Car Shuttle Route
-  Alternate Route
-  Existing or Future Red Car Transit Route
-  Civic Center

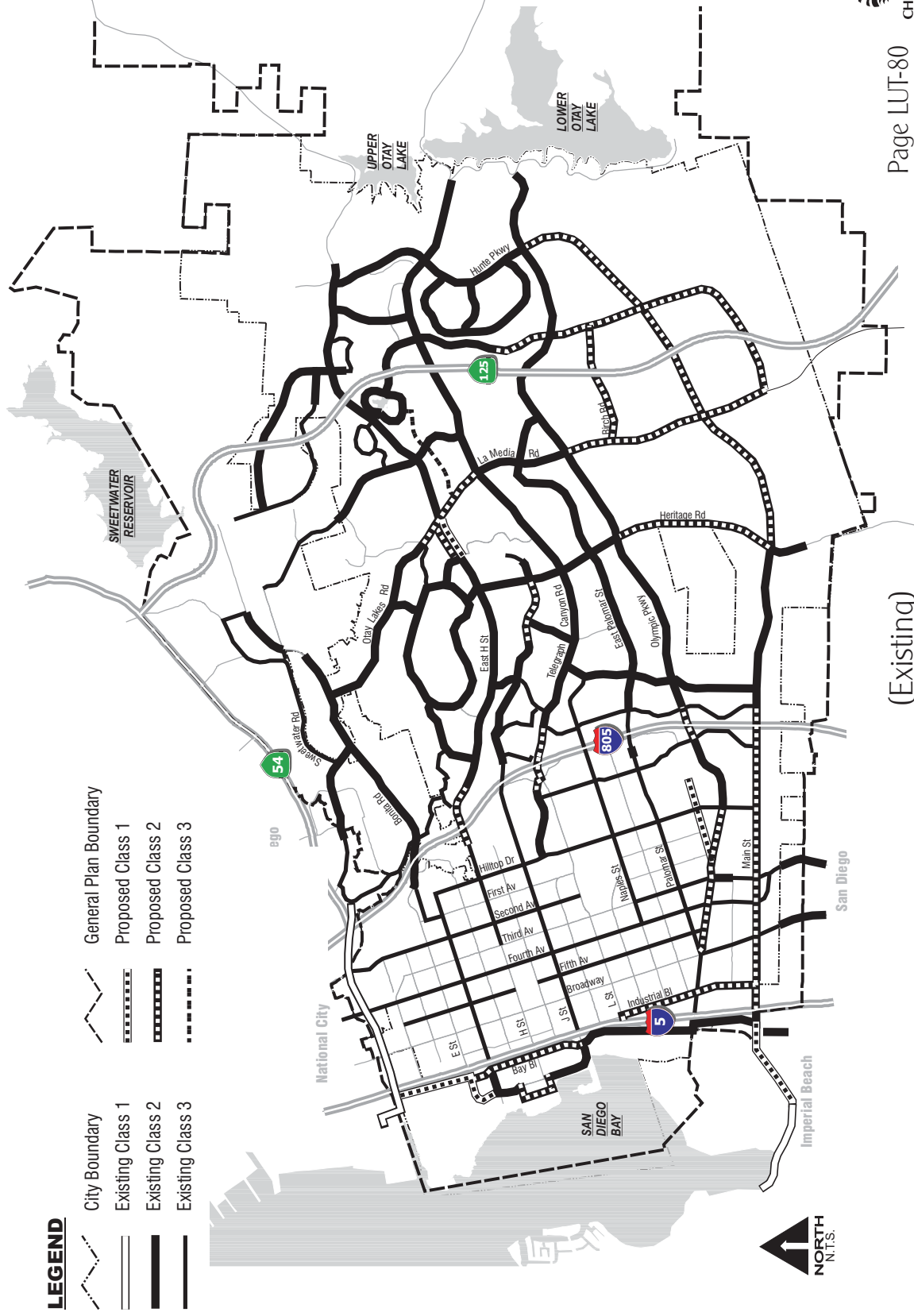
Proposed G.P. Amendment



(Proposed)

Figure 5-15

Existing and Programmed Bikeways

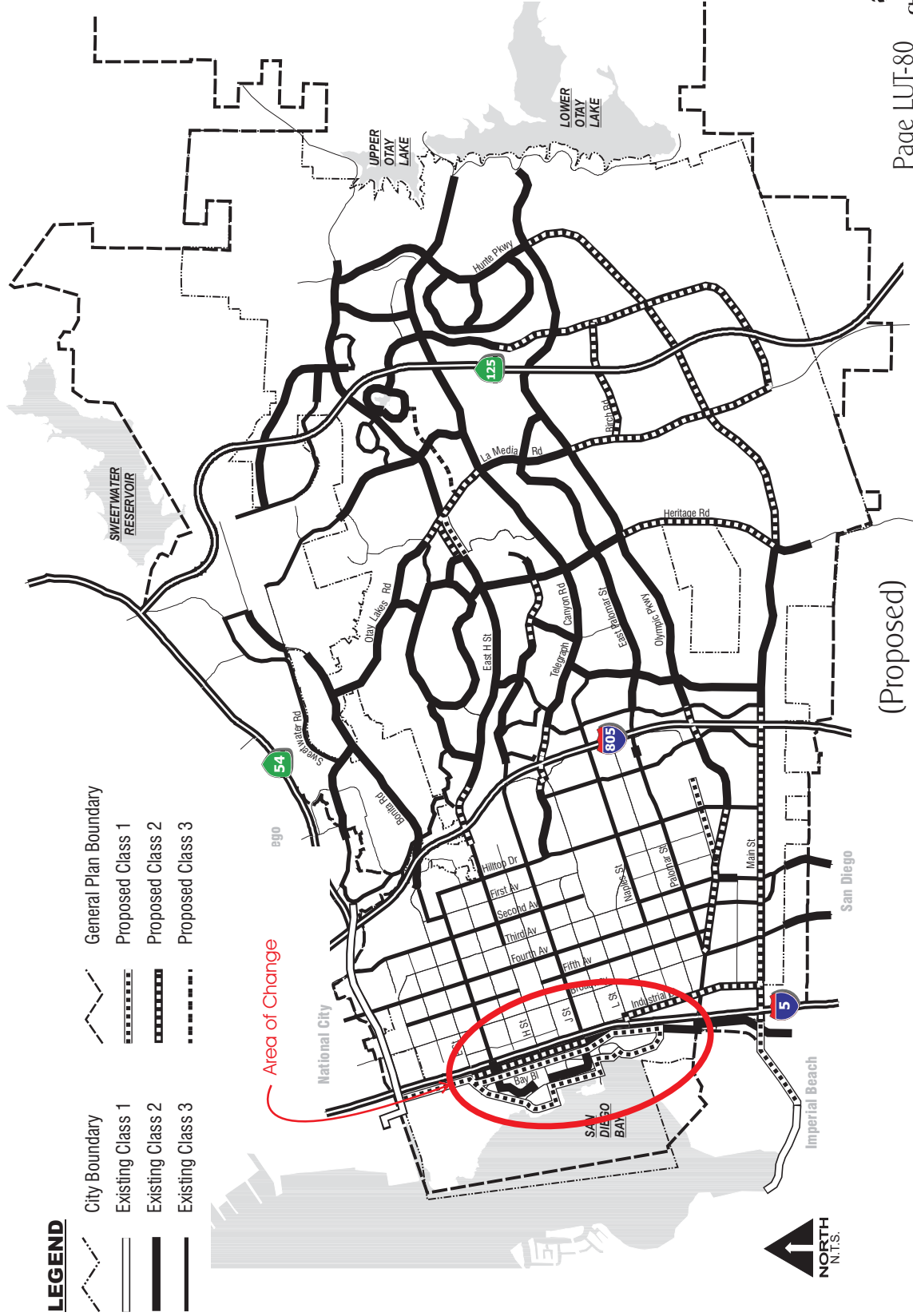


(Existing)

Figure 5-16

Existing and Programmed Bikeways

Proposed G.P. Amendment



(Proposed)

Figure 5-16

7.0 | **PLANNING FACTORS, OBJECTIVES, AND POLICIES**

There are several planning factors involved in achieving the three goals of the Land use and Transportation Element. Such factors are discussed in Sections 7.1 - ~~10.5.9~~ 11.4.3 of this element. Each factor has at least one objective, or focused goal, and each objective has at least one policy, which describes how the City will meet the objectives.

7.1 A Balance of Land Uses

A balance of land uses—residential; employment; commercial; recreational; civic/cultural; and open space, provided at the appropriate intensity, location, and mix—is important to Chula Vista's future. Benefits include: reduced commute times; improved air quality; higher sales tax revenues; increased mobility options; and an improved quality of life for City residents. For example, jobs that are close to housing areas reduce commute times and improve air quality. Currently, Chula Vista has fewer jobs than housing units. Adding more jobs, shopping, and restaurants to our City can help to reduce trips outside the City and increase local revenues. A full range of commercial services, from regional shopping centers to specialty stores, is convenient for residents, can attract non-residents to shop here, and keeps sales tax revenues in the City, where it will most benefit residents. Residential areas with nearby stores, services, and restaurants allow residents to walk or bike for their daily shopping needs, which is a healthy alternative to driving.

Residential; commercial; industrial; educational; recreational; and civic facilities should provide a balance and combination of uses that both complement the existing community and accommodate the future needs and desires of the community. Ideally, this balance would meet the needs of Chula Vista's residents and contribute towards meeting regional needs.

Objective - LUT 1

Provide a balance of residential and non-residential development throughout the City that achieves a vibrant development pattern, enhances the character of the City, and meets the present and future needs of all residents and businesses.

- LUT 1.12** Encourage regional-serving, high-volume retail or other uses to locate near freeway access to minimize traffic on City streets.
- LUT 1.13** Maintain neighborhood and community shopping centers of sizes and at locations that offer both choice and convenience for shoppers and residents, while sustaining a strong retail base for the City.
- LUT 1.14** Provide sufficient sites to meet the need for commercial services that can be supported by local residents, businesses and workers, such as automobile sales and repair; construction contractors; building material; warehousing and storage; home repair services; and maintenance supplies.
- LUT 1.15** Allow office uses that are associated with complementary commercial service businesses in commercial service areas.
- LUT 1.16** Maintain and promote the Northwest Planning Area's Urban Core Subarea as the major office; financial; civic; and cultural center of Chula Vista by directing higher intensity office uses; government; urban residential; retail; restaurants; and entertainment uses to locate there.
- LUT 1.17** Encourage the development of cultural and performing arts nodes in different areas throughout the City, each with a specific non-competing focus, such as viewing performances or works of art, and learning about, creating, or purchasing art.
- LUT 1.18** Prepare Specific Plans or other appropriate plans to further define and implement the General Plan's intent for the Northwest and Southwest Planning Areas.
- LUT 1.19** Evaluate land use intensities in conjunction with the review of any zone change and/or General Plan Amendment to permit density or modify intensity. Factors to be considered include, but are not limited to, the maximum intensity allowed for the applicable land use designation in the General Plan, traffic circulation patterns, environmental constraints, and compatibility with surrounding land uses.
- LUT 1.20** Redevelop the Bayfront Planning Area as a world-class bayfront that will benefit citizens and visitors through the development of entertainment, retail, cultural, residential, office and parks and the preservation of natural open spaces.



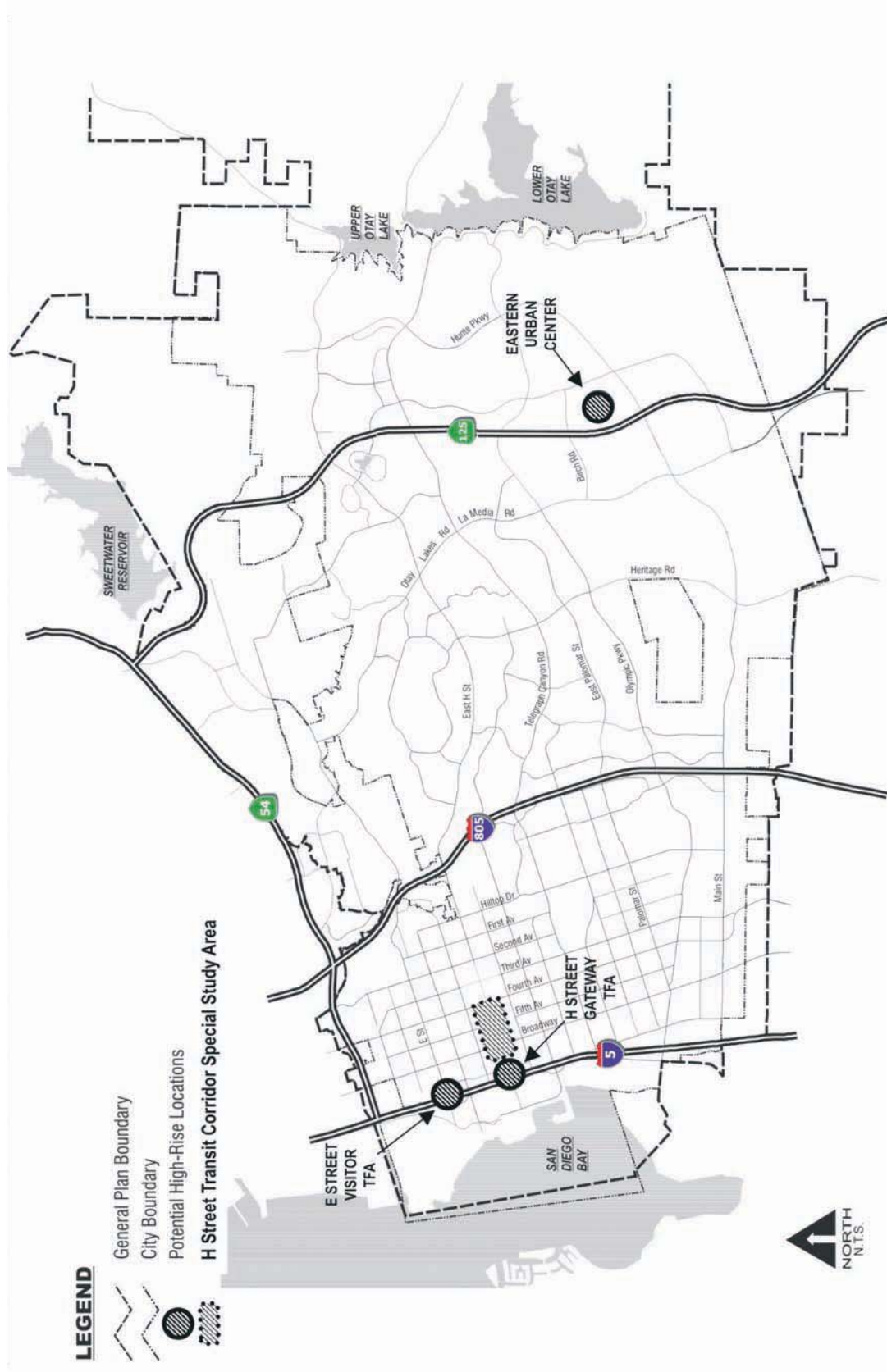
7.2 Urban Design and Form

As introduced in Section 3.5 of this element, establishing and reinforcing Chula Vista's urban design and form is necessary to ensure that the desired character and image of the City is protected and enhanced as the City grows and develops over time. The evolving urban design and form of Chula Vista are considered to be key to the City's community character and image, and should be addressed carefully. As noted, in particular, under Theme 8, "Shaping the Future through the Present and Past", such change and evolution must be accomplished in a manner that complements Chula Vista's heritage and unique sense of place. This includes consideration of a number of inter-related factors, such as preserving and enhancing stable residential neighborhoods, focusing on edges between new development and redevelopment to ensure compatible land use and edge transitions, and historic preservation, among others. This approach to ensuring harmony between needed and desired changes and harmony between the City's past and present, is carried out through a number of objectives and policies, both in this Section and in Sections 7.3 through 7.6, as well as in the Area Plans in LUT Sections 8.0 - ~~10.0~~ 11.0

Given Chula Vista's past, and the community's concerns about image and character, another key component of this General Plan is clearly identifying those areas where the highest intensities and densities should be focused. In the General Plan, these areas consist of the Mixed Use Transit Focus Area (TFA) designated lands in Northwest Chula Vista at the E and H Street trolley station areas, and the area around Third Avenue and H Street. Within the Bayfront, higher intensities and densities are planned near the marina. In Eastern Chula Vista, they are focused within the Eastern Urban Center of Otay Ranch. These areas are targeted for the highest intensity and density of land uses, the largest potential building forms, and in western Chula Vista, some are located proximate to existing residential areas. Therefore, it is important that provisions for transitions and edges among building masses, and land uses relationships both within the TFAs, and between the TFA-designated areas and adjoining existing neighborhoods, be clear and well-defined. These provisions must address such topics (among others) as building setbacks, screening and landscaping, solar access and shadowing, and pedestrian and vehicular circulation. The following Objectives and Policies, as well as those in Section 7.5, address these topics.

Historically, taller buildings (over four or five stories) have occurred rarely, and certainly not through a strategic effort to define the City's skyline, to identify where prominent building mass would be beneficial, or to signify important activity centers. As shown on Figure 5-18, Urban Form, this General Plan identifies four, limited locations where urban development intensities would be most appropriate. These include the ~~three~~ two Transit Focus Areas (TFA) in Urban Core of western Chula Vista ~~two~~ around the existing E Street and H Street trolley stations, ~~and the third around the future station on H Street near Third Avenue.~~ within the Bayfront Planning area. ~~The fourth area is~~ and in the Eastern Urban Center in Otay Ranch which has been planned for urban development since the Otay Ranch General Development Plan was approved in 1993.

Urban Form



(Existing)

Figure 5-18

Urban Form

Proposed G.P. Amendment

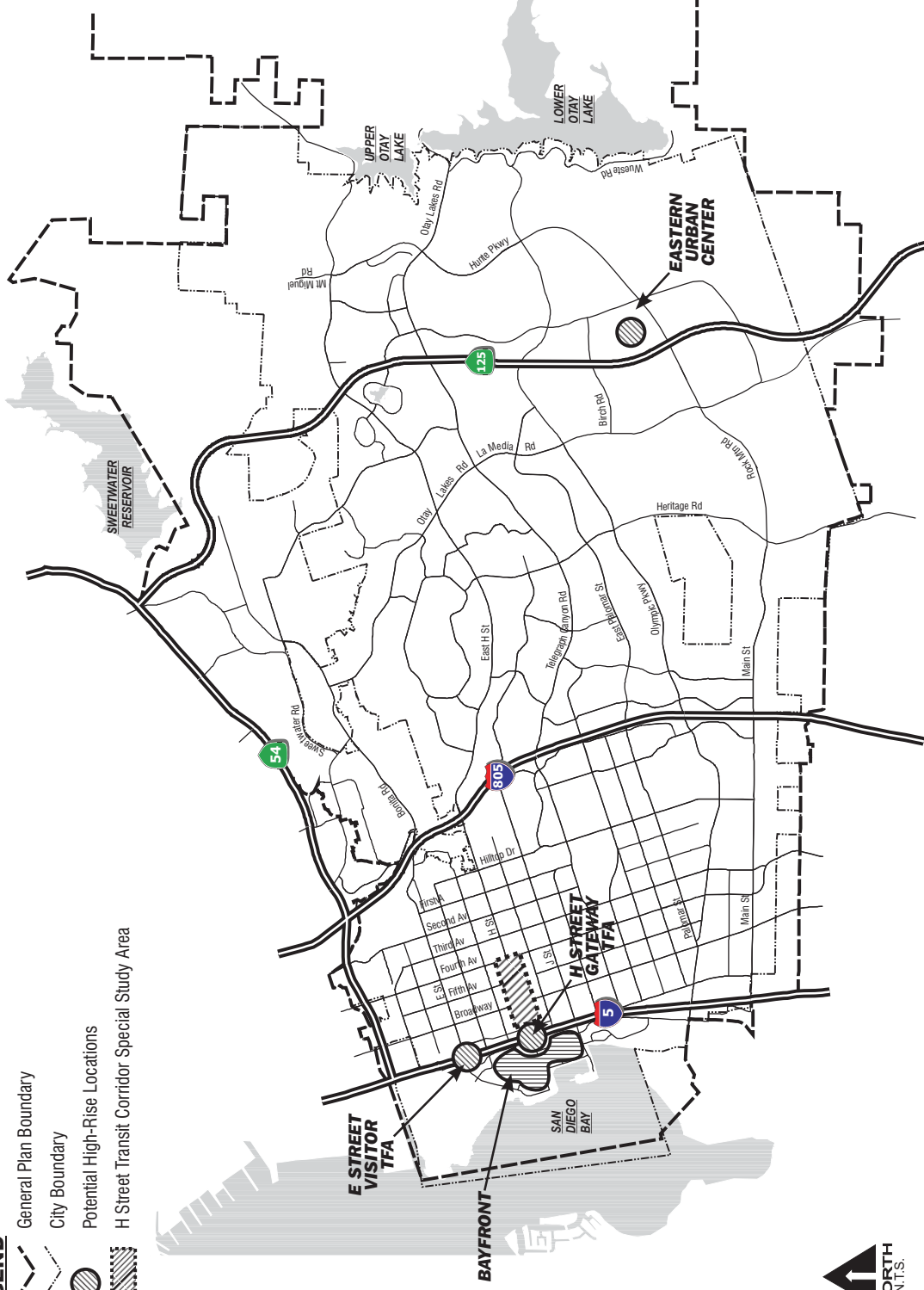
LEGEND

General Plan Boundary

City Boundary

Potential High-Rise Locations

H Street Transit Corridor Special Study Area



(Proposed)

Figure 5-18

LAND USE AND TRANSPORTATION ELEMENT

CHAPTER 5

Also depicted on Figure 5-18 is the H Street Transit Corridor Special Study Area. The purpose of this special study is to analyze and evaluate the appropriateness of plan changes that could result in mixed land uses, increased intensities, and potential high-rise buildings along H Street between Interstate 5 and Fourth Avenue. An important consideration of the study is that the area is a major activity corridor, and functions as the primary entry into the urban core. It is a major link between Broadway and the downtown area, is targeted as a major transit connection between the eastern portion of the City and the west, and currently consists primarily of community or sub-regional-serving non-residential land uses. These uses include the South County Regional Center and Superior Court; medical offices; several bank facilities; a major hospital and medical facility at Scripps; major commercial uses at the Chula Vista Center; numerous restaurants; retail businesses; and professional offices. In view of these existing land uses along H Street, the future intensification planned with the two TFAs at either end of the corridor, and the potential for future market forces to focus on H Street as a key corridor, a special study is needed that examines further potential changes in land use and intensity; building mass; the potential for taller buildings; and the relationship and appropriate transitions to adjacent stable neighborhoods (see Policy LUT 2.6).

The identification of the above-mentioned TFAs and corridor within the City's Urban Core, the Bayfront, as well as within the Eastern Urban Center (EUC), are intended to establish places where people are attracted to active; pedestrian-oriented experiences, including: shopping; restaurants; entertainment; and employment, and which are located along major thoroughfares and transit routes where they can be most readily accessed. While allowance for higher intensities and taller buildings, (or "high-rise" structures), in these locations provides more housing, employment and other opportunities on a smaller amount of land, the principal reason for high-rise structures is to provide landmarks and skyline recognition for key areas of the City, and punctuate them as vibrant, active and successful community centers.

The following objectives and policies are provided to ensure that the evolution of more urban land use areas within Chula Vista is strategically focused and harmoniously integrated to adjoining, stable neighborhood areas, and that the allowance of high-rise structures of eight or more stories is appropriately managed. In addition, please see Planning Area Plans in Sections 8.0 - ~~10.0~~ 11.0 of this element for further site area specific discussions and policies, as well as the Otay Ranch General Development Plan (GDP), which addresses development within the EUC.

Objective - LUT 2

Limit locations for the highest development intensities and densities, and the tallest building forms, to key urban activity centers that are also well-served by transit

Policies

- LUT 2.1** Locate Mixed Use Transit Focus Areas where major transit stations exist or are planned.
- LUT 2.2** Locate the highest development intensities and residential densities within Mixed Use Transit Focus Areas where strong City Gateway elements exist or key urban activity areas occur.
- LUT 2.3** Limit the location of high-rise structures to within the E Street and H Street Transit Focus Areas at Interstate 5, the Bayfront, and the Eastern Urban Center area of Otay Ranch.
- LUT 2.4** High-rise buildings will be subject to discretionary review in order to ensure they are a positive addition to the City, in accordance with the following provisions:
- The building must reflect unique, signature architecture that symbolizes the City and can be immediately recognized as a positive Chula Vista landmark.
 - The building must be accompanied by clear public benefits in acceptance of the height, such as increased public areas, plazas; fountains; parks or paseos; extensive streetscape improvements; or other public venues or amenities.
 - The overall building height and massing must reflect appropriate transitions to surrounding areas, in accordance with the future vision for those areas, or if the building is on the periphery of an area of change, to the adjoining neighborhood. Specific Plans, General Development Plans/Sectional Planning Area Plans or other zoning regulations will provide the basis for defining such transitions.

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LUT 2.5 Require proposals for development within TFAs to conduct studies to assess the effects on light and solar access, and shadowing and wind patterns on adjacent areas and buildings.

LUT 2.6 Conduct a special study to examine the potential for higher land use intensities and taller buildings along the H Street Transit Focus Corridor between Interstate 5 and Fourth Avenue, and to address compatibility issues with adjacent stable neighborhoods. The precise boundaries will be established at the time of the study, and all land use policies within in this General Plan shall apply until modified or amended, as a result of study findings.

Objective - LUT 3

Direct the urban design and form of new development and redevelopment in a manner that blends with and enhances Chula Vista's character and qualities, both physical and social.

Policies

LUT 3.1 Adopt urban design guidelines and/or other development regulations for all Districts or Focused Areas of Change as presented in Sections LUT 8.0 - ~~10.0~~ 11.0 of the LUT Element, as necessary, to ensure that new development or redevelopment recognizes and enhances the character and identity of adjacent areas, consistent with this General Plan's Vision.

LUT 3.2 Any such urban design guidelines and/or other development regulations shall be consistent with other, related policies and provisions in this General Plan, including Sections 7.3 through 7.6.

LUT 3.3 Buildings within the TFAs should not adversely affect public views or view corridors, and should be designed to be sensitive to adjacent buildings and areas.



Objective - LUT 5

Designate opportunities for mixed use areas with higher density housing that is near shopping, jobs, and transit in appropriate locations throughout the City.

Policies

- LUT 5.1** Promote mixed use development, where appropriate, to ensure a pedestrian-friendly environment that has opportunities for housing; jobs; childcare; shopping; entertainment; parks; and recreation in close proximity to one another.
- LUT 5.2** Encourage new development that is organized around compact, walkable, mixed use neighborhoods and districts in order to conserve open space resources, minimize infrastructure costs, and reduce reliance on the automobile.
- LUT 5.3** Authorize and encourage mixed use development in focus areas, including high-density residential housing, neighborhood-serving commercial, and office uses.
- LUT 5.4** Develop the following areas as mixed use centers: Urban Core; Bayfront; Palomar Trolley Station; Eastern Urban Center; and Otay Ranch Village Cores and * Town Centers.
- LUT 5.5** Amend the Zoning Ordinance to implement mixed use zoning districts that provide development standards for mixed use development, which should address minimum density and intensity requirements; allowable uses; building heights; and any shared parking standards
- LUT 5.6** Allow for the revitalization and intensification of infill sites within the Northwest and Southwest Planning Areas, consistent with FAR limitations; and amend the Zoning Ordinance so that it does not inhibit appropriate infill development
- LUT 5.7** Encourage new ownership or rental housing in mixed use designations and near major transit services, where compatible with adjacent neighborhoods. Mixed use housing should minimize impacts on designated single-family neighborhoods.

*For text shown in shading, please see Page LUT-285 for Final Action Deferral Areas information

LAND USE AND TRANSPORTATION ELEMENT

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- LUT 6.6** Establish design guidelines and development standards for commercial and mixed use development that respect and complement the character of surrounding neighborhoods and uses.
- LUT 6.7** Require that outdoor storage areas or salvage yards be screened from any public right-of-way.
- LUT 6.8** Require that any land use that handles, generates and/or transports hazardous substances, will not negatively impact existing or future sensitive receptors/land uses, as defined by state and federal regulations.
- LUT 6.9** Coordinate with adjacent landowners, the Port of San Diego, cities, and San Diego County in establishing compatible land uses for areas adjacent to the City's boundaries.
- LUT 6.10** Coordinate and work closely with the City of San Diego, National City, and San Diego County in the Otay Valley Regional Park and Sweetwater/Bonita areas to participate in the development review processes of projects proposed in these areas. Work to ensure that such development takes applicable City of Chula Vista standards into consideration, as appropriate.

Objective - LUT 7

Appropriate transitions should be provided between land uses.

Policies

- LUT 7.1** Protect adjacent, stable residential neighborhoods by establishing guidelines that reduce the potential impacts of higher intensity mixed use, commercial, and urban residential developments (i.e. transitional areas).
- LUT 7.2** Require new or expanded uses to provide mitigation or buffers between existing uses where significant adverse impacts could occur.

*Scenic Resources***Objective - LUT 13**

Preserve scenic resources in Chula Vista, maintain the City's open space network, and promote beautification of the City.

Policies

LUT 13.1 Identify and protect important public viewpoints and viewsheds throughout the Planning Area, including features within and outside the planning area, such as: mountain; native habitat areas; San Diego Bay; and historic resources.

LUT 13.2 Continue to implement the City's planned open space network.

LUT 13.3 Screen unsightly industrial properties on the Bayfront, or convert such properties to uses that are consistent with the desired visual character of the Bayfront. As described in section 11.0 of this Element and the Bayfront Master Plan.

LUT 13.4 Any discretionary projects proposed adjacent to scenic routes, with the exception of individual single-family dwellings, shall be subject to design review to ensure that the design of the development proposal will enhance the scenic quality of the route. Review should include site design, architectural design, height, landscaping, signage, and utilities. Development adjacent to designated scenic routes should be designed to:

- Create substantial open areas adjacent to scenic routes through clustering development;
- Create a pleasing streetscape through landscaping and varied building setbacks; and
- Coordinate signage, graphics and/or signage requirements, and standards.



7.12 Regional Cooperation and Coordination

Many important issues affecting Chula Vista's quality of life, such as traffic congestion; air quality; jobs; and economic prosperity are regional issues shared by San Diego County's other cities, and unincorporated areas. Region-wide discussion and planning, with coordinated action and implementation, can address and improve regional issues and concerns that affect Chula Vista. The Regional Comprehensive Plan (RCP) approved by SANDAG in July 2004 provides a common basis for the region's cities to address issues of mutual concern and to provide balanced, regional solutions. It is important that the City continue to participate on regional bodies that address these issues, and continue to advocate and support proposed RCP solutions that will improve the quality of life for City residents.

The City is also influenced and affected by activities that take place immediately adjacent to its corporate boundary, such as National City, ~~and~~ San Diego, and the Port of San Diego; within its sphere of influence, such as San Diego County's Sweetwater Community Plan area; or in the nearby surrounding area, such as the Otay Valley and Otay Mesa. Chula Vista needs to address issues of concern or problems in these areas, including establishment of appropriate municipal service boundaries and clear community identity, and proactively work with the appropriate jurisdiction to develop solutions.

Objective - LUT 24

Work cooperatively with other agencies and jurisdictions to address regional issues that affect the quality of life for Chula Vista's residents, such as land use, jobs/housing balance, transportation, mobility, and economic prosperity, and advocate proactively with appropriate agencies regarding key issues.

Policies

- LUT 24.1** Continue to coordinate with regional planning agencies to address regional issues integral to Chula Vista residents' quality of life, and advocate proactively with appropriate bodies regarding key issues.
- LUT 24.2** Coordinate City strategies with SANDAG, member jurisdictions and other appropriate agencies and/or organizations to meet housing and employment needs.

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LUT 24.3 Coordinate and cooperate with, and advocate the City's position and strategies on key issues with, appropriate State-wide agencies and organizations, including but not limited to Caltrans and the League of Cities.

LUT 24.4 Coordinate airport land use compatibility planning with the San Diego County Regional Airport Authority, in its role as the San Diego County Airport Land Use Commission.

LUT 24.5 Coordinate and work closely with the Port of San Diego to ensure compatible land uses to meet recreational, visitor serving, housing, commercial, and maritime needs in the Chula Vista Bayfront.

Objective - LUT 25

Address issues of concern or specific problems in areas immediately adjacent to the City's boundaries or within nearby surrounding areas, and proactively work with the appropriate jurisdiction to develop solutions.

Policies

LUT 25.1 Work with the City of San Diego to adjust the boundary between San Diego and Chula Vista to generally follow the Otay River.

LUT 25.2 Work with the National City to adjust the boundary between National City and Chula Vista to generally follow the Sweetwater River/State Route 54.

LUT 25.3 Work with the Port of San Diego to adjust the boundary between the Port Lands and Chula Vista in conformance with the Bayfront Master Plan.



11.0 BAYFRONT

11.1 Description/Setting

The Bayfront Planning Area encompasses approximately ~~1,012~~ 2,620 acres, of which ~~748 acres~~ includes uplands or filled areas above mean high tide; and ~~265 acres~~ are wetlands. The majority of the ~~upland~~ developed area within the Bayfront Planning Area ~~is currently consists of~~ developed with urban industrial and commercial uses. The remainder of the ~~Planning area~~ uplands is underutilized and either vacant or used for smaller industrial ~~storage~~ warehouse and commercial purposes. The ~~intensity of existing development is essentially suburban~~ with ~~consists of~~ low-rise buildings and open parking areas

The Chula Vista Bayfront is envisioned as a world-class Bayfront to benefit all citizens and visitors to the region.



11.2 Land Use

The current, adopted California Coastal Act Local Coastal Program (Chula Vista LCP) guides continuing development within the Bayfront coastal zone area by providing a detailed land use plan for the orderly growth, development, redevelopment, and conservation of resources. The LCP land use plan is divided into seven subareas. The subareas and planned uses for each are summarized below:

- ~~Subarea 1~~ — Mid-Bayfront. Generally located between F Street (Lagoon Drive) and D Street, it is adjacent to the National Wildlife Refuge and includes the F-G Street Marsh, which is also a part of the U.S. Fish and Wildlife Service ownership.
- ~~Subarea 2~~ — Industrial. Includes the area between G and L Streets, most of which is developed with industrial or related uses.
- ~~Subarea 3~~ — Located south of L Street and primarily developed with light industrial and related commercial uses.
- ~~Subarea 4~~ — Comprised of the northern inland parcel adjacent to the Sweetwater River.

- ~~Subarea 5~~ — Consists of a southern inland parcel on Faivre Street annexed to the City from the County of San Diego. It is located adjacent to wetlands associated with the Otay River.
- ~~Subarea 6~~ — A parcel annexed from the City of San Diego in the Palomar/Bay Boulevard Reorganization, it is used primarily for salt evaporation ponds associated with the western salt operations to the south, but also includes a small portion of upland.
- ~~Subarea 7~~ — Primarily comprised of lands within the Sweetwater Marsh National Wildlife Refuge that is located to the north and west of the Mid-Bayfront. The Bayfront Master Plan envisions a world-class Bayfront in the City of Chula Vista to benefit all citizens and visitors to the region, and to complement existing and proposed development within the City's corporate boundaries.

Planning for the Bayfront Area is a multi-tiered effort that requires inter-jurisdictional cooperation with the State of California and the San Diego Unified Port District. The State of California Coastal Commission guides development within the Chula Vista Bayfront coastal zone area through the California Coastal Act Local Coastal Program (Chula Vista LCP). The Chula Vista LCP provides a detailed land use plan for the orderly growth, development, redevelopment, and conservation of resources. The Chula Vista LCP has been certified by the State Coastal Commission and adopted by ordinance in the Chula Vista Municipal Code. The San Diego Unified Port District (Port District) manages and protects the State tidal lands for the people of the State of California. Tidelands are held in public trust for purposes of water-related commerce, navigation, fisheries, recreation and the environment, for which private development, including residential use, is not allowed. Approximately 554 acres of the 2,573-acre Bayfront Planning Area is within the trusteeship and planning jurisdiction of the Port. The remaining land within the Bayfront Planning Area is within the planning jurisdiction of the City of Chula Vista. A Bayfront Master Plan has been developed in partnership between the Port District and the City of Chula Vista to guide the development of the Bayfront Planning Area as described by the City of Chula Vista LCP and the Port District Master Plan.

~~No amendments to current General Plan land use designations are proposed within the Bayfront Area, given that a joint planning effort by the Port of San Diego and City of Chula Vista to develop an updated Bayfront Master Plan is currently underway.~~

~~Overall, the~~ The Bayfront Master Plan ~~planning effort~~ envisions a world-class Bayfront in the City of Chula Vista to benefit citizens and visitors to the region, and to complement existing and proposed development within the City's corporate boundaries.

LAND USE AND TRANSPORTATION ELEMENT

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A major component of the Bayfront Master Plan will be the protection of natural areas and sensitive biological resources. The Master Plan will address uses on 488 acres of land, including vacant and underutilized Bayfront areas of the City. Among other things, the Bayfront Master Plan will consider supports the creation of implementation of a variety of uses including office, residential, retail, entertainment, and recreation, at other visitor-serving uses, and reconfiguration of the harbor, and the provision of office and other employment uses. Objectives identified in the plan Bayfront Master Plan include:

- Ensuring conformance with the tidelands trust requirements
- Protecting and enhancing of environmental resources
- Enhancing of its the existing culturally diverse community
- Providing visitor-serving and recreational opportunities
- Creating of recreational, public art and open space opportunities

The Bayfront Master Plan effort is estimated for completion in early 2006, and will include any necessary General Plan and Local Coastal Program amendments.

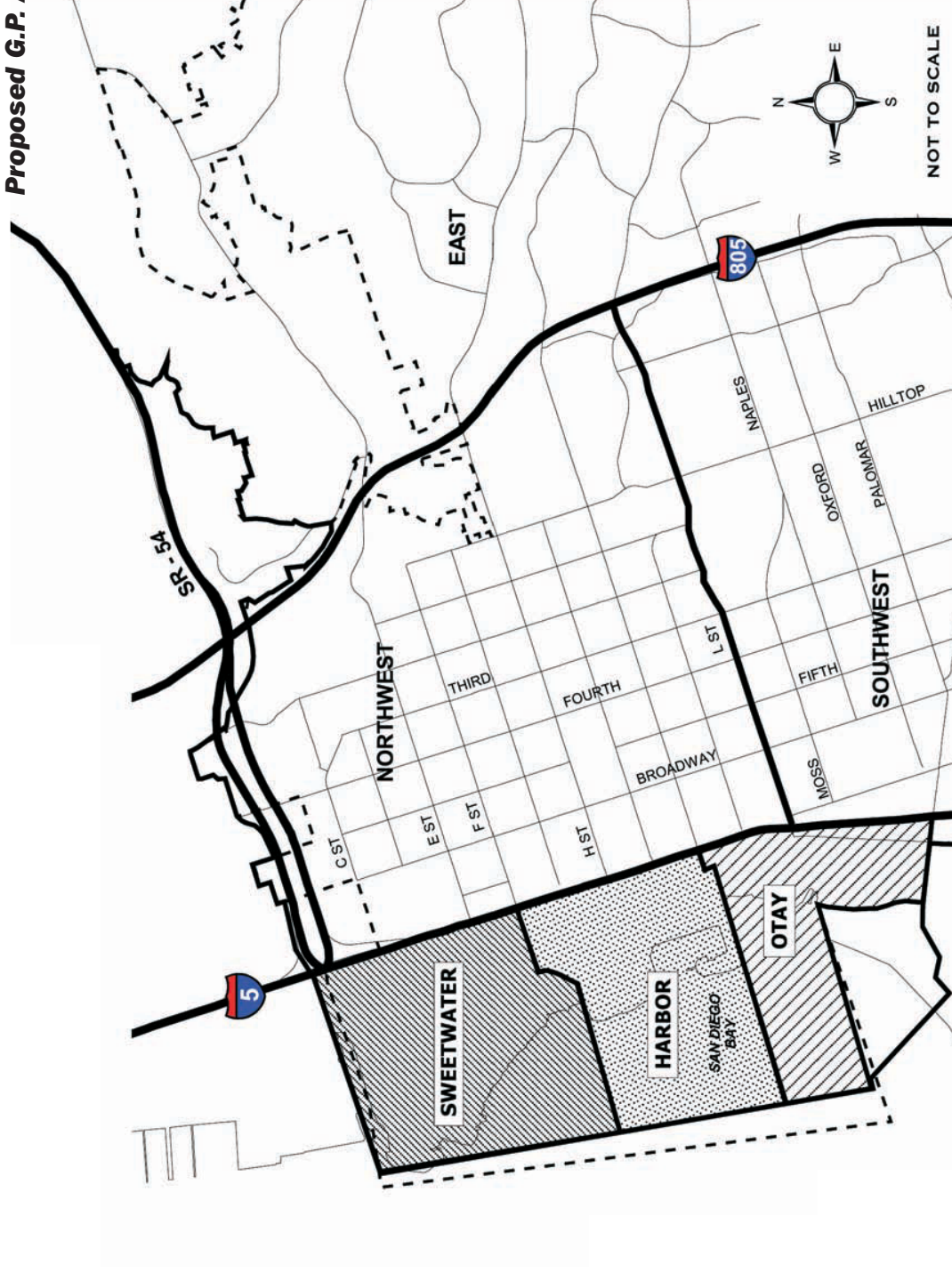
II.2 Subareas

The Bayfront Planning Area (Figure 5-48) consists of three planning subareas: Sweetwater Harbor and Otay. Within these subareas are established commercial, office, industrial, recreational and natural preserve areas that are expected to evolve over time as the City continues to mature, and that offer opportunities for infill development, redevelopment, and new project, including residential development.

In Section 11.3, Area-Wide Planning Factors, Objectives, and Policies, issues are addressed and policies are presented that are important to the entire Bayfront Planning Area. Subsequently, Section 11.4, Subarea Planning Factors, Objectives and Policies, issues are addressed and policies are presented specifically for the three subareas noted above.

Bayfront Planning Area

Subareas Proposed G.P. Amendment



(New)

Figure 5-48



II.3 Area-Wide Planning Factors, Objectives and Policies

There are several topics or issues with respect to the Bayfront Planning Area that require more focused discussion:

- Create a Bayfront Focal Point
- Bayfront Linkages
- Bayfront Street Network
- Mobility
- Parks and Recreation
- Open Space Conservation

11.3.1 Create a Bayfront Focal Point

The continuing development and redevelopment of the Bayfront will create a water-oriented focal point for the entire City. With an emphasis on public recreation activities, tourism and conservation, it will emerge as the premier waterfront experience in the South County. The development standards and quality will equal those of similar areas in the northern section of San Diego Bay. The diversity of uses will exceed that of many similar projects and contribute to its vitality and use by all citizens.

