

*San Diego Unified Port District
and
City of Chula Vista*



Chula Vista Bayfront Master Plan

Public Access Program

San Diego Unified Port District

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CHULA VISTA BAYFRONT MASTER PLAN PUBLIC ACCESS PROGRAM

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1. Introduction and Statement of Purpose

A fundamental goal of the California Coastal Act is the protection and maximization of public access to California's shoreline. In accordance with this goal, the Chula Vista Bayfront Master Plan (CVBMP) implements a Public Access Program (PAP) that ensures the public's right of access to the shoreline. The CVBMP PAP defines and implements an extensive multi-modal pedestrian, bicyclist, mass-transit and automobile-based system to provide a variety of free and low-cost Chula Vista waterfront public recreational opportunities for the residents and visitors of the region. The PAP is a supplemental document to the City of Chula Vista's (City) Local Coastal Program (LCP) and San Diego Unified Port District's (District) Port Master Plan (PMP) amendments for the CVBMP. The CVBMP improves the public's access to the shoreline by increasing pedestrian and bikeway connections, increasing public transportation connections, and improving circulation along the coast.

The CVBMP guides development within the Chula Vista Bayfront. Chula Vista's Bayfront lies within the Chula Vista Coastal Zone, an area that totals 1,345 acres. Of these 1,345 acres, 722 acres are within the City's jurisdiction and 536 acres are within the District's jurisdiction (see Exhibit 1, Chula Vista Coastal Zone).

Exhibit 1 – Chula Vista Coastal Zone



2. Public Access—Current Conditions

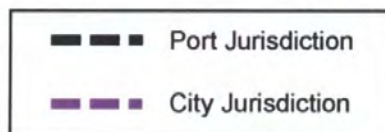
Currently, public access to Chula Vista's shoreline is limited. The only direct public access is located within the jurisdiction of the District. A boat launch, marina, and a park are located off of the westerly extension of J Street. Also on District property is a park and public beach located west of the Goodrich facility. Public access is also currently 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 (NWR).

The types of land use that currently exist along the shoreline limit public access. Goodrich's major industrial/manufacturing facility, boat yards, SDG&E utility infrastructure, power plant operations, and undeveloped property all have resulted in very limited direct public access opportunities. Another key consideration is the environmental sensitivity of the shoreline within the Bayfront area, such as the National Wildlife Refuge. This results in limited or restricted access in some areas in order to preserve the habitat value of the shoreline itself. A significant objective of the CVBMP is to rectify this lack of public access while still preserving sensitive habitat.

3. Circulation Improvements

Among the primary goals of the CVBMP is to increase pedestrian access to the shoreline. The CVBMP enhances pedestrian access within its developed and open space areas, and enhances pedestrian visual and physical access to the waterfront, through a comprehensive, continuous pedestrian circulation plan totaling approximately 54,000 linear feet (see Exhibit 2, Pedestrian Circulation Plan). Pedestrian access will be limited or prohibited where public safety issues and proximity to sensitive resource issues may arise. The CVBMP includes an approximately 8-acre shoreline promenade or baywalk, trails, and sidewalks with appropriate pedestrian-scale landscaping, lighting, and furniture. The pedestrian pathways will be constructed concurrently with adjoining or adjacent development within the districts, and shall be open prior to or concurrent with occupancy of the first use within each district, with the ultimate goal of continuous pedestrian access and linkages within the CVBMP area.

Exhibit 2 – Pedestrian Circulation Plan



Specific pedestrian circulation areas will also allow for bicycles, as described below. The specific design of the pedestrian pathways will depend on public safety issues, land use adjacency issues, and other factors. These factors, in turn, will determine the appropriate materials (i.e., pavement, decomposed granite, etc.) to be used for the pathways, and whether bicycles and other wheeled items, such as skateboards, will be allowed.

At the north end of the CVBMP in the Sweetwater District, a pedestrian pathway is proposed along the proposed extension of E Street into the Harbor District. Pedestrian access is also proposed west of F Street, within the proposed abandoned segment of F Street/Lagoon Drive. An approximately 12-foot-wide pedestrian trail is proposed along the western edge of the Sweetwater District. Other pedestrian paths will be located along the SDG&E transmission corridor, and along a proposed F Street that will link pedestrians at F Street to the Signature Park and pedestrian trail. Design of the pedestrian paths in the Sweetwater District will be sensitive to the paths' adjacency to sensitive resources at the F & G Street Marsh and the Sweetwater Marsh NWR.

