Trust Lands Use Plan

Final Draft | Approved by Board of Port Commissioners
December 9, 2025

PORT of SAN DIEGO
Waterfront of Opportunity

PORT of SAN DIEGO

Trust Lands Use Plan

SAN DIEGO UNIFIED PORT DISTRICT

FINAL DRAFT

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PORT of SAN DIEGO

2025 Board of Port Commissioners

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PORT of SAN DIEGO

THE DISTRICT'S MISSION

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

1 Introduction

PORT of SAN DIEGO

CHAPTER 1

Introduction

1.1 About the Trust Lands Use Plan

This Trust Lands Use Plan (TLUP) sets a comprehensive vision for the San Diego Unified Port District (District) management of the tidelands and submerged lands granted under Senate Bill 507 (SB 507) and as chaptered in Section 5.7 to the San Diego Unified Port District Act (Port Act). As trustee for these public lands, the Board of Port Commissioners (BPC) and District staff manage a diverse array of activities within dynamic cities and the region. This TLUP governs the use, design, improvement, and preservation of these public trust lands. The TLUP only addresses the submerged lands and tidelands granted to the District through SB 507 and does not address the submerged lands and tidelands included in the District's ownership and jurisdiction prior to 2020.

The TLUP establishes specific goals, objectives, policies, and standards to direct future use of trust lands including development, preservation and other uses, facilitate a diverse range of uses and activities including, but not limited to, safe navigation, commerce, fisheries, and recreation, provide a broad range of proposed public improvements, and promote environmental stewardship of Tidelands. The development of the TLUP has reinforced existing partnerships and fostered new partnerships with adjacent jurisdictions and regional, State, and federal agencies through a cooperative planning approach. Additionally, the TLUP is aligned with California Public Trust Doctrine and the District's responsibilities further described below.

1.1.1 TLUP Organization

This TLUP is organized in the following chapters:

- Chapter 1, Introduction, provides a discussion regarding the history of the District and legislative framework.
- Chapter 2, User Guide, provides a reader-friendly roadmap to help District staff, developers, tenants, stakeholders, and the public follow and better understand implementation.

- Chapter 3, Elements, addresses six key topic areas—Water and Land Use, Mobility, Ecology, Safety and Resiliency, Environmental Justice, and Economics—and sets the policy direction for future development, protection of the environment, and a broad range of proposed public improvements.
- Chapter 4, TLUP Area Development Standards, establishes requirements for the physical development of property.
- Chapter 5, Planning Districts, directs the pattern of development through specific policies and standards for geographically delineated districts.
- Chapter 6, TLUP Implementation and Development Conformance, provides guidance for the District to prioritize policies and programs in the TLUP and informs review of development and uses that may not be in conformance with the TLUP.

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

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

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

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

1.2 Background

The District was created in 1962 by the California State Legislature to manage and hold in trust certain tidelands and submerged lands within and around the San Diego Bay (Bay). When this statutory grant took effect, State lands within the Bay that had been previously granted to the Cities of Chula Vista, Coronado, National City, and San Diego were

San Diego Unified Port District Member Cities:

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

transferred to the District. By subsequent action in 1990, tidelands and submerged lands along the Pacific Ocean previously granted to the City of Imperial Beach were also transferred to the District. The lands granted to the District are commonly referred to as Tidelands because they are located below the historic mean high tide line. Over time, the District has also acquired additional upland parcels and has been granted other land through exchanges. These properties are also part of the District's jurisdiction and considered to be a part of Tidelands.

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

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

1.2.1 History of the District's Port Master Plan

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

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

The TLUP is being prepared as an amendment to the District's Port Master Plan, therefore the legislative framework for the Port Master Plan is applicable to the TLUP.

1.3 Legislative Framework

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

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

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

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

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

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

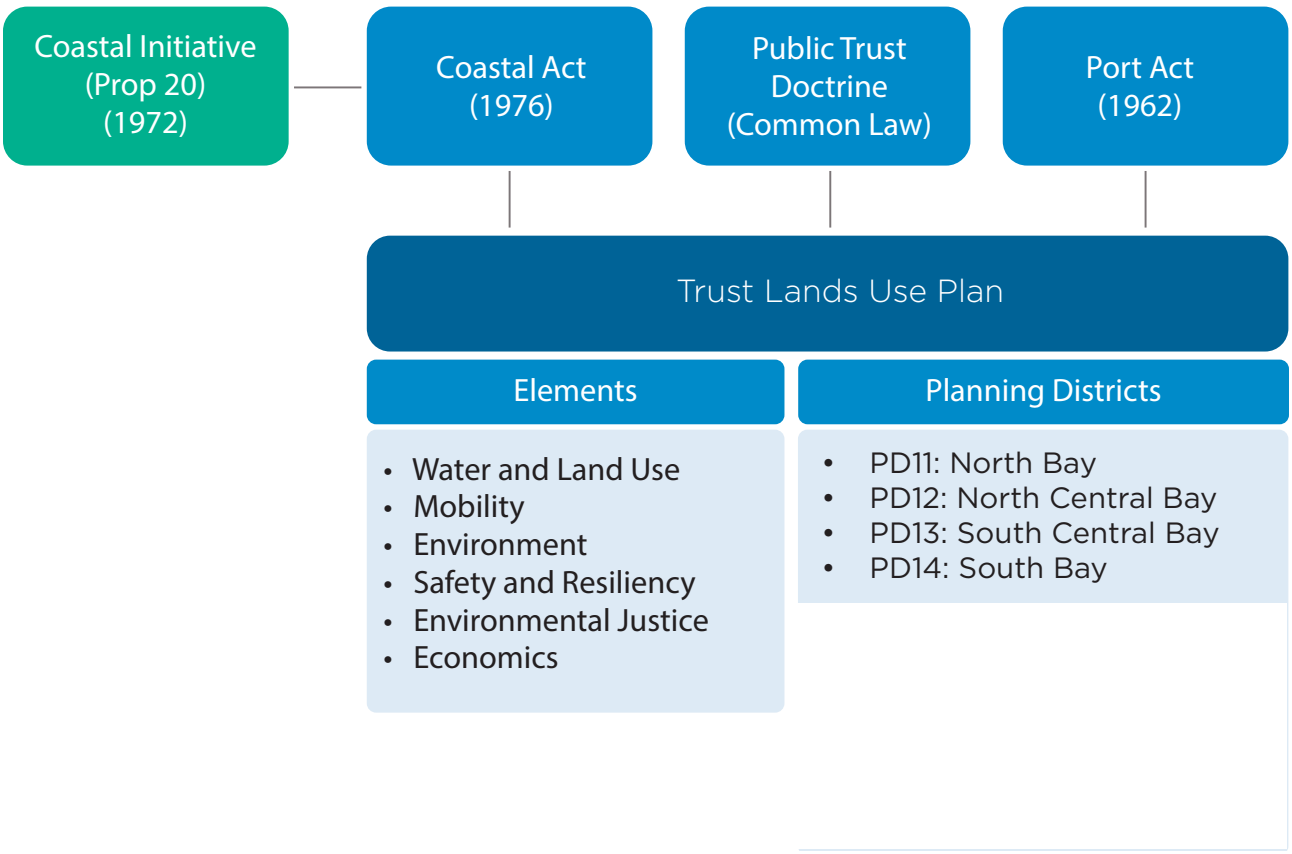

Figure 1.1 Legislative Framework

For illustrative purposes only.

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

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

The majority of the submerged lands granted to the District through SB 507 are identified as wetland or estuary in the 1975 Coastal Plan.