Objective - LUT 98

Create a water-oriented focal point for the entire City of Chula Vista, which includes uses that are attractive to visitors and residents alike.

Policies

- LUT 98.1** Provide for a balanced and well-defined mix of land uses including visitor serving, commercial, cultural, civic, residential, recreational and open space Conservation.
- LUT 98.2** Improve the visual quality of the Bayfront by promoting both public and private uses that will remove existing blighted structures or conditions, and develop a new image through high quality architecture and landscape architecture.
- LUT 98.3** Allow Bayfront development intensity that provides for economic generators Within the capacity of planned public service and infrastructure systems.

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LUT 98.4 Provide good regional access to the Bayfront from I-5 and SR 54, improved gateway entries, well-routed and designed roadways, connections to public transit, well located and adequate parking areas, and enhanced pedestrian And bicycle access.

LUT 98.5 Locate new development to be compatible with the protection and Enhancement of environmentally sensitive lands in the Bayfront

11.3.2 Bayfront Linkages

The Bayfront Planning Area will provide visitors and residents with entertainment, recreational activities, lodging and other services within a compact area. Therefore, the full range of access linkages by car, transit, bicycle, or on foot should be planned and implemented through development of the Bayfront Planning Area. The relationship between the Bayfront and the adjacent Urban Core Subarea of the Northwest Planning Area provides an opportunity to create synergy to connected, yet distinct, areas of the City.

Objective - LUT 99

Establish linkages between the Bayfront Planning Area and the Northwest Planning Area for pedestrians, bicycles, and transit

Policies

LUT 99.1 Pedestrian and bicycle access between the Bayfront Planning Area and the Northwest Planning Area should be identified, and guidelines for their development should be established, through the Bayfront Specific Plan or a Subsequent implementation document.

LUT 99.2 Ensure the design and construction of enhanced (wider) Interstate freeway overpasses at E, F, and H Streets, as a discrete project or in conjunction with any freeway interchange improvement programs. The crossings shall incorporate vehicular, transit, and pedestrian/bicycle access.

LUT 99.3 Promote the development and operation of a circulation system to link and serve the Bayfront Planning Area, the Urban Core Subarea's commercial Areas, and the E and H Street trolley stations.

LUT 99.4 Ensure integration of the Chula Vista Bayfront component of the regional Bayshore Bikeway that will provide a continuous bike loop around San Diego Bay.

LUT 99.5 Ensure integration of the Bayfront Planning Area component of the Chula Vista Greenbelt to provide a connection between eastern Chula Vista and the Bayfront.

11.3.3 Bayfront Street Network

The intensification of land uses within the Bayfront Planning Area will alter the character of the built environment over time, creating a more urban context. The transportation network takes into account all modes of travel within this urban context, including public transit; bicycles; pedestrians; and the automobile. Figure 5-49 illustrates the Bayfront street network.

The streets located in the Bayfront should be designed with pedestrians and bicyclists in mind in order to increase social interaction; provide better support; emphasize a friendly, inviting environment for bicycling and walking; and create great places for people to live, work and visit. In general, these streets will have wide sidewalks, street trees, and parkways. These streets will provide, in varying amounts, the following generalized amenities:

- Wayfinding maps; trash receptacles; and benches should be strategically located throughout the Bayfront. Streetscapes should be designed with inviting sidewalks wide enough to be passable without having to maneuver around hedges and other obstacles, and non-contiguous to the street for the creation of parkways.
- On-street parking, limited curb cuts, and landscaping or planting strips that create a buffer between traffic and pedestrians and provide canopy shade. A well-designed streetscape makes people feel comfortable and invites and motivates people to walk or bike to destinations. The Bayfront street design should include mid-block crosswalks and off-street pathways through future common areas and open spaces.
- Easily accessible building entrances in close proximity to the sidewalk. Windows at street level with no blank walls on adjacent buildings.
- Distinctive public transit amenities to increase ease of its use and attractiveness of the area. Transit amenities should include bus information kiosks, bicycle facilities and interconnections to other routes and bikeways; bike racks; lockers; and shower facilities. The intent is to reinforce bicycling as a mode of transportation connected to and coordinated with other modes to connect people and places through a complete street network.

As discussed in Section 5.5.7, separate roadway classifications have been identified for the Northwest Planning Area's Urban Core Subarea. These classifications reflect the special operating characteristics of roadways within a more urbanized, mixed-use environment, and facilitate multi-modal design elements and amenities (such as enhanced sidewalks and transit facilities).

Objective - LUT 100

Establish roadways in the Bayfront Planning Area that respond to the special operating characteristics of roadways within a more urbanized environment, accommodate slower speeds in pedestrian-oriented areas, and facilitate multi-modal design elements and amenities.

Policies

LUT 100.1 Design and develop roadways to include pedestrian, bicycle and transit Amenities appropriate to their function.

1.3.4 Mobility

Mobility refers to all modes of transportation, and includes people's use of cars; trolleys; buses; bicycles; and walking. The planned street circulation system within the Bayfront Planning Area will provide vehicular access, although an emphasis on pedestrian circulation, accessibility, and safety is equally important to traffic flow. Increased access to transit facilities and a pedestrian-friendly environment that encourages walking are two important components of mobility in the Bayfront.

The Transit First! Program prepared by SANDAG identifies future transit routes for Bus Rapid Transit (BRT) in Chula Vista that connect to the existing E and H Street trolley stations. This transit system will use the H Street corridor as an east/west route, with planned transit stations approximately every mile. A bus shuttle system is envisioned to link the Urban Core Subarea with the Bayfront Planning Area to provide residents and visitors with convenient access to transit stations, as well as shopping and services in both areas and to provide access to the Bayfront Planning Area from other parts of the city.

The extensive parks and open spaces within the Bayfront Planning Area provide an important recreational amenity for Chula Vista residents and visitors. Bicycle and pedestrian paths are envisioned throughout the Bayfront Planning Area to provide access between transit stations, parking areas, the waterfront, and these park and open space areas.

Objective - LUT 101

Increase mobility for residents and visitors in the Bayfront Planning Area.

Policies

- LUT 101.1** Create safe and convenient pedestrian access to, from, and within the Bayfront Planning Area.
- LUT 101.2** Provide adequate sidewalk space on heavily traveled pedestrian corridors within the Bayfront Planning Area.
- LUT 101.3** Provide mid-block pedestrian crossings and sidewalk curb extensions, where feasible, to shorten pedestrian walking distances.
- LUT 101.4** Locate secure bicycle parking facilities near transit centers, major public and private buildings, and in recreational areas.
- LUT 101.5** Encourage the establishment of a transit shuttle system that connects the Bayfront Planning Area with the Northwest Plan Area Urban Core.
Connections to the Civic Center and transit stations on E and H Streets should be considered as priorities.
- LUT 101.6** Design and implement a system of landscaped pedestrian paths that link important features of the Bayfront Planning Area, especially an F Street Promenade that will link the Bayfront Planning Area with Broadway and Downtown Third Avenue.
- LUT 101.7** Encourage the establishment of a water taxi system that will link the Bayfront Planning Area with other important features and destinations along San Diego Bay.

11.3.5 Parks and Recreation

The Bayfront Master Plan provides for an approximate 250-acre park and open space system to protect the natural beauty of the area and to provide improved access and usage of the bay by

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CHAPTER 5

area residents and visitors. The park and open space system will include areas for quiet enjoyment of nature; active play areas; performance spaces; boardwalks; promenades; bike paths; jogging trails and an active waterfront with a new pier. The marina is planned to be reconfigured to provide access for water taxis; dinner boats; harbor cruises; historic vessels/museums; and sailing school boats.

Objective - LUT 102

Create park and recreational opportunities in the Bayfront Planning Area that protect the natural beauty of the Bay and improve access and usage by area residents and visitors.

Policies

LUT 102.1 Provide park and recreation facilities within the Bayfront Planning Area to serve residents and visitors

LUT 102.2 Provide pedestrian and bicycle connections to link park and recreation Facilities within the Bayfront

11.3.6 Open Space Conservation

Natural open space preserve planning efforts, such as the Multiple Species Conservation Program (MSCP) and the Sweetwater Marsh National Wildlife Refuge, areas within the Bayfront Planning Area will be the focus of continuing conservation efforts. Opportunities to provide for open space conservation occur throughout the Bayfront and such open spaces are a key component in the City's Greenbelt System. Future development opportunities adjacent to these areas, as well as park implementation efforts, need to respect and conserve these important open space resources.

Refer to Chapter 9, the Environmental Element, for additional discussion and policies on open space.

Objective - LUT 103

Provide for natural open space conservation in the Bayfront Planning Area.

Policies

LUT 103.1 Provide for the conservation of natural open space within the Chula Vista Greenbelt system.

LUT 103.2 Identify and protect important public viewpoints and viewsheds along the Bayfront where native habitat areas exist.

LUT 103.3 Provide for well-designed, safe and secure staging areas, kiosks, and rest stops Within the Bayfront segment of the Chula Vista Greenbelt system.

II.4 Subarea Planning Factors, Objectives and Policies

11.4.1 Sweetwater Subarea

Description of Subarea

The Sweetwater Subarea is located in the northern portion of the Bayfront Planning area, west of Interstate 5. The Subarea extends south to F Street and includes a small peninsular area extending southwest of F Street.

Existing Conditions

The majority of the planning area is owned by the Federal Government and operated by the U.S. Fish and Wildlife Service as the Sweetwater Marsh National Wildlife Refuge. Primary land uses outside the Wildlife Refuge include commercial, motel, restaurant, office, and transportation/utility easement.

Vision for the Sweetwater Subarea

The Sweetwater Subarea has developed with a focus on employment uses and visitor-serving hotels and restaurants located in proximity to Interstate 5, while providing for expansive views and protection of sensitive open space preserve areas that extend through the Sweetwater Marsh to the San Diego Bay. To provide for protection of open space, development has transitioned from lower scale buildings adjacent to open space buffer areas to taller buildings near Interstate 5. Pedestrian and bicycle linkages, including the Bayshore Bikeway, meander along scenic roadways and provide a component of the Chula Vista Greenbelt trail system that encircles the city. Pedestrian-oriented urban development in the City's Urban Core is linked to the Sweetwater Subarea by the F Street Promenade, providing opportunities for residents to enjoy the benefits of the Bayfront natural setting.

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Objective - LUT 104

Encourage redevelopment and new development activities within the Sweetwater Subarea that will minimize impacts to environmentally sensitive lands adjacent to the Sweetwater Marsh National Wildlife Refuge.

Policies

Uses

LUT 104.1 Focus new development and redevelopment on less environmentally sensitive lands.

LUT 104.2 Encourage lower intensity and visitor-serving development such as hotel, mixed-use, commercial and office that will be compatible with this environmentally-themed area.

LUT 104.3 Provide parks and open space for recreation, nature study and enjoyment of San Diego Bay.

LUT 104.4 Protect, maintain, and enhance wildlife habitat within the National Wildlife Refuge while allowing public enjoyment of coastal resources.

Intensity/Height

LUT 104.5 In the Sweetwater Subarea, the "Visitor Commercial" designation is intended to have an area-wide aggregate FAR of 0.5 and the Professional/ Administrative designation is intended to have an area-wide aggregate FAR of 0.75. The Bayfront Specific Plan will establish parcel-specific FARs that may vary from the area-wide aggregate (refer to Section 4.9.1, Interpreting the Land Use Diagram, for a discussion of district-wide versus parcel-specific FAR).

LUT 104.6 Building heights shall be predominantly low-rise to mid-rise with some high-rise buildings located within the eastern part of the Subarea. Any high-rise buildings Will be subject to discretionary review pursuant to the provisions of LUT Section 7.2.

LUT 104.7 Establish locations within the Subarea where permitted building heights and Densities are greater than in locations adjacent to sensitive open spaces.

LUT 104.8 Establish standards for transitions in building height that respond to public view corridors and proximity to sensitive open spaces.

Design

LUT 104.9 The Bayfront Specific Plan or other regulations prepared to guide development in the Sweetwater Subarea shall address design issues that create a sense of place, a pedestrian-friendly environment, enhanced pedestrian and bicycle linkages, and compatibility with the scale and nature-oriented focus of the area as described in LUT Section 7.6.

LUT 104.10 Maximize the sense of arrival and access to the Bayfront via the E Street entry and provide clearly identifiable gateways to the Bayfront.

Amenities

LUT 104.11 Community amenities to be considered for the Sweetwater Subarea as part of any incentives program should include, but not be limited to, those listed in Policy LUT 27.1

11.4.2 Harbor Subarea

Description of Subarea

The Harbor Subarea is located in the central portion of the Bayfront Planning area, generally between F and J Streets. This portion of the planning area includes both land and water use areas.

Existing Conditions

Existing land uses in the Harbor Subarea include industrial and related uses, marina, parks, open space, and easements for utilities.

Vision for the Harbor Subarea

The Harbor Subarea is an exciting world-class waterfront highlighted by an active marina and signature park facilities linked by landscaped pathways. A major conference center and the vibrant cultural facilities, offices, hotels, shops and restaurants attract international and regional visitors and create a community gathering place for Chula Vistans and nearby residents. Visitors and residents enjoy the cool bay breezes and marine activities in the Harbor Subarea and readily visit the nearby urban villages of Downtown Chula Vista for shopping and cultural events via the local transit shuttle.

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Objective - LUT 105

Provide for the redevelopment and new development of the Harbor Subarea that will reinforce its identity as the City's Bayfront focal point.

Policies

Uses

LUT 105.1 Encourage the development of residential, hotel, conference center, retail commercial, marina and park uses within the Harbor Subarea to create a vibrant, pedestrian-oriented waterfront destination.

LUT 105.2 Retain the existing corporate land use located between F Street and H Street, west of Bay Boulevard, as a major employer and industrial business in Chula Vista, but limit the extent of any new general industrial uses to assure development of the unique visitor-oriented uses within the Harbor Subarea.

LUT 105.3 Ensure provisions for fire service within the Harbor District to serve the Bayfront master plan.

LUT 105.4 Ancillary commercial uses may be allowed within the Bayfront High residential land use designation, provided they are restricted to the ground floor, limited in extent and oriented to the convenience of residents.

Intensity/Height

LUT 105.5 In the Bayfront Harbor Subarea, the "Visitor Commercial" and "Mixed Use Commercial" designations are intended to have a subarea-wide aggregate FAR of 0.5. The Bayfront Specific Plan will establish parcel-specific FARs that may vary from the area-wide aggregate (refer to Section 4.9.1, Interpreting the Land Use Diagram, for a discussion of district-wide versus parcel-specific FAR).

LUT 105.6 In the Harbor Subarea, residential densities shall be in the Bayfront High Residential designation at 60 to 115 dwelling units per acre. The LCP and Port Master Plans will provide more detailed guidance for allowed densities within this range.

LUT 105.7 Building heights shall be predominantly high-rise with some mid-rise and low-rise. Any high-rise buildings will be subject to discretionary review pursuant to the provisions of LUT Section 7.2.

LUT 105.8 Establish standards for transitions in building height that respond to public view corridors.

Design

LUT 105.9 The Bayfront Specific Plan or other regulations prepared to guide development in the Harbor Subarea shall address design issues that create a sense of place, a pedestrian-friendly environment, enhanced pedestrian and bicycle linkages, and compatibility with the scale and marine-oriented focus of the Area as described in LUT Section 7.6.

LUT 105.10 Provide aesthetic improvements to existing and new development, including establishing clearly identifiable access to the Bayfront, preserving existing views and creating enhanced views, through placement of new high quality development in harmonious relationship between sensitive habitats and the built environment.

LUT 105.11 Provide view corridors to San Diego Bay that are framed by buildings and enhanced landscaping on all gateway streets.

LUT 105.12 Maximize the sense of arrival and access to the Bayfront via the F Street Promenade and E, H, and J Streets to provide clearly identifiable gateways to the Bayfront.

Amenities

LUT 105.13 Community amenities to be considered for the Harbor Subarea as part of any incentives program should include, but not be limited to, those listed in Policy LUT 27.1.

11.4.3 Otay Subarea

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Description of Subarea

The Otay Subarea encompasses approximately 144 acres and includes the southern portion of the Chula Vista Bayfront area extending south of J Street to Palomar Street.

Existing Conditions

The Otay Subarea consists of industrial and related commercial uses, utility facilities and easements, and open space.

Vision for the Otay Subarea

The Otay Subarea provides employment through an industrial business park south of J Street and adjacent to Interstate 5. A small area of commercial at the southwest corner of Interstate-5 and J Street provides an entry and services for bayfront visitors. Additional employment is provided by the energy and utility oriented industrial uses in the southern portion of the Subarea.

The regional-serving recreational vehicle park and passive parkland in the central portion of the Subarea provides a nature-oriented visitor opportunity near San Diego Bay. Trails and bikeways in the Otay Subarea link with the Chula Vista Greenbelt to provide residents and visitors opportunities for exercise and exploration. Open spaces provide for views of the bay as well as buffers to protect environmentally sensitive marine areas.

Objective - LUT 106

Encourage redevelopment and new development activities within the Otay Subarea that will provide employment, recreational and visitor-serving opportunities, and energy utility needs.

Policies

Uses

LUT 106.1 Focus new development and redevelopment on the less environmentally sensitive lands.

LUT 106.2 Encourage visitor-serving, open space and park uses that are compatible with environmentally sensitive areas.

LUT 106.3 Provide for industrial business park uses, and limited ancillary commercial uses in proximity to Interstate-5 and Bay Boulevard.

Intensity/Height

LUT 106.4 In the Otay Subarea, the "Visitor Commercial" and "Industrial Business Park" designation are intended to have an area-wide aggregate FAR of 0.5. The Bayfront Specific Plan will establish parcel-specific FARs that may vary from the area-wide aggregate (refer to Section 4.9.1, Interpreting the Land Use Diagram, for a discussion of District-wide versus parcel-specific FAR.).

Design

LUT 106.5 Building heights shall be predominately low-rise with some mid-rise buildings

LUT 106.6 The Bayfront Specific Plan or other regulations prepared to guide development in this area shall address design issues that create a sense of place, a pedestrian-friendly environment, enhanced pedestrian and bicycle linkages, and compatibility with the scale and nature-oriented focus of the area as described in LUT Section 7.6.

LUT 106.7 Provide aesthetic improvements to existing and new development, including establishing clearly identifiable access to the Bayfront, preserving existing views and creating enhanced views with development, encouraging high quality development in harmonious relationship between sensitive habitats and the built environment

Amenities

LUT 106.8 Community amenities to be considered for the Otay Subarea as part of any incentives program should include, but not be limited to, those listed in Policy LUT 27.1.

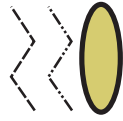
Employment Land Areas

LEGEND

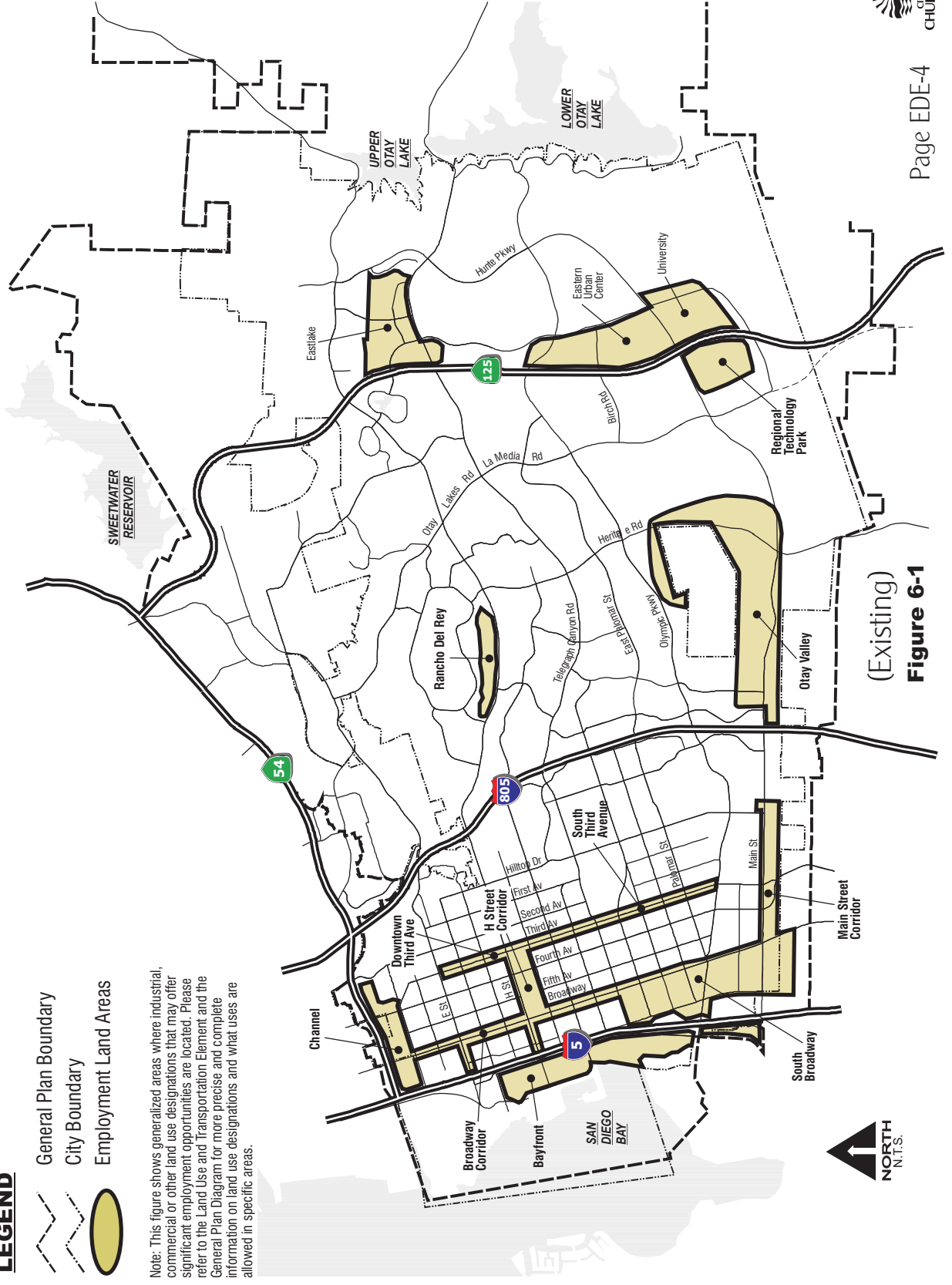
General Plan Boundary

City Boundary

Employment Land Areas



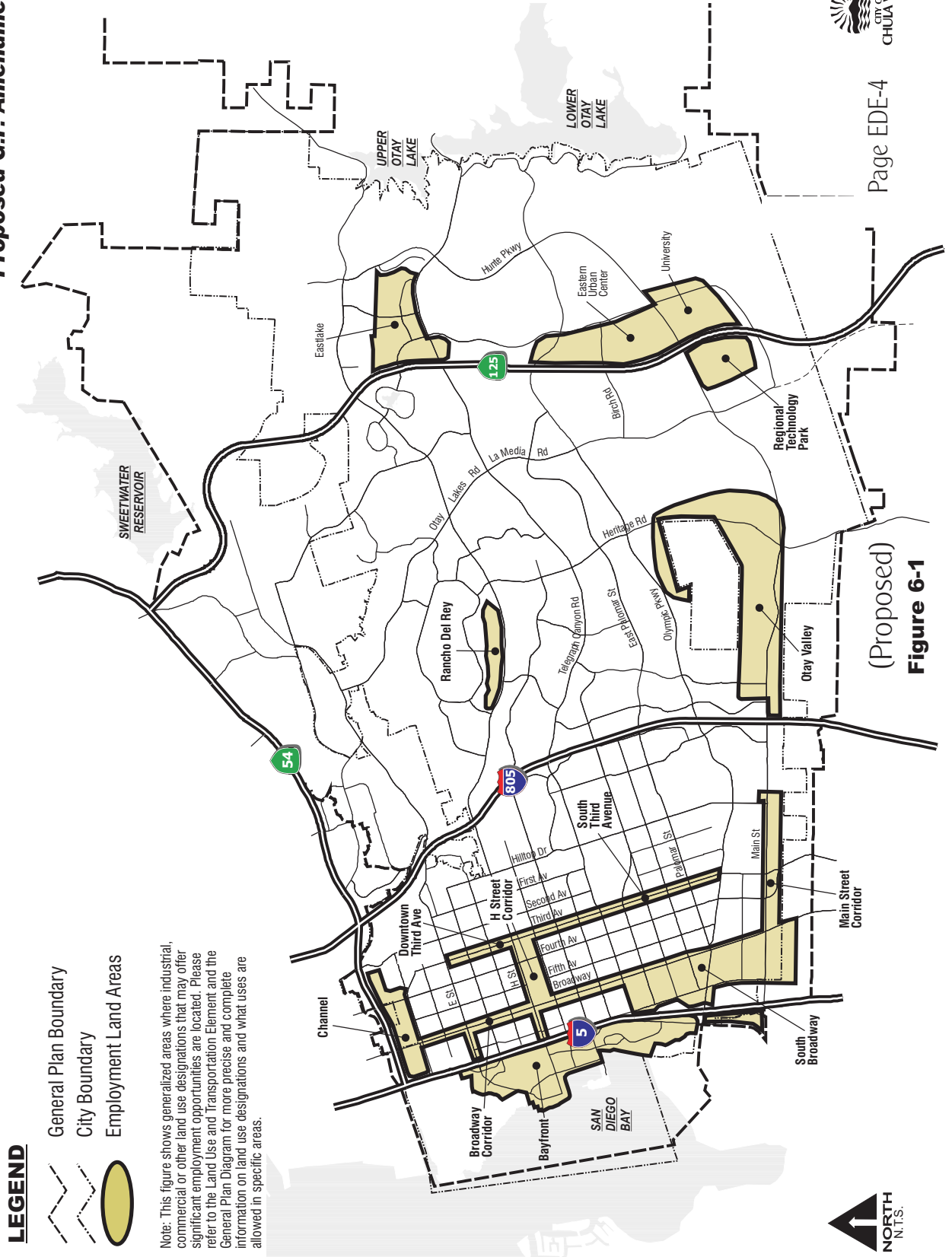
Note: This figure shows generalized areas where industrial, commercial or other land use designations that may offer significant employment opportunities are located. Please refer to the Land Use and Transportation Element and the General Plan Diagram for more precise and complete information on land use designations and what uses are allowed in specific areas.



(Existing)
Figure 6-1

Employment Land Areas

Proposed G.P. Amendment



(Proposed)
Figure 6-1



Objective - ED 4

Become a center for applied technology innovation.

Policies

- ED 4.1** Publicize the economic and social benefits of industry, emphasizing the health of the Chula Vista economy, the “high-tech” dimensions of industry, and the community value of well-paying, high-benefit industrial employment.
- ED 4.2** Maintain land sufficient for the long-term location of a minimum 125 to 200-acre Regional Technology Park in eastern Chula Vista (which may include portions of Otay Ranch).
- ED 4.3** ~~Adopt a master plan for the City's bayfront, in cooperation with the San Diego Unified Port District, that analyzes the feasibility of creating a Research Development Park or a Regional Technology Park at that location, in conjunction with other visitor serving uses.~~
Incorporate a high quality office park in the Bayfront that can accommodate research and technology businesses.
- ED 4.4** Continue to recruit and promote the establishment of a multi-institutional university center, as well as research and development facilities that promote technology.

3.2.5 International Trade

The importing and exporting of goods is critical to the region's economy. Chula Vista is in the center of the binational, San Diego/Tijuana metropolitan area. Because of the City's proximity to the US/Mexico border, the busiest border crossing in the world, and its position on the Pacific Rim, Chula Vista is uniquely situated to capitalize on cross-border and international trade. Several Pacific Rim-related firms, including Hitachi and Dai-Nippon, are located in Chula Vista. Future business attraction and recruitment strategies should continue to focus on the City's distinct locational advantage, and on targeted export/import and maquiladora (“twin plant”) firms.



ECONOMIC DEVELOPMENT ELEMENT

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opportunities for focused reinvestment in physical, commercial, and social infrastructure. Focused reinvestment in Western Chula Vista will encourage all of the City's residents to shop, recreate, and socialize throughout all areas of the City and will facilitate greater commercial and social interchange between segments of the City. Achieving this objective will help the City retain a greater share of sales tax dollars spent by local residents, better use of existing commercial areas, and create a more cohesive, fiscally sound, and well-balanced city.

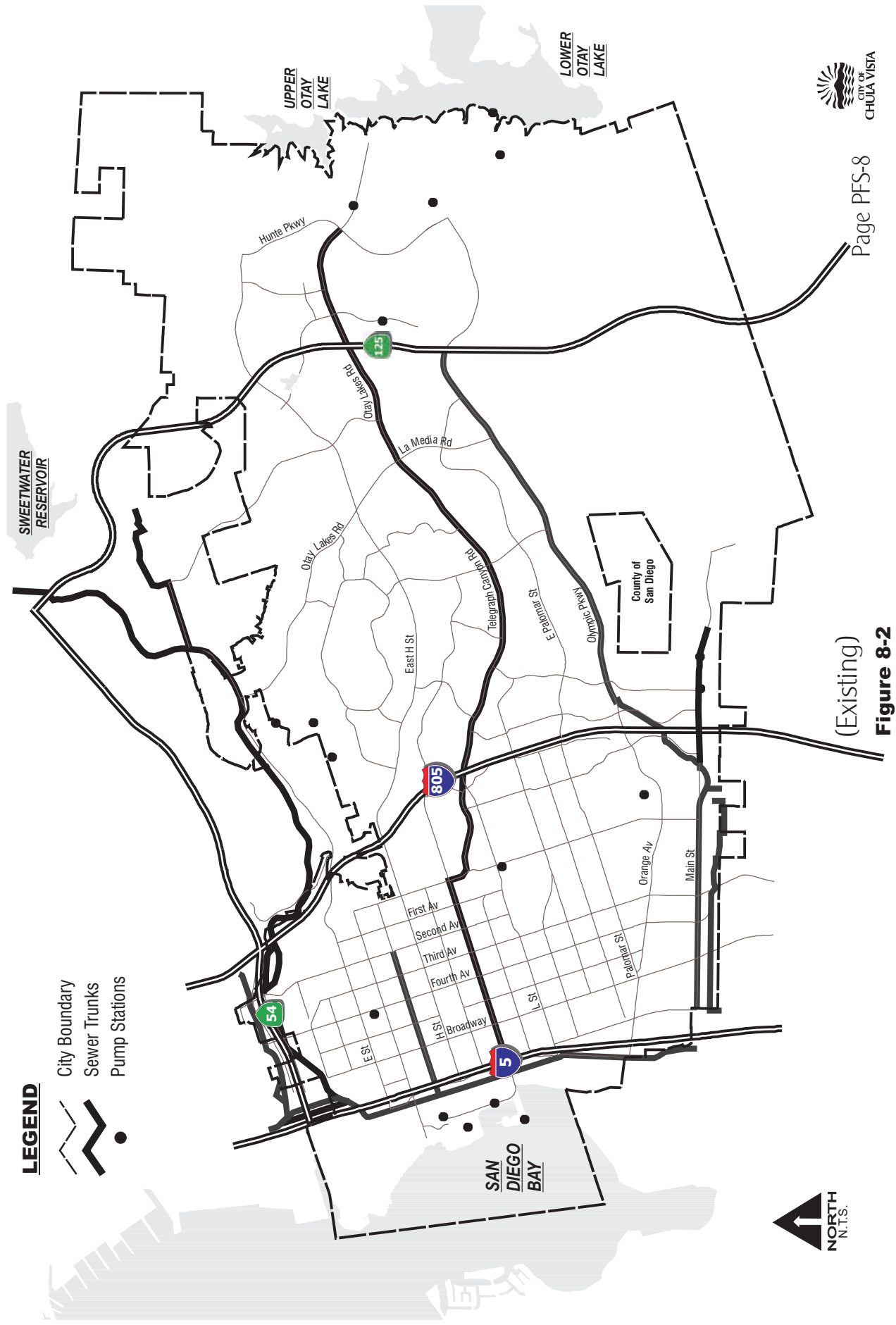
Objective - ED 7

Develop a strong land use and transportation link between the downtown urban core, bayfront, southwestern, and eastern areas of the City to support economic development throughout.

Policies

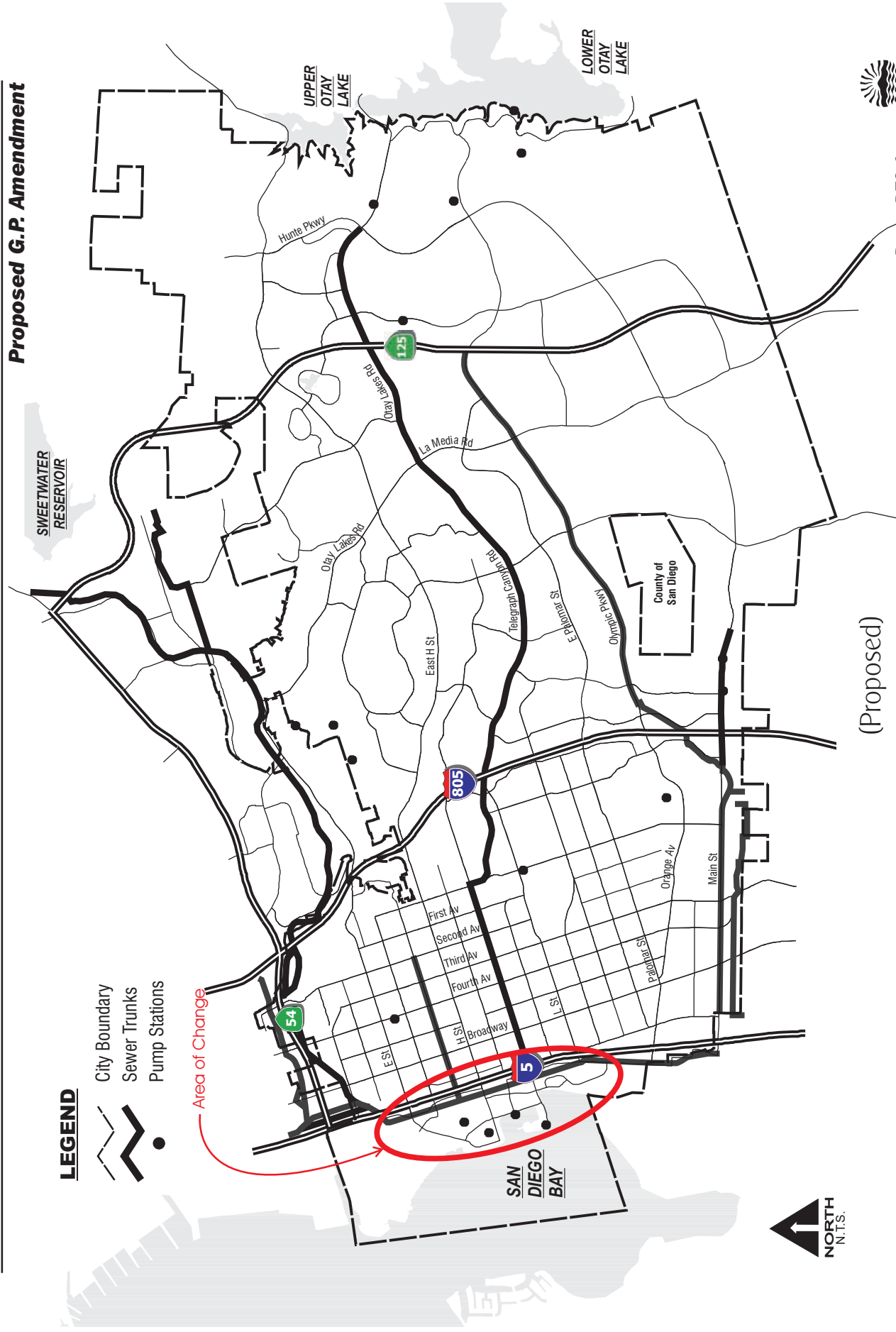
- ED 7.1** Improve traffic flow and transportation linkages between the downtown, bayfront, southwestern and eastern areas of the City. Add additional travel lanes where warranted, revise signal timing to improve traffic flow, and consider additional freeway crossovers, where necessary.
- ED 7.2** Link activity centers through strong public transportation and combined land uses that encourage multi-purpose trips.
- ED 7.3** Improve existing districts and uses in western Chula Vista that will attract residents citywide.
- ED 7.4** Develop activities in eastern Chula Vista that will attract residents citywide.
- ED 7.5** Encourage citywide-serving institutions, South County sub-regional governmental agencies, and cultural and performing arts facilities to locate primarily in the downtown/urban core area Bayfront or Eastern Urban Center, as deemed appropriate for specific facilities, making them destinations for all City residents.