In the Harbor District, or the central portion of the CVBMP, an approximately 12,000-linear-foot, 25- to 50-foot-wide shoreline promenade or baywalk is proposed along the entire shoreline, from the existing boatyard site south to the shoreline north of the J Street Marsh. The proposed extension of H Street is viewed as a significant physical and visual corridor for pedestrians, ultimately connecting the City to the waterfront, ending in a 60-foot-wide, 600-foot-long pier. Additional pedestrian paths will be located on E Street, J Street/Marina Parkway, proposed Street A, proposed Street C, and a pedestrian trail along the SDG&E transmission corridor. Pedestrian linkages to the waterfront will be provided within the proposed residential development, between the Bayside Park and marina retail development.

At the south end of the CVBMP, the Otay District includes pedestrian paths along Street A as it transitions from the Harbor District and along the western perimeter of the Otay District. A pedestrian trail is proposed along the SDG&E transmission corridor that would continue from the Harbor District through the Otay District. As in the Sweetwater District, design of the pedestrian paths within the Otay District will be sensitive to the paths' adjacency to sensitive resources at the J Street Marsh.

Planned improvements to pedestrian and bikeway networks all further the goal of increased public access to California's shoreline by not only facilitating circulation but also lessening reliance on personal vehicles to access the coast. Walking will be encouraged with the creation of pedestrian corridors of paseos, docks, promenades, and courtyards. An effort will be made to foster a system of interconnected bicycle routes throughout the City and the region. This will be aided by connections made with the Bayshore Bikeway. This regional bikeway network is intended to connect major bike trails throughout the region.

4. Integration of the Bayshore Bikeway

The Bayshore Bikeway is the result of a coordination of regional efforts. The goal of the Bayshore Bikeway is to provide a continuous bikeway system between National City and Imperial Beach. The CVBMP proposes a bikeway loop connecting the Bayshore Bikeway with the various activity centers and elements of the CVBMP. This Class I bike path is proposed along: the western edge of E Street in the Sweetwater and Harbor Districts within parcels and along the south side of H Street east to Marina Parkway; along the west side of Marina Parkway south to J Street; along the south side of J Street east to Bay Boulevard; and, along the west side of Street A and Street B in the Otay District southeast to Bay Boulevard. Due to right-of-way (ROW) constraints within the transition from the Sweetwater to the Harbor Districts, bicycle access along the E Street bridge would be provided within a 16-foot-wide multipurpose trail that will be shared with pedestrians. In addition, bicycle access along the portion of the E Street extension adjacent to the existing boatyard site will be provided within a 10-foot-wide buffer. The Bayfront Loop will re-join the Bayshore Bikeway at Bay Boulevard south of L Street.

The proposed extension of the Bayshore Bikeway along the frontage of the CVBMP will have a paved width of approximately 12 feet, and will allow for two-way bicycle travel, with minimal crossings of vehicular roadways. The alignment of the path will be routed to serve the proposed Resort Conference Center (RCC), new commercial harbor/marinas, and the commercial/residential areas. The specific alignment of the loop will be determined at the time that the project and roadways are designed. The proposed extension will be constructed as the CVBMP roadway improvements are constructed. The proposed extension will also connect to downtown Chula Vista via Class II bike lanes along the new F Street to the existing F Street overcrossing of I-5 (see Exhibit 3, Bayshore Bikeway).

Exhibit 3 – Bayshore Bikeway



5. Public Transit Improvements

In addition to pedestrian and bikeway improvements, the CVBMP intends to make use of public transit in order to increase shoreline access. The increased utilization of public transit reflects two goals of the CVBMP: 1) maximize 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. Currently, there are two Trolley stations that serve the Bayfront: one at H Street and one at E Street. These two stations will be integrated into the greater transit network of the City and the region. In addition to the planned transit system, the City is developing a convenient, destination-oriented shuttle system within the City that links activity centers, recreation opportunities, and other appropriate important destinations. This system, known as the Chula Vista Bayfront Shuttle, will be environmentally friendly, affordable, and accessible. The Chula Vista Bayfront Shuttle would service the Master Plan area with a key focus on connecting general users to and from: downtown areas east of I-5; the resort conference center; the residential project; park areas; and, existing trolley stops. It would stop frequently along its entire route to provide a fast and convenient link between the high-density redevelopment areas in the City and Bayfront and the regional light rail trolley system. The shuttle would have fewer stops than a conventional bus, located as close as possible to the major traffic generators. In addition, a private shuttle system to transport employees between the H-18 parking structure and the H-3 parcel in the Harbor District will be considered.