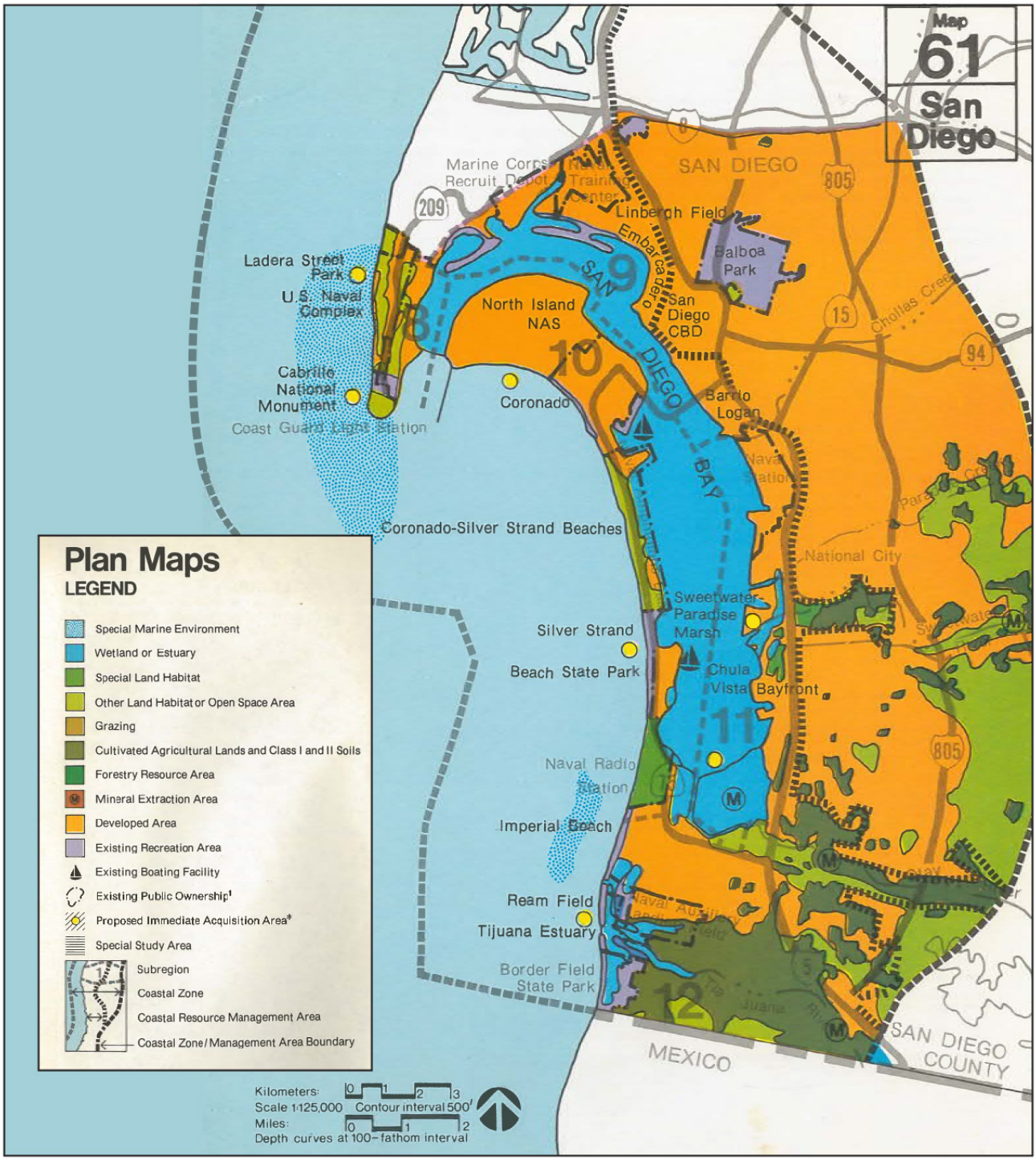

Figure 1.2 San Diego Region Map from 1975 Coastal Plan

1.3.2 Public Trust Doctrine

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

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

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

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

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

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

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

1.4 Senate Bill 507

On January 1, 2020, SB 507 was enacted, adding Section 5.7 to the San Diego Unified Port District Act (Chapter 67 of the First Extraordinary Session of the Statutes of 1962), relating to tidelands and submerged lands, and making an appropriation thereof. The SB 507 legislation:

- Existing law authorizes the establishment of the District for the acquisition, construction, maintenance, operation, development, and regulation of harbor works and improvements for the harbor of San Diego and for the promotion of commerce, navigation, fisheries, and recreation.
- Grants, in trust, to the District additional tidelands and submerged lands held by the state within the San Diego Bay and currently under the jurisdiction of the State Lands Commission, subject to certain terms and conditions.
- Existing law specifies the territory to be included in the district and grants and conveys in trust to the district in the County of San Diego all the right, title, ad interest of the State of California acquired by the state pursuant to specified deeds.
- Requires the district to transfer to the CSLC revenues generated on the lands granted, as specified, as existing law established the Bank Fund in the State Treasury, and continuously appropriates moneys in the fund to the CSLC for expenditure specified purposes related to land management, the preservation of open space, habitat for plants and animals, and public access.
- Requires the District to submit to the commission a trust lands use plan describing any proposed development, preservation, or other use of the trust lands, and to, thereafter, submit to the commission for its approval any proposed changes to, or amendment to, the trust lands use plan. The bill would authorize the commission to consider whether the Port Master Plan meets the requirements of, and may be considered, a trust lands use plan for the trust lands granted pursuant to the bill.

There are other responsibilities within the transferred area historically held by other agencies that remain unchanged by the legislation or by the TLUP. Examples of these responsibilities include certain navigation maintenance requirements with the U.S. Coast Guard, national security with the Department of Defense, or dredging requirements with the Army Corps of Engineers.

The TLUP only addresses the newly granted area (TLUP Area) and does not address the submerged lands and tidelands included in the District's ownership and jurisdiction prior to 2020.

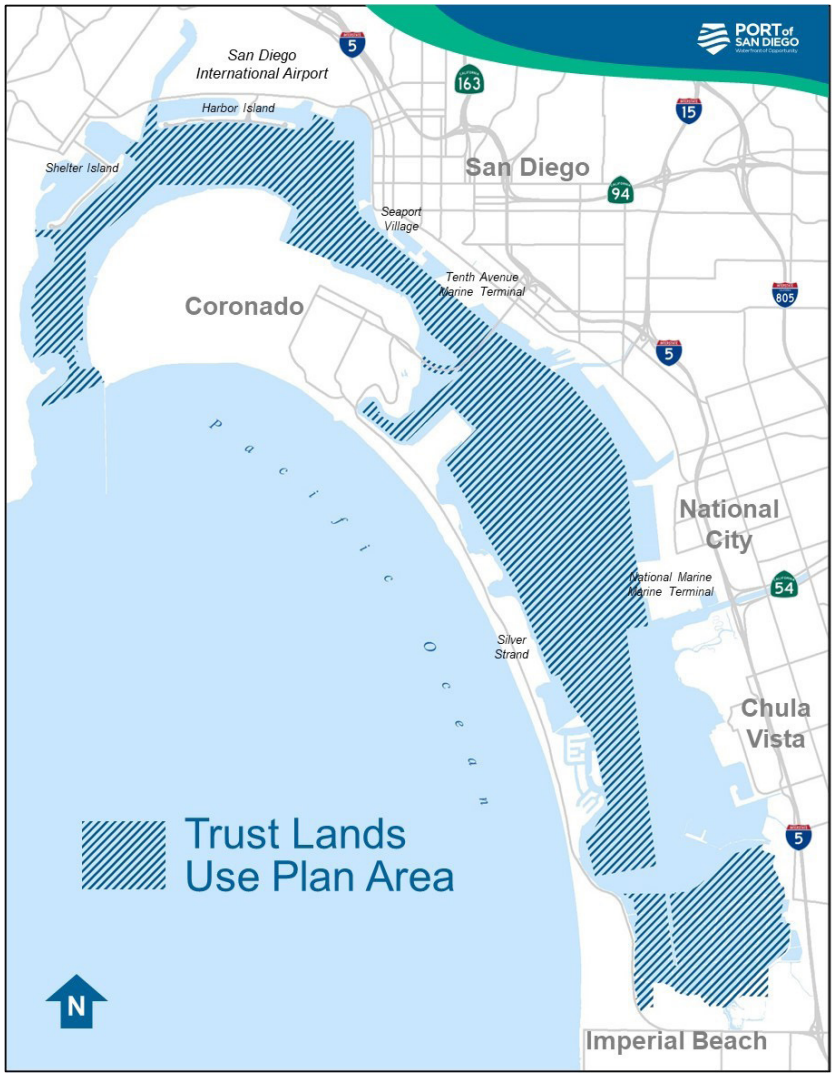

Figure 1.3 Trust Lands Use Plan Area

1.4.1 Public Engagement

The importance of public outreach and stakeholder engagement has consistently been emphasized as an essential component of the District's long range planning efforts to ensure that these efforts reflect the needs and desires of tenants across Tidelands, visitors to the waterfront, the surrounding communities, and other stakeholders. This engagement approach provides multiple opportunities, including focused stakeholder meetings, public meetings, and announcements through news and media outlets, for the public to provide input and remain informed on the process.

The District recognizes that the submerged lands and tidelands in the TLUP Area fall within the traditional ancestral territory of the Kumeyaay People. This acknowledgement also recognizes the ongoing relationship between the Kumeyaay Nations and the waters and lands in the TLUP Area.

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2

User Guide

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CHAPTER 2

User Guide

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

- *Section 2.1* describes the TLUP's organization with brief descriptions of content.
- *Section 2.3* discusses considerations for TLUP interpretation.

2.1 TLUP Organization

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

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

The sections are described in more detail below.

Chapter 1: Introduction

The Introduction provides an overview of the District's mission, the legislative background on the formation and governance of the District, the characteristics and boundaries of the TLUP Area, and the legislative framework of the Coastal Act, the Public Trust Doctrine, and the Port Act.

Chapter 2: User Guide

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

Chapter 3: Elements

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

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

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

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

Chapter 4: TLUP Area Development Standards

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

Chapter 5: Planning Districts

The TLUP Area is divided into four planning districts that group the TLUP Area into identifiable and functional units. Planning district boundaries conform closely to established ecoregion boundaries.

Most of the area included in the TLUP comprises submerged lands. Planning District 14: South Bay is the only planning district of the four planning districts in the TLUP that includes land area.

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

- An overview of the planning district's setting. Each planning district section includes the District's vision for that area;
- Special allowances for unique topical or site-specific situations;
- Improvements to enhance mobility, land-based public access, and coastal access, including the identification of projects falling under the appealable category pursuant to Coastal Act Section 30715;
- Standards that provide planning district-specific requirements for uses, activation, management, and development to supplement the element policies.
- A table summarizing water and land use acreages;
- A water and land use map, or maps, that identify designated water uses and land uses; and
- Views and walkways maps, where applicable, identifying the general location of Scenic Vista Areas and walkways.

Chapter 6: TLUP Implementation and Development Conformance

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

Glossary

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

2.2 Considerations for TLUP interpretation

The TLUP may provide guidance for adjacent cities, but its development standard and water and land use plan policies only pertain to properties within the District and exclude those within the adjacent cities or state and federal lands. It is the responsibility of the proposers of development within the TLUP Area to comply with all applicable regional, state, and federal laws, regulations, and accompanying charts.

An example of an accompanying nautical chart is what the National Oceanic and Atmospheric Administration (NOAA) provides to better understand marine navigation, such as in San Diego Bay. The nautical charts show water depths and the delineation of shoreline, prominent topographic features and landmarks, aids to navigation, and other navigational information.