Backbone Infrastructure for Wastewater Collection



Backbone Infrastructure for Wastewater Collection

Proposed G.P. Amendment



(Proposed)
Figure 8-2

Police and Fire Station Locations

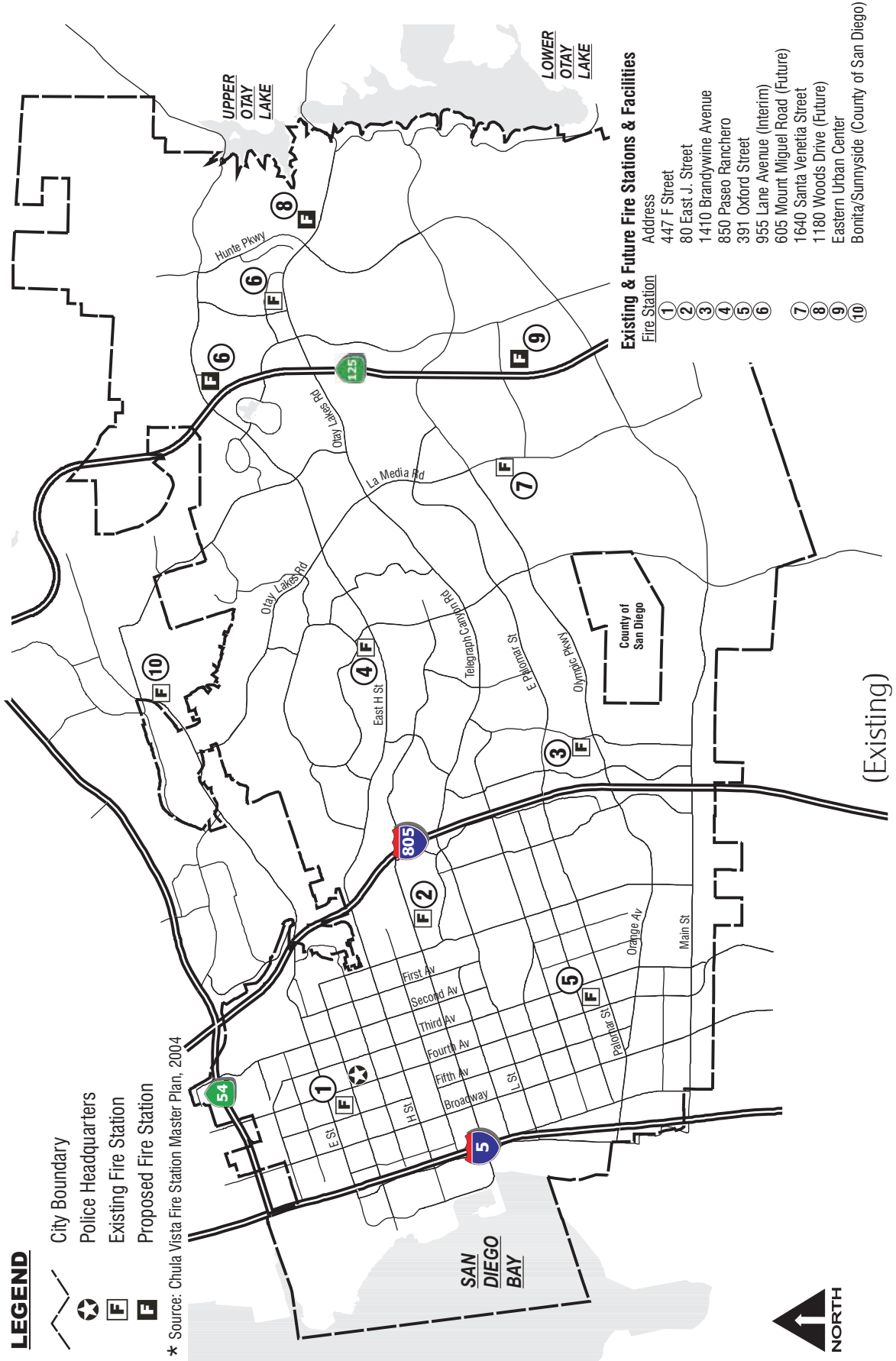


Figure 8-4

Police and Fire Station Locations

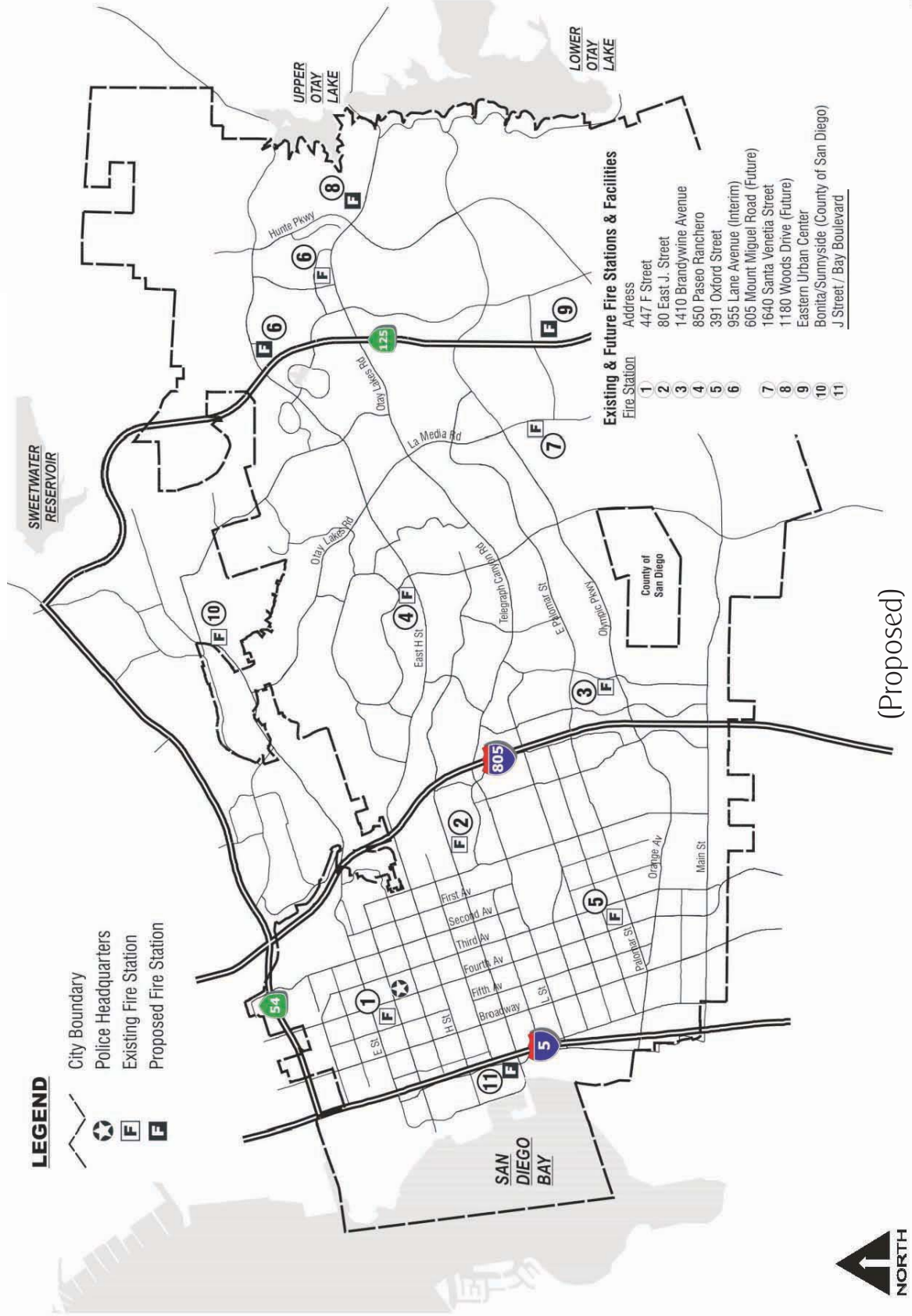


Figure 8-4

City of Chula Vista List of Existing, Proposed, Future Park & Recreation Facilities

1	Bayside/Marina Park	32	Unnamed-OVRP Recreation Area 6	60	Unnamed Park-West Landfill
2	Unnamed Park-Bayfront	33	Unnamed Park-Rios Avenue	61	Unnamed Park-Otay Ranch Village 2
3	Bay Boulevard Park	34	Unnamed-OVRP Recreation Area 7	62	Unnamed Park-Otay Ranch Village 2
4	Eucalyptus Park	35	Rohr Park	63	Santa Venetia Park
5	Unnamed Park-Lower Sweetwater	36	Terra Nova Park	64	Unnamed Park-Otay Ranch Village 4
6	Unnamed Park-Harbor View	37	Explorer Park	65	Unnamed Community Center-Otay Ranch Village 4
7	Unnamed Park-Downtown	38	Bonita Long Canyon Park	66	Unnamed Park-Otay Ranch Village 7
8	Will T. Hyde/Friendship Park	39	Marisol Park	67	Unnamed Park-Otay Ranch Village 4
9	Norman Park	40	Discovery Park	68	Unnamed Park-Otay Ranch Village 8
10	Norman Park Center	41	Gayle McCandliss Park	69	Unnamed-OVRP Recreation Area 10
11	Chula Vista Memorial Park	42	Paseo Del Rey Park	70	Unnamed-OVRP Recreation Area 11 East
12	Chula Vista Memorial Park Community Center	43	Sunridge Park	71	Unnamed Park-San Miguel Ranch
13	Hilltop Park	44	Independence Park	72	MacKenzie Creek Park
14	Lancelot Park	45	Rancho Del Rey Park	73	Monteville Park
15	Haborside Park	46	Tiffany Park	74	Monteville Park Community Center
16	Unnamed Park-Palomar Gateway	47	Voyager Park	75	Chula Vista Community Park
17	Unnamed Park-Oxford Town Focus	48	Sunbow Park	76	Salt Creek Community Park
18	Lauderbach Park	49	Greg Rogers Park	77	Salt Creek Community Center
19	Community Youth Center	50	Veteran's Park	78	Mountain Hawk Park
20	Palomar Park	51	Veteran's Park Community Center	79	Sunset View Park
21	Sherwood Park	52	Horizon Park	80	Windingwalk Park
22	SDG&E Park	53	Heritage Park	81	Unnamed Park-Eastern Urban Center
23	Loma Verde & Orange Avenue Fields	54	Heritage Park Community Center	82	Unnamed Community Center-Eastern Urban Center
24	Reinstra Ball Fields	55	Harvest Park	83	Unnamed Park-Otay Ranch Village 9
25	Los Ninos Park	56	Santa Cora Park	84	Unnamed Park-Otay Ranch Village 9
26	Connoley Park	57	Cottonwood Park	85	Unnamed Park-Otay Ranch Village 9
27	Holiday Estates I Park	58	Breezewood Park	86	Unnamed Park-Otay Ranch Village 13
28	Holiday Estates II Park	59	Valle Lindo Park	87	Unnamed Park-Otay Ranch Village 13
29	Otay Park			88	Chula Vista Nature Center
30	Otay Recreation Center				
31	Unnamed Park-Beyer Way				

(Existing)

Figure 8-8

City of Chula Vista List of Existing, Proposed, Future Park & Recreation Facilities

Proposed G.P. Amendment

1	Bayside/Marina Park	32	Unnamed-OVRP Recreation Area 6	60	Unnamed Park-West Landfill
2	Unnamed Park-Bayfront Harbor Subarea	33	Unnamed Park-Rios Avenue	61	Unnamed Park-Otay Ranch Village 2
3	Bay Boulevard Park	34	Unnamed-OVRP Recreation Area 7	62	Unnamed Park-Otay Ranch Village 2
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5	Unnamed Park-Lower Sweetwater	36	Terra Nova Park	64	Unnamed Park-Otay Ranch Village 4
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28	Holiday Estates II Park	59	Valle Lindo Park	87	Unnamed Park-Otay Ranch Village 13
29	Otay Park			88	Chula Vista Nature Center
30	Otay Recreation Center			89	Unnamed Park - Bayfront Sweetwater Subarea
31	Unnamed Park-Beyer Way			90	Unnamed Park - Bayfront Otay Subarea

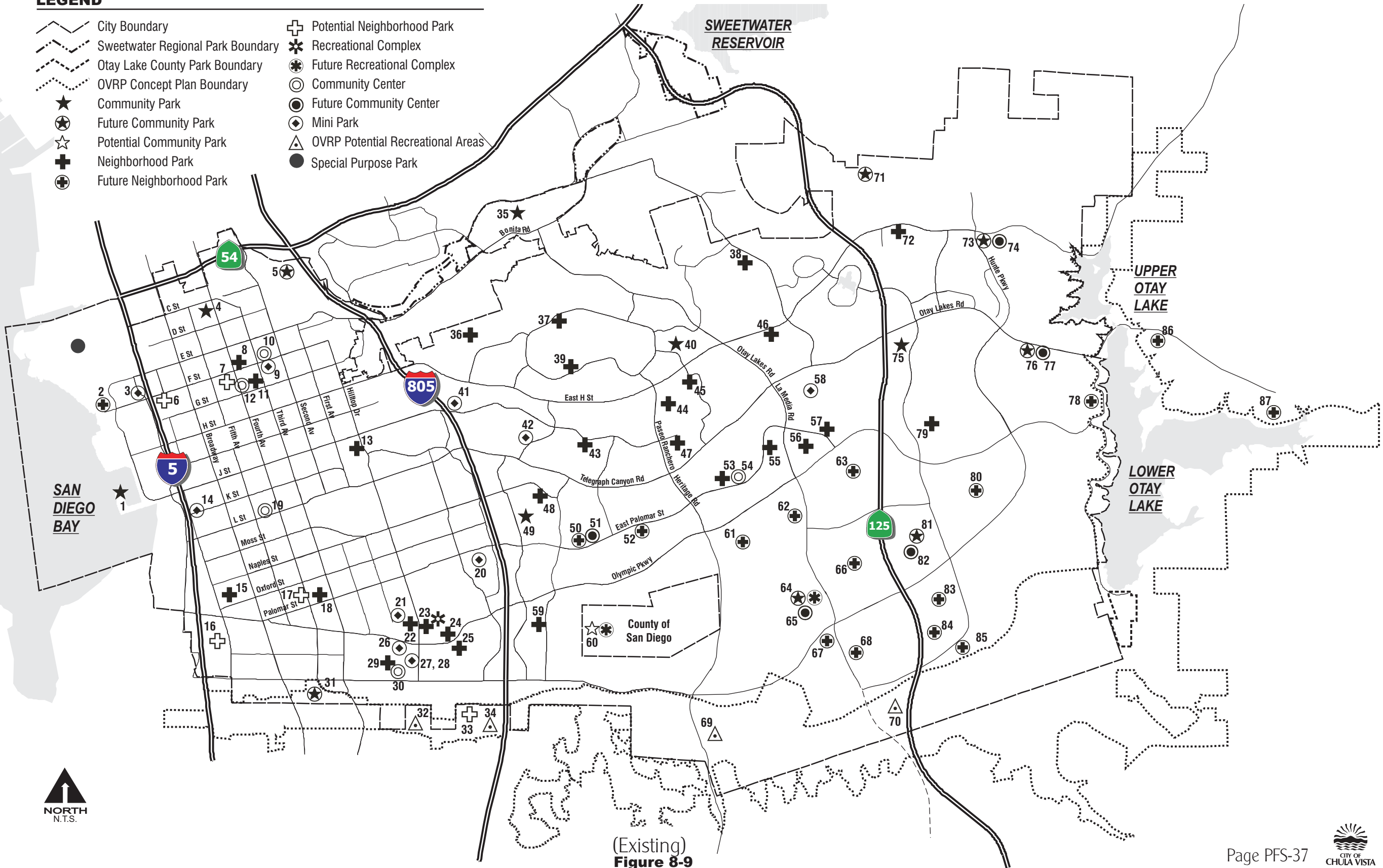
(Proposed)

Figure 8-8

Existing and Proposed Public Parks and Recreation Facilities

LEGEND

- City Boundary
- Sweetwater Regional Park Boundary
- Otay Lake County Park Boundary
- OVRP Concept Plan Boundary
- Community Park
- Future Community Park
- Potential Community Park
- Neighborhood Park
- Future Neighborhood Park
- Potential Neighborhood Park
- Recreational Complex
- Future Recreational Complex
- Community Center
- Future Community Center
- Mini Park
- OVRP Potential Recreational Areas
- Special Purpose Park



(Existing)
Figure 8-9

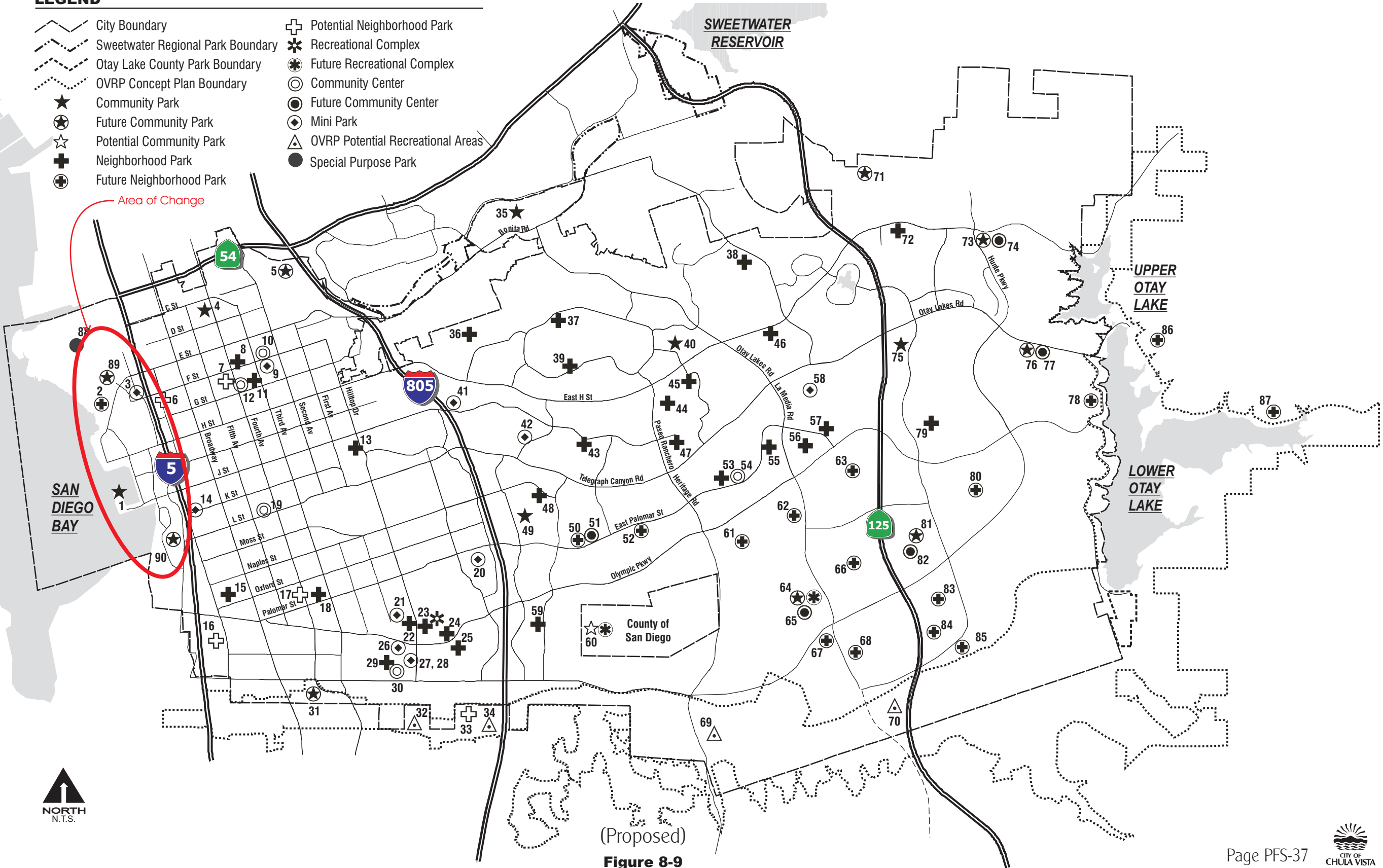
Existing and Proposed Public Parks and Recreation Facilities

Proposed G.P. Amendment

LEGEND

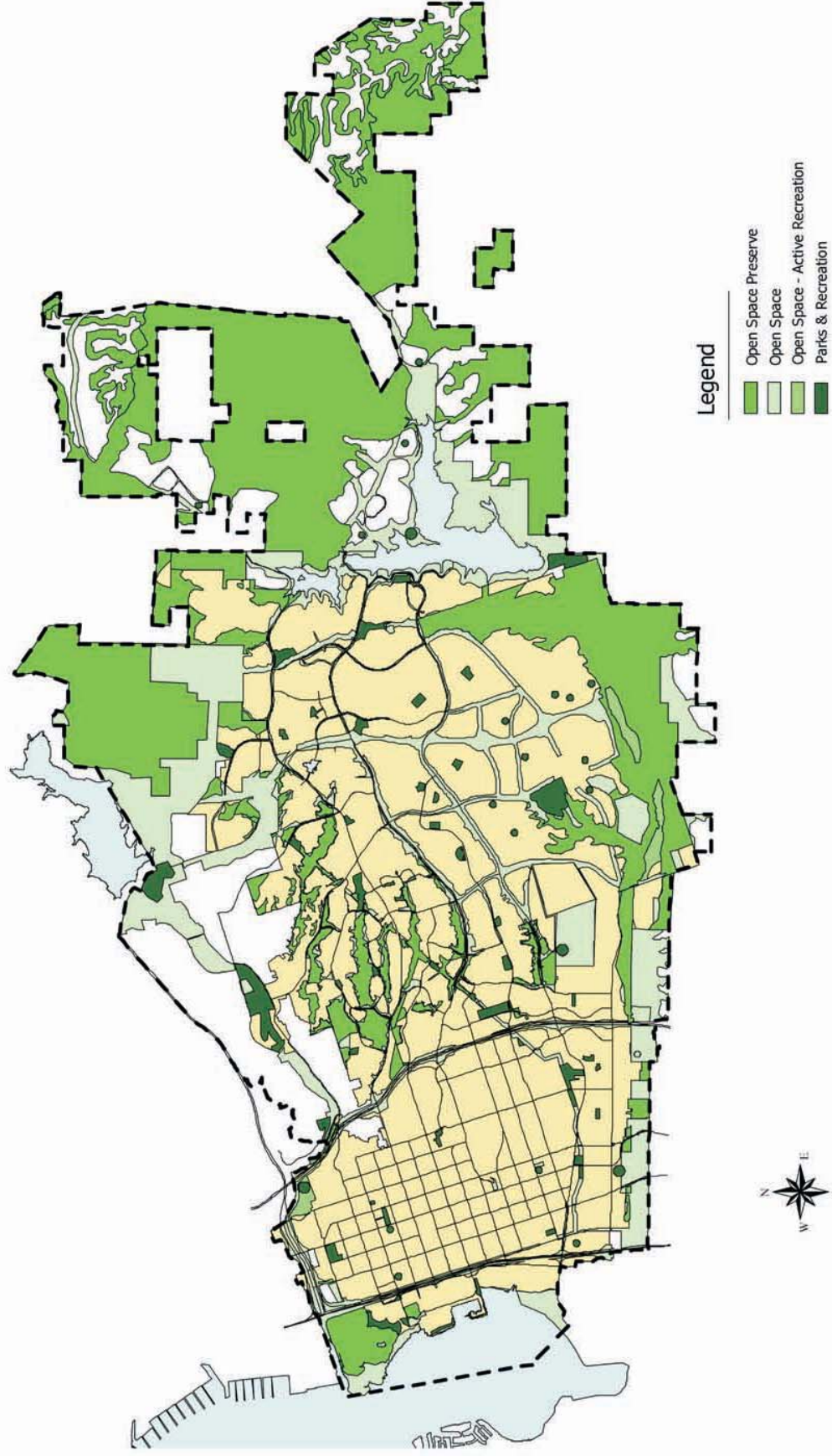
- City Boundary
- Sweetwater Regional Park Boundary
- Otay Lake County Park Boundary
- OVRP Concept Plan Boundary
- Community Park
- Future Community Park
- Potential Community Park
- Neighborhood Park
- Future Neighborhood Park
- Potential Neighborhood Park
- Recreational Complex
- Future Recreational Complex
- Community Center
- Future Community Center
- Mini Park
- OVRP Potential Recreational Areas
- Special Purpose Park

Area of Change



(Proposed)
Figure 8-9

General Plan Area Open Space Map

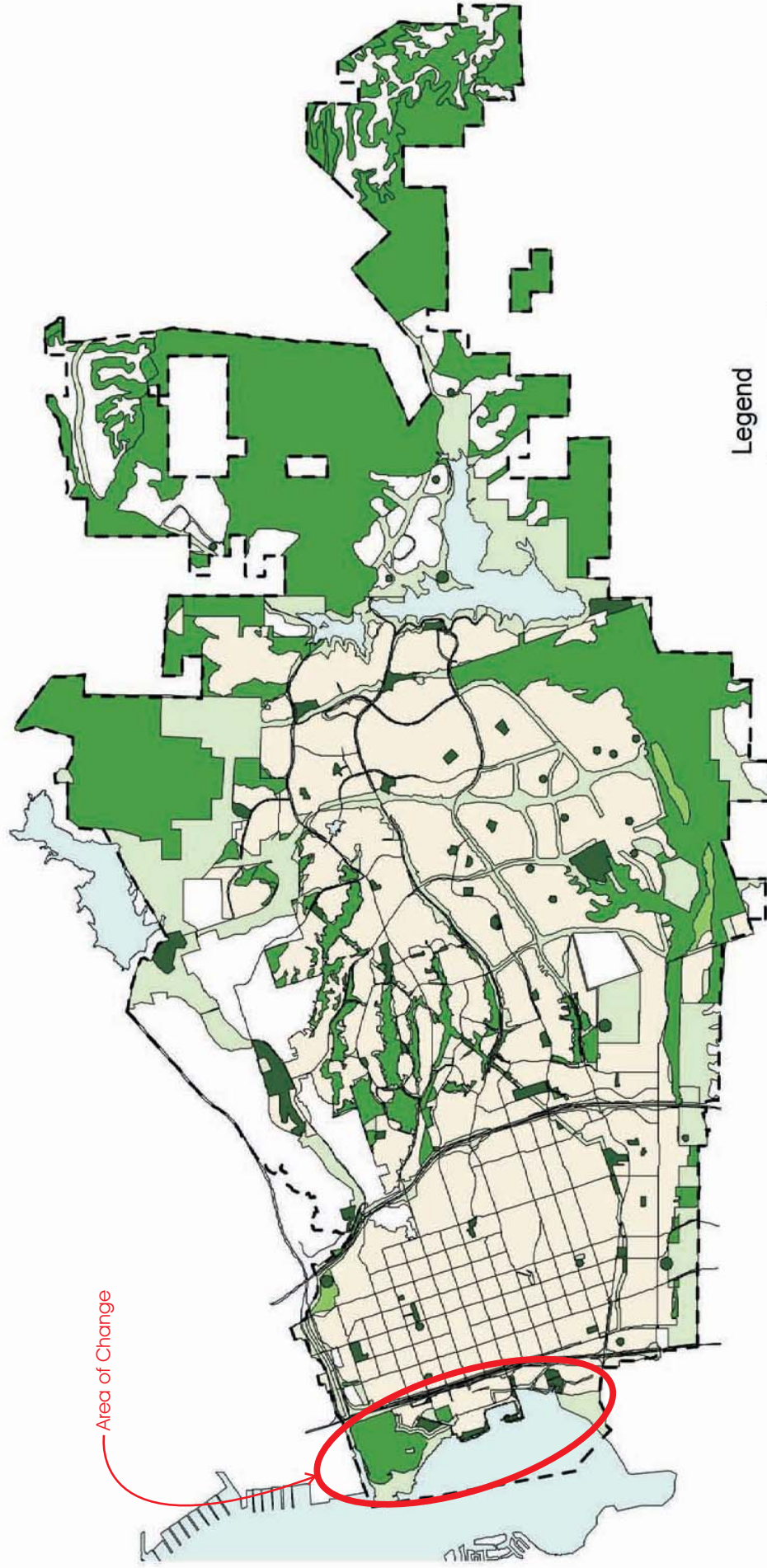


(Existing)

Figure 9-5

General Plan Area Open Space Map

Proposed G.P. Amendment



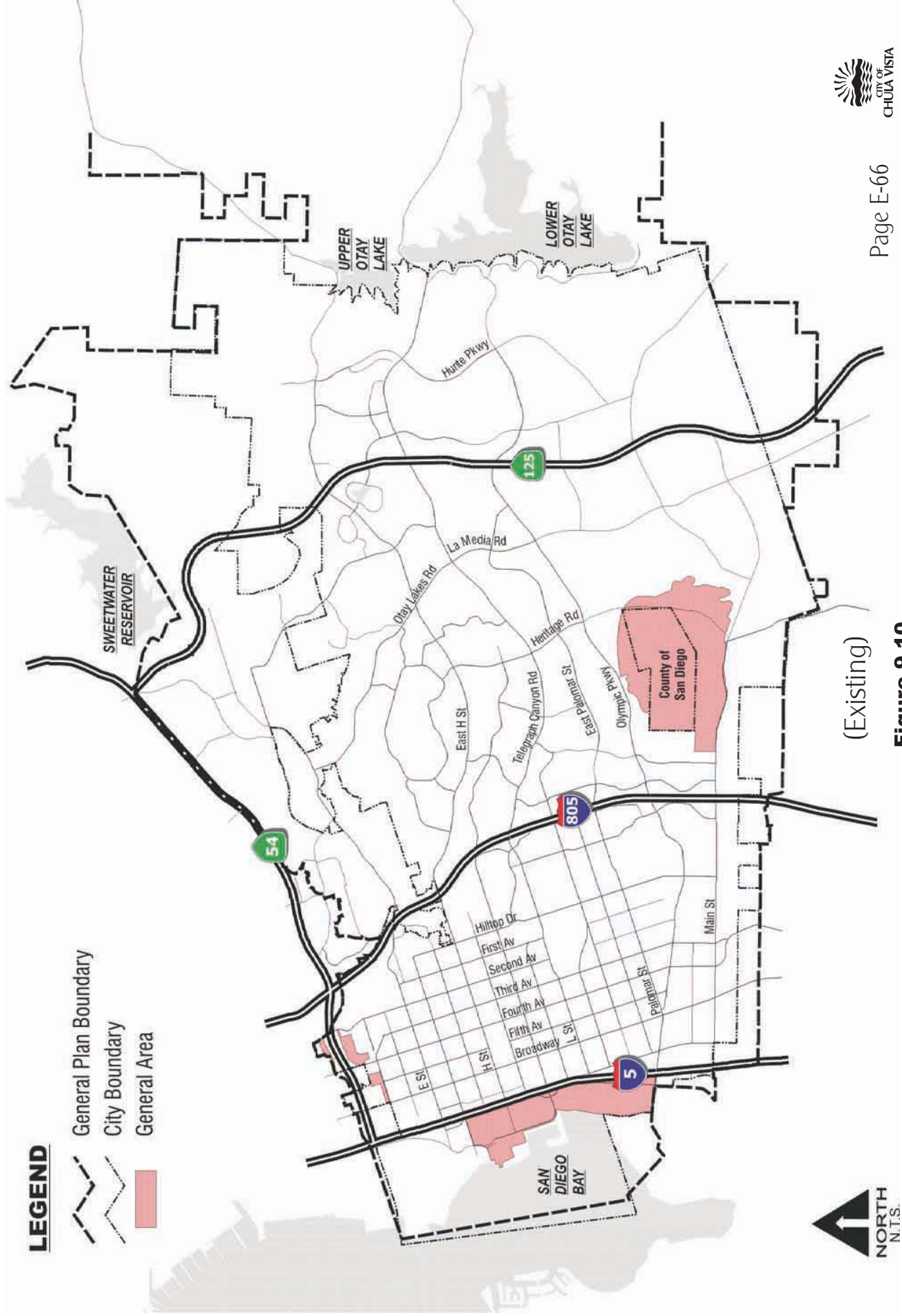
(Proposed)

Figure 9-5



- E 11.4** Prepare and implement a City-wide Trails Master Plan that defines staging and access areas, trail types, standards, and siting criteria, consistent with the Greenbelt Master Plan and the Chula Vista MSCP Subarea Plan, including the placement of appropriate limitations on public access outside of designated trails and staging and access areas.
- E 11.5** Encourage the creation of connected paseos and trails between community activity areas and enhance with kiosks and rest stations.
- E 11.6** The Sweetwater River corridor should be restored and enhanced as an environmental and recreational resource for the community.
- E 11.7** Expand upon and encourage urban community-based “green” infrastructure that is distinct from habitat conservation (e.g., community, neighborhood, and pocket parks, disturbed canyons, community and roof gardens, and vegetated drainages) and ensure that such facilities are integrated into new development and redevelopment in western Chula Vista.
- E 11.8** Develop a greenbelt park and/or open space system ~~across~~ through the bayfront Bayfront Planning Area to link the Sweetwater and Otay rivers and to buffer sensitive natural resources from development within the planning area.
- E 11.9** Work with utility owners and operators to promote the use of utility easements and corridors as open space and trail corridors.
- E 11.10** Encourage the retention of open space areas, including undeveloped natural areas and utility corridors, wildlife corridors, and key scenic corridors.

General Areas Map



(Existing)

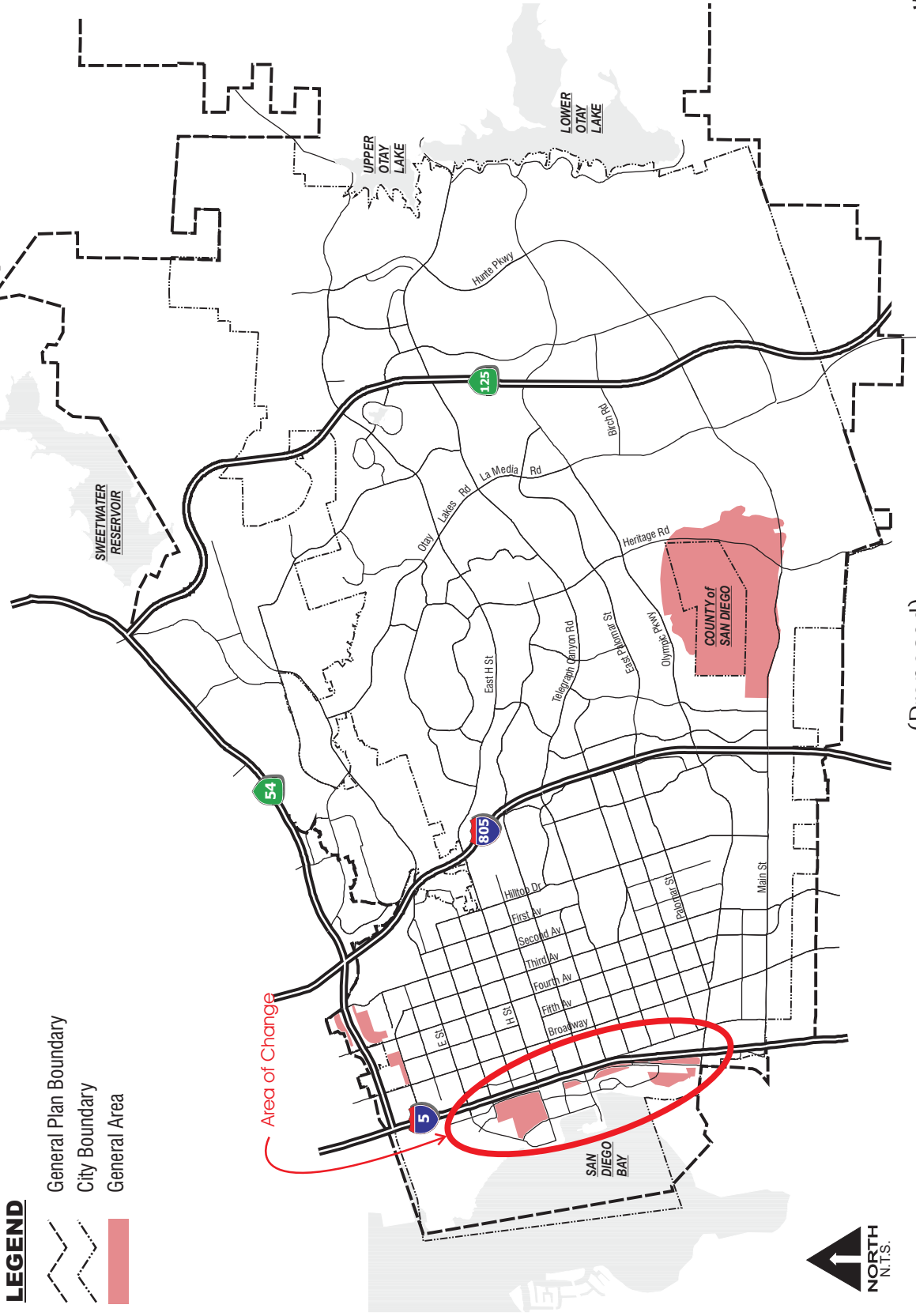
Figure 9-10

General Areas Map

Proposed G.P. Amendment

LEGEND

-  General Plan Boundary
-  City Boundary
-  General Area



(Proposed)

Figure 9-10

GENERAL PLAN IMPLEMENTATION

CHAPTER 11

Table 11-1 Implementation Measures Land Use and Transportation Element	
IMPLEMENTATION MEASURE	POLICIES
Administer the Chula Vista Parks and Recreation Master Plan	LUT 34.1- 34.2, LUT 39.1, LUT 39.3, PFS 14.1 - 14.10
Administer the Economic Development Element (Also see ED Element Table 11-2)	LUT 35.2, LUT 61.2, LUT 64.1, LUT 74.1 - 74.3
Administer existing GDP's and SPA's	LUT 61.1, LUT 69.2, LUT 80.2
Administer the Growth Management Program (Also see GM Element Table 11-6)	LUT 1.7, LUT 35.3, LUT 68.1 – 68.2, LUT 76.1
Administer the Otay Ranch Resource Management Plan	LUT 67.1 – LUT 67.2
Administer the Otay Valley Regional Park Concept Plan	LUT 39.2, LUT 40.2 – LUT 40.4, LUT 82.1 – LUT 82.3
Complete a Bayfront Master Plan	LUT 9.5, LUT 13.3
Implement the Bayfront Master Plan	LUT 98 - LUT 106.8
Create Cultural Arts Master Plan (Also see PF&S Element Table 11-4)	LUT 1.17, LUT 8.6, LUT 51.1 – 51.5
Comply with the Design Review Manual	LUT 10.7, LUT 11.1 – 11.5, LUT 13.4
Conduct comprehensive survey and inventory of historic properties (Also see Environmental Element Table 11-5)	LUT 4.1 – 4.2, LUT 12.1 – 12.13, LUT 35.4, LUT 44.11
Conduct Open Space Inventory	LUT 13.1, LUT 39.1 - 39.3, LUT 67.2, LUT 75.1 – 75.2, LUT 77.5
Establish Community Identification Policies	LUT 9.1 – 9.5, LUT 61.3
Establish expanded regional coordination programs, including participation in sub-regional plans and implementing focused plans in smart growth concept areas	LUT 8.7, LUT 28.1 – 28.2, LUT 29.1 – 29.3, LUT 52.1 – 52.8, LUT 60.1 – 60.4, LUT 66.1 – 66.2
Create Main Street Corridor Specific Plan(s)	LUT 45.1 – 45.15, LUT 70.1 – 70.5
Implement the MSCP (Also see Environmental Element Table 11-5))	LUT 80.1, LUT 82.2
Create new or revise existing regulations and incentives to facilitate mixed use and other smart growth principles (Also see ED Element Table 11-2)	LUT 2.1 – 2.6, LUT 3.1 – 3.2, LUT 5.4, LUT 15.1, LUT 36.1, LUT 41.1 – 41.16, LUT 42.1 – 42.17, LUT 43.1 – 43.14, LUT 44.7 – 44.8, LUT 50.1 – 50.18, LUT 52.1 – 52.8, LUT 53.1 – 53.4, LUT 54.1 – 54.7, LUT 55.1 – 55.15, LUT 56.1 – 56.8, LUT 57.1 – 57.11, LUT 58.1 – 58.12, LUT 59.1 – 59.9, LUT 72.1 – 72.2, LUT 72.4
Establish plans and programs to implement transit enhancements, including new regional express and corridor routes, and local shuttle routes	LUT 14.1 – 14.11, LUT 15.2 – 15.4, LUT 16.1 – 16.4, LUT 17.1 – 17.4, LUT 18.2, LUT 18.5 - 18.7, LUT 19.1 – 19.5, LUT 20.1 – 20.2, LUT 21.1 – 21.5, LUT 22.1 – 22.2, LUT 23.1 – 23.14, LUT 38.1 – 38.5, LUT 44.4 – 44.5, LUT 44.9 – 44.10, LUT 44.12, LUT 46.1 – 46.3
Preparation a comprehensive Zoning Code Update, and other regulations or specific plans necessary to implement the General Plan in the noted areas.	LUT 1.8, LUT 5.5 – 5.6, LUT 6.7 – 6.8, LUT 7.1 – 7.4, LUT 28.2, LUT 29.1 – 29.3, LUT 31.1 – 31.3, LUT 32.1 – 32.4, LUT 33.1 – 33.2
Ensure that the implementing tools available to the City reflect the vision, goals, objectives and policies established in the General Plan.	LUT 1.1

Appendix 4.1-2
LCP Amendment--LUP, April 2010



FINAL DRAFT

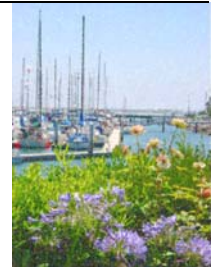
**Chula Vista Bayfront
Local Coastal Program Amendment
Land Use Plan**

City of Chula Vista, California



**Chula Vista Bayfront
Local Coastal Program Amendment**

Land Use Plan



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Regulatory Branch
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Los Angeles, CA 90017



**Chula Vista Bayfront
Local Coastal Program Amendment
Land Use Plan**



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Preface

Although the land exchange between the Port of San Diego and private property owner described in this Land Use Plan (LUP) has not yet occurred, it must occur before this project can be implemented. Therefore, this LUP describes the exchange as if it has already been consummated to reflect an ownership condition that will exist following LUP adoption.

I. INTRODUCTION/OVERVIEW

A. INTRODUCTION

This document is an amendment to the Chula Vista Local Coastal Program (LCP) certified by the California Coastal Commission on January 15, 1993 and amended by City of Chula Vista City Council Resolution No. 17036 and Ordinance No. 2546. City Council Resolution No. 17036 and Ordinance No. 2546 adopted the California Coastal Commission's January 15, 1993 actions and incorporated modifications to the Land Use Plan/General Plan Land Use Element/Land Use Circulation Diagram/Parks and the Recreation Element/Bayfront Area Plan and Specific Plan, respectively. This LCP Amendment is the result of two primary conditions: (1) changes to jurisdictional boundaries for the Port of San Diego (Port) and the City of Chula Vista (City) resulting from a Port Master Plan Update and (2) changes to existing conditions and proposed land uses resulting from a land exchange between the Port and a private land owner. As described in Section B(2), the LCP amendment includes both this Land Use Plan and the implementing ordinance (Bayfront Specific Plan).

The Chula Vista Coastal Zone (Coastal Zone) is located in the City of Chula Vista, San Diego County, California (Exhibit 1). Chula Vista is bounded by the cities of National City to the north and San Diego and Imperial Beach to the south. The Chula Vista Bayfront coastal area (Bayfront) is located within the Coastal Zone and encompasses the coastal lands from City's northern boundary south to Palomar Street and west of, and including, Interstate 5 (I-5). The Bayfront area also includes two inland parcels of land located east of I-5, one located on the south of the west end of Faivre Street and the other located in the northern part of the City. The portion of the Coastal Zone located south of Palomar Street, known as the West Fairfield Planning Area, is not included in the Bayfront area (Exhibit 2).

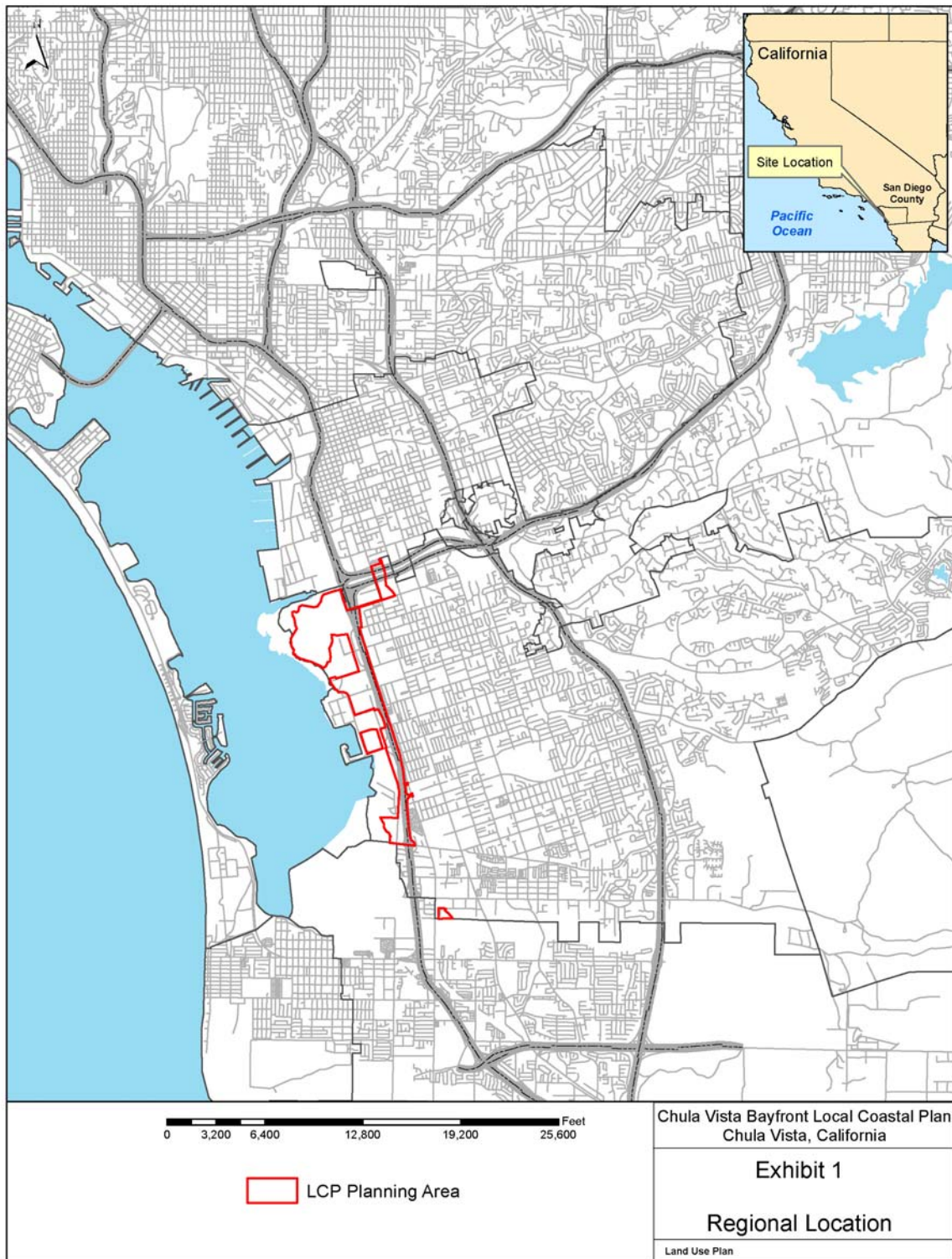
The Bayfront area consists of lands under the jurisdiction of the Port and lands under the jurisdiction of the City (Exhibit 3). The subject of the LCP Amendment (Chula Vista LCP Planning Area) is non-Port parcels that are under the jurisdiction of the City, including privately owned lands and City-owned lands, within the Bayfront area (Exhibit 4). A private entity controlled a large block of land located in the northern portion of the Bayfront area near Sweetwater Marsh National Wildlife Refuge (LCP Subarea 1, Sweetwater District), which was part of a land exchange with the Port for parcels located in the central portion of the Bayfront area (LCP Subarea 2, Harbor District) that were deemed more suitable for residential development. The land exchange included the transfer of six parcels in the Sweetwater District from the private entity to the Port in exchange for four parcels in the Harbor District from the Port to the private entity. This land transfer shifted the jurisdiction of the four parcels in the Harbor District from the Port to the City and jurisdiction of the six parcels in the Sweetwater District from the City to the Port. Parcels involved in the land exchange are shown in Exhibit 5.