Shuttle service shall be phased concurrent with development. At a minimum, service shall be provided upon the issuance of certificate of occupancy for either the H-3 resort conference center hotel or the 500th residential unit in the City of Chula Vista Bayfront. Implementation of the shuttle is anticipated to include participation by commercial development within the plan area. Additional stops shall be provided at the Signature Park, the Recreational Vehicle Park, the H-18 parking structure, and the Park in Otay District as these uses are developed.

The initial general route of the transit shuttle would be along Third Avenue between F Street and H Street, along F Street between Woodlawn Avenue and Third Avenue, along Woodlawn Avenue between E Street and F Street, along E Street, Marina Parkway, Street C, and Street A within the Bayfront development area, and along H Street between the Bayfront and Third

Avenue. Variations in the route near the E Street Trolley Station are also considered. The route would operate as a two-way loop with stops in both directions.

To initially encourage public use of the shuttle, shuttles would typically run every 15 minutes. After the shuttle service has been established, it may be prudent to reevaluate shuttle frequency based on the ridership that is achieved to determine changes in headways.

As shown in Exhibit 4, a minimum of four shuttle stops will initially be included within the Proposed Project area. Each of these stops is further described below:

- Stop #1 (Sweetwater Lodging/Nature Center): This stop is near the north end of the Master Plan area. Although development densities here are not especially high, this location is directly on the shuttle route, not otherwise served by transit, and would benefit from a direct, non-stop connection to the E Street Trolley Station.
- Stop #2 (RCC): This stop is located along E Street adjacent to the proposed RCC.
- Stop #3 (Marina): This stop is located near the Marina Parkway/Street C intersection and near the various uses in the marina. This station will be within a quarter-mile walking distance of the high-density residential component of the Master Plan.
- Stop #4 (Street A): This stop is located along Street A and will serve the hotel, retail, and cultural uses on site.

Increasing access to public transit options will increase the public's access to the shoreline.

6. Roadway Improvements

In addition to the above discussion of circulation improvements, the CVBMP identifies a number of roadway improvements that will result in increased public access to the shoreline. Already, the I-5/SR 54 interchange has been completed and provides regional access to the Bayfront. However, the regional entries to the Bayfront are limited by the off-ramp configurations of Interstate 5 and the location of wetland resources.

Exhibit 4 – Chula Vista Bayfront Shuttle



- San Diego Trolley
 San Diego Trolley Stops
- Proposed Shuttle Route
 Proposed Shuttle Stops

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 H Street ramps, because of their location, will primarily serve the Goodrich facilities. The J Street ramps primarily serve District lands and the marina westerly of Goodrich. J Street also serves as the termination of Marina Parkway. Marina Parkway will be the main street through the Bayfront and run from the J Street/Bay Boulevard intersection west toward the marina, then north-south parallel to the marina within the District's jurisdiction. Marina Parkway will be constructed as a divided roadway with a landscaped median. In addition, Bay Boulevard will be an improved frontage road serving the areas easterly of the railroad ROW. These proposed improvements are designed to increase access to the shoreline.

7. Parking Allocations

Access to parking is paramount for allowing for public access to the shoreline. The CVBMP seeks to encourage public access to the shoreline by ensuring that adequate parking is provided. This includes parking for all public, park, and open spaces uses in the Bayfront. In general, sufficient parking will be required and incorporated into the private development of the Bayfront with some additional off-street and on-street public parking to serve the community parks and other open space resources to assure there is adequate public access to coastal resources. In the Harbor District, typical parking requirement standards for high intensity uses may be reduced if it can be demonstrated that the use will be adequately served by alternative transit. The implementation of restrictions on public parking, which would impede or restrict public access to beaches, trails or parklands, (including, but not limited to, the posting of "no parking" signs, red curbing, physical barriers, imposition of maximum parking time periods, and preferential parking programs) shall be prohibited.

By utilizing "shared parking" among uses that have predictable and opposite peak parking demands, increased public access is supported. The redevelopment of the Bayfront is meant to entice people to the shoreline. It is therefore imperative that parking is 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. Where feasible, public use of private parking facilities underutilized on weekends and holidays (i.e., office buildings) shall be permitted in all locations

within ¼ mile of the shoreline. Tables 1 through 4 detail parking requirements for the various phases of the project.