Figure 2.1 NOAA Nautical Chart - 18773

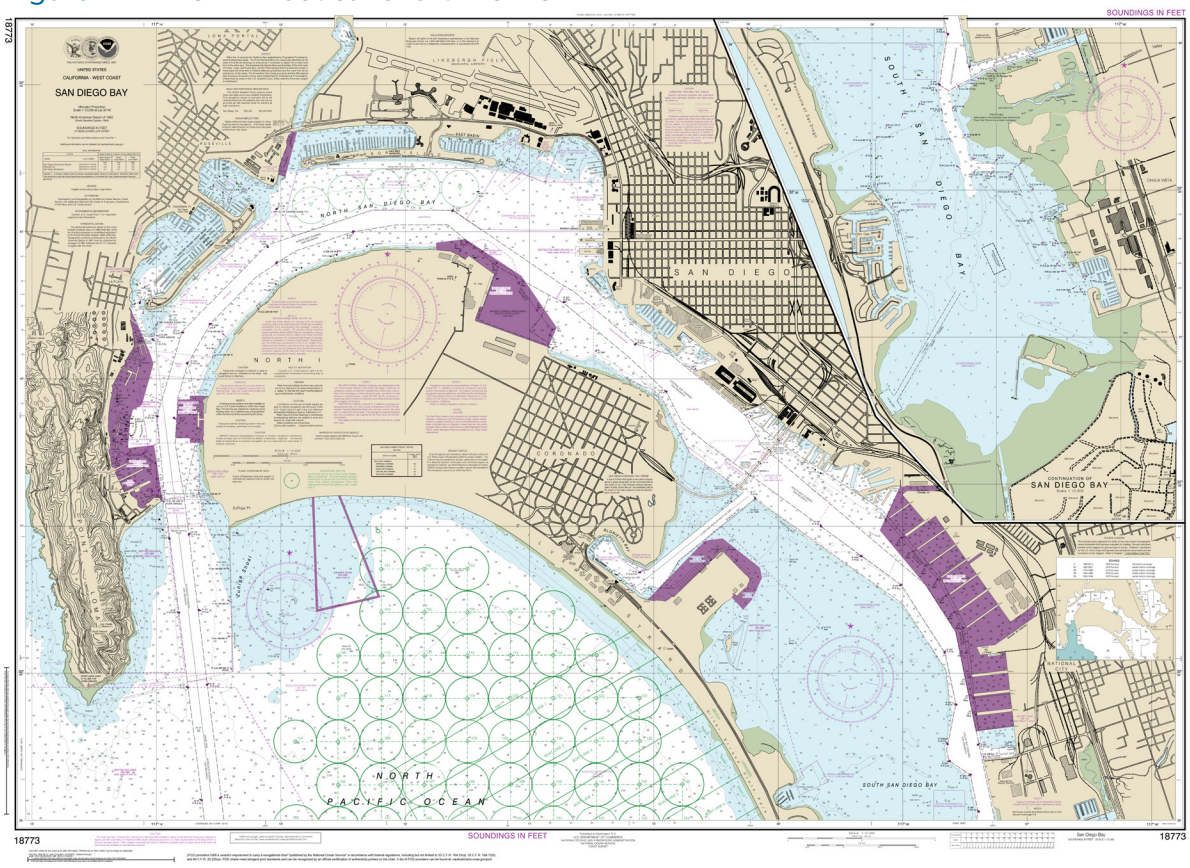
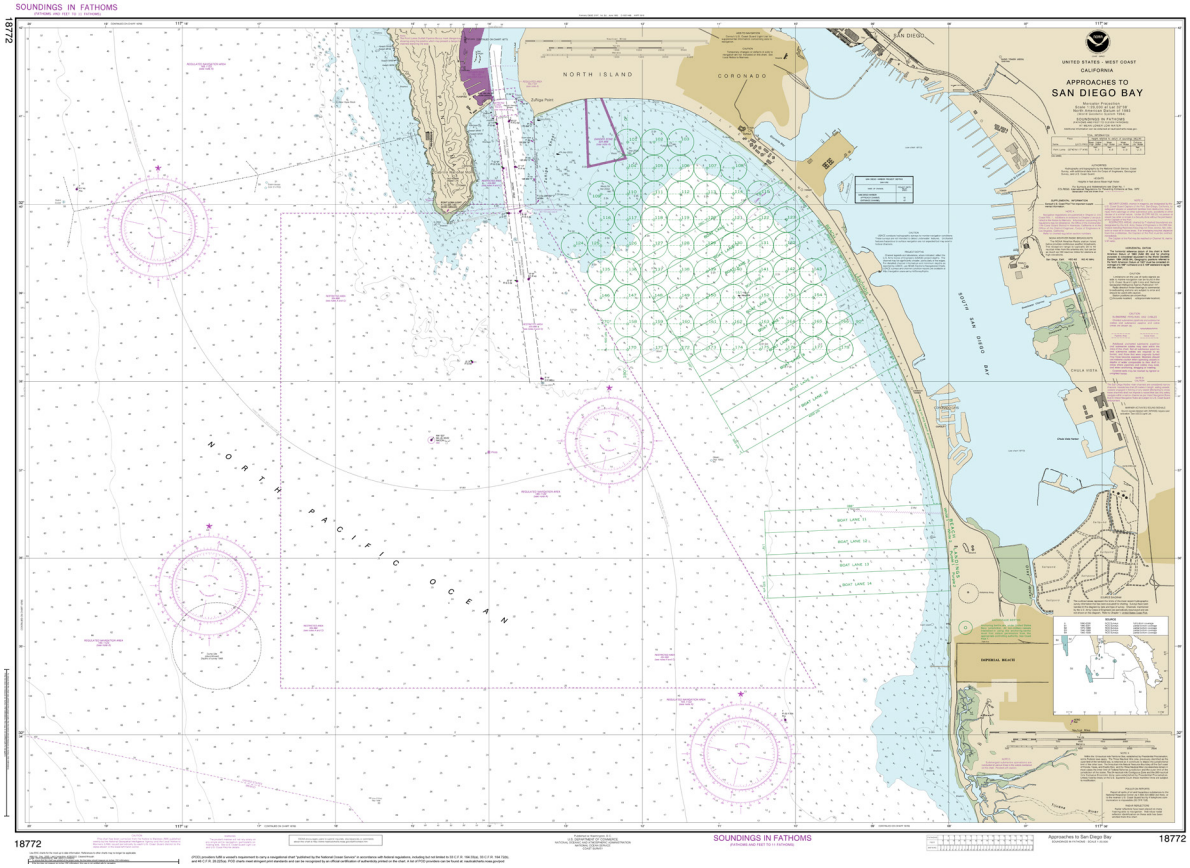


Figure 2.2 NOAA Nautical Chart - 18772



The adoption of the TLUP is not intended to create an inflexible, static, unmanageable set of guidelines for development. As such, flexibility in the interpretation of the Elements, TLUP Area Development Standards, and Planning Districts may be necessary to meet the circumstances and problems involved in plan implementation, while still achieving the intent of the TLUP.

2.2.1 Data Accuracy

2.2.1(A) TLUP Area and Planning District Maps

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

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

2.2.1(B) Planning District Acres and Acreage Tables

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

2.2.2 Defining the Line Between Land and Water

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

2.2.2(A) Top of Bank

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

2.2.2(B) Tidal Zone

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

The Tidal Zone represents the area that is intermittently submerged and exposed due to tidal flows. Tide levels change daily and seasonally due to the gravitational pull of the moon and to a lesser extent the sun. High tide and higher high tides represent the tidal elevations where the Tidal Zone would be most submerged, and low tide or lower low tides represent the tidal elevations where the Tidal Zone would be least submerged. The boundary points for the Tidal Zone are the MLLW and MHHW; however, it is important to note that with changes to mean sea level or

increased storm surge intensity, it is possible that an observed high tide elevation or low tide elevation may occur beyond the tidal zone boundaries. There will likely be multiple National Tidal Datum Epoch updates during the life of this TLUP.

2.2.3 Figures, Illustrations, Diagrams, Photos

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

2.3 Equity and the Trust Lands Use Plan

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

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

Table 2.1 Equity Topics Throughout the TLUP

TOPIC	ELEMENTS					
	Water and Land Use	Mobility	Ecology	Safety and Resiliency	Environmental Justice	Economics
Honor history of Tidelands	√				√	
Access to the coast and the water	√	√		√	√	
Access to and throughout Tidelands	√	√		√	√	
Recreational opportunities and open space areas	√			√	√	
Opportunities for recreational and subsistence fishing	√					
Free and lower cost opportunities for recreation	√				√	
Clean air strategies and sustainable operations		√	√	√	√	
Opportunities for natural habitat and ecological value enhancement	√		√		√	

3

Elements

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CHAPTER 3

Elements

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

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

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

Elements

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

WLU

Water and Land Use Element

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

M

Mobility Element

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

ECO

Ecology Element

Establishes policies to enhance, protect, conserve, and restore natural resources and healthy environments in the TLUP Area.

SR

Safety and Resiliency Element

Guides the protection and sustainability in the TLUP Area through public safety and security, emergency preparedness, and resilience to climate change.

EJ

Environmental Justice Element

Establishes policies to provide disadvantaged communities with equitable opportunities to access and enjoy the TLUP Area and to participate in District outreach and decision making.

ECON

Economics Element

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

Relationship with Other Trust Lands Use Plan Elements

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

Table 3.1 Relationship of Trust Lands Use Plan Elements

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

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

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

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CHAPTER 3.1

Water and Land Use Element

WLU

3.1.1 Purpose

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

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

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

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

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

3.1.2 Background

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

The area granted to the District's management pursuant to SB 507 primarily comprises submerged lands within San Diego Bay, with a few land-based, recreation- and conservation-focused tidelands included in the granted area in the South Bay Planning District.

3.1.2(A) Legislative Framework

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

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

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

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

3.1.3 Goals, Objectives, and Policies

WLU GOAL 1

Implement the District's responsibilities and priorities under the Port Act and the Coastal Act

WLU Objective 1.1

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

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

WLU Policy 1.1.1

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

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

WLU Policy 1.1.2

Water and land uses shall be developed in accordance with:

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

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

WLU Policy 1.1.3

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

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

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

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

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

WLU Policy 1.1.5 Unique conditions within a planning district, are specified within the applicable "Special Allowances" subsection for that planning district (refer special allowances sections included in *Chapters 5.11 through 5.14*).

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

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

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

WLU Objective 1.2

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

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

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

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

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

WLU Objective 1.3

Prioritize coastal-dependent and coastal-related uses

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

WLU Policy 1.3.1

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

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

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

WLU GOAL 2

Celebrate the diverse character of the Tidelands

WLU Objective 2.1

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

The TLUP Area is divided into four planning districts that group the TLUP Area into identifiable and functional units. Planning district boundaries conform closely to established ecoregion boundaries. The planning districts reflect the unique character and diversity of different areas and provide location-specific requirements for improvements and standards. The vision, special allowances, planned improvements, and development standards for each planning district are described in *Chapter 5, Planning Districts*.