The parcels within the Bayfront area, but outside of the Port's jurisdiction, are within the jurisdiction of the City and are included within the LCP Planning Area. Properties under the jurisdiction of the Port are addressed by the Port Master Plan. Although the jurisdictional areas have changed, the objectives and policies have been modified only to the extent necessary to reflect the modified land uses.

1. Purpose of Plan

The purpose of the Chula Vista LCP is to provide a detailed plan for the orderly growth, development, redevelopment, and conservation of the City jurisdictional parcels located within the Chula Vista Bayfront coastal area.

The LCP must be consistent with both local and state land use policies. First, every coastal city and county is required to prepare an LCP, pursuant to the California Coastal Act, to be approved by the





California Coastal Commission. The LCP must be sufficiently detailed to indicate the kind, location, and intensity of land uses and the applicable resource protection policies for development within the local coastal zone. The Land Use Plan component of the LCP must provide land use and development policies, which will ensure that development within the local coastal area will be consistent with the provisions of the Coastal Act. In addition, the LCP must contain implementing ordinances to carry out the policy provisions of the Land Use Plan. These are provided in the Chula Vista Bayfront Specific Plan, which serves as the implementation plan for the Chula Vista LCP.

Second, this LCP must be consistent with, and implement, the City of Chula Vista General Plan, which is the primary local land use and development policy document. The Bayfront Specific Plan is a component of the City's General Plan and represents a step toward systematic implementation of the General Plan in the Bayfront.

2. Area Location and Description

The City of Chula Vista was incorporated in 1911 and became a charter city in 1949. The City currently has a population of approximately 209,133 and covers an area of about 52 square miles. Geographically, the City is located adjacent to the east side of San Diego Bay, 8 miles south of San Diego's downtown and 7 miles north of the International Border (see Exhibit 1). The Chula Vista Coastal Zone currently includes a large amount of industrial development and the National Wildlife Refuge (Sweetwater Marsh and F&G Street Marsh). It also contains one of the last remaining large blocks of undeveloped land on San Diego Bay.

Regionally, the area is served by I-5, the major freeway connection between San Diego and Mexico. State Route 54 (SR-54) and its interchange with I-5 in the Bayfront enhance the site's locational advantage. The Bayfront area is located 10.8 miles south of the San Diego International Airport.

3. Chula Vista Bayfront and Subareas

The boundary of the Chula Vista Bayfront area extends from the coast to just immediately east of I-5, except in the northerly portion of the City where it turns east (inland) along the prolongation of C Street to a point approximately midway between Broadway and Fifth Avenue and then north of the City boundary. The Coastal Zone and Bayfront boundaries are shown in Exhibit 2.

The Chula Vista Coastal Zone was previously defined by subareas, comprising: (a) the Bayfront Planning Area (Subareas 1, 2, 3, and 7), in which the City had permit jurisdiction; (b) the annexed coastal areas (Subareas 4 and 6), in which the California Coastal Commission had jurisdiction; and (c) one inland parcel located outside of the Coastal Zone (Subarea 5). Due to changes in land ownership resulting from the land exchange, and in an effort to clarify jurisdictional authorities in a manner consistent with the Port Master Plan, the Chula Vista Bayfront area, covered by this LCP amendment, has been redefined into three districts (Sweetwater, Harbor, and Otay). The Sweetwater District includes the northern properties and generally extends south to "F" Street/Lagoon Drive (hereinafter referred to as "F" Street) and a small peninsular area at the southwest corner. The Harbor District is the central area and includes the majority of Port lands. The Otay District includes the southern portion of the Chula Vista Bayfront area and is defined on the southern boundary by Palomar Street, with the addition of the inland coastal zone parcel at Faivre Street. The districts are shown in Exhibit 6.

The three districts are further defined into three subareas within the LCP Planning Area for land use planning purposes. The three subareas generally coincide with the boundaries of the three districts and are described in more detail below. Only properties within the districts that are under the City's jurisdiction are within the LCP Planning Area subareas and are subject to the provisions contained in this Plan. The Chula Vista LCP Planning Area (City jurisdiction) is shown in Exhibit 4.

The Chula Vista Coastal Zone totals approximately 1,345 acres, of which 722 acres are within the LCP Planning Area (local coastal zone), 536 acres are within the Port's jurisdiction (Port Master Plan), and 87 acres are outside of the Bayfront area (West Fairfield Planning Area).¹ Five major ownerships dominate the Planning Area: (1) Goodrich, Inc. (Goodrich), which purchased the land previously owned by Rohr, Inc., in the Harbor District with 79 acres; (2) the U.S. Fish & Wildlife Service (USFWS), which owns 316 acres in two parcels (Sweetwater Marsh and the "F&G" Street Marsh), which comprise the National Wildlife Refuge; (3) a private entity, which controlled approximately 97 acres in the Sweetwater District that was exchanged for approximately 30 acres of Port lands in the Harbor District; (4) Chula Vista Redevelopment Agency, which owns approximately 16 acres, also in the Sweetwater District of the Bayfront; and SDG&E, which purchased approximately 12 acres of land from the Port District.

The National Wildlife Refuge includes the majority of the area known as Gunpowder Point, "D" Street Fill, the entire Paradise Creek area, and the Sweetwater Marsh Complex (including the "F&G" Street Marsh). As stated above, the Port holds jurisdiction of over 536 acres within the Bayfront area. Although the Port area is within the City limits, it is included in the Port's Master Plan, rather than the City's LCP.

The Bayfront is characterized by a land use mix that balances coastal development and protected coastal open space. Development associated with the land exchange will enhance this goal by facilitating the movement of development having more intensive land uses to those less environmentally sensitive parcels and placing less intensive land uses in the Sweetwater District. This exchange also allows for large protected open spaces and buffer zones adjacent to sensitive environmental resources associated with the National Wildlife Refuge. Many of the Bayfront developed areas are also a part of the Chula Vista Bayfront Master Plan (CVBMP) and the provisions in the City's LCP and the Port Master Plan establish the guidelines for redevelopment of these areas.

Land parcels in the Sweetwater District currently zoned as open space USFWS property, Parcel Area 1-g, and a portion of Parcel Area 3-k (see Exhibit 7 in Section III.A) are planned to remain as open space and the City Park (Parcel Area 1-f) is to remain zoned as Parks and Recreation. Thoroughfare and visitor commercial uses have been developed along Bay Boulevard, between "E" Street and "F" Street. South of "F" Street, the Goodrich corporate headquarters and industrial facility extend to "H" Street. The South Bay Power Plant and smaller industrial users are located south of "J" Street to Palomar Street. In addition to these areas located west of I-5, one parcel east of the freeway is within the Bayfront and LCP Planning Area and is known as the Faivre Street Inland Area. This inland parcel is located south of the western end of Faivre Street and is currently used as a lumber yard distribution facility and open space.

To facilitate the planning and development of parcels within the Chula Vista Bayfront under the jurisdiction of the City, the overall LCP Planning Area has been divided into three "subareas" to focus on the issues specific to each area. These subareas, which correlate to the Port's districts, are indicated in Exhibit 6, and are described below:

Subarea 1 <i>Sweetwater District</i>	This subarea is located generally north of "F" Street. The National Wildlife Refuge is located in the northwest corner of the Sweetwater District. This subarea also consists of several parcels on the easternmost edge of the Sweetwater District (owned by the Redevelopment Agency of the City of Chula Vista, San Diego Gas and Electric (SDG&E), San Diego and Arizona Eastern Railway, and private owners) located outside of Port properties acquired as a part of the land exchange, and four parcels located in a peninsular area on the west side of Marina Parkway, south of "F" Street (owned by the
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¹ LCP acreages are approximate values used for large-scale planning purposes.

Redevelopment Agency of the City of Chula Vista and Goodrich).

Subarea 2 <i>Harbor District</i>	This subarea is located generally between “F” Street and “J” Street (including “F” Street and “J” Street). Most of the properties within this subarea are developed with industrial or related uses. This area contains four parcels transferred to a private entity as a part of the land exchange that were previously under Port jurisdiction but are now under City jurisdiction. The exchanged parcels are also part of the CVBMP area.
Subarea 3 <i>Otay District</i>	<p>This subarea, known as the Otay District, is located south of “J” Street and includes parcels located along Bay Boulevard which are primarily developed with light industrial and related commercial uses under City jurisdiction.</p> <p>This subarea also consists of the small southern inland parcel on Faivre Street annexed to the City from the County of San Diego in 1985. This parcel is located adjacent to wetlands associated with the Otay River. The undeveloped portion of the property characterized by native habitat is zoned as Open Space.</p>

The Chula Vista Coastal Zone contains parcels under either Port or City jurisdiction. Only those parcels within the Bayfront area under City jurisdiction are included in the City’s LCP Planning Area and are subject to the provisions of this Land Use Plan.

4. Related Projects

There is one major project adjacent to the LCP Planning Area that affects the Chula Vista Local Coastal Zone and LCP provisions: the CVBMP and the associated Port Master Plan Amendment. The Port Master Plan update and proposed CVBMP area project encompass properties adjacent to, and within, the City’s LCP Planning Area. The Port Master Plan and CVBMP proposed plan of development also involve the land exchange and the resulting transfer of jurisdiction of six parcels previously under a private entity’s control from the City to the Port, and four parcels previously under Port ownership from Port jurisdiction to City jurisdiction and a private entity’s control. The properties within the Bayfront area not covered by the provisions of this LCP are within the jurisdiction of the Port and will be governed by the provisions of the Port Master Plan.

B. LOCAL COASTAL PROGRAM OVERVIEW

1. Coastal Act Provisions

As provided in section 30500(a) of the Public Resources Code, “Each local government lying, in whole or in part, within the coastal zone shall prepare a local coastal program for that portion of the coastal zone within its jurisdiction.” The Local Coastal Program is defined as “A local government’s land use plans, zoning ordinances, zoning district maps, and implementing actions which, when together, meet the requirements of, and implement the provisions and policies of, the Coastal Act at the local level. The Coastal Act divides the LCP process into three documented phases: (1) Coastal Act Provisions/Issue Identification; (2) Land Use Plan; and (3) Implementing Ordinances. Issue Identification was completed in connection with the original LCP approval in 1986 and has not been

included in this resubmittal. This revised LCP includes (1) the Land Use Plan and (2) the Implementing Ordinances (the Bayfront Specific Plan).

2. Organization and Format of LCP

This LCP consists of the Land Use Plan and Implementation Plan described in further detail below.

a. Land Use Plan

The first portion of the LCP is the Land Use Plan. The Land Use Plan includes three major components: (1) Introduction, Planning Context, and Coastal Act Policies Summary; (2) Areawide Development Objectives and Policies; and (3) Subarea Specific Development Objectives and Policies. The policies of the Land Use Plan will be reviewed by the California Coastal Commission (Coastal Commission) to ensure that they are consistent with the requirements of the Coastal Act.

After this introductory chapter, the Land Use Plan presents a discussion of the Coastal Act policies relevant to the LCP Planning Area, identifies existing conditions pertaining to each policy category, and outlines the LCP provisions that implement the coastal policies. These policies are specifically identified to aid in supporting the finding of Coastal Act consistency.

The second component of this Plan consists of the objectives and policies that are intended to be applied throughout the LCP Planning Area. These Areawide Objectives and Policies are organized into five elements:

1. Land Use and Intensity
2. Circulation and Public Access
3. Physical Form and Appearance
4. Utilities and Areawide Grading
5. Environmental Management

Each element contains a survey of existing conditions, objectives for development, and specific policies relative to that element. This section is intended to describe the composition of the LCP properties within the Bayfront and ensure both conformance with the Coastal Act Policies as well as consistency with the City's General Plan. Because of the importance of the "mandatory and controlling" policies of the LCP, they are numbered separately.

The third component of the Land Use Plan contains an analysis of conditions, development objectives, and policies, which are responsive to the unique needs of each subarea. The subarea Specific Development Objectives and Policies focus the areawide policies on the unique characteristics and needs of each planning subarea and provide greater policy detail for site specific development issues.

b. Implementation Plan

The second portion of this LCP is the Implementation Plan. The Implementation Plan is intended to implement the policies of the Land Use Plan through development regulations and standards for the LCP Planning Area. The implementing ordinance for the Chula Vista Bayfront LCP is the Bayfront Specific Plan, which is adopted pursuant to Title 19 of the Chula Vista Municipal Code (Zoning Ordinance). As provided in Section 30513 of the Coastal Act, the zoning ordinances, zoning district maps, or other implementing actions shall be reviewed by the Coastal Commission to ensure they conform with, or are adequate to carry out the provisions of the Land Use Plan.

The Bayfront Specific Plan specifies, in detail, the permitted land uses, and the standards and criteria for development and conservation of resources. It contains the implementation plan for the

LCP Bayfront properties (LCP Planning Area), as well as specific development standards unique to each subarea, where required. The Bayfront Specific Plan is consistent with, and will carry out, the provisions of both the LCP Land Use Plan and the City's General Plan.

The Implementation Plan (Bayfront Specific Plan) includes seven major divisions:

1. Scope and Purpose
2. General Provision
3. Coastal Development Permit Procedures
4. Land Use Zones
5. Development Criteria
6. Environmental Management Program
7. Infrastructure Financing and Funding Mechanisms

3. History of Chula Vista Coastal Program

This LCP Amendment is the latest in a series of studies and plans that have been prepared for the Chula Vista Bayfront. In 1972, the City initiated a program to evaluate development options and prepare a master plan for the area. In 1972, Proposition 20, the Coastal Initiative, was passed by the voters of California. Proposition 20 mandated the preparation of the California Coastal Plan, which was issued in 1975. The California Coastal Plan and subsequent legislation established stringent review requirements for projects in the Coastal Zone. To respond to blighting conditions in some areas of the Bayfront, in 1974 the City established the Bayfront Redevelopment Project Area, which includes a majority of property within the Bayfront area. Many of the blighted conditions have been removed or redeveloped through the successful implementation of the Redevelopment Plan.

The City began the Coastal Commission review process in 1976. A lengthy process that included additional environmental review and analysis, several lawsuits, and reconfiguration of portions of the plan extended to March 1984, at which time the Chula Vista Bayfront Land Use Plan was approved by the Coastal Commission. Subsequently the implementing ordinances (specific plan) were also approved in June 1985. Certification was challenged by lawsuits regarding the adequacy of endangered species habitat protection within the Bayfront and mitigation of on-site and off-site impacts. The settlement agreement concluding the lawsuit resulted in the creation of the Sweetwater Marsh National Wildlife Refuge, which includes property designated for the principal visitor-serving use in the Bayfront. The settlement agreement required that Gunpowder Point (designated resort hotel site), the "D" Street Fill (designated for marina, commercial, and residential development), and the entire Paradise Creek and Sweetwater Marsh complex be deeded to the USFWS.

Eliminating these uses from the Bayfront Plan resulted in an imbalance in the land use allocation for the remaining developable upland property. Because of this, the City reinitiated a planning program to formulate a new plan for the Bayfront in 1988. This effort was curtailed when the major undeveloped portion of the property was sold and the new landowner expressed an interest in working with the City to prepare a new plan emphasizing a mixed-use, visitor-serving development. The current LCP Amendment reflects the changes to jurisdictional boundaries resulting from the land exchange between the Port and a private entity and the associated new development concept formulated in partnership by the City, the Port, and a private entity. This amendment is the second comprehensive major amendment to the LCP. The previous amendment to the LCP was certified in 1993. This resubmittal follows Resolution No. 17036 of the City Council of the City of Chula Vista, which amended resolution No. 16838, and Ordinance No. 2546 of the Redevelopment Agency of the City of Chula Vista, which amended Ordinance No. 2532.

4. Coordinated Planning Efforts

The LCP establishes the conservation and development requirements for coastal zone lands that lie within the jurisdiction of the City and excludes properties within the jurisdiction of the Port (see Exhibits 3 and 4). The National Wildlife Refuge, under USFWS ownership, is part of the LCP Planning Area.

Close cooperation between the City, the Port, and Federal agencies is necessary to ensure:

- Coordination of road, water, sewer, and storm drainage improvements;
- Effective management of coastal environmental resources;
- Harmonious land use and development, which permits all portions of the Bayfront lands to benefit from the economic, visual, and recreational values of the waterfront site; and
- Provision of public access to coastal resources.

State law and good planning practice require that the Bayfront Land Use Plan address the relationship between the lands within the LCP boundaries and the adjoining Port lands. This is done by indicating where the continuity of public facilities (roads, water lines, sewers, storm drainage provisions, and pedestrian and bicyclist routes) is to be maintained, where protection of economic and aesthetic values provided by water-oriented views are to be protected, and where safeguards are necessary to prevent conflicts in land use and development.

Specific aspects requiring coordinated action include:

- Rerouting and design of Marina Parkway;
- Maintenance of a protected habitat for the least tern and other sensitive species within the National Wildlife Refuge;
- Integration of pedestrian waterfront access;
- Protection of existing water-oriented views from inland areas; and
- A balanced mix of developed land uses within the coastal area of the City.

C. IMPLEMENTATION

As indicated previously, the Chula Vista Bayfront Land Use Plan will be implemented by the Bayfront Specific Plan per the California Government Code Sections 65460 et seq. The Specific Plan, adopted by Ordinance, will meet the Implementing Ordinance requirements of the Coastal Act. The implementation provisions will include:

1. Land use and development regulations and standards ("zoning" including permitted uses, parking requirements, development and performance standards, signs, etc., plus provisions addressing roadway standards, grading and drainage regulations to control impacts to wetlands, landscaping standards, and design review requirements)
2. Environmental management regulations
3. Design regulations and standards controlling specific projects
4. Administrative and permitting procedures

II. PLANNING CONTEXT

A. LOCAL PLANNING PROGRAMS

Adopted local plans and State law create the planning context for the Chula Vista Bayfront LCP. The LCP must be consistent with both the City's General Plan and the provisions of the California Coastal Act.

State law (Code Section 65300) requires each city to adopt a comprehensive, long-term general plan for the physical development of the city. The State requires general plans based on the belief that the future growth of the State is determined largely through local actions. By requiring general plans, the State can be ensured of a consistent framework for decisions while still allowing local control. In a similar manner, an approved LCP provides assurance that the specific interest of the State, as expressed in the Coastal Act, will be met within the Coastal Zone while still allowing local decision-making.

1. General Plan Bayfront Vision Statement

The 2010 Chula Vista General Plan includes a description of "The Vision" for the development of the City. The City considers the Bayfront an important development area due to its location and potential to create a unique image for Chula Vista. The following statement from the General Plan describes the vision for the Bayfront:

The Bayfront Master Plan envisions a world-class Bayfront in the City of Chula Vista to benefit citizens and visitors to the region, and to compliment existing and proposed development within the City's corporate boundaries. A major component of the Bayfront Master Plan is the protection of natural areas and sensitive biological resources. The Bayfront Master Plan supports the implementation of a variety of uses including office, residential, retail, entertainment, recreation, other visitor-serving uses, and reconfiguration of the harbor.

2. Goals for Development

The preceding vision statement can be expressed as a series of goals for Bayfront development as listed below:

- Establish linkages between the Bayfront Planning Area and the Northwest Planning Area for pedestrians, bicycles, and transit.
- Establish roadways in the Bayfront Planning Area that respond to the special operating characteristics of roadways within a more urbanized environment, accommodate slower speeds in pedestrian-oriented areas, and facilitate multi-modal design elements and amenities.
- Increase mobility for residents and visitors in the Bayfront Planning Area.
- Create park and recreational opportunities in the Bayfront Planning Area that protect the natural beauty of the Bay and improve access and usage by area residents and visitors.
- Provide for natural open space conservation in the Bayfront Planning Area.
- Encourage redevelopment and new development activities within the Sweetwater Subarea that will minimize impacts to environmentally sensitive lands adjacent to the Sweetwater Marsh National Wildlife Refuge.

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- Provide for the redevelopment and new development of the Harbor Subarea that will reinforce its identity as the City's Bayfront focal point.
 - Encourage redevelopment and new development activities within the Otay Subarea that will provide employment, recreational and visitor-serving opportunities, and energy utility needs.

B. CALIFORNIA COASTAL ACT

This section is organized following the policy categories identified in the California Coastal Commission LCP Manual. This section provides three types of information for each category:

1. A summary of applicable Coastal Act policies
2. A discussion of existing conditions for each policy category
3. A summary of the LCP provisions that address the coastal issue

1. Shoreline Access

a. Coastal Act Policies

Sections 30210-30212 of the Coastal Act require that public and recreational opportunities be provided for all the people, that development not interfere with the public's right of access, and that new development provide public access to the shoreline.

b. Existing Conditions

There is currently limited physical, public access to Chula Vista's shoreline. The only direct public access to the bay is outside the LCP Planning Area on Port property. This includes a boat launch, marina, and park that are located off the westerly extension of "J" Street. Also on Port property is a park and public beach located immediately west of the Goodrich facility. Public access is also provided via a shuttle bus that serves the Chula Vista Nature Center, located on Gunpowder Point, and within the boundaries of the National Wildlife Refuge.

The lack of adequate public access is due partly to the types of land uses that currently exist along the shoreline. Goodrich's major industrial/manufacturing facility, boats yards, SDG&E utility infrastructure, power plant operations, the National Wildlife Refuge, and undeveloped property all have resulted in very limited direct public access opportunities. Due to the environmental sensitivity of the shoreline within the Bayfront area, limited or restricted access is necessary in some areas to preserve the habitat value of the shoreline itself.

c. Plan Provisions

Public access to the shoreline, consistent with habitat preservation, is one of the key provisions of this Land Use Plan. The Land Use Plan designates approximately 26 acres of public and quasi-public areas and parks and recreation, with over 30 additional acres of public areas and parks and recreation being designated within the Bayfront area on Port lands. The areas within the Port's jurisdiction provide the adjacency of public spaces to the bay and National Wildlife Refuge, thereby greatly enhancing public access to coastal resources. These areas are governed by the provisions of the Port Master Plan. All of the public, park, and open space lands will be permanently dedicated and maintained to ensure future access.

The Port Master Plan includes public accessibility in the Bayfront through a series of public shoreline parks and open space areas adjacent to the National Wildlife Refuge that offer both pedestrian and bicycle paths. Development on parcels within the LCP Planning Area will ensure

continuity with such access defined in the Port Master Plan. In addition, shuttle bus operations from the Bayfront to the Chula Vista Nature Center will continue to provide public access to a unique educational and wildlife resource.

Implementation of the policies in this Land Use Plan will ensure that public access and recreational opportunities will be provided, that new development will not interfere with the public's right of access, and that new development will not conflict with Port plans to provide public access to the shoreline.

2. Recreation and Visitor-Serving Facilities

a. Coastal Act Policies

Sections 30212.5 and 30213 [part, 30220-30223 and 30250(c)] of the Coastal Act requires the provision of public and low-cost recreation and visitor-serving facilities, and encourages the provision of commercial recreational and visitor-serving facilities by requiring that suitable land be reserved for such uses and that uses be given priority over other uses.

b. Existing Conditions

Within the LCP Planning Area, limited visitor-serving facilities are located adjacent to I-5 along Bay Boulevard, including a small motel and two restaurants.

The adjacent Port Master Plan area includes a marina and boat launch facilities containing two restaurants, boat slips, and a marina. Marina View Park and the fishing pier, also within the Port Master Plan area, are adjacent to the bay and provide low cost public recreational facilities. A yacht club facility provides additional recreational opportunities.

c. Plan Provisions

In addition to the existing facilities provided within the Bayfront within both the LCP Planning area and the Port Master Plan area, as mentioned above, the Land Use Plan designates new visitor-serving facilities within the Harbor District. Future facilities within the LCP Planning area include a hotel and ancillary retail establishments such as restaurants, shops, and shared public plazas. Although the Land Use Plan specifically provides new facilities within the Harbor District, other new facilities are provided within all districts through the Port Master Plan.

3. Water and Marine Resources

a. Coastal Act Policies

Sections 30230, 30231, and 30236 of the Coastal Act require the preservation and, where feasible, the enhancement and restoration of water and marine resources including coastal water, streams, wetlands, estuaries, and lakes. Special protection shall be given to areas and species of special biological or economic significance.

b. Existing Conditions

The Bayfront contains marshes, mudflats, and uplands and includes one of the last remaining major wetlands in San Diego Bay. These wetland areas provide habitat and nesting sites for a wide range of avian species, which are of special concern due to diminishing habitat throughout their range.

Many of the important wetlands are located within the National Wildlife Refuge (Subarea 1). Establishment of this refuge has ensured the preservation of the important wetland and biologically valuable upland resources. The long-term protection and enhancement of these resources are now the essential objectives for environmental management in the Bayfront area.

c. Plan Provisions

Wildlife populations (primarily birds) using the National Wildlife Refuge will be protected from physical and visual intrusion by (1) implementing the arrangement of uses resulting from the land exchange depicted in the Land Use Plan, including the placement of more intensive land uses farther from environmentally sensitive areas such as the National Wildlife Refuge and the incorporation of buffer zones and other adjacency measures around sensitive habitat, and (2) through siting and design of buildings according to the design requirements of the LCP.

The Environmental Management policies of the LCP provide for preservation, enhancement, and restoration of the important water and marine resources within the Bayfront area. Establishment of the National Wildlife Refuge ensures protection of the sensitive species/ habitat areas, while the policies of the LCP require mitigation of impacts to wildlife areas from development on adjacent uplands parcels.

If future development has the potential to disturb native habitat or environmental resources, this LCP provides the foundation for assessment and mitigation for potential impacts. If impacts to waters of the U.S. or wetlands occur, potential restoration activities for mitigation will occur in areas approved by the resources agencies.

4. Diking, Dredging, Filling, and Shoreline Structures

a. Coastal Act Policies

Sections 30233 and 30235 of the Coastal Act establish the limited conditions under which diking, dredging, filling of wetlands, restoration of wetlands, and construction of shoreline structures may occur. Section 30411(b) provides additional provisions for the filling of wetlands, provided it is accompanied by substantial restoration of degraded wetland.

b. Existing Conditions

In the past, there has been considerable alteration of the Bayfront. Filling to some degree has occurred along much of the shoreline. By far the most significant, in terms of total fill and amount of shoreline affected, is the "D" Street Fill. A railroad has also been constructed across the Sweetwater Marsh using fill material. The majority of lands potentially impacted by existing diking, dredging, or filling of wetlands are within the Port Master Plan area.

c. Plan Provisions

Except as permitted, no significant diking, dredging, or filling of wetlands is associated with the development concept within this LCP.

The preclusion of significant diking, dredging, or filling, beyond the limited conditions allowed by the Coastal Act, ensures consistency with these Coastal Act policies.

5. Commercial Fishing and Recreational Boating

a. Coastal Act Policies

Sections 30224, 30234, and 30255 of the Coastal Act encourage increased recreational boating, require the preservation of boating facilities, and give precedence to coastal-dependent development, except in wetlands.

b. Existing Conditions

All properties associated with commercial fishing and recreational boating are within Port jurisdiction and outside the LCP Planning Area. Due to the sensitive environmental resources associated with the Bayfront shoreline, access for fishing or boating is not currently permitted or proposed in the LCP Planning Area. Boat launch and marina facilities are located on the Port property within the Bayfront. Additional recreational boating berths were constructed on the Port property, along with a yacht club facility and excursion pier to expand the initial marina facilities.

c. Plan Provisions

Due to the sensitive environmental resources associated with the Bayfront shoreline, access for fishing or boating is not currently permitted or proposed in the LCP Planning Area. In addition, boating and fishing are limited to areas within the Port's jurisdiction and will be governed by the provisions of the Port Master Plan. Because of the environmental sensitivity of the Bayfront area, increased major recreational boating facilities within the LCP Planning Area are precluded. This general policy is consistent with the provisions of the Coastal Act.

6. Environmentally Sensitive Habitat Areas

a. Coastal Act Policies

Section 30240 of the Coastal Act provides for the protection of environmentally sensitive habitat areas by restricting uses within, or adjacent, to such areas.

b. Existing Conditions

In addition to the marsh and mudflat areas discussed under the Water and Marine Resources category, some upland areas have been identified as environmentally sensitive habitat areas. A minimum of 13 vegetation communities and land cover types have been identified within the Bayfront, including Diegan coastal sage scrub (disturbed), non-native grassland, eucalyptus woodland, ornamental vegetation, disturbed habitat, ruderal, southern coastal salt marsh, mule fat scrub, coastal brackish marsh, seasonal pond, disturbed riparian, bay, and urban/developed. The marsh environment within the Bayfront is critical feeding and nesting habitat for three Federal and/or State listed endangered species: California least tern, light-footed clapper rail, and Belding's savannah sparrow. Other special status species that have been identified within the Bayfront include osprey, western burrowing owl, and northern harrier. In addition, there are several other special status species that have the potential to occur within the Bayfront. Virtually all of the environmentally sensitive habitat areas are located in the National Wildlife Refuge or in the Port Master Plan area. Several potential wetland areas have been identified within the LCP Planning Area: (1) a drainage ditch, degraded due to contamination, located within the Harbor District (Parcel Area 2-g); (2) in the open space on the Faivre Street parcel (3-k); (3) the "F&G" Street Marsh (south of "F" Street); and (4) USFWS property and Parcel Area 1-g within the Sweetwater District.

c. Plan Provisions

In response to the need to protect these environmentally sensitive areas from the potential impact of adjacent development, the Land Use Plan provides for extending setbacks and buffering land uses adjacent to the National Wildlife Refuge and other sensitive habitat areas. The National Wildlife Refuge open space areas shall include a 400-foot-wide buffer adjoining the refuge boundary, with the 200 feet buffer area closest to the refuge as a no-touch zone characterized by native vegetation. Details on the buffer area will be coordinated with the Port Master Plan for adjacent properties. The buffer zones for other permanent open space areas within the LCP Planning Area may be reduced as identified in the Bayfront Specific Plan provisions, if determined justifiable and if approved by the resource agencies.

Public access to the National Wildlife Refuge is limited to a shuttle bus that serves the Chula Vista Nature Center. Humans and domestic pets are prohibited direct access to the National Wildlife Refuge through the use of fences and perimeter signage.

Special setbacks are required adjacent to the "F&G" Street Marsh. The design and use of both the "F&G" Street Marsh setback and the park/open space area adjacent to the National Wildlife Refuge are consistent with Army Corps Permit No. 88-267-RH.

As summarized above, the LCP policies protect environmentally sensitive habitat areas by restricting uses within, or adjacent, to such areas.

7. Agriculture

a. Coastal Act Policies

Sections 30241 and 30242 of the Coastal Act provide for the preservation of prime agricultural land in order to ensure the protection of an area's agricultural economy. The policies establish criteria for the conversion of lands to non-agricultural uses. The criteria minimize conflicts between agricultural and urban land uses.

b. Existing Conditions

A major portion of the Bayfront was once used for agriculture production. However, agricultural operations were discontinued years ago and none of the area is considered prime agricultural land.

c. Plan Provisions

The Land Use Plan does not provide for the preservation of the agricultural land within the Bayfront because it is not considered high-quality agricultural land. In addition, agricultural activities would not be compatible with the type and scale of development proposed, nor with the enhancement of wetland resources and habitat areas.

The absence of prime agricultural lands precludes any conflict between the designation of lands for development and the agricultural preservation provisions of the Coastal Act.

8. Hazard Areas

a. Coastal Act Policies

Section 30253(1)(2) of the Coastal Act requires new development to minimize risks in areas of high geologic, flood, and fire hazard and to prevent structural damage to bluffs and cliffs.

b. Existing Conditions

There are three potential sources of hazards within the Bayfront. They are land settlement hazards, seismic hazards, and flood hazards. The settlement hazards are attributable to the presence of relatively shallow surficial deposits of soft compressible bay mud throughout the historic marsh lands and tidal flats, as well as in deeper water areas. Two major faults have been mapped near the Chula Vista waterfront area: the north-northwest-trending Rose Canyon / San Diego Bay/ Tijuana fault, and the east-west Otay fault.

Parts of the Bayfront area were within the standard project flood area of the Army Corps Sweetwater River Flood Control Project. However, at the completion of the flood control project, these flood hazards were eliminated.

c. Plan Provisions

To address flooding, settlement, and seismic hazards, the Bayfront Land Use Plan contains provisions to require engineering investigations to minimize potential hazards to development. Buildings will be designed and constructed to meet earthquake safety requirements as required by the Uniform Building Code. Soil conditions will be monitored and evaluated for geologic conditions related to possible liquefactions.

The LCP Utilities and Area Wide Grading (Section III.D) policies will minimize risks from the known geologic and flood hazards associated with the LCP Planning Area.

9. Forestry and Soil Resources

This category of Coastal Act policies is not applicable to the Bayfront area.

10. Locating and Planning New Development

a. Coastal Act Policies

Sections 30244, 30250 (a), and 30253 (3)(4) of the Coastal Act provide criteria for the location of new development. Generally, new development should be concentrated in areas of existing development with adequate public services. New development should provide adequate support facilities, including provisions for recreation facilities and for public transit, and should preserve archaeological or paleontological resources.

b. Existing Conditions

The Chula Vista Bayfront is characterized by a land use mix that balances coastal development and protected coastal open space. The area north of "F" Street and scattered smaller parcels are currently undeveloped parcels. The large vacant parcel north of "F" Street is adjacent to urban development to the south and east, with the National Wildlife Refuge to the north (the heavily industrialized National City waterfront is immediately farther to the north) and San Diego Bay to the west. This parcel north of "F" Street is within Port jurisdiction following the land exchange and is covered by the provisions of the Port Master Plan. One previously recorded archaeological site (CA-SDI-5512) and one historical site, the Coronado Belt Line Railroad line (CA-SDI-13.073H), is present within the LCP Planning Area.

c. Plan Provisions

The Land Use Plan provides specific locations for a wide range of uses including commercial recreation, residential, visitor-serving commercial, manufacturing, retail, office, public facilities, parks and open space. An overall grading concept and performance standards to ensure the provision of adequate public services are established in the policies of this Land Use Plan. Interconnection of existing and proposed public transit will integrate Bayfront circulation patterns into the San Diego Trolley, the Chula Vista Transit System, and the regional bicycle/pedestrian circulation system (see Exhibits 9a, 9b, and 9c, in Section III.B).

The Land Use Plan policies take into consideration the unique relationship between new development and sensitive environmental areas (biological, archaeological, and paleontological). The Land Use Plan integrates the Chula Vista Nature Center with the Bayfront via the shuttle and through the provision of public parking within the Bayfront.

New development is concentrated in an area of existing development. Adequate facilities will be included within the Bayfront to provide expanded services including recreation and fire station facilities and public transit. Development within the LUP Planning Area is in balance with proposals contained in the Port Master Plan. Overall, these uses are complimentary, meet the needs of users and visitors, and are supportive of the maintenance of open space. This is accomplished through balancing traffic patterns, providing transit and walking paths, and providing an array of financially and fiscally sustainable uses which generate the revenues necessary for the maintenance of public access, facilities, and open space.

11. Coastal Visual Resources and Special Communities

a. Coastal Act Policies

Sections 30251 and 30253 (5) of the Coastal Act require the protection of scenic and visual qualities of coastal areas, and the preservation of unique visitor destination communities.

b. Existing Conditions

The potential visual and scenic qualities of the Bayfront are currently not being fully realized. The views of the area from adjacent I-5 are impaired by the lower elevation of I-5, and in some locations are marred by visual blight, including abandoned buildings, open storage, vegetation overgrowth, nonlandscaped transmission line corridors, and aboveground transmission lines.

c. Plan Provisions

The Land Use Plan provides for the removal of existing blight from the Bayfront LCP Planning Area. The removal of this blight will allow the public to experience views from the Bayfront outward toward the coast. The removal of this blight will also enhance the views of the coastline from the east. In addition, the Land Use Plan requires that view corridors from the freeway and roadways be preserved, framed, or uncluttered, pursuant to the provisions outlined in Section III (C) of this plan, to ensure an attractive view of, and to establish a visual relationship with, the marshes and bay-related activities. A Fire Station is planned to be developed within the Bayfront to provide added public services to the Bayfront area.

Entrances to the Bayfront have been designed to form visual gateways to the water's edge to support the sense of the City's proximity to the bay. Landscaping and architectural edges are used to form sequences of views throughout the Bayfront. New buildings will be sited to create view corridors. Buildings are to be stepped back from the bay to preserve views as set forth in the Land Use Plan.

The policies of this LCP will enhance the existing scenic and visual qualities of the local coastal zone and accommodate development of a unique coastal community.

12. Public Works

a. Coastal Act Policies

Section 30254 of the Coastal Act limits the construction or expansion of public works facilities to the capacity required to provide service to only those users permitted by the Coastal Act.

b. Existing Conditions

Adequate water, sewage, and other utility services are currently present to serve existing uses; however they will need to be extended to serve specific development sites.

c. Plan Provisions

The Land Use Plan requires adequately sized utility lines to serve development of the Bayfront within the capacity of the utility services. These lines will be extended and upgraded where necessary to serve future development as planned in this LCP.

13. Industrial Development and Energy Facilities

a. Coastal Act Policies

Sections 30255, 30260-30264, 30232, and 30250 (b) of the Coastal Act provide guidelines for the development of new or the expansion of existing coastal dependent industrial facilities, tanker facilities, liquefied natural gas terminals, oil and gas development, refineries, and electrical generating plants.

b. Existing Conditions

Goodrich facilities and transmitter lines represent the only major industrial facilities currently within the LCP Planning Area. The South Bay Power Plant is located outside of the LCP Planning Area.

c. Plan Provisions

The Land Use Plan allows for the expansion of existing industrial facilities but does not allow additional industrial development to occur beyond the areas shown as industrial use on the Zoning Map (see Exhibit 8 in Section III.A). Expansion of the existing Goodrich facility is permitted, including industrial and office uses, research and development, and light manufacturing within their existing property boundaries. These provisions are consistent with the Coastal Act requirements.

III. AREAWIDE DEVELOPMENT OBJECTIVES AND POLICIES

This chapter is organized into five separate sections: Land Use; Circulation; Public Access, and Parking; Physical Form and Appearance, Utilities and Areawide Grading, and Environmental Management. Each of these sections includes a brief description of existing conditions and then provides basic objectives for development in the Chula Vista Bayfront area. The objective for each section is italicized for quick identification. Associated specific policy provisions are defined to guide development and resource enhancement in the LCP Planning Area for each topical area of concern. These policies, which are key to the consistency between this Land Use Plan and the Coastal Act, are numbered to aid in making reference to and application of the policies. In some cases, the areawide plan provisions are supplemented with policy diagrams and exhibits keyed to the text to clarify the intent of the specific provisions.

A. LAND USE

The LCP Planning Area (local coastal zone) totals approximately 722 acres. Five major ownerships dominate the LCP Planning Area: (1) Goodrich in the Harbor District (Subarea 1) with 79 acres; (2) the USFWS, which owns 316 acres in two parcels (Sweetwater Marsh and the “F&G” Street Marsh), which comprise the National Wildlife Refuge; (3) a private entity, which controls approximately 97 acres in the Sweetwater District that will be exchanged for approximately 30 acres of Port lands in the Harbor and Otay Districts; (4) Chula Vista Redevelopment Agency, which owns approximately 16 acres, also in the Sweetwater District of the Bayfront; and SDG&E, which purchased approximately 12 acres of land from the Port District.

1. Existing Conditions

A total of 29 ownerships and leaseholds have been identified in the Bayfront area, including Federal, State, and local government entities; local agencies; and private owners. The parcels within the Port Master Plan area are under the jurisdiction of the Port. Parcels within the Bayfront area, but outside of the Port Master Plan area, are within the jurisdiction of the City and are included within the LCP Planning Area. The majority of developed use areas accessible by the public are located within the Harbor District. The Otay District is characterized by industrial uses and primarily closed to the public. The Sweetwater District is generally undeveloped. The majority of the upland areas within the LCP Planning Area are currently developed with urban uses. The major land user is Goodrich, with manufacturing activities ranging from research and development to assembly. Goodrich’s operations straddle the Chula Vista LCP Planning Area and the adjacent Port lands. Other existing land uses within the LCP Planning Area include commercial, retail, industrial, warehousing, natural open space preserve, active parks and passive parks, visitor-related uses, bikeways, transit corridors, and roads. SDG&E transmission lines and 40-foot Coronado Railroad track easements extend the entire length of the Bayfront area on its eastern edge.

The LCP Planning Area includes 29 parcel areas. Descriptions of Parcel Areas 1-a through 3-I, within the City’s jurisdiction, are summarized below. The descriptions are based on parcel areas that define land use areas and include a summary of existing conditions and Bayfront Specific Plan zoning. There are three general categories for parcel areas within the LCP Planning Area: Developed Parcels, Undeveloped Parcels, and Land Exchange Parcels. These categories and associated parcel areas are summarized below. The parcel areas are numbered based on district (Sweetwater, Harbor, and Otay) and a sequential lettering system and are shown in Exhibit 7. Zoning per the LCP is shown in Exhibit 8.



Developed Parcel Areas: The majority of parcel areas are currently developed. There is potential for these parcel areas to be redeveloped within the limits of the existing zoning and provisions of the LCP; however, the existing uses of these parcel areas are expected to remain the same.

- Parcel Areas 1-b through 1-e are currently developed with commercial land uses including Anthony's Fish Grotto, Good Nite Inn, El Torito, and the Highland Partnership office building, from north to south, respectively. These parcels are zoned Commercial-Thoroughfare (C-T).
- Parcel Area 1-f is a small City park. The park is accessed from "F" Street and consists of grassy landscaped areas, benches/seating areas, and parking areas. This parcel is zoned Parks and Recreation (P-R).
- Parcel Area 1-g is existing open space characterized by wetlands and native habitat. There are four parcels within this area. Three of the parcels are owned by the City and one is owned by Goodrich. This area is zoned as Open Space (O-S).
- Parcel Area 1-h is characterized as developed with industrial uses with a portion of the parcel as open spaces uses. This parcel is privately owned. This area is zoned for Industrial- General (I-G).
- Parcel Area 1-i is characterized as developed with commercial uses with a portion of the parcel as open spaces uses. This parcel is privately owned. This area is zoned for Commercial – Thoroughfare (C-T).
- Parcel Area 2-a is existing open space characterized by wetlands and native habitat. There are two parcels within this area, both of which are owned by the USFWS and encompass the "F&G" Street Marsh. This area is zoned as O-S.
- Parcel Area 2-b is owned by Goodrich. The area consists of existing industrial and commercial land uses, including warehouses, office, and parking structures. The Goodrich facility has been involved in aircraft manufacturing since the early 1940s. Parcel Area 2-b became known as the Goodrich North Campus Facility following sale of the South Campus (south of "H" Street) to the Port in the late 1990s. The North Campus facility is generally bounded by Bay Boulevard to the east, Marina Parkway to the west, the Sweetwater Marsh National Wildlife Refuge to the northwest, "F" Street and the National Wildlife Refuge to the north, and "H" Street to the south. The Goodrich North Campus area is the largest ownership within the City's jurisdiction, encompassing approximately 78 acres. The Goodrich North Campus includes three zones: Industrial-Limited and Research (I-RL), Industrial-General (I-G), and Commercial-Professional and Administrative (C-P).
- Parcel Area 2-c is commercial land use and consists of a Pacific Trust Bank and associated parking areas. This parcel is zoned as I-G.
- Parcel Area 2-d is a small retail complex, Gateway Business Park, which includes the West Marine shop, Kelly Paper, and Fleet Pride. The retail area includes parking areas and access from Bay Boulevard. This parcel is zoned as I-G.
- Parcel Area 2-e is a commercial office land use that includes a National University campus. This parcel is zoned as I-G.
- Parcel Area 3-b contains the Community Health Group building and associated surface parking areas located at 740 Bay Boulevard. This area is zoned as I-G.