As illustrated in Tables 1 through 4, more than adequate parking will be provided for all phases of the project. In most cases parking provided is well above the parking required.

8. Summary

The CVBMP implements a strategy for an extensive multi-modal pedestrian, bicyclist, mass-transit and automobile-based system. In addition, it provides a variety of inviting and low-cost public recreational opportunities for the residents and visitors of the Chula Vista waterfront. Overall, the CVBMP entices people to the shoreline by creating a vibrant Bayfront community that includes a mix of residential and commercial uses which is complemented in design by enhancing the public's access to the shoreline by increasing pedestrian, bikeway, and public transit connections.

TABLE 1
Phase I Parking Summary

| Phase | Parcel | Land Use | Intensity ¹ | Rate ² | Parking Required | Parking Provided | Provided - Required |
|----------------------------|-----------|---------------------------------------|------------------------|-------------------|------------------|------------------|---------------------|
| Sweetwater District | | | | | | | |
| I | S-2 | Signature Park | 18.0 ac | 12 : ac | 216 | 216 | 0 |
| I | SP-3 | Nature Center Parking and Access Road | — | — | 100 | 100 | 0 |
| Subtotal | | | | | 316 | 316 | 0 |
| Harbor District | | | | | | | |
| I | H-3 | Hotel | 2,000 rm | 1 : rm | 2,000 | 2000 | 0 |
| I | H-3 | Hotel Restaurant | 1,600 seats | 0.11 : seats | 176 | 200 | 24 |
| I | H-3 | Conference Center | 415 ksf | 1.6 : ksf | 664 | 700 | 36 |
| — | H-8/HP-1 | Signature Park | 18.0 ac | 12 : ac | 216 | 237 | 21 |
| — | H-9 | Existing Marina | — | — | 241 (c) | 241 | 0 |
| I | H-13/H-14 | Residential (d) | 1,500 du | 1.5 : du | 2,250 | 2,300 | 50 |
| I | H-17 | Fire Station | 2.0 ac | — | 15 | 15 | 0 |
| I | H-18 | Interim Surface Parking | 9.0 ac | — | 0 | 1100 | 1100 |
| I | H-21 | Existing Marina | — | — | 338 (c) | 338 | 0 |
| I | HP-3 | 50-Foot Baywalk | 2.6 ac | 4 : ac | 11 | 0 | -11 |
| I | HP-7 | Existing Marina View Park | 6.6 ac | 12 : ac | 79 | 79 | 0 |
| I | HP-15 | Existing Bayfront Park (e) | 10.1 ac | 12 : ac | 160 | 160 | 0 |
| Subtotal | | | | | 6,150 | 7,370 | 1,220 |
| TOTAL | | | | | 6,466 | 7,686 | 1,220 |

SOURCE: Kimley-Horn and Associates 2008.

rm = rooms; ac = acres; ksf = thousand square feet; du = dwelling units

¹The intensity of each land use was provided by the Port of San Diego.

²The parking rate was provided by the Port of San Diego (Port 1991).

TABLE 2
Phase II Parking Summary

| Phase | Parcel | Land Use | Intensity ¹ | Rate ² | Parking Required | Parking Provided | Provided - Required |
|------------------------|--------|------------------------------|------------------------|-------------------|------------------|------------------|---------------------|
| Harbor District | | | | | | | |
| II | H-9 | Retail/Commercial Recreation | 50 ksf | 4 : ksf | 200 | 203 | 3 |
| — | H-9 | Existing Marina | — | — | 241 (c) | 241 | 0 |
| II | H-15 | Mixed Use Office | 210 ksf | 3 : ksf | 630 | 630 | 0 |
| II | H-15 | Visitor Hotel | 250 rm | 1.04 : rm | 260 | 260 | 0 |
| II | H-15 | Retail | 120 ksf | 4 : ksf | 480 | 480 | 0 |
| II | H-15 | General Office | 90 ksf | 3 : ksf | 270 | 270 | 0 |
| II | H-18 | Interim Surface Parking | — | — | 0 | 1,100 | 1,100 |
| — | H-21 | Existing Marina | — | — | 338 (c) | 338 | 0 |
| II | H-23 | Hotel | 500 rm | 1 : rm | 500 | 400 | -100 |
| II | H-23 | Cultural | 100 ksf | 1 : ksf | 100 | 100 | 0 |
| II | H-23 | Retail | 100 ksf | 4 : ksf | 400 | 300 | -100 |
| II | HP-03 | 50-Foot Baywalk | 0.9 ac | 4 : ac | 3 | 0 | -3 |
| — | HP-07 | Existing Marina View Park | 6.6 ac | 12 : ac | 79 | 79 | 0 |
| — | HP-15 | Existing Bayfront Park (e) | 10.1 ac | 12 : ac | 160 | 160 | 0 |
| II | HP-28 | H Street Pier | 0.4 ac | 12 : ac | 5 | 0 | -5 |
| Subtotal | | | | | 3,666 | 4,561 | 895 |
| TOTAL | | | | | 3,666 | 4,561 | 895 |