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

WLU Policy 2.1.1 The planning districts shall be established based on their physical, recognizable location and shall be organized in the following manner (refer to *Figure 3.1.1, TLUP Area Water and Land Use Designations*):

- Planning District 11: North Bay
- Planning District 12: North Central Bay
- Planning District 13: South Central Bay
- Planning District 14: South Bay

WLU Policy 2.1.2 Planning districts shall be organized by subdistricts, as necessary, to differentiate their distinct character. For planning districts not containing subdistricts, reference to subdistrict visions, policies, and standards shall apply to the entire planning district.

WLU Objective 2.2

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

WLU Policy 2.2.1 The District and its permittees shall implement planned improvements and special allowances to facilitate public health, safety, and welfare and provide public coastal access and enjoyment of the waterfront (refer to *Chapter 5, Planning Districts, Planned Improvements*).

WLU Policy 2.2.2 To maintain a planning district's distinct character, all development shall be in accordance with the associated subdistrict vision or planning district vision (refer to *Chapter 5, Planning Districts, Vision*), where applicable.

Planning districts have specific development standards that address building standards and public realm standards, where applicable. These standards are intended to implement the unique vision of each individual planning district.

WLU Policy 2.2.3 Phased development shall be coordinated in a manner to ensure that water and landside access improvements are integrated in a cohesive and complementary fashion (refer to *Chapter 5, Planning Districts, Planned Improvements*).

WLU Objective 2.3

Honor the maritime and cultural history of Tidelands

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

Honoring the history of Tidelands could be a collaborative effort with other stakeholders. For example, to honor the history of Indigenous communities in the region, the District could work in partnership with tribal representatives to co-develop signage, interpretive trails, public art, and other exhibits.

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

WLU Objective 2.4

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

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

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

WLU GOAL 3

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

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

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

WLU Objective 3.1

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

WLU Policy 3.1.1 A network of pathways and waterways shall connect the comprehensive waterfront open space network and public realm areas on Tidelands.

WLU Policy 3.1.2 The District—independently, assigned through partnerships with the District, or through CDPs issued by the District—shall plan, design, and implement a comprehensive waterfront open space network that provides access to and throughout the public realm on Tidelands and enhances proximate connections to the water for the public and priority coastal uses. These improvements shall be developed in accordance with:

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

WLU Policy 3.1.3 The District and its permittees shall maintain, protect, and enhance existing public coastal-dependent recreational facilities, such as, but not limited to, boat ramps and piers that provide coastal access.

WLU Policy 3.1.4 Permittees of coastal-enhancing development shall provide direct access to the water's edge and increase physical accessibility to the water by providing overlooks, step-down areas, or similar opportunities for the public to access the water, especially in areas where those opportunities do not exist.

WLU Policy 3.1.5 Protect and, where feasible, expand waterside amenities, such as water-based transfer points, overnight transient docking, free or lower cost short-term public docking, anchorages, launch areas for nonmotorized watercraft, and boat launch facilities.

For the purposes of this TLUP, "waterside development" refers to development that is located on land along or next to the water's edge.

WLU Objective 3.2

Protect and provide visual access to the water

WLU Policy 3.2.1 Visual access locations (e.g., scenic vista areas) shall be maintained and protected, as shown on the *Chapter 5, Planning Districts: Coastal Access Views and Pathways Maps*.

WLU Policy 3.2.2 Permittees of development shall preserve visual access through scenic vista areas in accordance with:

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

WLU GOAL 4

Preserve and enliven the public realm

Most of the area included in the TLUP comprises submerged lands. Planning District 14: South Bay is the only planning district of the four planning districts in the TLUP that includes land area.

WLU Objective 4.1

Preserve the public realm

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

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

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

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

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

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

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

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

WLU Objective 4.2

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

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

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

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

a. Commensurate with the intensity of land uses within the permittee's development site;

b. Consistent with an Activation Plan developed by the permittee and approved by the District;

c. In accordance with *Chapter 4, TLUP Area Development Standards*; and

d. In accordance with *Chapter 5, Planning Districts*, including any development standards within the applicable planning district.

WLU Policy 4.2.3 Development-related signage shall not impede or detract from public views of the coast. Signage shall be consistent with *Chapter 4, TLUP Area Development Standards*, and other District signage guidelines.

WLU Policy 4.2.4 Development shall include wayfinding signage to inform the public of nearby waterside promenades, scenic vista areas, and key public areas and amenities such as docks, piers, and beaches.

WLU Policy 4.2.5 All parks, including those within leaseholds, shall be open to the general public during park hours for at least 85 percent of the year. No more than 15 percent of the year shall permitted temporary large special events (including event set-up and clean-up) limit public access (i.e., exclude the public or require admission for entry) in parks. The 15 percent shall be distributed throughout the year and not occur only in the summer months.

WLU Objective 4.3

Expand and enhance waterside recreational facilities

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

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

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

WLU Policy 4.3.3 Designated anchorage areas shall be located:

a. To minimize interference with navigation; and

b. Where support facilities are available.

WLU GOAL 5

Honor the water through a well-planned District

WLU Objective 5.1

Maximize benefits to and minimize conflicts with coastal-dependent uses

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

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

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

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

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

WLU Policy 5.1.4 New development beyond the established pierhead line is responsible for coordinating regulatory approvals from agencies with management or permitting authority

Commerce and Navigation Uses

WLU Objective 5.2

Maximize opportunities to retain and expand maritime operations

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

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

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

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

WLU Policy 5.2.5 Maritime operations are inherently coastal-dependent or coastal-related uses and are important to the District and the region. Maritime operations shall provide public access to and along the shoreline except where it is inconsistent with public safety, military security needs, or the protection of sensitive coastal habitat, in which case alternative access shall be provided to promote coastal access to the maximum extent feasible.

Fisheries Uses

WLU Objective 5.3

Retain and enhance facilities for fisheries operations

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

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

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

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

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

WLU GOAL 6

Expand the collection of lower cost visitor and recreational facilities

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

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

WLU Objective 6.1

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

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

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

WLU GOAL 7

Collaborative Baywide planning

WLU Objective 7.1

Coordinate on Baywide planning efforts

WLU Policy 7.1.1 The District shall build on existing agency partnerships to strengthen communications, develop new methods to share information, and coordinate initiatives to improve the District's waterfront.

WLU Policy 7.1.2 The District shall provide opportunities for the public to learn about the District's mission and projects through community engagement, participation, and communication.

WLU Policy 7.1.3 The District shall continue to provide opportunities for interested and affected parties (including but not limited to tenants, agencies, stakeholders, and the general public) to engage in early, active, and ongoing participation in public decision-making processes.

WLU Policy 7.1.4 The District may coordinate with adjacent jurisdictions to align development standards for consistency between a planning district's development standards and those of the adjacent area, where feasible.

3.1.4 Water and Land Use Designations

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

This TLUP establishes 6 water and land use designations to ensure that a wide variety of uses are properly located throughout the TLUP Area and that appropriate space is provided for each use. The TLUP also ensures that each use is appropriately sited based on character and compatibility with other adjacent uses. Each water and land use designation includes a number of allowable use types which are permitted within each designation. The TLUP also provides a greater level of detail about these uses in *Chapter 5, Planning Districts*, particularly relating to more specific development requirements at the planning district level of review.

See *Chapter 2, 2.2.1* for information regarding data accuracy and application.

3.1.5 Allowable Use Regulations

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

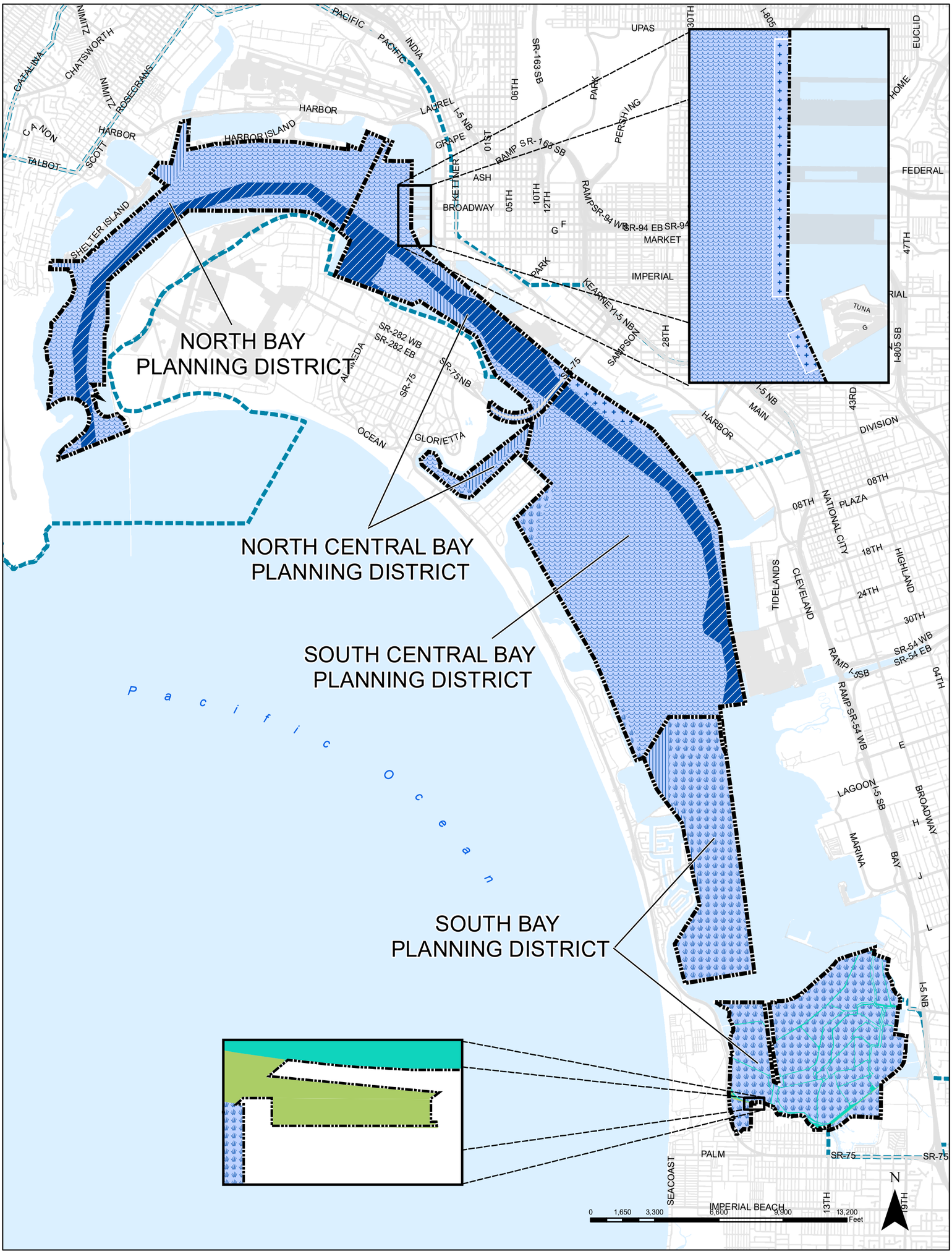
Refer to *Table 3.1.4, Description of Water and Land Use Designations* for a description of the designation's character. *Table 3.1.5, Description of Allowable Use Types* provide further detail about specific uses (e.g., facilities, structures, or operations) that are allowed within the corresponding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