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- Parcel Area 3-c contains the PIMA Medical Group building and associated surface parking areas. This area is zoned as I-G.
 - Parcel Area 3-d contains the LAING office building and associated surface parking areas. This area is zoned as I-G.
 - Parcel Area 3-e contains the Furniture Warehouse on the east side of Bay Boulevard and associated parking and loading areas. This area is zoned as I-G.
 - Parcel Areas 3-f, 3-g, and 3-h are currently commercial/retail and light industrial uses with various businesses such as pest control, antique sales, clothing sales, produce sales, and offices. The business complex is characterized by multiple single-story buildings, storefronts, loading docks, and parking areas. These areas are zoned as I-G.
 - Parcel Area 3-i consists of the Bayside Business Park with several different leasers. This area is zoned as I-G.
 - Parcel Area 3-j includes the Grainger building. This area is zoned as I-RL.
 - Parcel Area 3-k consists of the Faivre Street industrial area. This area includes industrial land uses in addition to some undeveloped areas within the floodplain of the Otay River. This area was annexed from the County of San Diego and contained the County's zoning of Manufacturing with a floodplain overlay (M-54). In the late 1990s, the M-54 zoning designation was changed to the City's Industrial-Limited (I-L) zone and the floodplain overlay in the City's General Plan was changed to O-S.

Undeveloped Parcel Areas: A few parcel areas, which are currently undeveloped, are also within the LCP Planning Area and have the potential for development within the limits of the designated zoning and provisions of the LCP.

- Parcel Area 1-a is owned by the City. The land is currently vacant and is zoned as C-P. The parcel is located just north of "E" Street and west of a freeway off-ramp. A portion of the property is under the jurisdiction of the California Department of Transportation (Caltrans) and is not included in the LCP Planning Area. The portion of the property located outside the Caltrans area is approximately 5 acres and is planned for office development in the CVBMP. This parcel has restricted access.
- Parcel Area 2-g is owned by the City of Chula Vista. This site has an area of 1.81 acres; it is currently vacant and is designated as Public/Quasi-Public (P-Q). This site is planned for construction of Chula Vista Fire Station Number 11.
- Parcel Area 3-a includes a surface parking lot adjacent to "J" Street and undeveloped lands located between Bay Boulevard and I-5 south of "J" Street. These parcels have the potential for additional development based on existing zoning. The surface parking lot parcel is currently zoned as C-V. The remaining parcels in Parcel Area 3-a are zoned I-G.
- Parcel Area 3-l includes approximately 18 acres of land previously disturbed and currently vacant. It is currently under the ownership of SDG&E and the Port District and it could potentially be used for the relocation of the electrical substation. Parcel Area 3-l is zoned I-G.

Land Exchange Parcel Areas: Four parcel areas have been transferred to a private entity as a part of the land exchange with the Port. These parcel areas are located in the Harbor District and have a specific proposal for development per the CVBMP.

- Parcel Area 2-f is currently undeveloped land and includes CVBMP Parcels H-13 and H-14. This parcel area is zoned as Residential-Mixed Harbor District (R-MH).
- Parcel Area 2-h consists of industrial properties that were previously part of the Goodrich South Campus and includes CVBMP Parcel H-15. This parcel area includes two zoning categories: the southern portion is zoned as Commercial-Visitor (C-V) and the northern portion is zoned C-P.

2. Land Use Regulations Objective/Policies

Land use classifications are identified for the LCP Planning Area that define current uses and proposed uses within the Bayfront area. This LCP provides for land uses that will support a unique coastal community with a mix of pedestrian-oriented communities, economic vitality, and open space preservation.

Objective *Ample opportunities should be provided for public open space and areas adjacent to the natural resources of the Chula Vista Coastal Zone to increase public access to the waterfront. A balanced and well-defined mix of land uses should be provided that will be responsive to the development and conservation goals of the Chula Vista LCP. Sensitive natural resources, including but not limited to saltwater marshes, submerged aquatic habitat and mudflats, should be preserved and enhanced to protect the many natural resources values of the habitat and contribute to the visual quality of the Bayfront.*

Policy A.LU1 Most sensitive habitat areas are within the National Wildlife Refuge, though other sensitive areas exist in the LCP Planning Area adjacent to the Sweetwater and Otay Rivers. The land use designation and locations indicated on the Land Use Plan Map have been selected to allow for development while buffering sensitive environmental areas. In addition, the Environmental Management section of this plan sets forth numerous policies that shall ensure the preservation and enhancement of these resources and areas discovered during plan implementation.

Policy A.LU2 Public parks and open space that contain pedestrian and bicycle trails shall be included within the LCP Planning Area. In addition, opportunities for visual access to the adjacent trails, opportunities for visual access to the adjacent wetlands, and passive recreation opportunities should be provided in coordination with the Port. Policies are included in the Environmental Management section to ensure that such access will not disrupt the wildlife habitat.

Policy A.LU3 The Zoning Map, Exhibit 8, indicates the location of the various permitted uses. The permitted use categories include general industrial; research and limited industrial; limited industrial, Harbor District mixed residential (including combinations of high-rise residential and mid-rise residential), visitor commercial, thoroughfare commercial, professional and administrative commercial, public; and quasi-public uses; parks and recreation; and open space. A more detailed mapping of public open space is provided in the Environmental Management Map, Exhibit 12 in Section III.D. Land use distribution is summarized in Table 3-1 below.

Policy A.LU4 The description of the permitted uses is as follows:

RESIDENTIAL. Residential uses are allowed within the LCP Planning Area. Total allocation: approximately 23 acres.

Residential – Mixed Harbor District (R-MH). This land use zone refers to residential areas in the Harbor District with a mix of residential units including high-rise and mid-rise development (as defined below) within combined or separate building structures. Residential uses include multiple-family dwellings in clusters of varying size and configuration to provide a range of housing types. Retail uses will be included at the street level to create a village atmosphere and pedestrian-friendly area.

Table 3-1 Land Use Distribution

Zone	Acreage
Commercial	
<i>Visitor (C-V)</i>	6
<i>Thoroughfare (C-T)</i>	42
<i>Professional and Administrative (C-P)</i>	26
Commercial Subtotal	74
Industrial	
<i>General (I-G)</i>	112
<i>Research and Limited (I-RL)</i>	14
<i>Limited (I-L)</i>	8
Industrial Subtotal	134
Residential	
<i>Mixed Harbor District (R-MH)</i>	23
Residential Subtotal	23
Public and Open Space	
<i>Public and Quasi-Public (P-Q)</i>	28
<i>Parks and Recreation (P-R)</i>	1
<i>Open Space (O-S)</i>	310
Public and Open Space Subtotal	339

- Mid-rise development is defined as 4- to 7-story buildings with condominium style residences and central garage structures.
- High-rise development is defined as 8-story and above buildings with condominium style residences and central garage structures.

Allocation: approximately 23 acres.

COMMERCIAL. A number of specific commercial uses are permitted in the LCP Planning Area. Total allocation: approximately 74 acres.

Commercial – Visitor (C-V). This land use zone provides uses for the needs of tourists, travelers, and local residents. This use is primarily located in proximity to the freeway. The regulations of this zone are designed to encourage the provision of transient housing facilities, restaurants, service stations, and other activities providing for the convenience, welfare, or entertainment of the traveler. Permitted uses include:

1. Hotels and inns
2. Retail, including:
 - Restaurants with a cocktail lounge as an integral part;
 - Art galleries;
 - Retail shops;
 - Parking garages;
 - Bonafide antique shops;
 - Markets;
 - Restaurants and snack bars;
 - Service businesses; and
 - Any other establishment serving visitors determined to be of the same general character as the above-permitted uses.

Allocation: approximately 6 acres.

Commercial – Thoroughfare (C-T). This land use zone includes primarily motel and restaurant facilities similar to the existing developments that principally serve auto-oriented traffic and require clear visibility from the I-5 corridor. Additional permitted uses would include gas stations and similar traveler-oriented goods and services. Land uses not permitted within this designation are those that would principally serve pedestrian traffic. These non-permitted uses include convenience retail, food and beverage retail sales, business and personal services, and entertainment facilities. Allocation: approximately 42 acres.

Commercial – Professional and Administrative (C-P). Three areas of Professional and Administrative Commercial are provided. The locations are indicated on Zoning Map, Exhibit 8, and include Parcel Area 1-a within the CVBMP proposed for office use, new parcels within the Harbor District, and an existing parcel within the Goodrich Parcel Area 2-b. The permitted uses include administrative office and support uses for the adjacent industrial uses. Allocation: approximately 26 acres.

INDUSTRIAL. Three types of industrial uses are designated on the Zoning Map: Limited, Research and Limited, and General. These land uses are confined to an area generally south of “F” Street, plus the inland parcel east of I-5. Existing uses will continue to be permitted and to expand within the limits of the LCP. Allocation: approximately 134 acres.

Industrial – Limited (I-L). This zone includes light industrial activities (manufacturing, laboratory, wholesale businesses, storage and warehousing, etc.) and is defined by the provisions of the Chula Vista Municipal Code (CVMC) Chapter 19.44. Allocation: approximately 8 acres.

Industrial – Research and Limited (I-RL). This zone includes research and development, light manufacturing, warehousing, and flexible use buildings that combine these uses with office. Allocation: approximately 14 acres.

Industrial – General (I-G). This zone provides for large-scale and more intensive industrial uses such as manufacturing and public utility plants. The Goodrich facilities are within this zone. Allocation: approximately 112 acres.

PUBLIC AND OPEN SPACE. This zone includes a variety of uses ranging from a Fire Station, landscaped parking within the SDG&E right-of-way (ROW) to the dedicated Open Space of the National Wildlife Refuge. Allocation: approximately 339 acres.

Public and Open Space – Public and Quasi-Public (P-Q). This zone provides regulations for uses in appropriate locations that are maintained by public or publicly controlled agencies such as municipal and county agencies, school districts, and utility companies (e.g., water, gas, electricity, fire station, etc.) The site at the northeast corner of J Street and Bay Boulevard (Parcel 2g) is planned for the construction of a Chula Vista Fire Station.” Portions of the SDG&E ROW within the LCP Planning Area may be physically improved at the ground level with landscaped parking areas. To encourage landscape improvements to these areas, development bonuses are permitted for projects adjacent to the ROW that implement the improvements. These bonuses allow the development to increase permitted densities and to use the ROW for parking lot expansion. Bonuses are calculated by applying the permitted land use intensity of the parcel to the adjacent portion of the ROW to be in the project and transferring this added development of the ROW onto the project site. To qualify for the bonus development, a long-term lease agreement between the project proponents and SDG&E, for parking on the ROW, is required. Any landscaped parking in the SDG&E ROW north of “F” Street shall be available on weekends and evenings for use by coastal visitors. Allocation: approximately 28 acres.²

Public and Open Space – Parks and Recreation (P-R). This zone refers to all physically and/or visually accessible open lands intended for local public ownership. This category includes parks to be developed for public recreation. Parks intended for passive recreational activities will be linked via continuous, publicly accessible pedestrian and bicycle trail systems. One area is zoned as Parks and Recreation and consists of an existing park located within the LCP Planning Area. Allocation: approximately 1 acre.

Public and Open Space – Open Space/ Wildlife Refuge Overlay (O-S). This zone applies to the National Wildlife Refuge, which is owned and operated by the USFWS. Uses are limited to wildlife habitat preservation and enhancement, scientific study, and educational uses. Other areas with significant habitat value that are not a part of Federal ownership are shown as Open Space without an overlay designation. In addition to the areas designated by this overlay, Section III-E, Environmental Management, provides specific policies and programs for responding to environmental resources within Parcel Area 3-k (Faivre Street). Determination and administration of permitted uses within the National Wildlife Refuge shall be the responsibility of the USFWS with Coastal Commission Review. Allocation: approximately 339 acres.

CIRCULATION/OTHER. This category includes acreage within the major public street ROW (including I-5) and railroad ROWs within the LCP Planning Area. This acreage is not part of the “development area” within the LCP Planning Area.

² Approximately 12 acres are presently used for parking by Goodrich.

3. Development Intensity Objective/Policies

The intensity of development is determined by height limitations, parking requirements, on-site open space or landscape provisions, traffic and infrastructure capacity, and economic feasibility. The intensity of development consequently varies by land use type.

Objective *Allow development intensity that provides for the economic development of the Bayfront within the capacity of public service and infrastructure systems.*

Policy A.DI1 The allowed development intensity for the LCP Planning Area is shown in Table 3-2. Generally, the permitted building heights, parking standards, and traffic and infrastructure capacity will determine the permitted intensity.

Table 3-2 Permitted Development Intensity

Zoning	Maximum Development Intensity^{1,3}
Commercial	
<i>Visitor (C-V)</i>	<i>0.5 FAR² plus Special Conditions B and D</i>
<i>Thoroughfare (C-T)</i>	<i>0.5 FAR²</i>
<i>Professional and Administrative (C-P)</i>	<i>0.75² FAR plus Special Condition A and D</i>
Industrial	
<i>General (I-G)</i>	<i>0.5² FAR</i>
<i>Research and Limited (I-RL)</i>	<i>0.5² FAR</i>
<i>Limited (I-L)</i>	<i>Per CVMC Chapter 19.44</i>
Residential	
<i>Mixed Harbor District (R-MH)</i>	<i>105 DU per acre</i>

Notes:

- 1 Special Conditions have been established for several parcel areas within the LCP Planning Area. The special conditions are provided in the Bayfront Specific Plan and include provisions for development on the Goodrich parcel (Parcel Area 2-b), Parcel Area 3-a, and land exchange Parcel Area 2-h.
 - 2 Actual achievable development intensity on any given parcel is a function of site design, landscaping requirements, parking requirements, height limits, setbacks, and environmental constraints.
 - 3 FAR excludes parking structures.
- CVMC Chula Vista Municipal Code
DU dwelling units
FAR floor area ratio

Policy A.DI2 Parcel Areas with development intensities greater than the maximum permitted shall be permitted only if the proposed intensity and site development standards are identified within the Bayfront Specific Plan by Special Conditions.

B. CIRCULATION, PUBLIC ACCESS, AND PARKING

The identified circulation improvements to serve the Bayfront result from a number of basic objectives, including convenient vehicular and pedestrian access, natural habitat protection, traffic capacity constraints, parking, and incorporation of public transit via the trolley stations located east of I-5 at “E” Street and “H” Street.

1. Existing Conditions

The I-5/SR 54 interchange has been completed and provides regional access to the Bayfront. The regional entries to the Bayfront are limited by the off-ramp configurations of Interstate 5 and the location of wetland resources. At the present time, access is available at “E” Street, “H” Street, and “J” Street. One additional bridge at “F” Street provides a local connection to the east side of I-5 but no freeway on- or off-ramps are provided. The southerly and inland portions of the Chula Vista Coastal Zone are adequately served by existing local streets. The “H” Street ramps, because of their location, primarily serve the Goodrich facilities, and the “J” Street ramps primarily serve Port lands and the marina westerly of Goodrich. “J” Street also serves as the termination of Marina Parkway. Marina Parkway is the main street through the Bayfront and runs from the “J” Street/Bay Boulevard intersection west toward the marina, then north-south parallel to the marina within the Port jurisdiction. Marina Parkway has been constructed as a divided roadway with a landscaped median.

Bay Boulevard is an improved frontage road serving the areas easterly of the railroad ROW. The improved portions extend from “L” Street to “E” Street.

The San Diego Trolley operates on the railroad ROW on the east side of I-5. Both stations adjacent to the Bayfront (at “H” Street and “E” Street) are developed with “park and ride” lots. The trolley schedule creates frequent gate closures that result in traffic interruptions at these major street/freeway on- and off-ramps.

2. General Circulation and Public Access Objective/Policies

The following objectives and policies relate to the general issues of circulation and public access. These sections provide specific policy language for roadway improvements, public transit, bicycle/pedestrian circulation, and parking. More detailed application of these general objectives are graphically shown in Exhibits 9a, 9b, and 9c, Circulation Maps and are described below in the discussion of specific circulation components. Recognition must be given to the fact that the proposed improvements and associated diagrams are schematic and typical. Additional engineering analysis and coordination with Caltrans and the Port will be required during the design and construction phases of some roadway improvements projects.

Objective Good regional access should be provided to the Bayfront from I-5 and SR-54 as well as convenient access for visitors and residents of community areas east of I-5. Roadways should be routed and designed in a manner that minimizes adverse effects on valuable marshlands, protects lands having high recreation value, and avoids fragmentation of developable lands into inadequately sized or located parcels. To avoid congestion of the freeways and the connection arterials, a mix of land uses should be provided so that peak traffic generating periods are staggered throughout the day.

To reduce dependency on private automobiles, auto-free zones should be created along the shoreline and other areas that have unique environmental conditions or potential, and provisions should be made for pedestrians and bicyclists.





Similarly, public transit service should be provided, including smaller “mini-transit” vehicles or private jitneys, as well as convenient pedestrian, bicycle, and vehicular access to the Bayfront from community areas east of I-5.

- Policy A.C1 All facilities within the jurisdiction of Caltrans shall be designed and operated in a manner consistent with State standards.
- Policy A.C2 Convenient access shall be maintained by assuring that traffic congestion does not fall below the City’s established threshold standards for road segments: Level of Service (LOS) “C” on all street classifications, except for 2 hours per day (typically during peak travel periods) when LOS “D” is permitted. Also, LOS “D” is permitted for Urban Core Circulation Element roadways. In addition, a minimum standard of LOS “D” or better is required at all signalized and unsignalized intersections. The City’s threshold standards recognize that the management of the freeway system is under the control of State agencies and therefore signalized intersections at freeway ramps are not included in the City’s threshold standards. Any proposed development project that has the potential to adversely affect compliance with this threshold standard shall be evaluated with a traffic study and may be approved only if the standards are maintained. All traffic facility improvements assumed or proposed as mitigation for project impacts shall be provided concurrent with or prior to project development.
- Policy A.C3 Circulation facilities shall be designed, constructed, and maintained according to State and local standards to ensure that safe and efficient circulation systems are provided. The protection of sensitive habitats may require roadways to be built to lesser standards in order to reduce environmental impacts, provided that such reduced standards do not threaten public safety.
- Policy A.C4 Major roadways shall follow the alignments depicted in Exhibit 9a, which have been carefully determined with regard to the Objective.
- Policy A.C5 Minor roadways that serve proposed development areas shall be evaluated with submittal of project development plans. Such roadways shall not be permitted outside of areas designated for development on the Zoning Map, Exhibit 8.
- Policy A.C6 All road construction and improvements shall be designed and constructed in accordance with the applicable Environmental Management policies (Section III.E).
- Policy A.C7 The land use mix identified in this Land Use Plan has been selected to avoid congestion of the freeways and connection arterials. All development within the LCP Planning Area shall be consistent with the land use policies of this Plan.
- Policy A.C8 Local access to the Bayfront shall be provided along the same routes that provide regional access.
- Policy A.C9 Circulation routes and public transit services that exist within the urban core of Chula Vista shall be extended to and through the Bayfront to integrate the coastal area with the overall community. Development projects within the LCP Planning Area shall incorporate and/or extend the use of these transportation facilities as a part of the development concept.

3. Roadway Improvement Objective/Policies

The following objectives/policies relate to the construction and improvement of roadways within the LCP Planning Area. All onsite roadways in the Chula Vista Bayfront Master Plan are proposed to be in the Port's jurisdiction.

- Objective* *Improve Bayfront access through improvements to Marina Parkway, the "E" Street bridge, "H" Street, "J" Street, and on- and off-ramps to I-5. Public access to the Chula Vista Nature Center on the National Wildlife Refuge shall be maintained.*
- Policy A.RI1 The alignment of Marina Parkway within the Port property will move westerly to bypass the edge of the existing "F&G" Street Marsh. This alignment will introduce major views of the waterfront from the roadway. Marina Parkway will become a 3-lane Class II collector street running north-south between "E" Street (north of "H" Street) and "J" Street.
- Policy A.RI2 "E" Street shall be extended west as a 4-lane Class I collector street from Bay Boulevard westerly to the new "F" Street intersection. This will provide additional capacity to maintain adequate traffic flow at the major northern project entry. "E" Street shall then change to a 2-lane Class II collector street through the remainder of the Sweetwater District and into the Harbor District. "E" Street will turn into Marina Parkway at "H" Street.
- Policy A.RI3 "F" Street (Lagoon Drive) shall be removed from the west end of the Goodrich property west, adjacent to the "F&G" Street Marsh. "F" Street shall terminate at a cul-d-sac. The road will be redirected north as a Class II 2-lane collector street and intersect with the extension of "E" Street to facilitate the movement of traffic into the Bayfront. "F" Street shall cross "E" Street to access facilities in the Sweetwater District, including parking for the Chula Vista Nature Center located in the Sweetwater Marsh National Wildlife Refuge.
- Policy A.RI4 Public access to the Chula Vista Nature Center shall be restricted to shuttle bus operation to minimize disturbance to the sensitive resources of the refuge. The shuttle bus access route shall be a controlled access 20-foot roadway on the existing southern levee. This existing route has been integrated into the levee without undue impact on the adjacent marshes. A small public parking lot and bus shelter shall be provided in the Sweetwater District at the entry to the Sweetwater Marsh National Wildlife Refuge. Supplemental parking shall be provided in the landscaped SDG&E ROW as part of the parking for parks and recreational purposes required under Policy A.PK3.
- Policy A.RI5 "H" Street shall be extended west to Street A (a new street) as a 5-lane major street. "H" Street will serve as a major central entrance to the Bayfront area. "H" Street shall continue west from Street A to Marina Parkway as a 4-lane major street, at which point it shall continue west as a 3-lane Class II collector street until it intersects with "E" Street.
- Policy A.RI6 Street A will be a new street that will run north-south between Parcel Areas 2-f, and 2-h. Street A shall be constructed as a 4-lane Class I collector street.
- Policy A.RI7 Bay Boulevard will continue to serve as a 2-lane Class II collector street south of "J" Street. Bay Boulevard will serve as a 2-lane Class III collector street north of "J" Street to "F" Street. The portion of Bay Boulevard located north of "F" Street will be a 2-lane Class II collector street. Bay Boulevard will cross "E" Street and become a 3-

lane Class II collector to serve parcels just west of the I-5 off-ramp and north of “E” Street.

Policy A.RI8 Street C is a proposed new street that extends from Street “A” between “J” Street and “H” Street to Marina Parkway. Street C shall be constructed as a 2-lane Class III collector street that runs along the north side of Parcel Areas 2-f, and 2-h.

Policy A.RI9 “J” Street shall be extended west from Bay Boulevard at the Gateway entrance to the intersection with Street A as a 6-lane major street. “J” Street shall continue west from Street A to Marina Parkway as a 4-lane major street, following which it shall continue west as a 2-lane Class III collector street until it terminates at the south end of the marina.

Policy A.RI10 Street B is a proposed new street that will extend from the intersection of Street A and “J” Street with a connection back to Bay Boulevard. Street B shall be constructed as a 2-lane Class III collector street.

Policy A.RI11 Additional access shall be constructed to the Bayfront from the I-5 off-ramps, including (1) an exclusive southbound right-turn lane for the “E” Street/I-5 southbound off-ramp and (2) an exclusive southbound right-turn lane for the “H” Street/I-5 southbound off-ramps.

4. Public Transit Objective/Policies

There are two major public transit objectives for the Bayfront: (1) maximize use of the two trolley stops adjacent to the Bayfront area and (2) provide future shuttle bus service to interconnect the Bayfront with the trolley stations and the adjacent community.

Objective Use of public transit services by visitors and residents of the Bayfront should be promoted and private transit services should be encouraged where feasible.

Policy A.PT1 The LCP recognizes that the connections to the trolley system are significant benefits to development in the Bayfront. Opportunities for interconnecting the Bayfront with the existing trolley stations are included in the Bayfront area. These opportunities shall include convenient shuttle bus stop locations on major travel loops within the Bayfront and at areas of concentrated activity (Exhibit 9a).

Policy A.PT2 The Circulation Element provides for roadway ROWs with sufficient capacity and opportunities for shuttle bus stop locations to facilitate convenient shuttle bus services into the Bayfront along Marina Parkway, “E” Street, “F” Street, “H” Street, Street A, and Street C. This capacity shall be maintained to provide the greatest flexibility in the routing of future shuttle bus service into the Bayfront and to achieve an effective connection to the trolley system.

5. Pedestrian and Bicycle Circulation Objective/Policies

Major pedestrian circulation routes and a regional bicycle route are included on the Circulation Maps, Exhibits 9b and 9c. Provision of these routes will provide significant public access to the waterfront and within the Bayfront area, and will result in a substantial increase in both the quantity and quality of available public access to the shoreline.

Objective Pedestrian access to the shoreline should be provided as well as bicycle routes for alternative access and circulation within the Bayfront area.

Policy A.PB1 No pedestrian or bicycle paths are to be located on the southern or eastern edges of the “F&G” Street Marsh due to the limited setback area.

Policy A.PB2 To provide continuity with adjacent planning areas, pedestrian shoreline access shall interconnect with other existing or proposed circulation routes within the Port Master Plan (Exhibit 9b). Project level planning and coordination shall provide for:

Connection to Port Lands. Throughout the Bayfront, public access will be integrated with Port development. This will result in continuous public access routes with intermittent exposure to the water’s edge within the Port lands.

Connection North to Sweetwater River Project. Pedestrian and bicycle routes in the Bayfront shall interconnect with the recreational improvements included in the Caltrans/Army Corps of Engineers project, and/or the Chula Vista Greenbelt trail system proposed in the Sweetwater River Valley. The filling of wetlands for bike paths is not permitted, including, but not limited to, any extension of the toe of the Caltrans freeway fill slope into the mitigation areas of the connector marsh.

Connection with Chula Vista Neighborhoods. Pedestrian routes will interconnect major open spaces in the Bayfront area to adjacent Chula Vista neighborhoods via “E” Street, “F” Street, “H” Street, and “J” Street.

Policy A.PB3 The Circulation Map (Exhibit 9c) indicates extensive bicycle routes incorporated with the pedestrian and vehicular circulation systems. The bicycle routes will consist of constructing a segment of the planned Bayshore Bikeway regional bicycle route, in addition to constructing a bicycle spur that creates a loop through the Bayfront and back to the Bayshore Bikeway (“Bayfront Loop”).

Policy A.PB4 The Bayshore Bikeway shall be constructed as a Class I bike path facility within the existing SDG&E utility corridor running north-south from “E” Street to Main Street. The construction of this segment of the Bayshore Bikeway shall occur following undergrounding of the high-voltage powerlines. In addition, agreement from Goodrich for access through their site is required.

Policy A.PB5 The “Bayfront Loop” shall be constructed through the Bayfront with connections to the Bayshore Bikeway. The Bayfront Loop shall begin at the “E” Street/Bayshore Bikeway intersection, traverse through the proposed Bayfront area, and rejoin the Bayshore Bikeway south of L Street. The Bayfront Loop shall be an off-street Class I bike path (12-foot total width) with minimal crossings of vehicular roadways.

6. Parking Objective/Policies

Parking will generally be incorporated into the private development in the Bayfront with some additional off-street and on-street public parking to serve the community parks and other open space resources. While provision of adequate parking for all uses in the Bayfront is an important issue, undergrounding utility lines or providing landscaping/screening to improve the appearance of large parking areas is also important. Utilizing “shared parking” among uses that have predictable and opposite peak parking demands is encouraged.

Objective Adequate parking should be provided for all developed uses in the Bayfront, including parking for all public, park, and open space uses in the Bayfront. Parking should be provided in an efficient manner, sharing spaces among uses when practical, and in a manner that does not intrude upon the scenic qualities of the Bayfront. Parking within

the SDG&E ROW parcels should be provided to meet parking requirements, provided the ROW parking is landscaped to improve the overall appearance of the Bayfront.

Policy A.PK1 Off-street parking spaces shall be provided for developed uses according to the following schedule:

Business and professional offices: 1 space per 300 square feet of floor area; minimum of 4 spaces.

Dance, assembly, or exhibition halls without fixed seats: 1 space per 50 square feet of floor area used for dancing or assembly.

Dwellings, multiple: 1 space per studio; 1.5 spaces per 1 bedroom unit; 2 spaces per two-bedroom or larger unit.

Hotels, motels: 1 space for each living or sleeping unit, plus 1 space for every 25 rooms or portion thereof.

Manufacturing plants, research and testing laboratories: 1 space per 1.5 persons employed at any one time in the normal operation of the plant or 1 space per 800 square feet of floor area, whichever is greater.

Medical and dental offices and clinics: 1 space per 200 square feet of floor area; minimum of 5 spaces.

Public park/open space: 1 parking place for every 10,000 square feet of park or accessible open space.

Restaurants, bars, and night clubs: 1 space per 2.5 permanent seats, excluding any dance floor or assembly area without fixed seats, which shall be calculated separately at 1 space per 50 square feet of floor area.

Restaurants – drive-in, snack stands, or fast food: 15 spaces minimum, or 1 space per 2.5 permanent seats, whichever is greater.

Retail stores: 1 space per 200 square feet of floor area; retail uses located on Parcel Areas 2-f and 2-h shall provide a minimum of 4 parking spaces per 1,000 square feet of retail space.

Sports arenas, auditoriums and theaters: 1 space per 3.5 seats of maximum seating capacity.

Wholesale establishments, warehouses, and service and maintenance centers: 1 space per 1.5 persons employed at any one time in the normal operation of the plant or 1 space per 1,000 square feet of floor area, whichever is greater.

Uses not listed: as required by CVMC.

Policy A.PK2 Motorcycle and Bicycle parking spaces shall be provided for developed uses according to the following schedule:

Business and professional offices (over 20,000 square feet of gross floor area): 5 spaces.

Shopping center (over 50,000 square feet of gross floor area): 1 space per 33 automobile spaces required.

Fast food restaurant, coffee shop, or delicatessen: 5 spaces.

Other eating and drinking establishments: 2 spaces.

Commercial recreation: 1 space per 33 automobile spaces required.

Only those uses listed above are required to provide motorcycle parking and bicycle parking facilities. Bicycle parking facilities shall be fixed storage racks or devices designed to secure the frame and wheel of the bicycle.

Policy A.PK3 Off-street public parking areas shall be provided for community parks. The parking areas shall be integrated into the open space areas close to the roadways and, where possible, screened from view. No additional parking is required for the one public park that exists within the LCP Planning Area (1-f) and no new public parks are proposed; however, potential future public parks shall require one parking space for every 10,000 square feet of park or accessible open space. New public parks will be located within the Port's jurisdiction and will be governed by the provisions of the Port Master Plan. No separate parking is required for the National Wildlife Refuge. Parking for public parks shall be provided in areas designated and exclusively reserved for public park users. This restriction shall be enforced during the operating hours of the public park. Public parks shall be open in accordance with City standard operating hours. After-hours parking will not be restricted and may be shared with private development in accordance with other parking policies in the LCP.

Policy A.PK4 Implementation of the "shared parking" concept shall be permitted where it can be demonstrated that the proposed mix of uses have predictable parking demands that do not significantly overlap. The methods and criteria set forth in Shared Parking published by the Urban Land Institute shall be used to calculate the parking reduction permitted within a mixed-use project. No reduction shall be permitted without specific justification. No reduction in residential parking or public recreational parking shall be permitted. Any parking that is shared among uses shall be available for use during normal operating hours and shall not be reserved or otherwise restricted. Control of uses intended to use shared parking shall be by Conditional Use Permit and shall require the execution of deed restrictions and other long-term commitments for the provision of parking.

Policy A.PK5 To maintain views from the major roadways to the shoreline and major development sites, street side parking shall not be permitted along any of the major roadways identified in the Circulation Plan, including Marina Parkway, "E" Street, "F" Street, or Bay Boulevard.

Policy A.PK6 Parking included as part of private development shall provide for the following:

Location: Parking shall be located in areas away from the shoreline and public open space corridors.

Screening. To the greatest extent possible, open parking will be screened from view from the major arterials by the use of landscaped berms, tree planting, and building placement.

Type. To the greatest extent possible, open, large-scale parking will be avoided in favor of underground, podium, or smaller disaggregated parking areas separated by buildings or landscaping. Parking structures shall be encouraged where additional open space or other public benefit can be provided.

Policy A.PK7 Where parking is incorporated into the SDG&E ROW, the parking areas shall be landscaped with a perimeter planting of trees and ground cover. The tree planting will be tightly spaced to provide a dense canopy at eye level. Tree species will be limited to those that will not interfere with the overhead power lines and trimmed as necessary to meet standards of SDG&E. Due to environmental management requirements, this policy does not apply to Subarea 1: Sweetwater District.

C. PHYSICAL FORM AND APPEARANCE

The Bayfront provides a unique opportunity to establish a harmonious relationship between the natural setting and the man-made environment. The area's natural resources and scenic quality provide a setting that has a distinctive appearance and, in turn, can promote economic success for activities located in proximity to it. Moreover, development that is properly sited and designed can support these natural areas in permanent reserve and provide for controlled access and enjoyment of them by the public.

1. Existing Conditions

The Bayfront, by virtue of its location on San Diego Bay, represents a visual resource for the City and the region. Given the visibility of the coastal zone from major highways and streets, the Bayfront has the potential to create a defining City image.

The Bayfront is characterized, from north to south, by the National Wildlife Refuge and the Chula Vista Nature Center, a relatively flat upland area that is currently vacant, major office and industrial facilities associated with Goodrich, the SDG&E switchyard, the South Bay Power Plant, salt ponds, and a variety of smaller commercial and industrial uses to the south and parallel to the west side of I-5.

Existing landmarks in the Bayfront are the Chula Vista Nature Center, the Goodrich facilities, and the South Bay Power Plant with tall stacks. Electrical transmission towers extend northward from the SDG&E switchyard, through the Bayfront and across the Sweetwater River to National City and beyond. There are plans, subject to Public Utilities Commission approval, to underground the high-voltage (230kV) transmission lines.

2. General Form and Appearance Objective/Policies

The basic objective to integrate man's use of the land and water resources into a sensitive natural environment is provided through the implementing policies below. The following sections provide specific policy language for architectural edges, views, and landscape.

Objective The existing substandard industrial image of the Bayfront should be changed by developing a new identity consonant with its future public and commercial recreational role. The visual quality of the shoreline should be improved by promoting both public and private uses that will provide for proper restoration, landscaping, and maintenance of shoreline areas. Structures or conditions that have a blighting influence on the area should be removed or mitigated through façade enhancements and landscaping. Finally, a readily understandable and memorable relationship of the Bayfront (and the areas and elements that comprise it) to adjoining areas of Chula Vista, including the freeway and arterial approaches to the Bayfront, should be developed.

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- Policy A.FA1 New development within the LCP Planning Area shall be consistent with the land use designations permitted in the Land Use section. The majority of new development shall be visitor-serving commercial, commercial professional and administrative, and residential, with only a very limited amount of additional industrial development permitted. The scale of these new uses, combined with improved landscaping and screening of existing industrial development, will benefit the image of the Bayfront as a whole.
- Policy A.FA2 The Land Use Plan designates improved open space along the shoreline area of the Bayfront. Landscape and improvement standards for these areas will result in a major improvement in the visual quality of the shoreline.
- Policy A.FA3 New development within the LCP Planning Area shall be constructed according to the high-quality and aesthetic standards set forth in the Land Use Plan. Continuing development and/or redevelopment will displace abandoned and substandard structures that have a blighting influence. Any vegetative areas disturbed by development shall be relandscaped. The landscaping shall be consistent with the Environmental Management policies herein and shall give priority to the use of drought-tolerant plant materials.
- Policy A.FA4 New development resulting from the land exchange shall be controlled by policies herein, including specific height, use, parking, and development intensity restrictions. In addition, it shall be further controlled by a development plan subject to a Coastal Development Permit that will fully integrate the project with adjacent areas, thereby creating a unified project in appearance and function.
- Policy A.FA5 Views shall be locally focused within the urban areas to enhance the sense of arrival at the center of urban activity. Special attention should be given to plazas, architectural elements, plantings, and other landscape features to reinforce the area as a focal point.
- Policy A.FA6 Panoramic views across park and open space areas to San Diego Bay should be provided. Major massing of trees shall be avoided along this portion of the shoreline to protect the view. Plant species and spacing shall be selected and designed to protect and enhance public views.
- Policy A.FA7 High-voltage (230kV) transmission lines shall be placed below ground.
- Policy A.FA8 New development within the LCP Planning Area shall include the placement of new utility lines below ground.

To promote these objectives and policies, three major components have been identified that comprise the physical form of the area: (1) natural resource areas to be preserved; (2) an accessible open space system including walkways, bicycle ways, and park areas; and (3) development units having common usage and/or qualities, which should be treated as distinctive, but closely interrelated, visual entities. To reinforce the physical quality of these three components, the Form and Appearance Map, Exhibit 10, identifies major gateways and views.



3. Bayfront Gateway Objective/Policies

Certain points of access to the Bayfront will, by use, become major entrances to the different parts of the area. A significant portion of the visitors' and users' visual impressions are influenced by conditions at these locations. Hence, special consideration should be given to roadway design, including signage and lighting, landscaping, and the siting and design of adjoining structures. These special gateway locations are shown on the Form and Appearance Map, Exhibit 10.

- Objective* *Gateways plans shall be established at major access points to the Bayfront area. These gateways shall enhance the sense of arrival and invitation to the Bayfront through the use of prominent landscaping and signage.*
- Policy A.G1 A Gateway shall be established at "E" Street concurrent with development occurring between "C" and "F" Streets.
A Gateway shall be established at "H" Street concurrent with development occurring between "G" and "I" Streets.
A Gateway shall be established at "J" Street concurrent with development occurring between "I" and "L/Moss" Streets.
- Policy A.G2 Intersections should be enhanced with landscaping, signage, lighting, paving, and other features that will identify them as pedestrian and vehicular gateways to the Bayfront.

4. Architectural Edges Objective/Policies

The interface of open spaces, such as parks and natural habitats, with developed areas, constitutes functionally and visually critical areas deserving special design attention.

- Objective* *Development should be designed to appropriately respond to the functional requirements (e.g., buffer, transition, etc.) of each structure's location within the Bayfront.*
- Policy A.AE1 Structures shall be sited a sufficient distance from the marsh edge or open space edge to ensure unencumbered pedestrian and bicycle access.
- Policy A.AE2 Structures shall be designed to ensure that the uses that take place in a structure or private space adjoining the structure do not detract from, or prevent appropriate public use of, adjoining public spaces. In turn, the public areas shall be designed and uses regulated in a manner that does not diminish the intended private use of adjoining developed lands.
- Policy A.AE3 Firm edges shall be implemented where there is a readily distinguishable and abrupt change from open space to building mass. Firm edges should be applied in areas where a strong visual form, generally linear, is necessary to provide either for a terminus of views, visual distinctions between areas, channeled or controlled views in certain directions, or a sense of entry or arrival. These edges generally would be formed by buildings but also may be achieved through use of earth berms or mass plantings.
- Policy A.AE4 Irregular edges shall be used where open spaces and buildings are more intricately intertwined at a small scale. Irregular edges are used where it is visually desirable to soften or de-emphasize the distinction between open space areas and adjoining development. This prevents harsh contrasts between different areas, allows visual

penetration between areas, and variation in the spatial experiences and qualities in these areas.

5. Views Objective/Policies

Objective Plan and develop the Bayfront to ensure provision of important views to, from, and within the project area.

Policy A.V1 Views should be provided from freeways, major roads, Bayfront perimeter, and high-rise residential developments. Policies regarding each of these categories are provided below.

Views from the Freeway and Major Entry. Development shall provide an attractive view onto the site and establish a visual relationship with San Diego Bay, marshes, and bay-related development. High-rise structures shall be oriented to minimize view obstruction.

Views from Roadways within the Site (particularly from Marina Parkway to the marshlands, San Diego Bay, parks, and other bay-related development.) Development and activity sites shall preserve a sense of proximity to the bay and marshlands.

Views from the Perimeters of the Bayfront Outward. This view is primarily a pedestrian-oriented stationary view and more sustainable. These views will be experienced from various parts of open space and pathway system locations and will enable persons to renew visual contact at close range with San Diego Bay and marshlands. Some close-range pedestrian views may be blocked to protect sensitive species in the National Wildlife Refuge.

High-rise Development Vistas. The limited high-rise development within the LCP Planning Area shall maximize the panoramic view opportunities created with increased height. High-rise structures shall be sited in the general locations indicated on the Conceptual Site Plan exhibit (Exhibits 14 and 15) to minimize view obstruction.

6. Landscape Character and Function Objective/Policies

Five major landscape components are used to establish strong visual continuity in response to various functional needs. These are Dense Landscape Planting for screening, Special Planting within the SDG&E ROW, Informal Planting in public parkland, Formal Planting at major entries, and Buffer Zone Planting at areas adjacent to sensitive habitats. The characteristics for the various landscape functions are shown in Table 3-3.

Objective Various landscape design treatments shall be used to improve the aesthetics of the Bayfront, help define land use and circulation patterns, and transition from the urbanized environment to natural open space areas.

Policy A.L1 Dense plantings of trees and shrubs shall be used in certain locations throughout the Bayfront to serve three purposes: (1) to diminish the visual impact of large existing industrial structures, such as those of Goodrich, the power plant and supporting structures, and extensive parking and outdoor storage areas; (2) to help define major entry points to the Bayfront and to frame views; and (3) to be used in masses as visual stopping points to limit views and provide natural vertical elements.

Table 3-3 Landscape Functions

Function	Characteristics¹	Representative Locations²
Dense Landscape Planting	40 to 60 feet high Upright form Evergreen	Bay Boulevard
Special Area Planting	10 to 15 feet high Globular or multi-stem form Evergreen	SDG&E ROW
Informal Planting	40 to 80 feet high Up-right and open branching to contrast with dense vertical form Mixed deciduous and evergreen	City Park
Formal Planting	40 to 60 feet high Crown-shaped form	Marina Parkway "E" Street "F" Street "H" Street "J" Street
Buffer Zone Planting	Native species	Streets adjacent to sensitive habitat Transitional buffer areas ³

Notes:

- 1 Height may be limited in areas adjacent to the National Wildlife Refuge (see Environmental Management).
- 2 Representative locations are not approved locations. Buffer Zone Planting will override other plantings for areas adjacent to sensitive habitat.
- 3 Transitional buffer zones between ornamental plantings and sensitive habitats may use native and/or non-invasive naturalized plant species.