SOURCE: Kimley-Horn and Associates 2008.

rm = rooms; ac = acres; ksf = thousand square feet; du = dwelling units

¹The intensity of each land use was provided by the Port of San Diego.

²The parking rate was provided by the Port of San Diego (Port 1991).

TABLE 3
Phase III Parking Summary

| Phase | Parcel | Land Use | Intensity ¹ | Rate ² | Parking Required | Parking Provided | Provided - Required |
|------------------------|-----------|------------------------------|------------------------|-------------------|------------------|------------------|---------------------|
| Harbor District | | | | | | | |
| — | H-9 | Existing Marina | — | — | 241(c) | 241 | 0 |
| III | H-18 | Interim Surface Parking | 9.0 ac | — | 0 | 900 | 900 |
| III | H-21 | Retail/Commercial Recreation | 150 ksf | 4 : ksf | 600 | 262 | -338 |
| — | H-21 | Existing Marina | — | — | 338 (c) | 338 | 0 |
| III | HP-3 | 50-Foot Baywalk | 3.0 ac | 4 : ac | 12 | 0 | -12 |
| III | HP-15 | Existing Bayfront Park (e) | 10.1 ac | 12 : ac | 160 | 160 | 0 |
| Subtotal | | | | | 1,351 | 1,901 | 550 |
| Otay District | | | | | | | |
| III | O-3A/O-3B | RV Park | 236 du | 1 : du | 236 | 236 | 0 |
| III | OP-1/OP-3 | South Park/Open Space | 51.0 ac | 4 : ac | 204 | 204 | 0 |
| Subtotal | | | | | 440 | 440 | 0 |
| TOTAL | | | | | 1,791 | 2,341 | 550 |

TABLE 4
Phase IV Parking Summary

| Phase | Parcel | Land Use | Intensity ¹ | Rate ² | Parking Required | Parking Provided | Provided - Required |
|----------------------------|----------|--------------------------|------------------------|-------------------|------------------|------------------|---------------------|
| Sweetwater District | | | | | | | |
| IV | S-1 | Resort Hotel | 750 rm | 1 : rm | 750 | 750 | 0 |
| IV | S-3 | Mixed Use Commercial | 120 ksf | 4 : ksf | 480 | 480 | 0 |
| IV | S-4 | Office | 120 ksf | 3 : ksf | 360 | 360 | 0 |
| Subtotal | | | | | 1,590 | 1,590 | 0 |
| Harbor District | | | | | | | |
| IV | H-1A | Signature Park | 5.0 ac | 12 : ac | 60 | 68 | 8 |
| IV | H-1/HW-6 | Community Boating Center | 200 berth | 0.7 : berth | 180 | 180 | 0 |
| IV | H-9 | Reconfigured Marina | 200 berth | 0.7 : berth | 140 | 220 | 80 |
| IV | H-12 | Restaurant | 25 ksf | 9.3 : ksf | 233 | 0 | -233 |
| IV | H-12 | Ferry Terminal | 1 site | 22 : site | 22 | 0 | -22 |
| IV | H-18 | Office/Parking | 100 ksf | 3 : ksf | 300 | 2,450 | 2,150 |
| IV | H-21 | Reconfigured Marina | 500 berth | 0.7 : berth | 350 | 350 | 0 |
| IV | HP-3 | 50-Foot Baywalk | 2.0 ac | 4 : ac | 8 | 0 | -8 |
| IV | HP-28 | H Street Pier | 0.4 ac | 12 : ac | 5 | 0 | -5 |
| Subtotal | | | | | 1,297 | 3,268 | 1,971 |
| TOTAL | | | | | 2,887 | 4,858 | 1,971 |