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

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

3.1.6 Description of Water and Land Use Designations

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



JURISDICTIONAL BOUNDARIES

- Planning District
- Coastal Zone

LAND USE DESIGNATIONS

- Recreation Open Space
- Conservation Open Space

WATER USE DESIGNATIONS

- Conservation/Inter-tidal
- Industrial and Deep-Water Berthing
- Federal Navigation Channel
- Navigation Corridor
- Open Bay / Water

FIGURE 3.1.1 TLUP WATER AND LAND USE DESIGNATIONS

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Table 3.1.1 TLUP Water and Land Use Acreages

WATER USES	ACRES
Conservation/Inter-tidal	2,201.21
Federal Navigation Channel	1,176.03
Industrial and Deep-Water Berthing	81.03
Navigation Corridor	366.53
Open Bay / Water	4,078.76
Subtotal - Water Uses	**7903.57**
LAND USES	**ACRES**
Conservation Open Space	94.19
Recreation Open Space	5.24
Subtotal - Land Uses	**99.43**
TOTAL	**8,003.00**

Table 3.1.2 Allowable Use Types for Water Use Designations

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

ALLOWABLE USE TYPES[4]	COASTAL DEPENDENT	COASTAL RELATED	COASTAL ENHANCING	Conservation / Inter-tidal	Federal Navigation Channel[3]	Industrial and Deep-Water Berthing[3]	Navigation Corridor[3]	Open Bay / Water
COMMERCE								
Fueling Facilities	√			-	-	P	-	-
Industrial and Deep-Water Vessel Berthing and Mooring	√			-	-	P	-	-
Marine Services Vessel Berthing and Mooring	√			-	-	P	-	-
Marine Technology	√			S	-	S	-	P
Marine Towing Services Berthing and Mooring	√			-	-	P	-	-
Navigational Hazard and Marine Debris Storage	√			-	-	P	-	-
Pumpout and Disposal Facility	√			-	-	P	-	-
Spill Response Services Berthing and Mooring	√			-	-	P	-	-
Utility Lines	√	√	√	-	P	-	P	-
NAVIGATION								
Government Agency Berthing and Mooring (District)[1]	√			-	-	P	P	P
Government Agency Berthing and Mooring (Non-District)[1]	√			-	-	P	P	P
FISHERIES								
Aquaculture Operations	√			P	-	S	-	P
Commercial Fishing Berthing and Mooring	√			-	-	P	-	-
RECREATION								
Museums (water-dependent)	√			-	-	P	-	-
Short-Term Public Docking	√			-	-	-	-	P
Transient Docking and Mooring	√			-	-	S	-	P
ENVIRONMENTAL STEWARDSHIP								
Coastal Flooding Adaptation Strategies	√			P	P	P	P	P
Environmental Education		√		-	-	-	-	S
Environmental Remediation	√			P	P	P	P	P
Habitat Management and Wildlife Conservation[2]	√			P	-	-	-	P
Mitigation Bank	√			P	-	-	-	P
Scientific and Environmental Research	√			P	-	P	P	P

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

Table 3.1.3 Allowable Use Types for Land Use Designations

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

ALLOWABLE USE TYPES[4]	COASTAL DEPENDENT	COASTAL RELATED	COASTAL ENHANCING	Recreation Open Space	Conservation Open Space
COMMERCE					
Activating Features, Commercial			√	S	-
Utility Lines	√	√	√	P	-
FISHERIES					
Aquaculture Facilities and Operations	√	√		-	-
Commercial Fishing Facilities and Operations	√			-	-
Six-Pack Sportfishing Facilities and Operations	√			-	-
Sportfishing Facilities and Operations	√			-	-
RECREATION					
Activating Features, Noncommercial			√	P	-
Park or Plaza			√	P	-
Public Art			√	S	-
ENVIRONMENTAL STEWARDSHIP					
Coastal Flooding Adaptation Strategies	√			P	P
Environmental Education		√		S	-
Environmental Remediation	√	√	√	P	P
Habitat Management and Wildlife Conservation[2]	√	√	√	-	P
Scientific and Environmental Research	√	√	√	S	P

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

3.1.7 Additional Requirements

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

1. District and Non-District Government Water and Land Use Types: Government facilities are allowed in all water and land use designations if they are necessary for public safety, national security, or contribute to the District's missions under the Port Act.
2. Habitat Management and Wildlife Conservation: Uses consistent with this use type may be permitted in additional water and land use designations.
3. Maintenance Dredging: Maintenance dredging in areas designated as Federal Navigation Channel, Navigation Corridor, and Industrial Deep-Water Berthing is permitted, if and as consistent with Mobility Policy 2.3.1, Mobility Policy 2.3.7, and Mobility Policy 2.3.8 and other regulatory requirements.
4. Supportive and Accessory Uses: Additional uses that are accessory to and/or support the operation and function of allowed uses, may be permitted

Table 3.1.4 Description of Water and Land Use Designations

WATER USE DESIGNATIONS	DESCRIPTION
Conservation / Inter-tidal	Water areas primarily reserved for the management of habitat, wildlife conservation, and environmental protection. This designation allows scientific research, education and other uses that support environmental protection and restoration. This designation is complementary to land use designations of Conservation Open Space, Open Bay/Water, and Recreational Open Space, which may involve public access points or piers where appropriate. Marine Technology permitted as a secondary use in this designation must be consistent with California Coastal Act Section 30233.
Federal Navigation Channel	Water areas primarily dedicated to water navigation. This designation encompasses the coastal waterway that was constructed and is maintained by the U.S. Army Corps of Engineers (USACE). The waterway is a necessary transportation system that serves economic and national security interests. The Federal Navigational Channel primarily serves as a critical waterway for deep-water vessels.
Industrial and Deep-Water Berthing	Water areas primarily dedicated to ship berthing directly adjacent to berths. This designation supports the Marine Terminal, Visitor-Serving Marine Terminal, and Maritime Services and Industrial land use designations, with functional dependencies on direct access to, or association with, deep-water berthing and allows other supporting primary and secondary water uses or facilities.
Navigation Corridor	Water areas primarily devoted to the maneuvering of vessels.
Open Bay / Water	Water areas adjoining shoreline recreation areas, boat and nonmotorized launch facilities, transient docking, water-based transfer points, public access points, public fishing piers, public vista areas, and other public recreational facilities. Multiple uses of Open Bay/Water areas for recreation and for natural habitat purposes are possible under this designation.
LAND USE DESIGNATIONS	**DESCRIPTION**
Conservation Open Space	Land and open space primarily reserved for the management of habitat and wildlife conservation and environmental protection. This designation supports the Conservation/Intertidal and Open Bay/Water use designations. This designation allows scientific research, education, and other uses that support environmental protection and restoration.
Recreation Open Space	Land areas primarily for visitor-serving, public open spaces that provide public access, public views, activating features, or access to coastal areas. Active and passive uses are allowed in the Recreation Open Space designation, unless otherwise location-specific requirements are stated in *Chapter 5, Planning Districts*. This designation is complementary to the Recreational Berthing, Conservation/Intertidal, and Open Bay/Water use designations.

Table 3.1.5 Description of Allowable Uses

WATER USE TYPES	Uses considered a water use type occur above, on, or under the submerged lands in the TLUP Area or require use of the water to function.
COMMERCE	
Fueling Facilities	Uses and facilities including stationary fueling docks and facilities that provide fueling services to vessels while in water.
Industrial and Deep-Water Vessel Berthing and Mooring	Uses and facilities for the berthing and mooring for large vessels that require deep water to berth, such as cruise ships and maritime cargo ships; waterside operations for dry dock service; and fueling docks.
Marine Services Vessel Berthing and Mooring	Uses and facilities for the berthing and mooring for operations that service the maritime industry, such as berthing and mooring of mobile pumpout vessels, patent slips, marine railways and roadways, waterside operations for dry dock services, and fueling docks.
Marine Technology	Uses and facilities that include the research and deployment of any marine technology, system, or platform or research dedicated to the study and understanding of marine environments, resources, and ecosystems as they pertain to the research, testing, and deployment of innovative marine-related technology, such as monitoring, environmental quality sampling, and installation of temporary structures. Marine Technology permitted as a secondary use in the Conservation/ Intertidal designation must be consistent with California Coastal Act Section 30233.
Marine Towing Services Berthing and Mooring	Uses and facilities for berthing and mooring for marine towing service operations, including berthing and mooring of marine towing vessels, pumpout and disposal facilities (including mobile pumpout), loading and unloading of equipment, and fueling docks.
Navigational Hazard and Marine Debris Storage	Uses and facilities for temporary storage of navigational hazards and marine debris storage that complies with California Division of Boating and Waterways regulations.
Pumpout and Disposal Facility	Uses and facilities including plumbing, pumps, storage tanks, and piping that facilitate the proper disposal of sewage from a vessel.
Spill Response Services Berthing and Mooring	Uses and facilities for spill response service operations, including vessel berthing and mooring for spill response service operations, pumpout and disposal facilities (including mobile pumpout), loading and unloading of equipment, and fueling docks.
Utility Lines	Uses intended for the conveyance of water, sewage, telecommunications, electric energy, or natural gas that are buried under, or placed directly on top of, submerged lands.
NAVIGATION	
Government Agency Berthing and Mooring (District)	Uses and facilities for District water operations, such as berthing and support equipment storage.
Government Agency Berthing and Mooring (Non-District)	Uses and facilities for government agency operations and services, such as the berthing and mooring of government agency vessels and the loading and unloading of passengers, equipment, and cargo.