Policy A.L2 Automobile parking has been recognized by SDG&E as a compatible joint use of their 150-foot-wide ROW that transects the entire Bayfront. The Port Master Plan and CVBMP also designate this ROW as a linear greenbelt. To strengthen the ground plane connection between both sides of the ROW and provide an appropriate greenbelt character, an aggressive greenbelt planting program shall be implemented within the ROW. SDG&E criteria will only permit planting that can be maintained at no more than 15 feet in height, thereby maintaining sufficient clearance at the lowest point in the power line catenary. Planting in any parking areas provided shall establish a dense ground plane massing of shrubs and short trees to create a grove effect that screens cars from view. This policy does not apply in Subarea 1: Sweetwater District.

Policy A.L3 Informal planting has been designated for the public park (Parcel Area 1-e). Informal planting shall consist of groves planted with the same species in informal drifts to provide shade for recreational uses. The groves shall be sited to avoid blocking panoramic views to the wetlands and bay.

Policy A.L4 Formal planting has been designated for the major circulation spines of the Bayfront. The planting should be in regularly spaced intervals using species with predictable

form characteristics to achieve strong linear avenues that guide views and establish perspective.

- Policy A.L5 Landscaping shall be required to be provided in conjunction with all private development through the preparation of a landscape plan by a registered landscape architect. Drought-tolerant native or naturalizing plant materials shall be used to the maximum extent feasible. Landscape coverage shall include planted areas, decorative paving, and water features.
- Policy A.L6 Buffer Zone Planting for streetscapes adjacent to sensitive habitats shall consist of native, non-invasive plant species. Buffer Zone Planting for transitional buffer zones between ornamental planting areas and sensitive habitats shall consist of native or naturalized non-invasive plant species.

D. UTILITIES AND AREAWIDE GRADING

The utility improvements proposed to serve the Bayfront are interrelated to provide the most cost-effective means for servicing the developable areas. Extension of existing utilities and upgrading in mainline sizes is required for water and sewer. Additionally, electrical service, telephone, and gas services will be provided but are not included on the schematic Utilities Systems Map, Exhibit 11. Grading and drainage concepts incorporated into the street plans use the streets with a curb and gutter system as the primary storm water collection system. Building pad grades and generalized design grades for streets are designated to ensure protection from concurrent storm and high tide events and to provide sufficient cover over underground utilities.

1. Existing Conditions

Soils and Geology

Surface and sub-surface conditions vary throughout the Bayfront. The Bayfront is situated within the western portion of the Peninsular Ranges geomorphic province of southern California. According to published geologic maps and available geologic reports, the Bayfront area is underlain by fill materials, topsoils, bay deposits/alluvium, the Bay Point Formation, and the San Diego Formation. Fill soils underlie several portions of the site and can range in depth from a few feet to on the order of 10 feet in depth. Topsoil is present on undeveloped areas within the Bayfront at depths of roughly 1 to 3 feet. Areas near the western edge of the Bayfront appear to be characterized by bay deposits/alluvium. These surface soils are typically underlain by the Bay Point Formation and at depth, by the San Diego Formation. Groundwater within the Bayfront is expected from 2 to 15 feet below existing surface grades.

The Bayfront area is subject to settlement hazards attributable to the presence of relatively shallow surficial deposits of soft compressible bay deposits/alluvium, minor to moderate thicknesses of fill soils, and topsoils. The bay deposits/alluvium consist of an organic sandy silt to silty clay that is typically loose and not suitable for structural support. In addition, minor to moderate thicknesses of fill soils are present and, due to the age of the materials, it is considered unlikely that information on the compaction of fill materials is unavailable. Uncompacted fill material that may shift and settle and is not suitable for structural support. Topsoil was also identified on-site and is not considered suitable for support of structural fill, buildings, or other improvements. All of these existing conditions contribute to settlement hazards within the Bayfront and indicate the need for further site-specific geotechnical investigations for proposed developments.



The Bayfront area is considered to be a seismically active area, as is much of southern California. The Bayfront is not underlain by any known active or potentially active fault nor is the site located within a State of California Earthquake Fault (Alquist-Priolo) Zone. However, one major fault has been mapped near the Chula Vista coastal zone: the north-northwest-trending Rose Canyon fault. Strands of the Rose Canyon fault have been mapped approximately 0.5 to 2 miles west of the Bayfront. While there is no active fault underlying the Bayfront, segments of the Rose Canyon fault are considered active and the possibility of seismic activity cannot be disregarded in evaluating the safety of critical structures such as power plants, public assembly buildings, etc. The probable effect of renewed activity along the Rose Canyon, or other nearby faults would be moderate to severe ground shaking, with surface rupture in the LCP Planning Area unlikely.

The planning implications of these soils and geologic conditions relate to public safety and the economics of development. There is the possibility of soil liquefaction during a severe earthquake. This is of special concern in tideland areas reclaimed by hydraulically-placed fills. The potential for liquefaction and seismically induced settling within the Bayfront is considered to be moderate to high. A detailed evaluation of liquefaction should be made for any future major Bayfront engineering project.

Utility and Roadway Improvements

The northern portion of the Chula Vista Bayfront (north of "F" Street) is primarily vacant at this time. Utilities have been stubbed to the boundaries of the site and a major sewer line passes along the eastern edge of the property. Most of the utility lines are at the edge of a utility district and lack a complete network to provide sewer and water service to initial projects without looping utilities or building off-site improvements.

Marina Parkway has been constructed from "J" Street at I-5 westerly and northerly to the north end of the Goodrich parcel (at the prolongation of "G" Street). The majority of that street, together with the Chula Vista Marina and RV Park, are within Port jurisdiction. Existing streets and utility systems provide service to the southern portions and inland parcel of the Bayfront.

The Sweetwater Authority, which obtains water from local reservoirs and purchases from the San Diego County Water Authority (SDCWA), provides water to the Bayfront area. The Metropolitan Water District of Southern California furnishes water to the SDCWA via aqueducts, including a 69-inch pipeline that Sweetwater Authority taps near the Sweetwater Reservoir 7 miles east of the project area.

The Metropolitan Sewerage System of San Diego (Metro System), of which Chula Vista is a member agency, serves the City via a 78-inch-diameter trunk sewer, which lies easterly of the on-site railroad line and drains northerly to the Point Loma Sewage Treatment Plant.

2. Utility Service Objective/Policies

Objective Utility lines should be adequately sized to ensure sufficient capacity for the most intensive uses allowed by this Plan.

Policy A.US1 The schematic water, drainage, and sewer systems to serve the proposed development are depicted in Exhibit 11, Utility Systems Map.

Policy A.US2 The basic water service for the area shall be water mains located in all streets within the Bayfront. Connections to the existing system will occur in "E" Street, "F" Street, "H" Street, "I" Street, "J" Street, and "Moss" Street. Water main sizes will be determined through detailed engineering studies for the proposed new development.

Static water pressure within the system shall be maintained to the satisfaction of the Water District and Fire Marshall. A water main in "G" Street connects the lines in Bay Boulevard and Marina Parkway. This pipeline is necessary to maintain a looped system for development of the project. An easement for pipeline operation should be maintained even though the area may be fenced by or conveyed to Goodrich.

- Policy A.US3 Phased development may require off-site pipeline construction, especially in industrial areas, to maintain adequate pressure and fire flows. The major factor in sizing pipelines shall be fire flows, especially commercial or industrial buildings.

3. Areawide Grading Objective/Policies

Objective Protect existing natural resources from any significant adverse impacts during grading and construction.

- Policy A.GR1 Special care shall be taken in development proposals adjacent to wetland habitat to avoid or minimize problems of silting and oil or chemical leakage.

- Policy A.GR2 All grading and stockpiling of earthen materials shall be subject to standard practice and storm water runoff best management practices (BMPs).

- Policy A.GR3 All grading shall comply with the environmental protection policies of the Environmental Management section.

4. Utility and Grading Design Objective/Policies

Objective An adequate on-site storm drainage system should be provided to preclude development's storm water runoff from draining directly into wetland habitat or San Diego Bay without adequate filtering of sediments and/or pollutants. The import of soil should be minimized to the maximum extent practicable for the protection of developable areas from flooding during the 100-year design storm.

- Policy A.GD1 Design to accommodate drainage of storm flows shall consider the elevation of highest high tide and require gravity pipe or street flow to the satisfaction of the City Engineer.

- Policy A.GD2 Drainage in the Chula Vista Bayfront area that drains directly to sensitive marsh habitat areas requires special design criteria, including filtration of oils and sediments, to reduce problems of silting and oil or chemicals entering wetlands in storm water runoff.

- Policy A.GD3 Development within the Bayfront shall comply with all applicable regulations and guidelines established by the Environmental Protection Agency as set forth in the National Pollutant Discharge Elimination System (NPDES) permit requirements for storm water discharges and in the Chula Vista Multiple Species Conservation Program (MSCP) Subarea Plan, as required by the City.

- Policy A.GD4 Habitable areas shall be located above the 100-year flood level (approximately elevation 10), as required by the City's Floodplain Ordinance and above the highest high tide level. Sufficient cover to prevent flooding of underground utility systems during concurrent storm and high-tide events shall also be provided. Excavation of underground parking or other subterranean structures shall provide fill material for

other components of the project. Any additional fill shall be minimized to that required to meet flooding protection requirements.

Policy A.GD5 Water table elevations shall be carefully considered in the design of all subterranean building components and related features. Final design shall ensure that no permanent de-watering systems are required.

E. ENVIRONMENTAL MANAGEMENT

1. Background/Existing Conditions

The proposed project site is relatively flat, although a slightly elevated area is located in the Sweetwater District. The surface elevation of the site ranges between approximately 5 and 25 feet above mean sea level. The Sweetwater District is undeveloped and currently composed primarily of fallow fields. The majority of vegetation is generally ruderal with small areas of disturbed native habitats, including California coastal sage scrub. The Harbor and Otay Districts are generally developed and consist of limited areas designated as jurisdictional waters.

Marine and biological resources are abundant in the project area, primarily due to its proximity to San Diego Bay and the estimated 3,940-acre San Diego Bay Natural Wildlife Refuge (SDBNWR) south of the Plan Area. The SDBNWR preserves mudflats, salt marsh, submerged lands, and eelgrass beds that provide a fertile breeding ground for a wide range of species, including many designated threatened and endangered species. The Sweetwater Marsh National Wildlife Refuge, Chula Vista Nature Center, and "F&G" Street Marsh are all components of the larger SDBNWR. The unique ecosystem characteristics of the south San Diego Bay have made the area a resting area on the Pacific Flyway for a wide variety of resident and migratory shorebirds and water fowl, as well as a fertile breeding ground for a range of aquatic and land species.

A continuing major objective of the Chula Vista LCP is the preservation, protection, and enhancement of sensitive wetlands and upland wildlife habitat resources in the Bayfront. With the 1988 establishment of the 316-acre National Wildlife Refuge, a substantial portion of this objective was achieved. Virtually all the wetlands and biologically valuable upland resources identified in the 1984 LCP are now incorporated in the National Wildlife Refuge under Federal ownership and management. Now that preservation of these resources is ensured, it is appropriate that the environmental management focus on long-term protection and enhancement. Accordingly, the primary environmental management objective of the Land Use Plan is the ongoing, long-term protection of critical natural habitat areas. In addition, a major secondary objective is the enhancement of natural resources in the Chula Vista Bayfront area, with particular emphasis on the resources in the National Wildlife Refuge. The USFWS refuge lands and other open space areas are shown in the Environmental Management Map (Exhibit 12).

Thus, the Environmental Management Objective and Policies focus primarily on protection of natural resources by ensuring that new development is planned and implemented in a manner that is compatible with the resources of the National Wildlife Refuge. By implementing the land exchange between the Port and a private entity, future development leaving the greater intensity will be placed farther away from the National Wildlife Refuge and other land owned by the USFWS. Less intensive development will be located near USFWS lands. The lands outside of the LCP Planning Area and closest to the National Wildlife Refuge are governed by the Port Master Plan.

2. Environmental Management Objective/Policies

Objective *Long-term protection and enhancement of critical natural habitat areas should be provided by cooperating in a multi-jurisdictional planning and implementation plan with adequate safeguards and guarantees.*

Policy A.EM1 Coordination with the Port in the development of plans and programs for areas in the Chula Vista Bayfront shall continue to ensure that environmental management objectives in the Land Use Plan and Port Master Plan can be successfully implemented.

Policy A.EM2 Coordination with the USFWS shall continue for the development of plans and programs adjacent to the National Wildlife Refuge.

Policy A.EM3 Any new development within the Bayfront LCP Planning Area shall comply with all the requirements of the Clean Water Act and NPDES. Requirements include the following:

Watershed Planning: The City shall support and participate in watershed-based planning efforts with the County of San Diego and the San Diego Regional Water Quality Control Board (RWQCB). The City shall also implement the requirements of the San Diego Municipal Storm Water Permit, Board Order No. 2001-01.

New Development: New development shall not result in the degradation of the water quality of groundwater basins or coastal surface waters including the ocean, coastal streams, or wetlands. Development must comply with the requirements of the City's Standard Urban Stormwater Mitigation Plan and the City's Development and Redevelopment Projects Storm Water Management Standards Requirements Manual, including the preparation of required water quality documents and the implementation of source control, site design, and treatment BMPs. In addition, development that disturbs one acre or more of land shall comply with the NPDES General Construction Permit No. CAS000002 and prepare a Notice of Intent and a Storm Water Pollution Prevention Plan.

Dewatering: Projects that require temporary dewatering shall obtain necessary permits per the RWQCB Order No. 2000-90, General Waste Discharge Requirements for Temporary Groundwater Extraction and Similar Waste Discharger to San Diego Bay and Storm Drains or other Conveyance Systems Tributary Thereto.

Policy A.EM4 Sensitive habitats exist in areas not delineated, including, but not limited, to Parcel Area 3-k (Faivre Street) and the "F&G" Street Marsh. All environmental resources shall be analyzed by an environmental professional, and an Environmental Management Plan shall be adopted to protect any sensitive habitats discovered prior to the commencement of any additional development.

Policy A.EM5 Diking, dredging, or filling of wetland areas consistent with the provisions of this environmental management plan shall be limited to the specific projects incorporated into this plan for the creation of new or enhanced wetlands areas. Mitigation for all disturbance of wetland areas shall be provided at a ratio of 4:1 with an approved combination of creation and enhancement. A ratio of less than 4:1 can be applied if approved by the City and resource agencies. No other diking, dredging, or filling of wetlands or other wet environmentally sensitive habitat areas shall be permitted without prior Coastal Commission approval through the LCP amendment process.

IV. SUBAREA DEVELOPMENT OBJECTIVES AND POLICIES

In addition to the areawide objectives and plan provisions, this Land Use Plan provides site-specific development and design provisions that are unique to each of the three individual subareas within the local coastal zone. A summary of the subareas and land uses identified within each subarea is provided in Table 4-1.

Table 4-1 Subarea Zoning Types

Subarea	Zoning
Subarea 1: Sweetwater District	Commercial – Visitor (C-V)
	Commercial – Thoroughfare (C-T)
	Parks and Recreation (P-R)
	Open Space (O-S)
	Industrial – General (I-G)
Subarea 2: Harbor District	Commercial – Visitor (C-V)
	Commercial – Professional and Administrative (C-P)
	Industrial – General (I-G)
	Industrial – Research and Limited (I-RL)
	Residential – Mixed Harbor District (R-MH)
	Public/Quasi - Public (P-Q)
Subarea 3: Otay District	Open Space (O-S)
	Commercial – Visitor (C-V)
	Industrial – General (I-G)
	Industrial – Research and Limited (I-RL)
	Industrial – Limited (I-L)

This subarea component of the Land Use Plan focuses the areawide policies on the unique characteristics and needs of each planning subarea and provides greater policy detail for site-specific development issues, where applicable. Some of the development issues may not have Subarea specific conditions and would therefore be guided by the areawide objectives and policies.

The three subareas are addressed below in two sections. The first section is the Special Subarea Conditions and the following section is the Subarea Objective/Policies discussion. The first section provides a general description of existing Subarea conditions. The second section provides basic objectives as well as specific policy provisions used to guide development and resource enhancement within each Subarea of the Chula Vista Bayfront area. Within the three subarea discussions, the objectives and policies consist of the same five issue categories addressed in the Areawide Section (Section III) of the Land Use Plan. The five issue categories are Land Use; Circulation, Public Access, and Parking; Physical Form and Appearance; Utilities and Areawide Grading; and Environmental Management.

A. SUBAREA 1 – SWEETWATER DISTRICT

1. Special Subarea Conditions

Subarea 1, Sweetwater District covers approximately 369 acres of land, plus 39 acres of land covered by the northern inland parcel. The majority of the land within this subarea is owned by the Federal Government and is operated by the USFWS as the Sweetwater Marsh National Wildlife Refuge. USFWS lands include approximately 316 acres of important salt marsh and coastal uplands wildlife habitat within the LCP Planning Area (Sweetwater and F&G Street Marshes). Government ownership ensures that any development under that ownership will be consistent with Federal environmental protection laws.

The remainder of the ownerships in this subarea, within the LCP Planning Area, consists of SDG&E, San Diego and Arizona Eastern Railway Company, and Union Pacific Railroad Company easements; a City of Chula Vista Redevelopment Agency parcel; and five parcels located along the eastern edge of the Sweetwater District that are owned by CVAFG LLC, Good Nite Inn Chula Vista Incorporated, El Torito Restaurants Incorporated, and Bay Boulevard Associates LLC, respectively. Two parcels in the Sweetwater District (inland parcel) are also owned by private entities including Wal Mart and Best Buy, as well as other various industrial owners. The remaining six Sweetwater District parcels were previously owned by a private entity but were transferred to the Port as part of the land exchange, which is addressed in the land exchange parcels discussion under Subarea 2, and as such are governed by the provisions set forth in the Port Master Plan.

The primary use of the Sweetwater Subarea parcels within the LCP Planning Area, but outside of the Sweetwater Marsh National Wildlife Refuge, is commercial and industrial (inland parcel), including a small motel, restaurants, an office building Wal Mart, Best Buy and other industrial uses.

2. Subarea Objective/Policies

Land Use

Objective *Implement the land exchange to minimize impact to environmentally sensitive lands from potential development adjacent to the Sweetwater Marsh National Wildlife Refuge and place more intensive development on less environmentally sensitive lands in Subarea 2. Development of parcels under Port jurisdiction in the Sweetwater District is governed by the provisions of the Port Master Plan.*

Policy SA1.LU1 Development intensity within this area is determined by building heights and site development standards. Development in this area shall be coordinated with the Port and other regulatory agencies.

Circulation, Public Access, and Parking

Areawide policies apply. No additional subarea specific policies have been identified.

Physical Form and Appearance

Objective *Maximize the sense of arrival to the Bayfront via the “E” Street entry and provide clearly identifiable gateways to the Bayfront.*

Policy SA1.FA1 Provide a clearly identifiable gateway to the Bayfront at the intersection of Bay Boulevard and “E” Street concurrent with the development occurring between “C” and “F” Streets.

-
- Policy SA1.FA2 The Bay Boulevard and “E” Street entry shall be a primary northern entry into the Bayfront. This gateway shall provide a memorable image of the Bayfront. Landscape framing and architectural elements flanking the entry must reflect the importance of this entrance.
- Policy SA1.FA3 The panoramic view of the bay shall be emphasized at the “E” Street gateway.
- Policy SA1.FA4 A dense canopy of trees on both sides of the “E” Street Entry from east of I-5 shall be provided to focus views on the immediate landscape westerly along the street toward the water’s edge. The street trees shall be closely spaced and in a regular pattern to achieve this objective. However, plant species and spacing shall be selected and designed to protect and enhance public views to the bay. Immediately west of the freeway, future buildings on the north side should be sited and designed to reinforce the sense of entry created by the street trees and existing building mass of the restaurant on the south side.
- Policy SA1.FA5 A canopy of trees shall be provided along both sides of Bay Boulevard at the Southbound I-5 off-ramp to “E” Street/Bay Boulevard. The “E” Street/Bay Boulevard intersection shall be enhanced with landscaping, signage, lighting, paving, and other features, which will identify it as a northern pedestrian, vehicular, and bicycle gateway to the Bayfront.

Utilities and Areawide Grading

Areawide policies apply. No additional subarea specific policies have been identified.

Environmental Management

Objective Protect, maintain, and enhance wildlife habitat within the Sweetwater Marsh National Wildlife Refuge while allowing public enjoyment of coastal resources.

- Policy SA1.EM1 The environmental management policies established in this Land Use Plan, which protect and enhance the wetlands and habitat areas, shall be implemented to ensure that any development permitted on adjacent parcels will be consistent with the needs of the adjacent National Wildlife Refuge.

B. SUBAREA 2 – HARBOR DISTRICT

1. Special Subarea Conditions

Subarea 2, Harbor District generally extends from the north side of “F” Street to the south side of “J” Street and contains approximately 195 acres of land. The primary land use in the Harbor Subarea is the Goodrich industrial and manufacturing facility. This was an existing use at the time the Chula Vista Bayfront LCP was first adopted. When the facilities were constructed, landscaping and building aesthetics were not an issue of concern. This use is anticipated to remain, and limited expansion is permitted under the provisions of this Plan. However, landscaping and other aesthetic improvements for the existing, as well as new development, is desirable. A Fire Station is planned to be built on Parcel 2g in the Harbor District.

The balance of land within the Harbor Subarea is owned by the USFWS, Foster Properties, Pacific Trust Bank, the City of Chula Vista Redevelopment Agency, the State of California, and a private entity as a result of the land exchange.

Land Exchange Parcels

The six parcels that transferred from a private entity's control and City jurisdiction to Port ownership and jurisdiction include CVBMP Parcels S-1, S-2, S-3, SP-1, SP-2, and SP-3, which are covered by the provisions of the Port Master Plan. The four parcels that transferred from Port ownership and jurisdiction to a private entity's ownership and City jurisdiction, and are covered by the provisions of this LCP, include CVBMP Parcels H-13, H-14, H-15, and HP-5,. A cross-reference of the LCP Planning Area parcel numbers and CVBMP parcel numbers is summarized below in Table 4-2 and shown in Exhibit 13. The parcels involved in the land exchange are shown in Exhibit 5.

Table 4-2 Cross-Reference of LCP Planning Area Parcel Numbers and Chula Vista Bayfront Master Plan Parcel Numbers

LCP Planning Area Parcel Numbers	Chula Vista Bayfront Master Plan Parcel Numbers
1-a	S-4
1-f	S-5
2-f	H-13, H-14 and HP-5
2-h	H-15
SDG&E Easement	SP-4, SP-6
Railroad Easement	SP-5, SP-7

Parcel Area 2-f is located just east of the Chula Vista Marina in Subarea 2 (Exhibit 7). This parcel area covers approximately 23 acres. The existing land use is entirely undeveloped. Proposed development of Parcel Area 2-f consists of mixed residential with a maximum of 1500 units and supporting ancillary retail uses up to 15,000 square feet. Residential buildings range from 4 to 19 stories and a maximum of 220 feet in height. Parcel Area 2-f zoned as R-MH will contain development blocks that will have individual building footprints and towers of varying heights. Off-street parking spaces will be provided for Parcel Area 2-f in accordance with Policy A.PK1 for residences. The required parking will be located in parking structures both below- and above-grade. The above-grade parking structures will be generally located in the center of the residential structures, generally surrounded and enclosed by the residential and ancillary retail uses in order to minimize their visibility.

Parcel Area 2-h is located directly east of Parcel Area 2-f in Subarea 2. These two parcel areas are divided by the new road, Street A. Parcel Area 2-h is approximately 10 acres. Existing land use is industrial with multiple buildings. Proposed development includes office, retail, and a hotel. This parcel area includes up to 420,000 square feet (excluding structured parking) of mixed use office and commercial/retail use, and a 250-room hotel. The hotel is a maximum of 233,000 square feet (excluding structured parking) with a maximum height of 130 feet. Parcel Area 2-h off-street parking spaces will be provided in accordance with Policy A.PK1 for hotels and professional/office space. The required parking will be located in parking structures both above- and below-grade. The above-grade parking structures will be generally located in the center of the commercial structures, surrounded and enclosed by the office, retail, and hotel uses in order to minimize their visibility.



2. Subarea Objective/Policies

Land Use

Objective *Provide a well-planned and well-designed, mixed-use, pedestrian-oriented development with amenities within Parcel Areas 2-f, and 2-h.*

Policy SA2.LU1 Parcel Areas 2-f, and 2-h include general land uses in the pattern indicated on the Zoning Map, Exhibit 8. These parcels include up to 1500 residential units, 420,000 square feet of mixed use office and commercial/retail use, a 250-room hotel, and off-street parking structure spaces.

Policy SA2.LU2 Development within Parcel Areas 2-f and 2-h shall be governed by a development plan subject to a Coastal Development Permit, which must be approved prior to any development within these parcel areas.

Policy SA2.LU3 The following shall be the allocation of maximum permitted land uses/major development intensity for the Harbor Subarea:

Residential	105 Dwelling Units per Acre
Retail	15,000 square feet
Commercial Visitor	250 Rooms
Commercial Professional/Administrative	420,000 square feet

Policy SA2.LU4 Development within Parcel Area 2-f shall include mixed residential development with a combination of high-rise, mid-rise, and low-rise residential development with ancillary retail uses and public spaces. Parcel Area 2-h will include hotel, retail, and professional office uses. By combining these uses into one development area with the facets of numerous activities, the area will become a more active, economically viable, and desirable location. The development will be pedestrian-oriented and will ultimately consume less energy than if these activities were separate and discrete.

Policy SA2.LU5 New residential development within Parcel Area 2-f shall be subject to a 220-foot height limit.

Policy SA2.LU6 New hotel development within Parcel Area 2-h shall be subject to a 130-foot height limit.

Policy SA2.LU7 New office/retail development within Parcel Area 2-h shall be subject to a 110-foot height limit.

Policy SA2.LU8 Residential development within the R-MH zoning shall have a maximum development intensity of 105 dwelling units per acre.

Policy SA2.LU9 Residential development shall provide usable open space at a rate of 140 sf / unit.

Policy SA2.LU10 Commercial – Professional and Administrative development on Parcel Area 2-h shall have a maximum floor area ratio (FAR) of 2.0.

Policy SA2.LU11 Commercial – Visitor development on Parcel Area 2-h shall have a maximum FAR of 2.0.

Policy SA2.LU12 Any wetland shall be avoided and include a 50 foot buffer on all sides.

Circulation, Public Access, and Parking

- Objective* *Provide vehicular access that integrates with the Port Master Plan; provide pedestrian-oriented development with access to coastal and other local amenities; provide bicycle circulation routes; and provide parking that accommodates the proposed new development.*
- Policy SA2.C1 The following types of pedestrian/bicycle paths shall be required for the development planned within the Harbor District:
- Major public pedestrian walkways that connect through privately developed areas shall have a minimum 25-foot passageway where buildings are on one side and lagoon or open space is on the other side, and a 30-foot passageway where buildings are on both sides.
- Policy SA2.C2 Pedestrian and bicycle connections shall be provided from all residential parcels, with access across public roads to the primary Bayfront pedestrian and bicycle routes (Exhibits 9c and 9d).
- Policy SA2.C3 Vehicle parking areas within Subarea 2 should be visually obscured to achieve a pedestrian-oriented, village-scale atmosphere with connected open space areas.
- Policy SA2.C4 On-street parking shall be provided to encourage patronage of retail establishments, slow traffic, and enhance the village-scale atmosphere.
- Policy SA2.C5 Subterranean parking shall be located at or below existing grade. Parking structures at grade shall be screened or partially screened by residential, commercial, office, retail, or hotel uses; or by earth bermed-up against the structure to a minimum of 4 feet in height where the parking structure exterior wall is otherwise exposed. Maximum slope for the berm shall be 2:1 or less, as required by City streetscape standards. To the extent that all or a portion of the structure is below the new finish grade, that portion of the structure shall be considered “subterranean.”
- Policy SA2.C6 Any portion of a parking structure 4 feet or more above finish grade shall be considered a building for setback purposes. Such structures shall be given special architectural/landscaping treatment to reduce visual impacts. Above-grade parking shall be constructed of permanent materials (demountable steel structures are not allowed).

Physical Form and Appearance

- Objective* *To provide aesthetic improvements to existing and new development, including establishing clearly identifiable gateways to the Bayfront, preserving existing views and creating enhanced views with development, and encouraging high-quality, well-integrated, mixed-use development with a harmonious relationship between sensitive habitats and the built environment. The factors that are important to achieve this objective are:*
- *Landscape Character*
 - *Bayfront Gateways*
 - *Architectural Edges*
 - *Views*

	<ul style="list-style-type: none"> • <i>Building Placement</i> • <i>Architectural Character</i>
Policy SA2.FA1	New development within this subarea shall be accompanied by a landscape plan and implementation schedule.
Policy SA2.FA2	Landscaping shall provide visual connections that integrate the surrounding environment to the new development.
Policy SA2.FA3	The intersections of Bay Boulevard with “H” Street, and “J” Street shall be primary entries into the Bayfront. These gateways shall establish a memorable image for the Bayfront. Landscape framing and architectural elements flanking the entry shall reflect the importance of these entrances.
Policy SA2.FA4	The entry to the Bayfront from “F” Street shall emphasize the view down “F” Street to the bay as this shall be a major pedestrian access point to the “F&G” Street Marsh.
Policy SA2.FA5	Firm architectural edges shall be used to emphasize various view corridors along “H” Street, “J” Street, and Marina Parkway. Firm edges are identified by an abrupt and usually linear change from building mass to open area. These edges shall help to define an urban environment
Policy SA2.FA6	The landscape pattern and Bayfront Gateways shall be coordinated with the landscape form and appearance requirements of the Port Master Plan.
Policy SA2.FA7	Soft architectural edges shall be used where development meets public parks and open space. Soft edges are generally composed of smaller increments of change from building mass to open area. Such edges emphasize a transition instead of an abrupt change.
Policy SA2.FA8	<p>Locate buildings in a manner that enhances views and minimizes impacts to wildlife habitat areas. The following view types have been identified:</p> <ol style="list-style-type: none"> 1. Panoramic Views – Typically views into the far distance (bay views). 2. Framed Views – Views between landscape elements, natural forms, or architectural elements; usually characterized as view corridors. 3. Axial Views – Views on axis sometimes with a focal element, usually architectural and vertically oriented.
Policy SA2.FA9	In addition to the wetlands setback policies (SA2.LU11) and building height policies (SA2.LU6, SA2.LU7) of this Land Use Plan, the Bayfront Specific Plan shall establish building setbacks from public streets and lot boundaries to ensure appropriate building placement.
Policy SA2.FA10	To increase view opportunities through developments, high- and mid-rise residential towers shall be oriented with their long sides parallel to the major view corridors.
Policy SA2.FA11	A unifying, high-quality architectural character and design shall be established for all new buildings and façade enhancements.

Policy SA2.FA12 The following basic guidelines shall be followed in the design of buildings and structures:

Colors – Coloration shall be perceived as a single thematic impression made up of subtle variations.

Materials – Reflective materials shall not be used. The use of reflective glass is prohibited. Sheet metal finish surfaces shall be discouraged. The use of stucco, wood, and concrete shall be encouraged.

Window Openings – Window openings or patterns, especially in the mid- and high-rise buildings, shall avoid monotonous patterning. Smaller units of glazing and openings shall be favored over larger, single-paned openings.

Roofs – Flat roofs without varied parapets are discouraged. Variation in roof forms and parapet treatment shall be encouraged.

Policy SA2.FA13 The following basic guidelines shall be followed in regard to streetscape and pedestrian features:

Architectural and street furniture detailing shall contribute to the ambience of the new development. This is most effective at the pedestrian level where such details can readily be seen. Detailing opportunities include:

- Floor paving patterns
- Monuments
- Fountains
- Bollards
- Railings
- Window shape and window pane mullions
- Door treatments
- Light standards and lighting fixtures in general
- Public outdoor seating
- Trash/ash receptacles
- Textile amenities – banners, awnings, umbrellas
- Community sign boards
- Planting urns and areas
- Niches in walls and wall decorations in general

All of the above-cited elements shall be chosen and placed in a manner consistent for all new development to “compose” an overall theme or character reflecting the goal of a vibrant, coastal atmosphere.

Utilities and Areawide Grading

Objective Allow development intensity that provides for the economic development of the Bayfront, within the capacity of public service and infrastructure systems. Grading design shall result in (1) all habitable spaces situated above the 100-year flood level, (2) to the extent possible, parking spaces obscured from view, (3) adequate slopes for surface drainage; and (4) project balance with on-site grading.

Policy SA2.UG1 New development within Subarea 2 shall locate, to the extent possible, first level parking slabs on or near existing grades. This will ensure that (1) all activity levels

(vs. parking levels) are above the 100-year flood line, (2) the major circulation arteries coincide with these activity levels, and (3) most parking is hidden.

- Policy SA2.UG2 No new development that requires excavations to a ground level requiring permanent de-watering shall be permitted.
- Policy SA2.UG3 No import or export of soil that will have significant environmental impacts shall be permitted to balance grading quantities, without an environmental analysis and mitigation program.
- Policy SA2.UG4 Cut and fill activity shall be consistent with the Army Corps of Engineers requirements.
- Policy SA2.UG5 The provision of all utilities and service shall be achieved and timed to serve new development through public facilities programs or by agreements with the City and the Port, or some combination thereof.

Environmental Management

Objective Protect environmentally sensitive lands in the Harbor District while implementing a land exchange option that places more intensive residential development on disturbed lands.

- Policy SA2.EM1 Activity along most sensitive areas adjoining wetlands shall be restricted per land use designations. Intense development shall be set back from sensitive edges and clustered toward the central portion of the site.
- Policy SA2.EM2 The siting and orientation of major high-rise buildings shall respect the adjacent environmentally sensitive issues.
- Policy SA2.EM3 New development shall obtain all necessary permits to minimize impacts to, or from, environmental conditions such as required hazardous site assessments and wetland impact analyses.

C. SUBAREA 3 – OTAY DISTRICT

1. Special Subarea Conditions

The Otay District is located generally south of “J” Street and west of I-5. The Otay River is this subarea’s southern boundary. This area is within the Coastal Zone but only a limited number of parcels are within the LCP Planning Area, Subarea 3. Approximately 158 acres and 13 parcel areas are within the Subarea 3 LCP boundary. An additional inland parcel area (Parcel Area 3-k) within Subarea 3 is located south of the western end of Faivre Street, adjacent to the San Diego MTDB Trolley tracks. The site was annexed to Chula Vista in December 1985 as a part of the Montgomery Annexation. It is approximately 10 acres in size and is primarily used as a lumber yard distribution facility and open space. These current uses are unsightly and are especially visible from the trolley tracks, which are elevated along the western edge of the parcel. None of the parcels in the Otay District are part of the land exchange; therefore no changes in land use occur as a result of the implementation of the CVBMP.

2. Subarea Objective/Policies

Land Use

Areawide policies apply. No additional subarea specific policies have been identified.

Circulation, Public Access, and Parking

Areawide policies apply. No additional subarea specific policies have been identified.

Physical Form and Appearance

<i>Objective</i>	<i>Maximize the sense of arrival to the Bayfront via the “J” Street entry and provide clearly identifiable gateways to the Bayfront.</i>
Policy SA1.FA1	Provide a clearly identifiable gateway to the Bayfront at the intersection of Bay Boulevard and “J” Street concurrent with the development occurring between “I” and “L/Moss” Streets.
Policy SA1.FA2	The Bay Boulevard and “J” Street entry shall be a primary southern entry into the Bayfront. This gateway shall provide a memorable image of the Bayfront. Landscape framing and architectural elements flanking the entry must reflect the importance of this entrance.
Policy SA1.FA3	Immediately west of the freeway, future buildings on the south side should be sited and designed to reinforce the sense of entry created by landscaping.
Policy SA1.FA5	The “J” Street/Bay Boulevard intersection shall be enhanced with landscaping, signage, lighting, paving, and other features, which will identify it as a southern pedestrian, vehicular, and bicycle gateway to the Bayfront.

Utilities and Areawide Grading

Areawide policies apply. No additional subarea specific policies have been identified.

Environmental Management

Areawide policies apply. No additional subarea specific policies have been identified.

Appendix 4.1-3

LCP Amendment--Specific Plan, April 2010

An aerial photograph of a coastal wetland area. A winding waterway, possibly a tidal channel or lagoon, flows through a vast expanse of green marshland. In the background, a line of buildings and trees is visible under a clear sky.

FINAL DRAFT

Chula Vista Bayfront
Local Coastal Program Amendment

Bayfront Specific Plan

City of Chula Vista, California

**Chula Vista Bayfront
Local Coastal Program Amendment
Bayfront Specific Plan**

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CHAPTER 19.81 BAYFRONT SPECIFIC PLAN – SCOPE AND PURPOSE

Sections:

- 19.81.001 Purpose.
- 19.81.002 Scope.
- 19.81.003 Authority.

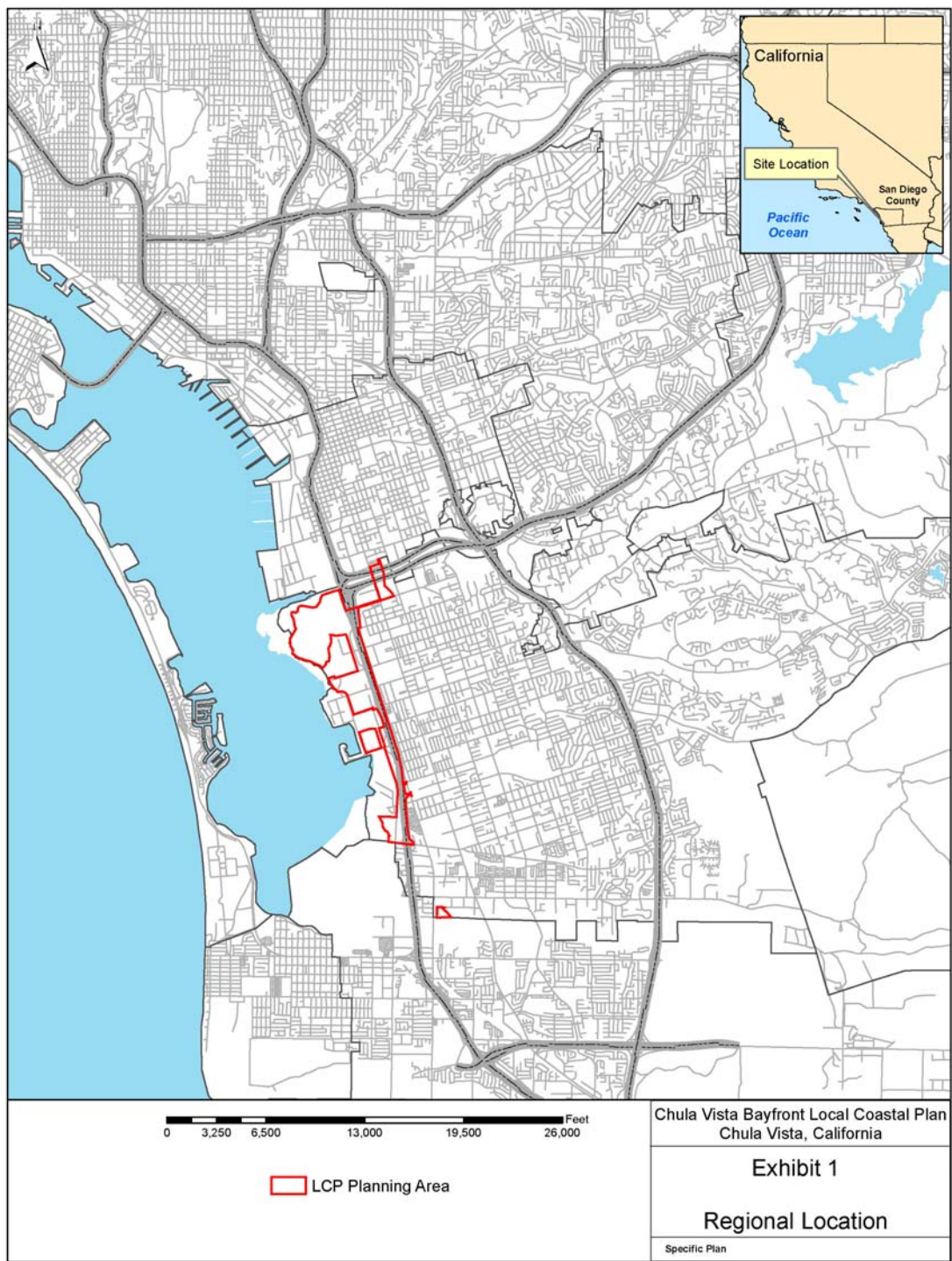
19.81.001 Purpose.

The Chula Vista local coastal program (LCP) implementation program (hereinafter referred to as the Bayfront Specific Plan) is adopted by City Council Ordinance No. XXXXX, to protect and promote the health, safety, morals, peace, comfort, convenience, prosperity and general welfare. The Bayfront Specific Plan is intended to implement the Chula Vista General Plan and the Chula Vista LCP Land Use Plan (LUP) and their goals, objectives, and policies, which are also being implemented by the Bayfront Redevelopment Plan prepared by the Redevelopment Agency of the City of Chula Vista, California (Agency) pursuant to the California Community Redevelopment Law (Health and Safety Code Section 33000, et seq.), the California Constitution, and all applicable laws and ordinances, and last amended on June 23, 1998 by City Council Ordinance No. 2734.

19.81.002 Scope.

The Chula Vista Coastal Zone (Coastal Zone) is located in the City of Chula Vista (City) in San Diego County, California (Exhibit 1). The City is bounded by the Cities of National City to the north and San Diego and Imperial Beach to the south. The Chula Vista Bayfront coastal area (Bayfront) is located within the Coastal Zone and encompasses the coastal lands from the City's northern boundary south to Palomar Street and west of and including Interstate 5. The Bayfront area also includes two inland parcels of land located east of I-5, one located on the south of the west end of Faivre Street and the other located in the northern part of the City. The portion of the Coastal Zone located south of Palomar Street, known as the West Fairfield Planning Area, is not included in the Bayfront area (Exhibit 2).

The Bayfront area consists of lands under the jurisdiction of the San Diego Unified Port District (Port) and lands under the jurisdiction of the City (Exhibit 3). The subject of the LCP Amendment (Chula Vista LCP Planning Area) is non-Port parcels under the jurisdiction of the City, including privately owned lands and City-owned lands, within the Bayfront area. A large block of land located in the northern portion of the Bayfront area near the Sweetwater Marsh National Wildlife Refuge (LUP Subarea 1, Sweetwater District), owned by a private entity, was part of a land exchange with the Port for more developable parcels located in the central portion of the Bayfront area (LUP Subarea 2, Harbor District) and southern portion of the Bayfront area (LUP Subarea 3, Otay District). The land exchange included the transfer, after approval of the land exchange by the California State Lands Commission, of six parcels in the Sweetwater District from the private owner to the Port in exchange for four parcels in the Harbor District from the Port to the private owner. This land transfer shifted the jurisdiction of the four parcels in the Harbor from the Port to the City.







The Bayfront Specific Plan shall govern and regulate all development within the Chula Vista LCP Planning Area boundary as depicted in Exhibit 4, herein. (Ord. xxxx, 200X).

19.81.003 Authority.

The Bayfront Specific Plan is adopted pursuant to Section 30500(a) of the California Public Resources Code, relating to the requirements of a city to implement the provisions and policies of the California Coastal Act. This Bayfront Specific Plan is further adopted pursuant to Sections 65450 through 65457 of the California Government Code, and Chapter 19.07 Chula Vista Municipal Code (CVMC), relating to specific plans. (Ord. xxxx, 200X).



CHAPTER 19.82 BAYFRONT SPECIFIC PLAN – GENERAL PROVISIONS

Sections:

- 19.82.001 Zoning.
- 19.82.002 Conflicts, interpretation, and applicability of provisions.
- 19.82.003 Plan amendment.
- 19.82.004 Incorporation by reference.
- 19.82.005 Issues not covered.

19.82.001 Zoning.

The Bayfront Specific Plan is adopted, pursuant to Government Code Section 65451(b), as a specific plan by ordinance to implement applicable provisions of the General Plan, in accordance with Chapter 19.07 CVMC, Specific Plans, and therefore serves as the zoning for all property within the scope of the plan area. (Ord. XXXX, 200X).

19.82.002 Conflicts, Interpretation, and Applicability of Provisions.

Whenever the provisions of this Bayfront Specific Plan conflict with the provisions of the Chula Vista zoning provisions (CVMC Title 19, Zoning and Specific Plans, hereinafter referred to as the “Chula Vista Zoning Code”) or whenever the provisions reflect an internal conflict, the following rules shall apply: The Bayfront Specific Plan provisions shall supersede those of the Chula Vista Zoning Code and the subarea provisions shall supersede areawide provisions, as set forth in Sections IV and III, respectively, of the LUP (adopted by City Council Ordinance No. XXXXX on XXXXXXX, 200X). In all cases, whenever provisions require interpretation, the LUP shall provide clarification or amplification.

19.82.003 Plan Amendment.

Amendments to this Bayfront Specific Plan shall require an amendment to the Chula Vista Zoning Code and shall be subject to the applicable sections of the California Coastal Act relating to amendments to LCPs. (Ord. xxxx, 200X).

19.82.004 Incorporation by Reference.

Whenever this Bayfront Specific Plan refers to another article, section, or subsection of the Chula Vista Zoning Code, such reference shall be deemed incorporated herein. Amendments to the Chula Vista Zoning Code adopted after the effective date of this Specific Plan shall apply to properties within the LCP Planning Area in accordance with the provisions of Section 19.82.002, above. A subsequent amendment to the Chula Vista Zoning Code that is in conflict with this Bayfront Specific Plan shall not be applicable without an amendment to this plan. No provisions of the Chula Vista Zoning Code shall be incorporated by reference to the extent prohibited by development agreements entered into by the City and property owners within the LCP Planning Area. (Ord. xxxx, 200X).

19.82.005 Issues Not Covered.

In the event that an issue is not covered by any provisions or regulations provided for herein, then the issue shall be governed by the applicable regulations of the Chula Vista Zoning Code. (Ord. xxxx, 200X).

CHAPTER 19.83

BAYFRONT SPECIFIC PLAN – COASTAL DEVELOPMENT PERMIT PROCEDURES

Sections:

- 19.83.001 Purposes.
- 19.83.002 Definitions.
- 19.83.003 Development permit conditions.
- 19.83.004 Applicability.
- 19.83.005 De minimis development.
- 19.83.006 Exemptions.
- 19.83.007 Emergency development permit.
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- 19.83.012 Public hearing on nonappealable developments – Conditional uses.
- 19.83.013 Notice of nonappealable developments that do not require a public hearing – Permitted uses.
- 19.83.014 Determination of applicable notice and hearing procedures.
- 19.83.015 Finality of City action.
- 19.83.016 Final City action – Notice.
- 19.83.017 Failure to act – Notice.
- 19.83.018 Local government action – Effective date.
- 19.83.019 Exhaustion of local appeals.
- 19.83.020 Appeal fee.

19.83.001 Purposes.

This section establishes the permit procedures for developments located in the coastal zone as defined in Section 30150 of the Public Resources Code. This chapter is based on the LCP implementation regulations adopted by the California Coastal Commission pursuant to Public Resources Code Sections 30333 and 30501, and as such shall constitute the procedural requirements for review of developments in the coastal zone pursuant to Public Resources Code Section 30600(d). (Ord. xxxx, 200X).

19.83.002 Definitions.

“Aggrieved person” means any person who, in person or through a representative, appeared at a public hearing of the City in connection with the decision or action appealed, or who, by other appropriate means prior to a hearing, informed the City of the nature of his concerns, or who for good cause was unable to do either.

“Allowable use” means any use allowed by right that does not require a public hearing or any discretionary or nondiscretionary permit of the approving authority.

“Appealable development” means, in accordance with Public Resources Code Section 30603(a), any of the following:

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- A. Developments approved by the local government between the sea and the first public road, or within 300 feet of the inland extent of any beach or of the mean high tide line of the sea where there is no beach, whichever is the greater distance.
 - B. Developments approved by the local government, not included within paragraph (A) of this definition, located on tidelands, submerged lands, or public trust lands; within 100 feet of any wetland, estuary, or stream; or within 300 feet of the top of the seaward face of any coastal bluff.
 - C. Any development that constitutes a major energy facility. The phrase “major public works project or a major energy facility” is as used in Public Resources Code Section 30603(a)(5), or “energy facility,” as defined by Public Resources Code Section 30107, with a value exceeding \$100,000, as adjusted from the 1982 base year per the Engineering News Record Construction Cost Index.
 - D. Developments approved by the local government not included within paragraph (A) or (B) that are located in a sensitive coastal resource area.

“Appellant” means any person who may file an appeal and includes an applicant, any aggrieved person, or any two members of the Coastal Commission.

“Applicant” means the person, partnership, corporation, or state or local government agency applying for a coastal development permit.

“Approving authority” means the City officer, planning commission, or council approving a coastal development permit.

“Categorically excluded development” means a development (upon request of the City, public agency, or other person) that the Coastal Commission has determined, pursuant to Section 30610(e) of the Public Resources Code, to have no potential for significant adverse environmental effects and therefore has been issued an exclusion from the coastal development permit requirements in accordance with the applicable regulations.

“Coastal Commission” means the California Coastal Commission.

“Coastal development permit” means a letter or certificate issued by the City, in accordance with the provisions of this chapter, after the applicant has submitted all necessary supplementary documentation required to satisfy the conditions precedent in the notice to issue a coastal development permit.

“Conditional use” means any use that requires a public hearing.

“Development” means, on land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code); and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access

thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, and kelp harvesting.

“Structure,” as used in this chapter, includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line.

“Development permit procedures” means access, open space, and conservation requirements.

Wherever reservation of an interest in land for public access, open space, or conservation is required by the LCP, it shall be a condition of the coastal development permit.

“Emergency” means a sudden, unexpected occurrence demanding immediate action to prevent or mitigate loss or damage to life, health, property, or essential public services.

“Emergency development” means work undertaken to resolve problems resulting from a situation falling within the definition of “emergency.”

“Local coastal program” means the City’s land use plan, zoning ordinances, zoning maps, and other implementing actions certified by the Coastal Commission as meeting the requirements of the California Coastal Act of 1976.

“Notice to issue coastal development permit” means a letter or certificate issued by the City, in accordance with the provisions of this chapter, approving a development, subject to fulfillment of conditions prior to issuance of a coastal development permit, but if such conditions are fulfilled, as being in conformance with and adequate to carry out the LCP.

“Permitted use” means any use allowed by right that does not require a public hearing, but does require a discretionary or nondiscretionary permit (e.g., building permit) to be issued by the approving authority.

“Other permits and approvals” means permits and approvals, other than a coastal development permit, required to be issued by the approving authority before a development may proceed. (Ord. XXXX, 200X).

19.83.003 Development Permit Conditions.

Wherever reservation of an interest in land for public access, open space, or conservation is required by the LCP, it shall be a condition of the coastal development permit.

1. Legal Instruments Required. Prior to issuance of a coastal development permit, where a public access way or open space or conservation restriction on land is required by this LCP, each applicant shall record one of the following legal documents as specified in the conditions of approval:

- a. Irrevocable Offer of Dedication. The applicant shall submit a preliminary title report and record an irrevocable offer to dedicate the access way, open

space, or conservation easement or to convey such interest in property in fee, as described in the permit conditions, free of prior liens or encumbrances, except for tax liens. This offer can be accepted within 21 years by a nonprofit organization or governmental agency subject to approval by the Executive Director of the Coastal Commission. Until this offer is accepted or until the landowner allows, the public has no right to use the access way, provided that the landowner shall not interfere with established existing public use.

- b. Outright Grant of Fee Interest or Easement. If the project is important in and of itself for public access, open space, or conservation needs, and the size and scope of the proposed development is such that an outright conveyance interest is appropriate, or there is an accepting agency approved by the Executive Director of the Coastal Commission available to accept the easement or fee interest, it can be required prior to issuance of the Coastal Development Permit. Until such a grant is accepted or until the landowner allows, the public has no right to use the access way, provided that the landowner shall not interfere with established existing public use.
- c. Required Information. As a condition of the issuance of a Coastal Development Permit, title information and all necessary subordination agreements shall be required. Title insurance may also be required when extensive interests inland are being granted. (Ord. xxxx, 200X).

19.83.004 Applicability.

Except as provided in CVMC 19.83.005 and 19.83.006, any person wishing to undertake a development in the coastal zone shall obtain a coastal development permit in accordance with the provisions of this chapter, in addition to any other permit required by law. Development undertaken pursuant to a coastal development permit shall conform to the plans, specifications, terms, and conditions approved in granting the permit. The procedures prescribed herein may be used in conjunction with other procedural requirements of the City, provided that the minimum requirements as specified herein are met. (Ord. xxxx, 200X).

19.83.005 De Minimis Development.

The Director of Planning and Building may issue a written waiver from the coastal development permit requirements of this chapter for any development that is de minimis. A proposed development is de minimis if the Director of Planning and Building determines, based on a review of an application for a coastal development permit, that the development involves no potential for any adverse effect, either individually or cumulatively, on coastal resources and that it will be consistent with all applicable objectives, policies, and standards of the certified LCP. The determination shall be made in writing and based upon factual evidence.

- 1. De minimis waivers shall be permitted only in the nonappealable area of the City's coastal development permitting jurisdiction when no local public hearing is required.
- 2. The Director of Planning and Building may consider the following types of projects for possible permit waivers:

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- a. Projects that would have been placed on the consent calendar of the City Council agenda without special conditions;
 - b. Projects fully consistent with the certified LCP and for which all applicable policies of the LCP are objective in nature, such that staff does not have to exercise its judgment as to satisfaction of subjective criteria; and
 - c. Projects located in areas where similar projects have been approved as a routine matter without conditions or opposition.
 3. The following projects will not be considered for possible waivers:
 - a. Projects that involve questions as to conformity with the certified LCP, or that may result in potential impacts on coastal resources and public access;
 - b. Projects with known opposition or probable public controversy; and
 - c. Projects that involve divisions of land including condominiums.
 4. If, upon review of the coastal development permit application, the Director of Planning and Building determines that the development is de minimis, the applicant shall post public notice of the de minimis waiver on the property for at least 7 calendar days prior to the final decision granting the waiver. Notice of intent to issue a de minimis waiver shall also be made to the Coastal Commission and to persons known to be interested in the proposed development in the following manner:
 5. Within 10 calendar days of accepting an application for a de minimis waiver or at least 7 calendar days prior to the decision on the application, the Director of Planning and Building shall provide notice, by first class mail, of pending waiver of permit requirements. This notice shall be provided to all persons who have requested to be on the mailing list for that development project or site or for coastal decisions within the local jurisdiction, to all property owners and residents within 300 feet of the perimeters of the parcel on which the development is proposed, and to the Coastal Commission.
 6. The notice shall contain the following information:
 - a. A general description of the proposed project and location;
 - b. A statement that the development is within the coastal zone;
 - c. The date of filing of the application and the name of the applicant;
 - d. The number assigned to the application;
 - e. The date at which the waiver may become effective;
 - f. The general procedure concerning the submission of public comments either in writing or orally prior to the decision; and
 - g. A statement that a public comment period of sufficient time to allow for the submission of comments by mail will be held prior to the decision.

The Director of Planning and Building shall report to the City Council at its next available public meeting those projects for which waivers are proposed, with sufficient description to give notice of the proposed development to the City Council. A list of waivers issued by the Director of Planning and Building shall be available for public inspection at the public counter of the community development department and at the City Council meeting during which any waivers are reported. A waiver shall not take effect until after the Director of Planning and Building makes his/her report to the City Council. If one-third of the City Council (two members) so request, such issuance shall not be effective and, instead, the application for a coastal development permit shall be processed in accordance with the provisions of this chapter. (Ord. XXXX, 200X).

19.83.006 Exemptions.

1. The following shall be considered exemptions from a Coastal Development Permit:
 - a. Repair and maintenance activities that do not result in an addition to or enlargement or expansion of the object of such activities, except as otherwise specified by the Coastal Commission in Subchapter 7, Title 14, California Administrative Code, and any amendments thereafter adopted.
 - b. Activities of public utilities as specified in the repair, maintenance, and utility hook-up exclusion adopted by the Coastal Commission on September 5, 1978.
 - c. Occupancy permits.
 - d. Improvements to single-family residences, except as otherwise specified by the Coastal Commission in Subchapter 6, Title 14, California Administrative Code, and any amendments thereafter adopted.
 - e. Improvements to any structure other than a single-family residence or a public works facility, except as otherwise specified by the Coastal Commission in Subchapter 7.5, Title 14, California Administrative Code, and any amendments thereafter adopted.
2. Notice of exempt development shall be as follows: A permit issued by the City for a development that is exempt from the coastal development permit requirements shall be exempt from the notice and hearing requirements of this chapter. The City shall maintain a record for all permits issued for exempt developments that shall be made available to the Coastal Commission or any interested person upon request. This record may be in the form of any record of permits issued currently maintained by the City, provided that such record includes the applicant's name, the location of the project, and a brief description of the project. (Ord. xxxx, 200X).

19.83.007 Emergency Development Permit.

Application for and issuance of an emergency development permit shall comply with requirements set forth in Article 2, Sections 13329, 13329.1, 13329.2, 13329.3, and 13329.4 of the California Administrative Code (California Code of Federal Regulations Title 14). An application and permit form prepared in compliance with said article shall be adopted by the City. (Ord. XXXX, 200X).

19.83.008 Notice of Appealable Developments.

Within 10 calendar days of accepting an application for an appealable coastal development permit or at least 10 calendar days prior to the first public hearing on a development proposal, the City shall provide notice by first class mail of pending application for appealable development. This notice shall be provided to each applicant, to all persons who have requested to be on the mailing list for that development project or for coastal decisions within the City, to all property owners and residents within 300 feet of the perimeter of the parcel on which the development is proposed, and to the Coastal Commission. The notice shall contain the following information:

1. A statement that the development is within the coastal zone;
2. The date of filing of the application and the name of the applicant;
3. The number assigned to the application;
4. A general description of the development and its proposed location;
5. The date, time, and place at which the application will be heard by the local governing body or hearing officer;
6. A brief description of the general procedure of local government concerning the conduct of hearings and local actions; and
7. The system for local and Coastal Commission appeals, including any local fees required.
8. Costs of the notice that are not reimbursed to local governments through grants or SB90 reimbursement pursuant to Public Resources Code Section 30353. (Ord. xxxx, 200X).

19.83.009 Public Hearing on Appealable Developments.

At least one public hearing shall be held on application for an appealable development, thereby affording any persons the opportunity to appear at the hearing and inform the City of the nature of his or her concerns regarding the project. Such hearing shall occur no earlier than 10 calendar days following the mailing of the notice required in CVMC 19.83.008 and shall normally be conducted by the planning director or his/her designee. The public hearing may be conducted in accordance with existing local procedures or in any other manner reasonably calculated to give interested persons, including the applicant, an opportunity to appear and present their viewpoints, either orally or in writing.

The hearing officer's decision may be appealed to the City Council within 10 days following the hearing officer's decision. Said appeal shall be processed by the City Council in the same manner as a public hearing on appealable development described in this section. The fee for filing said appeal shall be in accordance with CVMC 19.83.020. (Ord. xxxx, 200X).

19.83.010 Notice of Local Government Action Where Hearing Continued.

If a decision on a coastal development permit is continued by the City to a time that is neither (a) previously stated in the notice provided pursuant to CVMC 19.83.008 nor (b) announced at the hearing as being continued to a time certain, the City shall provide notice of the further hearings (or action on the proposed development) in the same manner, and within the same time limits, as established in CVMC 19.83.009. (Ord. xxxx, 200X).

19.83.011 Notice of Nonappealable Developments that Require a Public Hearing – Conditional Uses.

Notice of nonappealable developments that require a public hearing involving conditional uses shall be given at least 10 calendar days before a hearing in the following manner:

1. Notice in the manner prescribed in CVMC 19.83.008; or
2. Notice as prescribed herein:
 - a. If the matter is heard by the planning commission, notice shall be published in a newspaper of general circulation or (if there is none) posted in at least three public places in the local jurisdiction;
 - b. Notice by first class mail to any person who has filed a written request;
 - c. Notice by first class mail to property owners within 300 feet of the proposed project;
 - d. Notice by first class mail to residents within 300 feet of the proposed project;
 - e. Notice by first class mail to the Coastal Commission; and
 - f. The notice shall contain a statement that the proposed development is within the coastal zone. (Ord. xxxx, 200X).

19.83.012 Public Hearing on Nonappealable Developments – Conditional Uses.

At least one public hearing shall be held on each application for a nonappealable development involving a conditional use, thereby affording any persons the opportunity to appear at the hearing and inform the City of the nature of his or her concerns regarding the project. Such hearing shall occur no earlier than 10 calendar days following the mailing of the notice required in CVMC 19.83.008 and shall be conducted in accordance with local procedures or in any other manner reasonably calculated to give interested persons, including the applicant, an opportunity to appear and present their viewpoints, either orally or in writing. (Ord. XXXX, 200X).

19.83.013 Notice of Nonappealable Developments That Do Not Require a Public Hearing – Permitted Uses.

Notice of nonappealable developments that do not require a public hearing involving permitted uses shall be provided in the manner prescribed in CVMC 19.83.005.6. (Ord. XXXX, 200X).

19.83.014 Determination of Applicable Notice and Hearing Procedures.

The determination of whether a development is categorically excluded or appealable for purposes of notice, hearing, and appeals shall be made by the City at the time the application for development is submitted. This determination shall be made with reference to the certified LCP, including maps, categorical exclusions, land use designations, and zoning ordinances adopted as a part of the certified LCP. Where an applicant, interested person, or the City has a question as to the appropriate procedures, the following procedures shall be followed:

1. The City shall make its determination as to what type of development is being proposed (i.e., exempt, categorically excluded, appealable, or nonappealable) and shall inform the applicant of the notice and hearing requirements for that particular development. The local determination may be made by the designated approving authority.
2. If the determination of the City is challenged by the applicant or an interested person, or if the City wishes to have a Coastal Commission determination as to the appropriate designation, the City shall notify the Coastal Commission by telephone of the dispute/question and shall request an executive director's opinion.
3. The executive director shall in writing, within 2 working days of the City's request (or upon completion of a site inspection where such an inspection is warranted), transmit a determination as to whether the development is exempt, categorically excluded, nonappealable, or appealable.
4. Where, after the executive director's investigation, the executive director's determination is not in accordance with the City determination, the Coastal Commission shall hold a hearing for the purpose of determining the appropriate designation for the next Coastal Commission meeting in the appropriate geographic region following the City's request. (Ord. xxxx, 200X).

19.83.015 Finality of City Action.

A local decision on an application for a development shall be deemed final when (1) the local decision on the application has been made and all required findings have been adopted, including specific factual findings supporting the legal conclusions that the proposed development is or is not in conformity with the certified LCP, and that the required conditions of approval adequate to carry out the certified LCP as required in the implementing ordinances have been imposed, and (2) all rights of appeal have been exhausted as defined in CVMC 19.83.019. (Ord. xxxx, 200X).

19.83.016 Final City Action – Notice.

Within 7 calendar days of a final decision on an application for any development (except categorically excluded or exempt developments), the City shall provide notice of its action by first class mail to the Coastal Commission and to any persons who specifically requested notice of such final action by submitting a self-addressed, stamped envelope to the City (or, where required, who paid a reasonable fee to receive such notice). Such notice shall include conditions of approval, written findings, and the procedures for appeal to the Coastal Commission. (Ord. XXXX, 200X).

19.83.017 Failure to Act – Notice.

1. Notification by Applicant. If the City has failed to act on an application within the time limits set forth in Government Code Sections 65950 through 65957.1, thereby approving the development by operation of law, the person claiming a right to proceed pursuant to Government Code Sections 65950 through 65957.1 shall notify, in writing, the City and the Coastal Commission of his or her claim that the development has been approved by operation of law. Such notice shall specify the application that is claimed to have been approved.
2. Notification by City. When the City determines that the time limits established pursuant to Government Code Sections 65950 through 65957.1 have expired, the City shall, within 7 calendar days of such determination, notify any person entitled to receive notice pursuant to CVMC 19.83.016 that it has taken final action by operation of law pursuant to Government Code Sections 65950 through 65957.1.

The appeal period for projects approved by operation of law shall begin to run only upon the receipt of the City's notice in the Coastal Commission office. (This section shall apply equally to a City determination that the project has been approved by operation of law and to a judicial determination that the project has been approved by operation of law.) (Ord. XXXX, 200X).

19.83.018 Local Government Action – Effective Date.

A final decision of the City on an application for an appealable development shall become effective after the 10-working-day appeal period to the Coastal Commission has expired or after the twenty-first calendar day following the final local action unless any of the following occur:

1. An appeal is filed in accordance with the Coastal Commission's regulations; or
2. The notice of final local government action does not meet the requirements of CVMC 19.83.016 and 19.83.017.

Where either of the circumstances above occurs, the Commission shall, within 5 calendar days of receiving notice of that circumstance, notify the City and the applicant that the effective date of the City action has been suspended. (Ord. XXXX, 200X).

19.83.019 Exhaustion of Local Appeals.

1. An appellant shall be deemed to have exhausted local appeals for purposes of filing an appeal under the Coastal Commission's regulations and be an aggrieved person where the appellant has pursued his appeal to the local appellate body as required by the City's appeal procedures; except, that exhaustion of all local appeals shall not be required if anyone of the following occurs:
 - a. The City requires an appellant to appeal to more local appellate bodies for permits in the coastal zone in the implementation section of the LCP;
 - b. An appellant is denied the right of the initial local appeal by a local ordinance that restricts the class of persons who may appeal a local decision;
 - c. An appellant is denied the right of local appeal because local notice and hearing procedures for the development did not comply with the provisions of this chapter; or
 - d. The City charges an appeal fee for the filing or processing of appeals.

Where the local government would ordinarily require a fee for the processing of appeals within the appealable areas of the coastal zone, the City may apply to the Coastal Commission for a reimbursement of that fee through an SB90 claim or similar reimbursement process.

2. Where a project is appealed by any two members of the Coastal Commission, there shall be no requirement of exhaustion of local appeals provided, however, that notice of Coastal Commission appeals shall be transmitted to the local appellate body (which considers appeals from the local body that rendered the final decision), and the appeal to the Coastal Commission shall be suspended pending a decision on the merits by that local appellate body. If the decision of the local appellate body modifies or reverses the previous decision, the commissioners shall be required to file a new appeal from that decision. (Ord. xxxx, 200X).

19.83.020 Appeal Fee.

The fee for filing and processing an appeal to the California Coastal Commission within the City shall be in accordance with the City of Chula Vista Fee Schedule. (Ord. XXXX, 200X).

CHAPTER 19.84 BAYFRONT SPECIFIC PLAN – LAND USE ZONES

Sections:

- 19.84.001 Purpose and scope.
- 19.84.002 Commercial land use designations.
- 19.84.003 Industrial land use designations.
- 19.84.004 Public and open space designations.
- 19.84.005 Residential designations.
- 19.84.006 Circulation and other designations.

19.84.001 Purpose and Scope.

The Bayfront Specific Plan provides for the classification of land use and the regulation of development by land use zoning and parcel. These zones are depicted in Exhibit 5, herein. Each zone contains a set of regulations setting forth the allowable uses and standards for development. This chapter provides the development standards relating to land use activities for each zone.

19.84.002 Commercial Zones.

1. Commercial – Visitor (C-V).

- a. Purpose and Intent. The purpose of the Commercial – Visitor zone is to provide regulations of uses serving the needs of tourists, travelers, and local residents. The regulations of this zone are designed to encourage the provision of transient housing facilities, restaurants, service stations, and other activities providing for the convenience, welfare, or entertainment of the traveler.
- b. Permitted Uses. The following uses are permitted:
 - 1) Hotels and inns
 - 2) Retail, including:
 - (a) Restaurants with a cocktail lounge as an integral part;
 - (b) Art galleries;
 - (c) Stores and retail shops;
 - (d) Parking garages;
 - (e) Antique shops;
 - (f) Markets;
 - (g) Restaurants and snack bars;

Customer serving offices; and

(h) Any other establishment serving visitors determined to be of the same general character of the above-permitted uses.

3) Commercial recreation, including:

(a) Tennis clubs and facilities;

(b) Health clubs;

(c) Sports and health classes and clinics;

(d) Professional sports facilities;

(e) Sports medicine facilities;

(f) Sports training facilities;

(g) Swimming and diving facilities; and

(h) Any other business or facility determined to be of the same general character of the above-permitted uses.

4) Public-quasi public, including:

(a) Public parks, recreation, open space, trails, and other similar uses;

(b) Places of worship;

(c) Day nurseries and child-care facilities;

(d) Transit and other public transportation facilities; and

(e) Electrical substations and gas regulators.

c. Conditionally Permitted Uses: Any use whose parking requirement will be met by shared parking may be permitted subject to approval of a conditional use permit.

d. Prohibited Uses: Any business or activity that produces noise above 60 CNEL at the exterior boundaries of this zone.

2. Commercial – Thoroughfare (C-T).

a. Purpose and Intent. The purpose and intent of the Commercial – Thoroughfare zone is to provide regulations for areas adjacent to major public roadways where activities dependent upon or catering to thoroughfare traffic may be established and maintained. The regulations of this zone are designed to encourage the centers for retail, commercial, entertainment, automotive, and other appropriate highway-related activities.

b. Permitted Uses. The following uses are permitted:

- 1) Food sales commercial;
- 2) Convenience sales and service commercial;
- 3) Transient habitation commercial;
- 4) Automotive servicing commercial;
- 5) Automotive repair and cleaning commercial;
- 6) Automotive fee parking commercial;
- 7) Group assembly commercial;
- 8) Parking services civic;
- 9) Community assembly civic;
- 10) Administrative civic; and
- 11) Utility and vehicular civic.

3. Commercial – Professional and Administrative (C-P).

a. Purpose and Intent. The purpose and intent of the Commercial – Professional and Administrative zone is to provide regulations for development of professional and administrative office uses. The regulations of this zone are designed to promote a suitable environment for business administration, and professional and government activities.

b. Permitted Uses. The following uses are permitted:

- 1) Administrative and executive offices;
- 2) Professional offices;
- 3) Financial offices, including banks, real estate, and other general business offices;
- 4) Medical care facilities;
- 5) Research offices;
- 6) General business offices; and
- 7) Any other office use determined to be of the same general character of the above-permitted uses. (Ord. xxxx, 200X).

19.84.003 Industrial Zones.

1. Industrial – Research and Limited Industrial (I-R).

a. Purpose and Intent. The purpose and intent of the Industrial – Research and Limited Industrial zone is to provide regulations for the development and protection of modern, large-scale research and specialized manufacturing organizations of a non-nuisance type. These regulations are also designed to provide for the creation of areas for limited industrial development by providing an environment free from nuisances created by some industrial uses.

b. Permitted Uses. The following uses are permitted:

- 1) Administrative commercial;
- 2) Food service commercial;
- 3) Convenience sales and service commercial;
- 4) Business and communication service commercial;
- 5) Retail business supply commercial;
- 6) Research development commercial;
- 7) Automotive fee parking commercial;
- 8) Custom industrial;
- 9) Essential service civic;
- 10) Parking service civic; and
- 11) Community assembly civic.

2. Industrial – General (I-G).

a. Purpose and Intent. The purpose and intent of the Industrial – General Zone is to provide regulations for areas designated for the exclusive use of industrial development. This development will be subject to the necessary regulations to ensure the purity of the airs and waters in Chula Vista and San Diego County, and the protection of nearby residential, commercial, and industrial uses of the land from hazards, noise, and other disturbances.

b. Permitted Uses. The following uses are permitted:

- 1) Food service commercial;
- 2) Convenience sales and service commercial;
- 3) Business and communication service commercial;

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- 4) Retail business supply commercial;
 - 5) Research and development commercial;
 - 6) General wholesale sales commercial;
 - 7) Transportation and warehousing commercial;
 - 8) Automotive fee parking commercial;
 - 9) Custom industrial;
 - 10) Light industrial;
 - 11) General industrial; and
 - 12) Essential service civic.

c. Conditionally Permitted Uses. The following uses may be allowed subject to the approval of a conditional use permit:

- 1) Automotive sales (new), rental and delivery, and accessory commercial activities;
- 2) Automotive servicing commercial activities;
- 3) Automotive repair and cleaning commercial activities;
- 4) Boat sales or rental commercial activities;
- 5) Boat servicing commercial activities;
- 6) Educational services commercial activities; and
- 7) Child-care activities.

3. Limited Industrial (I – L)

- a. For Parcel Area 3-k refer to the Chula Vista Zoning Code, CVMC 19.44.080.

19.84.004 Public/Quasi-Public and Open Space Zones.

1. Public and Quasi-Public (P-Q).

- a. Purpose and Intent. The purpose and intent of the Public and Open Space – Public and Quasi-Public zone is to provide regulations for uses in appropriate locations that are maintained by public or publicly controlled agencies such as municipal and/or county agencies, school districts, or utility companies (e.g., water, gas, electricity, fire station etc.).

b. Permitted Uses. The following uses are permitted:

- 1) Parking services civic;
- 2) Fire station;
- 3) Automotive fee parking commercial; and
- 4) Utility transmission systems.

2. Parks and Recreation (P-R).

a. Purpose and Intent. The purpose and intent of the Public and Open Space – Parks and Recreation category is to provide regulations for public spaces for recreational activities, open air meeting places, and other outdoor activities.

b. Permitted Uses. The following uses are permitted:

- 1) Public parks and facilities to serve park users; and
- 2) Public parking.

3. Open Space (O-S).

All parcels designated as open space shall be permitted to accommodate the restoration or enhancement of wetlands and other existing natural conditions, with development or construction limited to the existing Chula Vista Nature Center or its expansion, within the Sweetwater Marsh National Wildlife Refuge. All other uses or activities within this zone shall be to preserve natural resources and habitat value.

19.84.005 Residential Zones.

1. Residential – Mixed Harbor District (R-MH).

a. Purpose and Intent. The purpose and intent of the Residential – Mixed Harbor zone is to provide appropriate locations for a mix of mid-rise, and high-rise residential towers in the Harbor District. Mid-rise development is defined as four to seven-story buildings. High-rise development is defined as eight-story and above buildings. All mid-, and high-rise buildings include multiple-family condominium style residences and central garage structures. Residential uses include multiple-family dwellings in clusters of varying size and configuration to provide a range of housing types. Retail uses shall be located at the street level to create a village atmosphere and pedestrian orientation.

b. Permitted Uses. The following uses are permitted:

- 1) Dwellings, multiple, mid-rise;
- 2) Dwellings, multiple, high-rise;
- 3) Retail commercial uses at street level;

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- 4) Incidental services, such as restaurants, retail sales, fitness clubs, and other such services, provided such activities are conducted in spaces that are integral parts of a main building;
 - 5) Private, noncommercial recreational facilities, such as swimming pools, tennis courts, and clubhouses (for additional provisions, see CVMC 19.58.100 and 19.58.270);
 - 6) Day care/nursery facilities; and
 - 7) Accessory uses and buildings including:
 - (a) Customary incidental home occupations, subject to the provisions of CVMC 19.14.490;
 - (b) Other accessory uses and accessory buildings customarily appurtenant to a permitted use, subject to the provisions of CVMC 19.58.020;
 - (c) Full-time foster homes as defined in CVMC 19.04.098;
 - (d) Satellite dish antennas per the provisions of CVMC 19.22.030(F).
 - c. Conditionally Permitted Uses. The following uses may be allowed subject to the approval of a conditional use permit:
 - d. Commercial parking garages and off-street parking lots, in accordance with the provisions of CVMC 19.62.010 through 19.62.130;
 - e. Unclassified uses, see Chapter 19.54 CVMC; and
 - f. Small family day care homes, as defined in CVMC 19.04.095.

19.84.006 Circulation and Other Designations.

All lands in Exhibit 5, Zoning Map, indicated as “Circulation and Other” are for those uses associated with major circulation elements, including Interstate 5, Bay Boulevard, and the Railroad easement (Ord. xxxx, 200X).

CHAPTER 19.85 BAYFRONT SPECIFIC PLAN – DEVELOPMENT CRITERIA

Sections:

- 19.85.001 Purpose and scope.
- 19.85.002 Permitted uses.
- 19.85.003 Development intensity.
- 19.85.004 Height regulations.
- 19.85.005 Sign regulations.
- 19.85.006 Form and appearance.
- 19.85.007 Infrastructure.
- 19.85.008 Parking requirements.
- 19.85.009 Usable Open Space Standards.
- 19.85.010 Site development standards.
- 19.85.011 Grading and drainage.
- 19.85.012 Special Conditions

19.85.001 Purpose and Scope.

This chapter of the Bayfront Specific Plan provides development criteria within the Bayfront planning area. Special conditions are located at the end of the chapter in Section 19.85.011.

19.85.002 Permitted Uses.

Permitted uses for each land use district are listed in Chapter 19.84 CVMC, Land Use Classifications. (Ord. xxxx, 200X).

19.85.003 Development Intensity.

The development intensity is established by using a floor area ratio (FAR) calculated as set forth in Section 19.04.097 of this code, a specific maximum square footage allowance, or through a combination of setback and height controls, depending on the land use. Following are the applicable development intensities for each land use category:

1. Industrial Land Use.

- a. Industrial-General (I-G)
 - 1) Maximum FAR 0.5.
- b. Industrial-Research and Limited Industrial (I-R)
 - 1) Maximum FAR 0.5.
- c. Limited Industrial (I-L)
 - 1) Refer to the Chula Vista Zoning Code, CVMC 19.44.080.

2. Commercial Land Use.

a. Commercial-Visitor (C-V)

- 1) Development intensity for Commercial-Visitor Parcel Area 1-a, as depicted on Exhibit 5, is determined by height regulations and site development standards.
- 2) See Section 19.85.011 for Special Condition B pertaining to Parcel Area 3-a, as depicted on Exhibit 5.
- 3) See Section 19.85.011 for Special Condition D pertaining to Parcel Area 2-h, as depicted on Exhibit 5.

b. Commercial-Thoroughfare (C-T)

- 1) Maximum development intensity is established by the height regulations listed in Table 1 of Section 19.85.004 and site development standards detailed in Section 19.85.009 of this Bayfront Specific Plan.

c. Commercial-Professional and Administrative (C-P)

- 1) See section 19.85.011 Special Conditions A and D for Commercial – Professional and Administrative land use special conditions.

3. Residential Land Use.

a. Residential – Mixed Harbor District (R-MH)

- 1) Residential development within the R-MH zoning shall consist of a mix of mid-rise, and high-rise development with a maximum development intensity of 105 dwelling units per acre. .

b. Building height within the R-MH zoning shall range from 4 to 19 stories and a maximum of 220 feet.

- 1) Retail use on Parcel Area 2-f, as depicted on Exhibit 5, shall not exceed 15,000 square feet.

19.85.004 Height Regulations.

U.S. Fish and Wildlife Service

1. The U.S. Fish and Wildlife Service (USFWS) parcel in the Sweetwater District is permitted a viewing tower in the Chula Vista Nature Center of up to 45 feet in height.

National Wildlife Refuge Buffers – Notwithstanding the height limits described in provision 1 above, the following height restrictions shall be enforced according to proximity to the USFWS property line west of the San Diego Gas & Electric (SDG&E) right-of-way (ROW):

- a. The horizontal zones for the “F&G” Street Marsh shall be controlled by the provisions of the approved 404 Permit (Army Corps Permit No. 88-267-RH). (Ord. xxxx, 200X).

Parcel Areas

Maximum building heights and associated parcel areas are summarized in Table 3 below.

TABLE 1: BUILDING HEIGHT LIMITS BY PARCEL AREA

Parcel Area	Maximum Building Height from Pad (feet)
Sweetwater District	
1-a	125
1-b	35
1-c	35
1-d	35
1-e	35
1-f	30
1-g ¹	0
1-h	44
1-i	44
Harbor District	
2-a	0
2-b ²	44
2-c	44
2-d	44
2-e	44
2-f	220
2-g ³	N/A
2-h	130
Otay District	
3-a ⁴	N/A
3-b	44
3-c	44
3-d	44
3-e	44
3-f	44
3-g	44
3-h	44
3-i	44
3-j	44
3-k	45

Notes:

1. Parcel Area 1-g is zoned Open Space; therefore the building height limit is 0 feet.
 2. See Section 19.85.011 Special Condition A.
 3. See Section 19.85.011 Special Condition B.
 4. See Section 19.85.011 Special Condition D.
- N/A Not applicable

19.85.005 Sign Regulations.

The size, location, and design of all signs in the LCP Planning Area shall be subject to the following:

1. No freestanding sign shall be greater than 10 feet in height and signs shall be subject to the regulations of Chapter 19.60 CVMC, Signs, incorporated herein by reference, unless modified by the provisions of this Bayfront Specific Plan.
2. The following regulations shall apply:

- a. Public Signs.

- 1) Street Name Signs: Street name signs shall have special mountings and frames to identify streets as being a part of the new Bayfront community. The sign copy and construction shall reflect a unified style and colors.
- 2) Directional Signs: Directional signs at intersections will help establish gateways to the redevelopment area and may include such generic information as convention center, marina, special use park, wildlife refuge, etc., as necessary. Directional information for private developments may be included as part of a sign program, subject to the review and approval of the Chula Vista Redevelopment Corporation (CVRC). Information will be clustered on one sign per intersection. Signs will have standardized mountings and trim. Each sign location shall include specially designed landscaped areas to create a setting.
- 3) Information Signs: Public information signs are designed for public facilities and services such as parks, marshes and marinas. Trim and colors are to be unified with the basic public sign theme.
- 4) Traffic and Parking Control Signs: Traffic control and parking signs shall be designed with standard copy faces and shall be trimmed in a manner consistent with Bayfront motif. Exact sizes and locations are required by state regulation.

- b. Private Signs.

- 1) Hotel/Motel, RV Parks, Restaurants, and Retail-Commercial: Total copy area for all identification signs combined shall be limited to not more than 50 square feet per parcel (except additional signage for high- and mid-rise hotels is permitted per subsection 2(c)(5) of this section). Signs may be wall signs and/or ground signs. Ground signs may be single- or double-faced but may not exceed 10 feet in height. An additional changeable copy area of 25 square feet maximum shall be allowed for uses that include entertainment or convention facilities. Changeable copy area shall be single-faced only.
- 2) Automotive Service: Service stations shall be allowed one identification sign (non-freeway) per lot. Signs shall be ground signs or wall signs and shall have no more than 40 square feet of copy area, 6 feet maximum height.

-
- 3) Industrial and Office Uses: Industrial or office uses shall be allowed one identification sign per lot, visible from the internal street. Signs shall not exceed 40 square feet in area or 6 feet maximum in height. Total sign area may include a directory or tenant listing if the project is multitenant.

c. Special Private Signs.

- 1) Commercial Uses Adjacent to Freeway: Commercial uses with freeway exposure shall be allowed either wall signs or monument signs with name and/or logo. If the business logo is well established as an identity mark, then use of logo alone is preferable. Each lot may have two wall signs or one ground sign only. Only one wall sign shall be visible at a time. Maximum total copy area shall be 100 square feet. Ground signs may be doubled-faced or parallel to the roadway and are intended to be low-profile monument signs.
- 2) Automotive Service: Service stations with freeway exposure shall be allowed freeway identification signs. Sizes shall be as small as possible and still have freeway identity, in no case to exceed 50 square feet total sign area. Such signs shall be subject to review by the CVRC.
- 3) Corner Lots: The identification allowance for sign development on corner lots may be divided to provide for a sign on each frontage; however, the total allowance for both signs combined is not to exceed 50 square feet.
- 4) Multitenant Buildings or Complexes: Office, retail-commercial, and industrial uses that are multitenant shall be allowed additional tenant identification signs; each tenant shall be allowed a maximum of 3 square feet on or adjacent to the entry door. These tenant signs shall be visible from on-site parking and/or pedestrian walkways, but not intended to be readable from public streets.
- 5) High-Rise Hotel Building Wall Signs: Hotel name signs shall be allowed on hotel buildings greater than eight stories in height. Two signs shall be allowed per building, 300 square feet maximum for each sign. Individual letters or logo only; maximum sign height shall be 7 feet. Sign design and lettering shall not permit perching by avian predators of the California least tern, light-footed clapper rail, or Belding's savannah sparrow. (Ord. 2665, 1996; Ord. 2613, 1994; Ord. 2532, 1992; Res. 11903, 1985).
- 6) Directional and Information Signs: These signs shall be directional in nature and shall not be identification signs. Their maximum height shall be 4 feet with 4 square feet maximum copy area per side.
- 7) Special Event Signs (Temporary): Special events such as grand openings shall be allowed temporary signs. Such signs shall be allowed in accordance with the CVMC 19.60.
- 8) Construction Signs (Temporary): Signs for owners, contractors and subcontractors, architects, etc., for new projects under construction shall be allowed in accordance with the CVMC 19.60.