Table 3.1.5 Description of Allowable Use Types

FISHERIES	
Aquaculture Operations	Uses and facilities for the propagation, cultivation, maintenance, handling, harvest, offloading, and transshipment of marine species.
Commercial Fishing Berthing and Mooring	Uses and facilities for commercial fishing operations, including berthing and mooring of commercial fishing vessels, fish offloading and transshipment areas, fueling docks, pumpout disposal and facilities (including mobile pumpout), and landing areas to load/unload equipment.
RECREATION	
Museums (water-dependent)	Uses and facilities for museum exhibitions and operations. Museums considered "water-dependent" require siting on the water to function at all due to the nature of the museum's design and the focus of the museum and exhibits.
Short-Term Public Docking	Uses and facilities for short-term (not overnight) public docking at mobility hubs, water-based transfer points, or stand-alone short-term public docking facilities, such as docking vessels, water access to dock-and dine establishment, and landing areas to load/unload passengers. Short-term public docking areas are available to the public. Leaseholders have nonexclusive use of the docking areas.
Transient Docking and Mooring	Uses and facilities for temporary overnight docking and mooring of recreational vessels and landing areas to load/unload passengers and equipment from the vessels that are temporarily docked or moored, such as private vessels or other facilities that provide overnight accommodations or lower cost overnight accommodations for rent. Transient docking and mooring regulations, such as those related to the days of the week available for docking and mooring and the amount of time allowed per vessel, are established at each transient docking and mooring area and may differ between areas.
ENVIRONMENTAL STEWARDSHIP	
Coastal Flooding Adaptation Strategies	Structures or activities intended to address evolving coastal hazard risks over time. Adaptation strategies are used to reduce risks of projected SLR inundation and coastal flooding from storm events. These strategies are intended to help water or land uses, assets, development, coastal habitat areas, and other sites adapt as coastal conditions change. These may be nature-based, hardened, or a hybrid. Examples of nature-based adaptation strategies include but are not limited to living shorelines; beneficial reuse of sediment and sand replenishment; and habitat restoration. Examples of hardened adaptation strategies include but are not limited to bulkheads and revetment.
Environmental Education	Uses and facilities for environmental education programs that teach small and large groups of people about the terrestrial and marine environment in the TLUP Area, such as ecotours.
Environmental Remediation	Uses and facilities for monitoring, sampling, and the use of remediation equipment.
Habitat Management and Wildlife Conservation	Uses and facilities for habitat replacement, creation, enhancement, and restoration.
Mitigation Bank	Uses and facilities for wetland, stream, or other aquatic resource area that has been or will be created, restored or (in certain circumstances) preserved for providing compensation for unavoidable impacts on marine and coastal resources permitted under Section 404 of the Clean Water Act or similar State or local wetland regulation.
Scientific and Environmental Research	Uses and facilities for scientific analysis and research of the marine and coastal environments, resources, and ecosystems around the TLUP Area, such as monitoring and sampling.

Table 3.1.5 Description of Allowable Use Types

LAND USE TYPES	Uses that are considered under a land use type occur on the land, and may or may not need to located adjacent to the water to function.
COMMERCE	
Activating Features, Commercial	Uses and facilities for the activation of an area with small-scale commercial enterprises or amenities that serve visitors and the community. These uses or facilities may be permanent or temporary, such as carts, kiosks, stands, and pavilions for food service.
RECREATION	
Activating Features, Noncommercial	Uses and facilities that do not require monetary transactions for the public to participate in or enjoy. These features may be permanent or temporary, such as interactive activities, performances or other entertainment, education, games or play, exercise, or art.
Park or Plaza	Uses and facilities for the enjoyment of the park and/or plaza, such as equipment storage and shade structure installation.
Public Art	Uses and facilities for the permanent or temporary public art installation.
ENVIRONMENTAL STEWARDSHIP	
Coastal Flooding Adaptation Strategies	Structures or activities intended to address evolving coastal hazard risks over time. Adaptation strategies are used to reduce risks of projected SLR inundation and coastal flooding from storm events. These strategies are intended to help water or land uses, assets, development, coastal habitat areas, and other sites adapt as coastal conditions change. These may be nature-based, hardened, or a hybrid. Examples of nature-based adaptation strategies include but are not limited to living shorelines; beneficial reuse of sediment and sand replenishment; and habitat restoration. Examples of hardened adaptation strategies include but are not limited to bulkheads and revetment.
Environmental Education	Uses, activities, and facilities supporting environmental education programs that teach small and large groups of people about the terrestrial and marine environment on Tidelands, such as indoor and outdoor classroom space and educational structures.
Environmental Remediation	Uses and activities such as monitoring, sampling, and the use of remediation equipment.
Habitat Management and Wildlife Conservation	Uses and activities such as habitat replacement, creation, enhancement, and restoration.
Scientific and Environmental Research	Scientific analysis and research uses and activities of the marine and coastal environments, resources, and ecosystems around the TLUP Area, such as monitoring and sampling.

3.1.8 Secondary Use Calculations

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

3.1.8(A) Development: Landside and Waterside

1. For a development that has a landside component and a waterside component, whether it is located on one or more parcels, the percentage of allowable secondary use shall be calculated separately for the landside and then for the waterside.
2. Secondary uses shall not impede, interfere, or create conflicts with the functionality of an existing or proposed primary use.
3. Secondary uses shall comply with all other applicable development requirements (refer to *Chapter 4, TLUP Area Development Standards*, and *Chapter 5, Planning Districts*, including any development standards within the applicable planning district).
4. A secondary use may be developed only after, or concurrently with, development of a primary use unless a plan for different phasing of all the primary and secondary uses in a cohesive development is approved by the District. Any landside or waterside development plan shall:
    a. Include a conceptual site plan indicating the location of all proposed development, including buildings, streets, driveways, parking, landscaping, landform alteration, physical alterations or modifications, existing and proposed public facilities, and public realm features, such as promenades and walkways;
    b. Indicate the proposed location of all primary and secondary uses;
    c. Indicate where specific sites or buildings may be developed as part of subsequent phases of development; and
    d. Require that any subsequent development be evaluated for accordance with the *Chapter 4, TLUP Area Development Standards*, and *Chapter 5, Planning Districts*, including any development standards within the applicable planning district, before CDP approval by the District.

3.1.8(B) Development: Waterside

Piers, Gangways, and Docks

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

b. The total gross building area includes the sum of all existing and proposed building(s) within the same development site, as defined by the District. The total gross building area includes all existing and proposed floors, within the horizontal area, delineated by the exterior surface of the surrounding walls of the building.

Slips and Berthings

Up to 25 percent of the total number of available slips and berthings in a water area (e.g., marina) may be allocated for secondary uses.

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CHAPTER 3.2

Mobility Element

M

3.2.1 Purpose

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

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

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

While the primary mobility modes in the TLUP Area are focused on water mobility and active transportation, these uses are connected to, and integrated within, a larger transportation network. The background information, goals, objectives, and policies are intended to support planning and implementation off the larger transportation network.

3.2.2 Background

3.2.2(A) Legislative Framework

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

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

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

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

3.2.3 Mobility Modes

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

3.2.3(A) Regional Accessways and Connection Points

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

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

3.2.3(B) Tidelands Accessways and Connection Points

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

Figure 3.2.1 Regional Mobility

For illustrative purposes only.

Figure 3.2.2 Accessways Hierarchy

For illustrative purposes only.

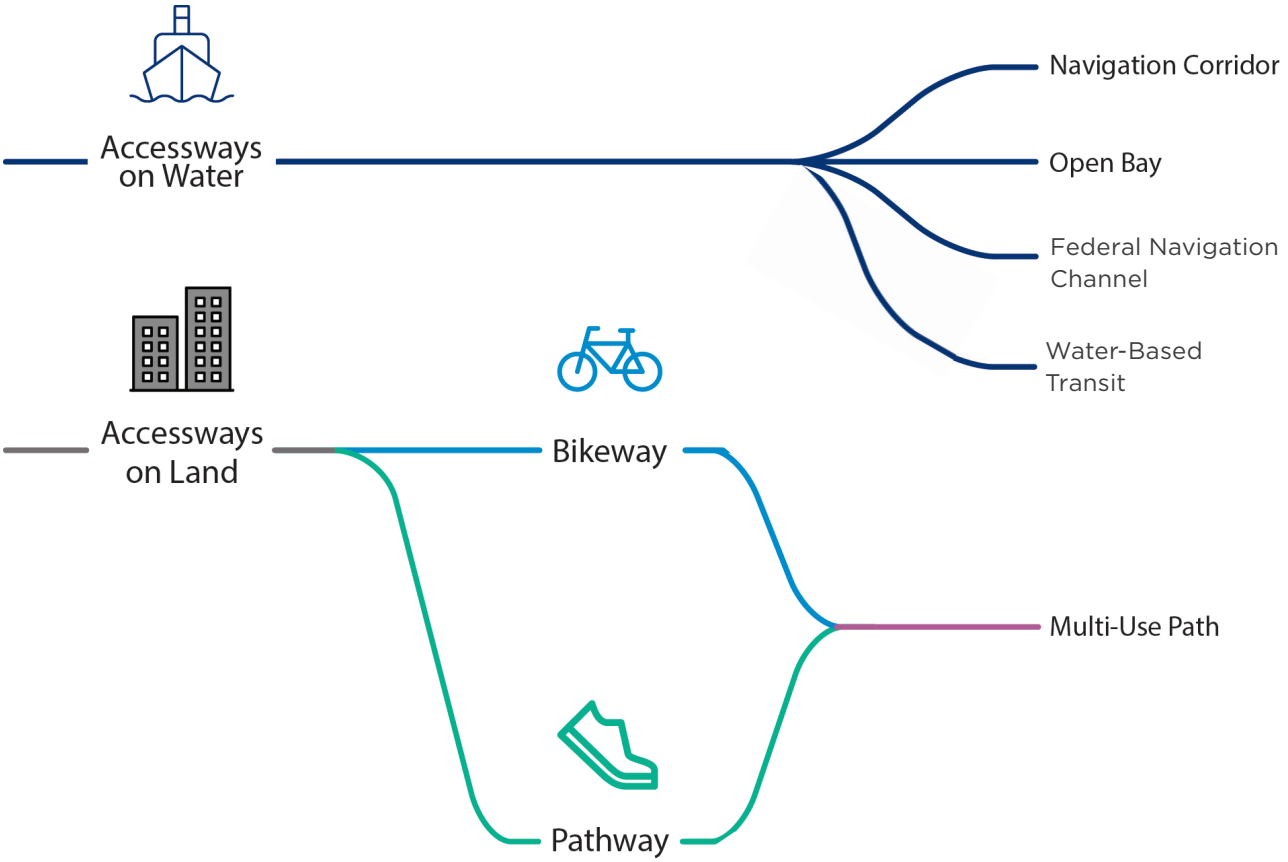

Figure 3.2.3 Accessways Typology

For illustrative purposes only.