19.85.006 Form and Appearance.

1. Form and Appearance Objectives. The following objectives shall serve as guidelines for use of land and water resources to preserve a sound natural environment:

- a. Preserve existing wetlands in a healthy state to ensure the aesthetic enjoyment of marshes and the wildlife that inhabit them.
- b. Change the existing industrial image of the Bayfront and develop a new identity consonant with its future prominent public and commercial recreational role.
- c. Improve the visual quality of the shoreline by promoting public and private uses that provide proper restoration, landscaping, and maintenance of shoreline areas.
- d. Remove, or mitigate by landscaping, structures or conditions that have a blighting influence on the area.
- e. Eliminate or reduce barriers to linking the Bayfront to the rest of western Chula Vista and establishes a memorable relationship between the Bayfront (and the areas and elements that comprise it) and adjoining areas of Chula Vista, the freeway, and arterial approaches to the Bayfront (see Exhibit 6, Form and Appearance Map).

2. Specific Provisions.

To promote these requirements, the form and appearance provisions of the LUP acknowledges three major components that comprise the physical form of the area: natural resources areas to be preserved; a public space and recreation system, including walkways, bicycle ways, and park areas; and development units having common usage and/or qualities, which should be treated as distinctive, but closely interrelated, visual entities.

- a. Landscape Character and Function. Major landscape components shall establish strong visual continuity in response to varied functional needs. Landscaping will incorporate both hardscape features and softscape (planting).
- b. Dense Landscape Planting. All areas designated for dense landscape planting shall include dense planting of trees and shrubs to serve three purposes: diminish the visual impact of large existing industrial structures, such as those of Goodrich and SDG&E's power plant and transmission towers, and extensive parking areas and outdoor storage areas; define major entry points to the Bayfront and frame views; and be used in masses as visual stopping points to limit views and provide natural vertical elements. Heights of trees and shrubs may be limited by USFWS requirements in areas near the National Wildlife Refuge.



The following standards shall guide dense landscape planting design:

Location	Representative Characteristic
Bay Boulevard	40- to 60-foot height; upright form; evergreen

Existing pines and other trees shall be preserved to the maximum possible extent.

- c. Special Area Planting. All areas zoned as Public-Quasi Public (Landscaped Parking Areas) (Exhibit 5) shall include a planting program coordinated with parking improvements beneath the power lines. The Port Master Plan and the Chula Vista Bay Master Plan also designate this ROW as a linear greenbelt. The 150-foot-wide ROW that bisects the Bayfront may include landscaped auto parking to diminish the visual impact of the power lines and strengthen the ground plane connection between both sides of the ROW and provide an appropriate greenbelt character. SDG&E criteria will permit planting that can be kept not more than 15 feet high, thereby maintaining sufficient clearance at the lowest point in the power line catenary. Planting in any parking areas provided shall establish a dense ground plane massing of shrubs and short trees to create a grove effect that screens cars from view and ties together in a strong horizontal line and intersecting mass of foliage on either side of the ROW. The following standards shall guide parking area planting design for all areas outside of Subarea 1 - Sweetwater District:

Location	Representative Characteristic
SDG&E ROW	10- to 15-foot height; globular or multistem; evergreen

- d. Informal Planting. All areas designated for informal planting shall consist of groves planted with the same species in informal drifts to provide shade for recreational uses. The groves shall be sited to avoid blocking panoramic views to the wetlands and bay. The following standards shall guide informal grove design:

Location	Representative Characteristic
City Park	40- to 80-foot height; upright and open branching in contrast with dense, vertical form; mixed deciduous and evergreen

- e. Formal Planting. Formal planting has been designated for the major circulation spines of the Bayfront. The planting shall be in regularly spaced intervals using species with predictable form characteristics to achieve strong linear avenues that guide views and establish perspective.

Location	Representative Characteristic
Marina Parkway, "E", "F", "H", "J" Streets	40- to 60-foot height; crown-shaped form; evergreen

- f. Buffer Zone Planting. Buffer zone planting has been designated for streetscapes adjacent to sensitive habitats and for transitional buffer zones

between ornamental planting areas and sensitive habitats. Planting shall consist of native or naturalized noninvasive plant species. The following standards shall guide buffer zone planting design:

Location	Representative Characteristic
Adjacent to sensitive habitat	Native shrubs, Noninvasive species
Transitional Buffer	Native or naturalized shrubs, Noninvasive species

- g. Gateways. Special consideration shall be given at gateways (Exhibit 6) to roadway design, including signing and lighting, landscaping and siting, and design of adjoining structures, to allow for design treatment that conveys an entry character.
- h. Architectural Edges. The development shall comply with the following conditions in the specified areas:
- 1) Habitat Protection: Structures shall be sited a sufficient distance from natural habitat areas to protect the natural setting and prevent direct impacts to wildlife.
 - 2) Pedestrian and Bicycle Access: Structures shall be sited at a sufficient distance from the water's edge or marsh edge to allow for sidewalks and bicycle paths that ensure unencumbered pedestrian and bicycle access to the waterfront and coastline.
 - 3) Privacy: Structures shall be designed so that the uses that take place in a structure or private space adjoining the structure do not detract from, or prevent appropriate public use of, adjoining public open spaces. Reciprocally, the public areas shall be designed and their use regulated in a manner that does not diminish the intended private use of adjoining developed lands.
 - 4) Firm Edges: Firm edges are required where a strong visual form, generally linear, is necessary to provide either for a terminus of views in certain directions, or a sense of entry or arrival. These edges should be formed by buildings, but they also may be achieved by use of earth berms or mass plantings.
 - 5) Irregular Building Edges: Irregular building edges are required where it is visually desirable to soften or deemphasize the distinction between open space areas and adjoining development. This prevents harsh contrasts between different areas and allows visual penetration between areas, and variation in the spatial experiences and qualities in these areas.
- i. View Points. Development of the Bayfront shall ensure provision of three types of views:
- 1) Views from the Freeway and Major Entry: Ensure a pleasant view onto the site and establish a visual relationship with San Diego Bay, marshes, and bay-related development.

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- 2) Views from Roadways within the Bayfront (particularly from Marina Parkway, to the marshlands, San Diego Bay, parks, and other bay-related development). Locations shall preserve a sense of proximity to the bay and marshlands.
 - 3) Views from the Perimeters of the Bayfront Outward: Views that are primarily pedestrian-oriented, stationary, and more sustained should be experienced from parts of the open space and pathway system and enable viewers to renew visual contact at close range with the bay and marshlands. (Ord. xxxx, 200X).

19.85.007 Infrastructure.

1. Circulation Standards.

Primary Vehicular Circulation: The primary vehicular routes are identified as "Circulation and Other" in Exhibit 5, Zoning Map; and in Exhibits 7a, 7b, and 7c, Circulation Maps. These consist of Interstate 5, State Route 54, Bay Boulevard, Marina Parkway, E Street, F Street, H Street, J Street, and four new proposed streets: Street A, Street B, and Street C.,.

- a. Internal Vehicular Circulation: Internal roadways shall be developed to the design and construction standards published by the Department of Engineering, City.

- b. Pedestrian Route:

- 1) The major pedestrian routes shown in Exhibit 7b, Circulation Map, shall be a minimum of 6 feet in width. The filling of wetlands for pedestrian paths is not permitted

- c. Bike Routes:

- 1) Bike Lane: A bike lane is a lane on the paved area of a street for preferential use by bicycles. These lanes are used for regional bicycle routes. On-street parking, except for emergency stopping, will not be permitted where bike lanes are designed. Bike lanes shall be a minimum of 5 feet in width. The filling of wetlands for bike paths is not permitted.
 - 2) Bike Path: A bike path is used for off-street travel by bicycles. These paths shall be a minimum of eight feet in width. All proposed bicycle routes are shown in Exhibit 7c, Circulation Map.

2. Utility Systems. Refer also to Exhibit 8.

- a. General Policies:

- 1) Provide adequate sizing of utility systems to ensure sufficient capacity for maximum build-out potential of plan.

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- 2) Protect existing sensitive natural resources from significant adverse impacts during construction. (Ord. xxxx, 200X).

19.85.008 Parking Requirements.

1. General Requirements.

The provisions of Chapter 19.62 CVMC shall be applicable to off-street parking and loading areas in the Bayfront area. These provisions generally control construction and development and design standards of off-street parking areas. The number of spaces required for designated uses shall be that designated below. In the event that there is no precise correspondence in the use classifications with the common names used in this section, the Director of Planning and Building shall have the authority to designate the requirements, and the common names for proposed uses shall generally be deemed to control.

2. Vehicle Parking Standards.

- a. Business and professional offices: 1 space per 300 square feet of floor area; minimum of 4 spaces;
- b. Dance, assembly, or exhibition halls without fixed seats: 1 space per 50 square feet of floor area used for dancing or assembly;
- c. Dwellings, multiple: 1 space per studio, 1.5 spaces per 1-bedroom unit; 2 spaces per 2-bedroom or larger unit;
- d. Hotels, motels: 1 space for each living or sleeping unit, plus 1 space for every 25 rooms or portion thereof;
- e. Manufacturing plants, research and testing laboratories: 1 space per 1.5 persons employed at any one time in the normal operation of the plant or 1 space per 800 square feet of floor area, whichever is greater;
- f. Medical and dental offices and clinics: 1 space per 200 square feet of floor area; minimum of 5 spaces;
- g. Public park/open space: 1 parking space for every 10,000 square feet of park or accessible open space;





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- h. Restaurants, bars, and night clubs: 1 space per 2.5 permanent seats, excluding any dance floor or assembly area without fixed seats, which shall be calculated separately at 1 space per 50 square feet of floor area;
 - i. Restaurants – drive-in, snack stands, or fast-food: 15 spaces minimum, or 1 space per 2.5 permanent seats, whichever is greater;
 - j. Retail stores: 1 space per 200 square feet of floor area;
 - k. Sports arenas, auditoriums, and theaters: 1 space per 3.5 seats of maximum seating capacity;
 - l. Wholesale establishments, warehouses, and service and maintenance centers: 1 space per 1.5 persons employed at any one time in the normal operation of the plant or 1 space per 1,000 square feet of floor area, whichever is greater; and
 - m. Uses not listed: as required by Chula Vista Zoning Code.

3. Motorcycle and Bicycle Parking Standards.

- a. Motorcycle parking spaces shall be provided for developed uses according to the following schedule. Only those uses listed below are required to provide motorcycle parking. Bicycle parking facilities shall also be provided for the uses listed below. Bicycle parking facilities shall be fixed storage racks or devices designed to secure the frame and wheel of the bicycle.
- b. Business and professional offices (over 20,000 square feet of gross floor area): 5 spaces;
- c. Shopping centers (over 50,000 square feet of gross floor area): 1 space per 33 automobile spaces required;
- d. Fast-food restaurant, coffee shop, or delicatessen: 5 spaces;
- e. Other eating and drinking establishments: 2 spaces; and
- f. Commercial recreation: 1 space per 33 automobile spaces required.

4. Shared Parking.

Where uses have predictable time cycle parking demands and where supported by appropriate traffic/parking studies, shared parking may be utilized as a means to reduce total parking lot area. The criteria and standards provided in shared parking published by the Urban Land Institute should be utilized to assess parking needs and formulate shared parking agreements. Any use that intends to meet its parking requirements using shared parking shall be subject to the approval of a conditional use permit as provided for in Chapter 19.14 CVMC and shall be further guaranteed through the execution of a deed restriction and a long-term binding agreement. The approval of the conditional use permit may, among other requirements, require a use, business, or activity to only operate within restricted hours.

5. Concealed Parking.

Within parcel areas 2-f and, 2-h of the LCP Planning Area, 75 percent of the required parking shall be provided in subterranean or concealed parking structures. "Concealed parking" is when the parked vehicles cannot be seen by the public using public streets, bike lanes and paths, pedestrian walkways, public parks, and public access open spaces.

6. Landscaped Parking in SDG&E ROW.

Any landscaped parking in the SDG&E ROW north of "F" Street/Lagoon Drive (hereinafter referred to as "F" Street) shall be available on weekends and evenings for use by coastal visitors. The parking needed for visitors to the Chula Vista Nature Center or for any park or public open space areas shall be provided in areas assigned and exclusively reserved for such visitors. This restriction must be enforced during the operating hours of the Chula Vista Nature Center and public parks. Parking for park and public open space use shall be provided at the rate of one space per each 10,000 square feet of park or open space area, excluding the National Wildlife Refuge. (Ord. xxxx, 200X).

19.85.009 Usable Open Space Standards.

The following site development standards apply to Residential land uses on Parcel Areas 2-f and 2-h:

a. Usable open space standards shall be:

- 1) 140 sf per dwelling unit. This standard is appropriate for a highly urbanized environment and a redevelopment area. It is similar to, but even lower, than the standard for the Chula Vista Urban Core Specific Plan. It is in keeping with similar types of cities including Santa Barbara and Granville Island (a bayfront development in British Columbia). A total of 5 cities were surveyed and 140 sf/du is more conservative than the standard in the each of the others. The result of applying a standard of 140 sq feet is the elimination of the need for sound walls at the ground plane. This will preserve view corridors.
- 2) Open space areas shall be any portion of a lot which has a minimum dimension of six feet, and not less than 60 square feet in area, that is landscaped and/or developed for recreational and leisure use, and is conveniently located and accessible to all the units. The following areas shall contribute to a required open space:

1. Private balconies and patios;
2. Roof areas designed and equipped to accommodate recreational and leisure activities;
3. Recreation rooms.

- 3) The following areas shall not contribute to required open space:

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1. Driveways and parking areas;
 2. Refuse storage areas;
 3. Clothes-drying areas.

19.85.010 Site Development Standards.

The following site development standards apply to the specified land use unless a Special Condition has been established in Section 19.85.012, in which case the Special Condition overrides the site development standards below:

1. Commercial–Thoroughfare (C-T):
 - a. Minimum lot area: 5,000 square feet;
 - b. Front yard setback: 10 feet;
 - c. Exterior side yard setbacks: 0 feet; and
 - d. Rear yard setback: 0 feet.

Development of land designated as Commercial Thoroughfare is subject to the Central Commercial Zone with Precise Plan Modifying District as described in Chapters 19.36 and 19.56 of the Chula Vista Municipal Code, except as modified by this Specific Plan.

2. Commercial–Visitor (C-V) (For Parcel Area 2-h refer to Special Condition D in Section 19.85.012):
 - a. Minimum lot area: 20,000 square feet;
 - b. Setbacks:
 - 1) To all exterior boundaries: 20 feet minimum.
 - 2) To interior boundaries that do not abut another land use: none.
 - c. Landscaping shall be required at a rate of 15 percent site coverage.
3. Commercial–Professional and Administrative (C-P) (For Parcel Area 2-b refer to Special Condition A, and for Parcel Area 2-h refer to Special Condition D in Section 19.85.012):
 - a. Minimum lot area: 20,000 square feet;
 - b. Setbacks:
 - 1) To all exterior boundaries: 20 feet minimum.
 - 2) To interior boundaries that do not abut another land use: none.
 - c. Landscaping shall be required at a rate of 15 percent site coverage.

4. Industrial–General (I-G):

- a. Minimum lot area: 20,000 square feet;
- b. Front yard setback: 20 feet;
- c. Exterior side yard setbacks: 15 feet;
- d. Side yard setbacks: 20 feet; and
- e. Rear yard setback: 20 feet.
- f. Landscaping shall be required at a minimum rate of 15 percent site coverage.

Development of land designated as Industrial General is subject to the I-General Industrial zone, Chapter 19.46 of the Chula Vista Municipal Code, except as modified by the provisions of this Specific Plan.

5. Industrial–Research and Limited (I-R):

- a. Minimum lot area: 10,000 square feet;
- b. Front yard setback: 30 feet;
- c. Exterior side yard setbacks: 15 feet;
- d. Side yard setbacks: 20 feet; and
- e. Rear yard setback: 20 feet.
- f. Landscaping shall be required at a minimum rate of 15 percent site coverage.

6. Limited Industrial (I-L)

- a. For Parcel Area 3-k refer to the Chula Vista Zoning Code, CVMC 19.44.080.

7. Residential – Mixed Harbor District (R-MH):

- a. Set backs for Residential – Mixed Harbor District are 0 feet on all sides from the parcel boundary in order to achieve an urban street environment and provide the flexibility to maximize view corridors and public areas between buildings within the residential zone. The architectural designs shall blend with the aesthetics of surrounding structures.
- b. Landscaping shall be required at a rate of 15 percent site coverage.

19.85.011 Grading and Drainage.

- 1. Special care shall be taken in development proposals adjacent to sensitive habitat to avoid or minimize problems of silting and oil or chemical leakage. Some diversion of water is necessary and one or more desilting/retention basins may be required in

development projects to protect and enhance the biological and water quality of the habitat.

2. All development for properties within the coastal zone shall comply with the following requirements:

- a. A grading plan that incorporates runoff and erosion control procedures to be utilized during all phases of project development shall be prepared and submitted concurrently with subdivision improvement plans or planned unit development plans where such development is proposed to occur on lands that will be graded or filled. Such a plan shall be prepared by a registered civil engineer and shall be designed to ensure that runoff rates will be controlled to minimize the potential for siltation in wetlands. The erosion control measures and hydrology calculations shall be based on the 6-hour, 10-year design storm, or on the storm intensity designated in the subdivision manual, in the event that the subdivision manual requirement is more stringent. Runoff control shall be accomplished by establishing on-site, or at suitable nearby locations, catchment basins, detention basins, and siltation traps along with energy dissipating measures at the terminus of storm drains, or other similar means of equal or greater effectiveness.
- b. Sediment basins (debris basins, desilting basins, or silt traps) shall be installed in conjunction with the initial grading operations and maintained through the development process as necessary to remove sediment from runoff waters draining from the land undergoing development. Areas disturbed but not completed prior to November 1, including graded pads and stockpiles, shall be suitably prepared to prevent excessive soil loss during the late fall and winter seasons. All graded areas shall be stabilized prior to November 1, by means of native vegetation, if feasible, or by other suitable means approved by the City.

The use of vegetation as a means to control site erosion shall be accomplished pursuant to plans and specifications prepared by a licensed landscape architect or other qualified professional. Erosion control utilizing vegetation may include, but is not limited to, seeding, mulching, fertilization, and irrigation within sufficient time prior to November 1 to provide landscape coverage that is adequate to achieve the provisions of this policy. Temporary erosion control measures shall include the use of berms, interceptor ditches, filtered inlets, debris basins, silt traps, or other similar means of equal or greater effectiveness.

From November 1 to March 31, grading may be permitted, provided the applicant conforms to the requirements of subsection (2)(c) of this section and submits monthly documentation within 2 weeks following the end of the preceding month to the City Engineer of the condition of the erosion control procedures for graded pads, slopes, and stockpiles whenever precipitation during the month exceeds 2 inches.

- c. From November 1 to March 31, grading may occur in phased increments as determined by the City Engineer, provided all of the following requirements have been met. Grading from April 1 through October 31 shall be subject to standard practices.

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- 1) The increments shall be limited to those areas that have been prepared to control the effects of soil erosion. Control measures, such as sedimentation basins detention basins and other facilities, shall be scheduled and placed in a sequence that shall minimize and control the off-site transportation of sediments. Such erosion control measures shall be installed for such increments prior to commencing any grading that would be performed during the period between November 1 and March 31.
 - 2) The applicant shall post a deposit for such areas to be graded, which shall remain in force and effect for 1 year after final inspection approval of grading by the City. The deposit shall be sufficient to cover the costs of any remedial grading and replanting of vegetation, including any restoration of wetlands, or other environmentally sensitive habitat areas adversely affected by the failure of the erosion control measures required herein, as determined by the City Engineer. The deposit will inure to the benefit of the City in case of noncompliance as determined by the City Engineer.
 - 3) The applicant agrees to provide daily documentation to the City Engineer of the condition of the erosion control procedures for any 24-hour period in which precipitation exceeds 0.25 inches. Such documentation shall be provided within 5 working days of said 24-hour period. Failure to provide such documentation of the occurrence of any significant discharge of sediments or silts in violation of this policy shall constitute grounds for suspension of the applicant's grading permit(s) during the period of November 1 to March 31.
- d. The following additional safeguards shall be required for grading between November 1 and March 31:
- 1) A 100-foot buffer is required between permanent open space wetlands associated with the nature reserves and grading activities.
 - 2) A silt fence (or equal) shall be installed between graded areas and all wetlands. A distance of 10 feet is required between the silt fence and the toe of any manufactured slope.
 - 3) The maximum slope permitted is 3:1.
3. Erosion Control Monitoring Program for Chula Vista Coastal Zone Areas.
- a. Overall field review of grading operations will be performed by the City on each grading project in the coastal zone.
 - b. Field review of erosion control devices, sedimentation basins, detention basins, and landscaping will be made by the City Engineer prior to the advent of the rainy season, and throughout the rainy season as necessary to monitor grading operations phased between November 1 and March 31. The City Engineer shall document noncompliance of projects with the grading and erosion control requirements and correct problems with funds from the deposit posted by the applicant.

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- c. The City Engineer will periodically review and prepare a report on the effectiveness of the runoff and erosion control measures for areas within the Chula Vista coastal zone. The initial report shall be completed within 2 years following February 1989 and thereafter 6 months prior to any scheduled review by the California Coastal Commission of the LCP for the City. A copy of the report shall be submitted to the Chula Vista City Council and to the Executive Director of the Coastal Commission.
 4. All areas disturbed by grading shall be planted within 60 days of the initial disturbance and prior to November 1 with temporary or permanent (in the case of finished slopes) erosion control methods. Such planting shall be accomplished under the supervision of a licensed landscape architect and shall consist of seeding, mulching, fertilization, and irrigation adequate to provide 90 percent coverage within 90 days. Planting shall be repeated if the required level of coverage is not established. This requirement shall apply to all distributed soils including stockpiles.
 5. Refer also to Chapter 19.86 CVMC, Environmental Management Program, for additional requirements concerning grading. (Ord. xxxx, 200X).

19.85.012 Special Conditions

1. Special Condition "A". Specific development plans for the development of Parcel Area 2b property located south of "F" Street and west of the SDG&E ROW shall be subject to CVRC review and Redevelopment Agency approval based on the following guidelines:
 - a. Building setbacks shall be:
 - 1) For buildings 44 feet or less in height, as specified in CVMC 19.85.009.
 - 2) For buildings 44 to 95 feet in height:
 - (a) From "F" Street: 200 feet;
 - (b) From USFWS property ("F&G" Street marsh): 200 feet; and
 - (c) From SDG&E ROW: 50 feet.
 - b. Building FAR. A maximum FAR of 0.75 (including SDG&E landscaped parking area bonus) on the subject site is allowed with one new building permitted on such site to exceed the 44-foot height limit, provided that (i) a reduction in the total gross square footage of structures presently located on the Goodrich campus south of the subject site is effected through the demolition or removal of such existing structures selected by Goodrich totaling 125,000 square feet (which is commensurate with the additional allowed FAR on the subject site), (ii) such demolition or removal is completed within 1 year following occupancy of such new building, (iii) the footprint of such new building does not exceed 5 percent of the total area of the subject site (excluding the area encompassed within that portion of the SDG&E ROW adjacent to the subject site), and (iv) the setbacks on the subject site specified above are met.

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- c. Development plans shall include a comprehensive landscaping plan that indicates enhanced landscaping at the project edges and within the SDG&E landscaped parking area.
 - d. Pedestrian or other off-street circulation connections to adjacent industrial and business park uses shall be provided.
 - e. Project shall comply with all citywide threshold standards for infrastructure improvements and public services; specifically, associated traffic impacts will be mitigated to a level-of-service (LOS) "D" or better at the Bay Boulevard/E Street/Interstate 5 interchange.
 - f. All buildings on-site shall reflect a common, high-quality architectural design and construction standard.
2. Special Condition "B". Specific development plans for the development of Parcel Areas 2-g and 3-a properties located at the northeast and southeast corner of Bay Boulevard and J Street shall be subject to CVRC review and Redevelopment Agency approval based on the following guidelines:
- a. The maximum FAR shall be 0.50.
 - b. Maximum building height shall be 45 feet.
 - c. Building setbacks shall be:

Location	Setback
J Street (to maintain view corridor)	30 ft.*
Bay Boulevard	30 ft.
Adjacent to Interstate 5 freeway	25 ft.
From intersection of J Street and Bay Boulevard (measured perpendicular to angular corner property line)	60 ft.

Notes:

* 50-foot setback required for construction exceeding a building height of 28 feet.

- d. Architectural features, such as a tower, with floor areas not exceeding 10 percent of the ground floor area, may exceed the 45-foot height limit by 15 feet. (Note: For calculation of the tower area, land over the drainage channel shall be included in ground floor calculations to the extent the second floor spans the channel.) One architectural tower shall be allowed on the combined Parcel Area 3-a.
- e. Landscaping of the site shall be 15 to 20 percent of the total lot area.
- f. Minimum landscaping depths along street frontages shall be 15 feet in width.
- g. Elevations facing the freeway shall be articulated in massing or architectural treatment.
- h. Pedestrian linkages shall be provided to connect both sides of J Street as well as linking the projects to the Bayfront development.

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- i. Compact parking stalls shall be permitted with dimensions of 7.5 feet wide by 16 feet in length. The number of these stalls may be authorized to a maximum of 20 percent of the required parking. (Ord. xxxx, 200X).
 - 3. Special Condition “C”. Sweetwater Marsh National Wildlife Refuge: Development intensity is limited to the existing Chula Vista Nature Center facilities and other structures that are approved by the USFWS. (Ord. xxxx, 200X).
 - 4. Special Condition “D”. The following special conditions shall apply to Commercial – Visitor and Commercial – Administrative & Professional land uses on Parcel Area 2-h:
 - a. Building setbacks for office shall be:
 - 1) To all exterior boundaries: none. Tower stepback 10 feet minimum.
 - 2) To interior boundaries that do not abut another land use: none.
 - b. Building setbacks for hotel shall be:
 - 1) To all exterior boundaries: 0 feet minimum.
 - c. Building FAR. A maximum FAR of 3.0 on the subject site is allowed, provided that (i) the setbacks on the subject site specified above are met and (ii) the buildings are stepped back to preserve view corridors.
 - d. Development plans shall include a comprehensive landscaping plan.
 - e. Pedestrian or other off-street circulation connections to the residential buildings in Parcel Area 2-f and other adjacent Bayfront areas shall be provided.
 - f. Project shall comply with all citywide threshold standards for infrastructure improvements and public services.
 - g. All buildings on-site shall reflect a common, high-quality architectural design and construction standard.

CHAPTER 19.86 BAYFRONT SPECIFIC PLAN – ENVIRONMENTAL MANAGEMENT PROGRAM

Sections:

- 19.86.001 Purpose and scope.
- 19.86.002 Resource elements.
- 19.86.003 Environmental management requirements.
- 19.86.004 Parcel Area Specific Environmental Management Requirements.
- 19.86.005 Environmental management of undelineated resources.
- 19.86.006 Additional diking, dredging, or filling of wetland areas.
- 19.86.007 Water quality requirements.

19.86.001 Purpose and Scope.

Public Resources Code Section 30240 (California Coastal Act) provides for the protection of environmentally sensitive habitat areas. The purpose of this chapter is to provide for such protection. (Ord. XXXX, 200X).

19.86.002 Resource Elements.

The proposed project site is relatively flat, although a slightly elevated area is located in the Sweetwater District. The surface elevation of the site ranges between approximately 5 and 25 feet above mean sea level. The Sweetwater District is undeveloped and currently composed primarily of fallow fields. The majority of vegetation is generally ruderal with small areas of disturbed native habitats, including California coastal sage scrub. The Harbor District and Otay District are generally developed and consist of limited areas designated as jurisdictional waters.

Marine and biological resources are abundant in the project area, primarily due to its proximity to San Diego Bay and the estimated 3,940-acre San Diego Bay Natural Wildlife Refuge (SDBNWR) south of the Plan Area. The SDBNWR preserves mudflats, salt marsh, submerged lands, and eelgrass beds that provide a fertile breeding ground for a wide range of species, including many designated threatened and endangered species. The Sweetwater Marsh National Wildlife Refuge, Chula Vista Nature Center, and “F&G” Street Marsh are all components of the larger SDBNWR. The unique ecosystem characteristics of the south San Diego Bay have made the area a resting site on the Pacific Flyway for a wide variety of resident and migratory shorebirds and waterfowl, as well as a fertile breeding ground for a range of aquatic and land species.

The major wetlands and related sensitive habitat areas within the Chula Vista Bayfront area have been acquired by the USFWS and comprise the majority of the Sweetwater Marsh National Wildlife Refuge, in addition to the “F&G” Street Marsh. With the preservation of these areas the focus of these regulations is reducing and mitigating impacts on the refuge from new development within the Bayfront in addition to protection of other wetlands within the LCP Planning Area. (Ord. XXXX, 200X).

19.86.003 Environmental Management Requirements.

1. Coordination.
 - a. Coordination with the Port in the development of plans and programs for areas adjacent to the LCP Planning Area shall be maintained to ensure that environmental management objectives in the Bayfront LUP can be successfully implemented.
 - b. Coordination with the USFWS shall be maintained for the development of plans and programs adjacent to the Sweetwater Marsh National Wildlife Refuge. (Ord. xxxx, 200X).
2. All developments shall comply with the Chula Vista Multiple Species Conservation Program (MSCP) Subarea Plan.

19.86.004 Environmental Management of Delineated Resources.

Wetland habitat(s) is to be avoided and to remain as open space in perpetuity. A buffer zone shall be maintained around the wetland area to minimize impacts to the habitat (see Section 19.86.006). No development (i.e., structures, pathways) shall be allowed in the buffer zone. The buffer zone may include a fence to preclude residents and pets from entering sensitive habitat. Wetlands will be mitigated per Section 19.86.006.

A 100-foot buffer zone shall be maintained around wetlands associated with the “J” Street Marsh in the Otay District to minimize direct impact to the habitat. The buffer zone is limited to pathways and fencing to protect the area and provide pedestrian view points of the marsh and coastal area. Fences around the pond must be visually appealing and protect view corridors toward the waterfront and marshes.

19.86.005 Environmental Management of Undelineated Resources.

Sensitive habitats exist in areas not delineated, including, but are not limited to, Parcel Area 3-k and the “F&G” Street Marsh. It is required that all environmental resources are analyzed by an environmental professional, and that an environmental management plan is adopted to protect any sensitive habitats discovered, prior to the commencement of any additional development. (Ord. XXXX, 200X).

19.86.006 Additional Diking, Dredging, or Filling of Wetland Areas.

Diking, dredging, or filling of wetland areas consistent with the provisions of this environmental management plan shall be limited to the specific projects incorporated into this plan for the creation of new or enhanced wetlands areas, very minor incidental public facilities, restorative measures, and nature study. Mitigation for all disturbance of wetland areas shall be provided at the ratio of 4:1 with an approved combination of creation and enhancement. A ratio of less than 4:1 can be applied if approved by the City and resources agencies. For riparian resources, mitigation shall occur at a ratio of 3:1 replacement for impacted area. Open space preservation in perpetuity of sensitive resource areas will also be required pursuant to an appropriate mechanism. No other diking, dredging or filling of wetlands or other wet environmentally sensitive habitat areas

shall be permitted without prior Coastal Commission approval through the LCP amendment process.

Buffer zones of 100 feet in width shall be maintained around all identified wetland areas, including the Sweetwater Marsh National Wildlife Marsh and the “F&G” Street Marsh with the exception of any wetlands within Parcel Area 2-f for which a 50-foot buffer will be required. All buffers shall be as designated above unless the applicant demonstrates that a buffer of lesser width will protect the identified resources, based on site-specific information. Such information shall include, but is not limited to, the type and size of the development, the specific impact, and proposed mitigation (such as planting of vegetation or the construction of fencing), that will also achieve the purposes of the buffer.

Development within the buffer zone shall be limited to construction of a pedestrian pathway within the upper half of the buffer with fencing or other improvements deemed necessary to protect sensitive habitat in the upper half of the buffer. The buffer shall be measured landward of the delineated resource. Buffer zones shall be permanently protected as open space through the use of deed restrictions or other appropriate mechanisms. Passive recreational uses are restricted to the upper half of the buffer zone. If the project involves substantial improvements or increased human impacts, such as subdivisions, a wider buffer may be required. (Ord. xxxx, 200X).

19.86.007 Water Quality Requirements.

1. Watershed Planning.

- a. The City shall support and participate in watershed-based planning efforts with the County of San Diego and the San Diego Regional Water Quality Control Board. Watershed planning efforts shall be facilitated by helping to:
 - 1) Pursue funding to support the development of watershed plans.
 - 2) Identify priority watersheds where there are known water quality problems or where development pressures are greatest.
 - 3) Assess land uses in the priority areas that degrade coastal water quality.
 - 4) Ensure full public participation in the plan’s development.

2. New Development.

- a. New development shall be sited and designed to protect water quality and minimize impacts to coastal waters by incorporating measures designed to ensure the following:
 - 1) Protect beneficial uses of waters, areas necessary to maintain riparian and aquatic biota, and/or areas that are susceptible to erosion and sediment loss.
 - 2) Limit increases of impervious surfaces.

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- 3) Limit land disturbance activities such as clearing and grading, and cut-and-fill to reduce erosion and sediment loss.
 - 4) Limit disturbance of natural drainage features and vegetation.
- b. New development shall not result in the degradation of the water quality of groundwater basins or coastal surface waters including the ocean, coastal streams, or wetlands. Urban runoff pollutants shall not be discharged or deposited such that they adversely impact water resources (groundwater, coastal waters, wetlands, streams) consistent with the local National Pollutant Discharge Elimination System Storm Water Municipal Permit.
 - c. Development must be designed to minimize, to the maximum extent practicable, the introduction of pollutants of concern (as defined in the City's Standard Urban Storm Water Mitigation Plan [SUSMP]) that may result in significant impacts from site runoff from impervious areas.
 - d. New development must comply with the requirements of the City's SUSMP and the City's Development and Redevelopment Projects Storm Water Management Standards Requirements Manual, including the preparation of required water quality documents and the implementation of source control, site design, and treatment Best Management Practices (BMPs).
 - e. Post-development peak flow discharge rates for the 100-year storm event shall not exceed the pre-development rate.
 - f. Post-construction treatment BMPs shall be designed to treat, infiltrate, or filter runoff produced by the 85th percentile, 24-hour storm event for volume-based BMPs and the 85th percentile, 1-hour storm event for flow-based BMPs, as required by the City's SUSMP.
 - g. Public streets and parking lots shall be swept frequently to remove debris and contaminant residue. For private streets and parking lots, the property owner shall be responsible for frequent sweeping to remove debris and contaminant residue.
 - h. The City should develop and implement a program to detect and remove illicit connections and to stop illicit discharges.
 - i. New development that requires a grading permit or storm water management document shall include landscaping and revegetation of graded or disturbed areas, consistent with the landscape requirements of the LCP and City requirements. Areas adjacent to preserved open space shall use native plants to the maximum extent practicable to reduce the potential for invasive species introduction.

CHAPTER 19.87 BAYFRONT SPECIFIC PLAN – INFRASTRUCTURE FINANCING AND FUNDING MECHANISMS

Sections:

- 19.87.001 Redevelopment Funds.
- 19.87.002 Community Development Block Grants (CDBG).
- 19.87.003 Business Improvement Districts.
- 19.87.004 Development Impact Fees.
- 19.87.005 TransNet.
- 19.87.006 Grant Funding.
- 19.87.007 General Fund.
- 19.87.008 Other Funding Sources.
- 19.87.009 Relation of Funding to Other Bayfront Specific Plan Provisions.

The following is a list of commonly used mechanisms to fund public facilities. The City may currently be utilizing some of these mechanisms, but there may be opportunities for better leveraging of funding or for pursuing new funding sources.

19.87.001 Redevelopment Funds.

The majority of the LCP Planning Area is within a Redevelopment Project Area. For that portion of the plan area, the following funding mechanisms may be employed.

1. Tax Increment Financing (TIF).

TIF is the increase in property tax revenues resulting from an increase in assessed property values that exceed base year values. Within a redevelopment project area, the Redevelopment Agency collects a substantial majority of the tax increment financing monies accrued in the project area. All tax increment monies generated and adopted in redevelopment project areas are allocated among four basic public uses: schools, neighborhood improvements, affordable housing, and other public agencies. This funding source provides a critical means to revitalization and public improvement activities by enabling redevelopment agencies to issue tax increment bonds without using general fund monies or raising taxes.

2. Set Aside Funds.

State law requires that at least 20 percent of all tax increment financing dollars accrued within a redevelopment project area must be set aside and “used by the agency for the purposes of increasing, improving, and preserving the community’s supply of low- and moderate-income housing ...” (Health and Safety Code §33334.2(a)). The set aside funds must be held in a separate Low and Moderate Income Housing Fund until used, along with any interest earned and repayments to the housing fund (§33334.3). The set aside funds may be used inside or outside of the project area but must benefit the project area. Use of set aside funds for the purposes of increasing, improving, and preserving the community’s supply of low- and moderate-income housing may include, but is not limited to, the following:

a. Acquisition and donation of land for affordable housing;

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- b. Construction and rehabilitation of affordable housing units;
 - c. Financing insurance premiums for the construction and rehabilitation of affordable housing units;
 - d. Providing subsidies to, or for the benefit of, extremely low, very low, and lower income households as well as persons and families of low or moderate income;
 - e. Paying principal and interest on bonds, loans, advances or other indebtedness, and financing or carrying charges;
 - f. Maintaining the supply of mobile homes; and
 - g. Preserving "at risk" affordable housing units threatened with imminent conversion to market rate units.

19.87.002 Community Development Block Grants (CDBG)

CDBG is a Federal grant program administered by the U.S. Department of Housing and Urban Development. CDBG is administered on a formula basis to entitled cities, urban counties, and states to develop viable urban communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for low- and moderate-income individuals. Eligible activities that may be proposed for funding include, but are not limited to, housing, economic development, and public facilities and improvements.

19.87.003 Business Improvement Districts

Business Improvement Districts (BIDs) or Property and Business Improvement Districts (PBIDs) are mechanisms for assessing and collecting fees that can be used to fund various improvements and programs within the district. There are several legal forms of BIDs authorized by California law. The most common types are districts formed under the Parking and Business Improvement Act of 1989. Business Improvement Areas formed under the 1989 law impose a fee on the business licenses of the businesses operating in the area, rather than the property owners. The collected funds are used to pay for the improvements and activities specified in the formation documents. A similar assessment procedure was authorized by the PBID Law of 1994. The distinction is that the PBID makes the assessment on the real property and not on the business. A PBID is currently in operation in the City's downtown area. Other areas of the Bayfront Specific Plan may also be ideally suited for BID funding.

The range of activities that can potentially be funded through BIDs and PBIDs is broad and includes parking improvements, sidewalk cleaning, streetscape maintenance, streetscape improvements (e.g., furniture, lighting, planting, etc.), promotional events, marketing and advertising, security patrols, public art, trash collection, landscaping, and other functions. Generally speaking, the BID format works well for marketing and other programmatic activities that serve to directly benefit area businesses (i.e., tenants), whereas a PBID may be more appropriate for permanent physical improvements that stand to improve property values in the area. Given the size and diversity of the LCP Planning Area, it may be appropriate for separate BIDs or PBIDs to be formed for

different regions within the plan area. In this way, the collected funding could be more specifically targeted to the unique improvement and programmatic needs of each district.

19.87.004 Development Impact Fees

Property tax limitations imposed by Proposition 13, resulting in the decline in property taxes available for public projects, has led local governments to adopt alternative revenue sources to accommodate public facility and infrastructure demands resulting from growth. Development Impact Fees is one of those sources. AB 1600 (Cortese), which became effective on January 1, 1989, regulates the way that impact fees are imposed on development projects. Impact fees are one-time charges applied to offset the additional public facility provision costs from new development. This may include provision of additional services, such as water and sewer systems, roads, schools, libraries, and parks and recreation facilities. Impact fees cannot be used for operation, maintenance, alteration, or replacement of existing capital facilities and cannot be channeled to the local government's discretionary general funds. An impact fee cannot be an arbitrary amount and must be explicitly linked to the added cost of providing the facility towards which it is collected.

The City already has a range of impact fees that are updated periodically. It is important, however, to realize that there are two primary aspects of capital costs (based on which impacts fees are collected) – land costs and building costs. Though the latter can be estimated at a citywide level and adjusted periodically using appropriate inflation factors, land cost estimation is more complicated, especially when one considers significant variations in land values within the City and the necessity to provide land intensive public facilities, such as parks. As a result, the land acquisition component of a standardized impact fee may not be consistent with the true costs involved.

19.87.005 TransNet

In 1987, voters approved the TransNet program – a half-cent sales tax to fund a variety of important transportation projects throughout the San Diego region. This 20-year, \$3.3 billion transportation improvement program expires in 2008. In November 2004, 67 percent of the region's voters supported Proposition A, which extends TransNet to 2048, thereby generating an additional \$14 billion to be distributed among highway, transit, and local road projects in approximately equal thirds. In addition, it will support a robust public transportation system, including new Bus Rapid Transit services and carpool/managed lanes along many of the major freeways. Two percent of the available funds will be earmarked annually for bicycle paths and facilities, pedestrian improvements, and neighborhood safety projects. The San Diego Association of Governments (SANDAG) sets the priorities and allocates TransNet funds.

19.87.006 Grant Funding

A variety of funding options are available though Federal, state, and local grant programs. Many of the grant programs target urban revitalization efforts, smart growth enhancements, and transportation planning and are provided on a competitive basis. Current grant programs, such as the Smart Growth Incentive Pilot Program administered through SANDAG, can provide significant funding toward projects that result in furthering smart growth approaches, such as the elements embodied in the principles of the Bayfront Specific Plan.

19.87.007 General Fund

The City receives revenue from a variety of sources, such as property taxes, sales taxes, fees for recreation classes, and plan checking. Revenue can be generally classified into three broad categories: program revenue, general revenue, and restricted revenue. Depending on the revenue source, the General Fund may be used for a variety of purposes, such as capital improvement projects or streets, sewers, stormdrains, and other infrastructure maintenance improvements.

19.87.008 Other Funding Sources

Examples of other funding sources that may be considered to assist in the implementation of the community benefits outlined in this chapter include Ad Valorem Property Taxes, the Sales and Use Tax, the Business License Tax, and the Transient Occupancy Tax.

19.87.009 Relation of Funding to Other Bayfront Specific Plan Provisions

The funding mechanisms of this chapter will be used to implement a system of public works as outlined in Section 19.85.007, 19.85.010, and 19.86.007. the remainder of Chapters 19.85 and 19.86 represent a body of standards necessary to carry out the objectives of the Bayfront Specific Plan with regard to regulating development and maintenance of private property.