Accessways on Water
A navigable body of water.

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

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

Federal Navigation Channel
Water areas primarily dedicated to water navigation. This designation encompasses the coastal waterway that was constructed and is maintained by the U.S. Army Corps of Engineers (USACE). The waterway is a necessary transportation system that serves economic and national security interests. The Federal Navigational Channel primarily serves as a critical waterway for deep-water vessels.

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

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

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

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

3.2.3(C) Powering the Transportation of the Future

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

3.2.3(D) Movement of People

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

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

3.2.3(E) Movement of Goods

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

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

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

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

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

Port Act Regulations

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

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

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

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

3.2.4 Goals, Objectives, and Policies

M GOAL 1

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

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

M Objective 1.1

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

Federal Navigation Channels are coastal channels and waterways that are maintained by the U.S. Army Corps of Engineers. These channels are necessary transportation systems that serve economic and national security interests.

Water Movement

M Policy 1.1.1	The District shall coordinate with agencies that have transportation authority and adjacent jurisdictions to develop comprehensive water-based transit services, including the development of new water- based transfer points and routes to connect key destination points. The District may also coordinate with the U.S. Navy to establish new water-based transfer points and routes in support of the Strategic Port designation.
M Policy 1.1.2	The District shall maintain cruise ship access to the federal navigation channel and deep-water berthing.
M Policy 1.1.3	The District shall continue to maintain cruise ship access and operations as a means for supporting coastal access and use of Tidelands.
M Policy 1.1.4	Through CDPs issued by the District, permittees shall advance as part of development the implementation of zero-emission, when feasible, and near-zero emission technologies and supportive infrastructure improvements for passenger-related oceangoing vessels and harbor craft that facilitate the movement of people in alignment with District sustainability and maritime clean air strategies.

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

Land Movement

M Policy 1.1.5 The District shall coordinate with agencies that have transportation authority, and with adjacent jurisdictions and permittees, to plan shared mobility infrastructure in support of the safe movement of people and/or goods. Specific transit improvements included in this TLUP are outlined in *Chapter 5, Planning Districts*, including any planned improvements within the applicable planning district.

M Policy 1.1.6 The District shall coordinate with agencies that have transportation authority to explore opportunities to expand accessible transit service to Tidelands. Specific transit improvements included in this TLUP are outlined in *Chapter 5, Planning Districts*, including any planned improvements within the applicable planning district.

M Policy 1.1.7 Through CDPs issued by the District, permittees shall plan, design, and implement improvements to the mobility network that provide opportunities for a variety of users to access the public realm. These improvements shall be developed in accordance with:

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

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

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

M Policy 1.1.8 The District shall coordinate with agencies that have transportation authority to enhance coastal connectivity and access throughout Tidelands.

M Policy 1.1.9 Through CDPs issued by the District, permittees shall provide public access points along the Bay and may collaborate and coordinate with agency partners and adjacent jurisdictions to plan for, design, and reinforce linkages between those public access points and off-Tidelands areas.

M Policy 1.1.10 Through CDPs issued by the District, permittees shall advance as part of development the implementation of zero-emission passenger-related mobility options, when feasible, and near-zero-emission mobility options and supportive infrastructure improvements for the movement of people in alignment with District sustainability and maritime clean air strategies.

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

M Policy 1.1.11 The District – independently or in collaboration with other agencies with transportation authority and adjacent jurisdictions and permittees – may identify additional waterside or landside access opportunities in the future to enhance the mobility network for the movement of people.

M Objective 1.2

Implement a series of interconnecting mobility hubs

M Policy 1.2.1 The District shall coordinate with adjacent jurisdictions to add wayfinding signage that identifies coastal access opportunities on Tidelands, including public walkways, docks and piers, beaches, and other public areas and amenities.

Wayfinding Signage

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

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

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

M GOAL 2

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

M Objective 2.1

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

M Policy 2.1.1 The District shall strive to maintain a diverse cargo mix, such as containers, dry bulk, liquid bulk, refrigerated cargo, multipurpose cargo, roll-on/roll-off cargo, and ocean-towed cargo.

M Policy 2.1.2 The District shall require, where feasible, efficient and sustainable dockside operations for oceangoing vessels and freight-related harbor craft.

M Policy 2.1.3 The District shall seek investment and grant opportunities for infrastructure, equipment, and technologies that enable the District's marine terminals to efficiently and sustainably transfer goods between waterside and landside.

M Policy 2.1.4 The District shall collaborate with public and private entities to invest in terminal infrastructure that supports the optimization of cargo movement, cargo laydown areas, cargo handling equipment, and gate operations directly related to maritime cargo.

M Objective 2.2

Provide a sustainable cargo network

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

Management of the federal navigation channel requires interagency coordination as there are multiple agencies with responsibility for maintaining the federal navigation channel. For example, the United States Army Corps of Engineers is responsible for dredging of the channel, and the United States Coast Guard is responsible for maintaining aids to navigation (e.g., buoys) associated with the federal navigation channel.

M Policy 2.2.2

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

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

M Policy 2.2.3

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

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

M Policy 2.2.4

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

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

M Policy 2.2.5

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

M Policy 2.2.6 The District shall engage with regional, State, and federal agencies with transportation authority to preserve and enhance deep-water channels, waterways, berths, and navigation corridors within the Bay to maintain deep-water ship access.

M Objective 2.3

Provide for safe navigation

The District collaborates with various agencies to ensure safe navigation within San Diego Bay. See also SR Element Goal 1 (Chapter 3.4 Safety and Resiliency Element) for additional policies supporting safe travel throughout the TLUP Area.

M Policy 2.3.1 The District shall coordinate with the federal agencies that have responsibilities to maintain the federal navigation channel to ensure safe navigation.

M Policy 2.3.2 The District shall collaborate with regulatory agencies when adjustments are proposed to the federal navigation channel, as necessary.

M Policy 2.3.3 Permittees of development on submerged lands shall contact and, where applicable, consult with the regulatory agency responsible for the federal navigation channel to determine an appropriate distance between the development and the federal navigation channel.

M Policy 2.3.4 Submerged lands development and associated operations shall not inhibit safe access to and within the federal navigation channel or navigation corridors or designated berthing areas, and maintenance of the federal navigation channel.

M Policy 2.3.5 Permittees shall provide a plan identifying water access routes to or adjacent to their permitted development site on submerged lands.

M Policy 2.3.6 Development on submerged lands and associated operations, and vessel berthing shall not inhibit safe access for vessels traversing to and from designated berthing areas, navigation areas, or Open Bay/Water designated areas.

M Policy 2.3.7 Permittees shall deploy and maintain development buoys that identify hazards, depth markers, navigation areas, or other in-water structures or features in coordination or consultation with regulatory agencies.

For example, for maintenance dredging on granted public trust lands, the CSLC requires notification of a dredging project. The specific notification requirements can be found on the CSLC website.

M Policy 2.3.8 Permittees with proposed dredging projects shall comply with State and Federal regulation and applicable dredge permit conditions.

M Policy 2.3.9 Navigation corridors and berthing areas shall be maintained to the permitted design depth.

M GOAL 3

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

M Objective 3.1

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

M Policy 3.1.1 The District shall engage with the U.S. military, local, regional, and State agencies with transportation authority to:

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

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

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

M Objective 3.2

Support and maintain access to strategic assets located on Tidelands

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

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

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CHAPTER 3.3

Ecology Element

ECO

3.3.1 Purpose

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

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

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

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

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

3.3.2 Background

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

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

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

Coastal Regulations

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

Notable District Environmental Initiatives

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

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

3.3.2(A)Current District Environmental Programs and Initiatives

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

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

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

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

3.3.2(A)(ii)Climate Action Plan

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

3.3.2(A)(iii)Jurisdictional Runoff Management Plan

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

3.3.2(A)(iv)Regional Harbor Monitoring Program

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

3.3.2(A)(v)Copper Reduction Program

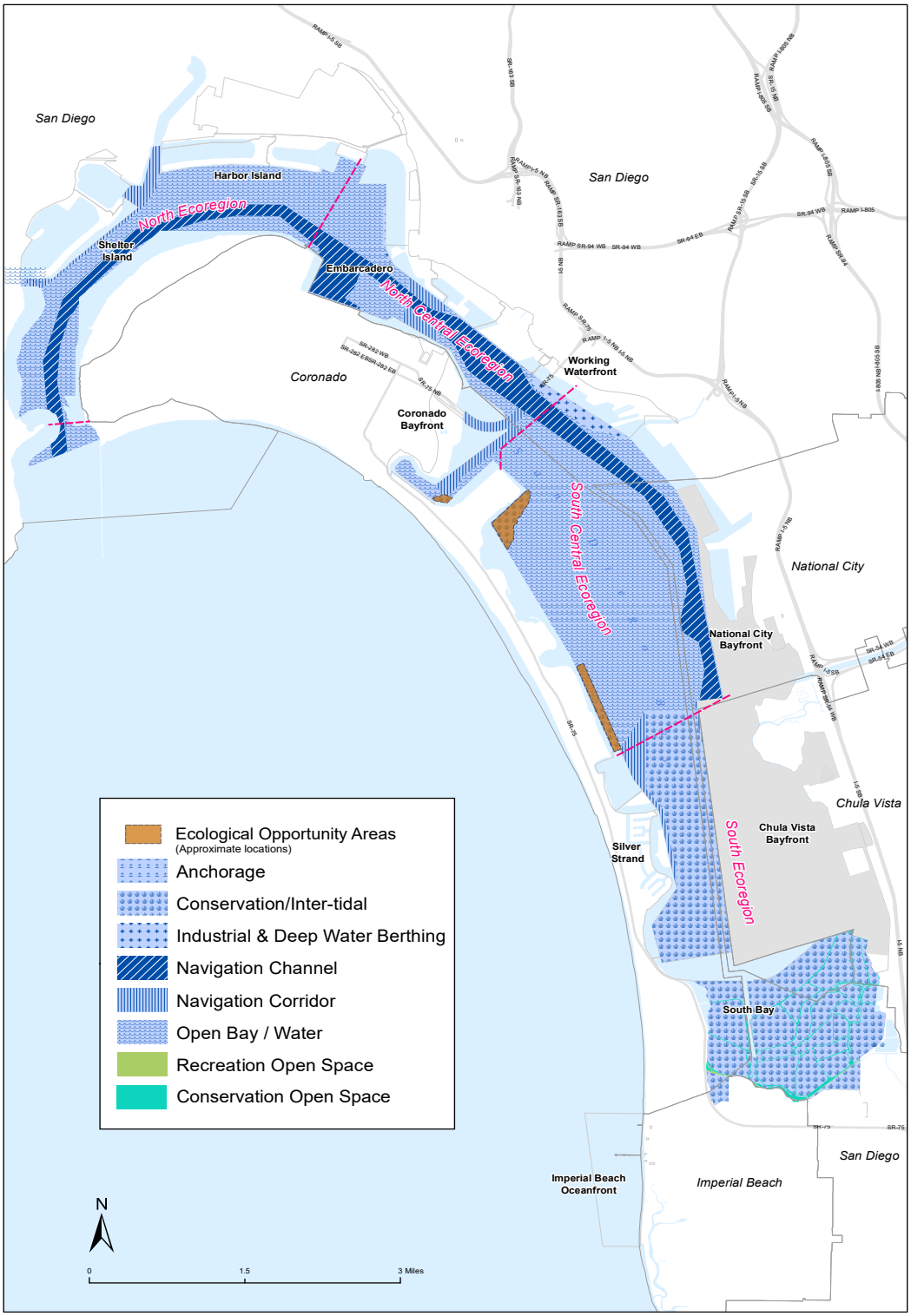
The District has developed a comprehensive copper reduction program that strategically looks at reducing copper levels in the Bay. The program focuses on the largest source contributions and identifies a strategic approach for implementing projects in a manner that achieves regulatory compliance while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

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

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

Figure 3.3.1 Ecological Opportunity Areas

For illustrative purposes only.



3.3.3 Goals, Objectives, and Policies

ECO GOAL 1

Tidelands that support vibrant and healthy ecosystems

ECO Objective 1.1

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

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

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

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

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

Diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes (Coastal Act Section 30233) and Environmentally sensitive areas (Coastal Act Section 30240)

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

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

ECO Policy 1.1.5

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

a. A reduced buffer to a minimum of 50 feet may be allowed pursuant to a site-specific analysis in coordination with the wildlife agencies. The site-specific analysis must demonstrate that the development will not impact the adjacent habitat and water quality and may include evaluation of the type of development, site features, and proposed protective measures; or

b. An ecological buffer shall not be required for wetland areas in an urbanized area if such buffer would cause displacement or removal of existing development. However, a buffer shall be accommodated as redevelopment or intensification occurs.

ECO Policy 1.1.6

Landside development shall establish and maintain ecological buffers of 100 feet between the landside development and a sensitive habitat with special-status wildlife to preserve and protect the sensitive habitat for the anticipated life of the development. The precise width of the buffer is to be based on the location and type of habitat. Exceptions to the width of ecological buffers are as follows:

a. A reduced buffer to a minimum of 50 feet may be allowed pursuant to a site-specific analysis in coordination with the wildlife agencies. The site-specific analysis must demonstrate that the development will not impact the adjacent habitat and water quality and may include evaluation of the type of development, site features, and proposed protective measures; or

b. An ecological buffer shall not be required for sensitive habitat that support special-status wildlife in an urbanized area if such buffer would cause displacement or removal of existing development. However, a buffer shall be accommodated as redevelopment or intensification occurs.

ECO Policy 1.1.7

Development within wetland buffers is limited to minor passive recreational uses, such as outlooks, and/or spur-trails, with fencing, or other improvements deemed necessary to protect the habitat, and should be located in portions of the buffer area farthest from the habitat (e.g., upper (upland) half of the buffer area). Minor encroachments of ecological buffers may also be allowed if located adjacent to an existing development and if it is determined that no impacts to the adjacent habitat will occur as a result of the encroachment in consultation with the resource agencies.

ECO Policy 1.1.8

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

ECO Policy 1.1.9 In-water aquaculture operations shall establish a 15-feet ecological buffer from sensitive habitat areas as determined by a pre-construction survey. A reduced buffer may be allowed pursuant to a site-specific analysis. If the boundary of the sensitive habitat expands into the established fixed buffer, the aquaculture operations would not be required to relocate to maintain the fixed buffer.

Co-benefits of shellfish and seaweed aquaculture

Shellfish and seaweed aquaculture can provide several co-benefits to sensitive habitats, like eelgrass beds. These benefits can support ecological health, water quality, and biodiversity, among others. Some of the key co-benefits include:

1. Water Quality Improvement and Nutrient Removal - Shellfish and seaweed extract excess carbon, nitrogen, and phosphorus from coastal waters, helping to improve water clarity, which can reduce eutrophication and stabilize nutrient loads. This is critical in promoting eelgrass photosynthesis and growth, as eelgrass relies on light penetration and is sensitive to high nutrient loads.
2. Habitat Creation and Biodiversity Enhancement – The structure that shellfish and seaweed farms create can provide complex habitats for invertebrates and fish and can also serve as refugia or nursery grounds for larval fish, crustaceans, and other eelgrass-associated species. These added structures can help diversify the local ecosystem and support species that also use eelgrass beds, increasing ecological resilience and reinforcing the stability and productivity of eelgrass habitats.
3. Sediment Stabilization and Wave Dampening – Shellfish can help trap and bind sediments through biodeposition, leading to more stable benthic conditions. Seaweeds can dampen wave energy and reduce erosion, particularly in shallow or sheltered environments. Eelgrass is vulnerable to physical disturbance and sedimentation; therefore more stable sediment dynamics can help maintain healthy rhizome structures and reduce smothering.
4. Carbon Sequestration and Climate Resilience - Seaweed farms sequester CO2 in tissue biomass and sediments below farm sites, contributing to local carbon cycling, long-term carbon storage, and ocean acidification reduction. Shellfish utilize carbonate ions to build their shells, which can also have localized pH buffering effects. Eelgrass and its associated organisms are sensitive to acidified conditions, so increases in alkalinity can help maintain favorable growth conditions.

Sources: *NOAA (2022), Theuerkauf et al. (2021), Young et al. (2022), Duarte et al. (2025), Rose et al. (2024), Ward et al. (2024).*

ECO Policy 1.1.10 Development shall integrate drought-tolerant species native to the San Diego County coastal zone as a part of landscaped areas.

ECO Policy 1.1.11 Planting of invasive plant species shall be prohibited in landscaped areas. Development that contains landscaped areas with existing invasive species shall not continue to maintain these invasive species and shall prepare a plan to remove the invasive species.

ECO Policy 1.1.12 If development above the water, adjacent to water, or adjacent to sensitive habitat areas includes lighting, then that development shall use the minimum amount of lighting necessary and would be required to use ecologically sensitive lighting that is shielded and directed away from the water and sensitive habitat areas, sensor activated, and of the lowest possible color temperature that also meets public safety requirements.

At the time of publication, 2700 Kelvin is the current standard for color temperature for overwater lighting. As technology advances and new projects are proposed, the District will continue to coordinate with the resource agencies to rely upon the best available science to utilize the most ecologically sensitive overwater lighting.

ECO Policy 1.1.13 The District shall encourage the use of biologically engineered stormwater solutions to prevent degradation of coastal wetlands and marine ecosystems, and to reduce stormwater pollution to the Bay.

ECO Policy 1.1.14 Science-based management practices shall be used in the TLUP Area to guide water, sediment, and natural resource decisions.

Science-based management

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

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

Traditional Ecological Knowledge

TEK is used to describe the evolving body of knowledge, observations, and practices developed by Indigenous Peoples through interaction and experience with the environment over millennia. TEK can be complementary to science-based management strategies. Examples of TEK include:

- Place-based management of natural resources
- Holistic ecosystem management that considers the interconnection between species, habitats, and human communities
- Utilizing native plants for practical use
- Habitat restoration through traditional planting and tending methods
- Implementing traditional fire management strategies such as controlled burning

ECO Policy 1.1.15 The District shall identify locations throughout the Bay that could support habitat enhancement, restoration, creation, and protection to benefit sensitive habitats and State and federally listed species. After specific locations are identified, the District shall:

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

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

At the time of publication, areas designated as Conservation/Intertidal and Conservation Open Space in the TLUP are the initial locations identified in support of *ECO Policy 1.1.15.* Additional conservation activities may be allowed outside of these designations consistent with *Chapter 3.1, Water and Land Use Element.*

ECO Policy 1.1.16 Strive to achieve a net increase of wetland habitat acreage throughout the Bay from certification of this TLUP.

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

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

ECO Policy 1.1.17 The District shall identify various ecological opportunity areas within water use designations that have shallow subtidal or intertidal habitat that may benefit from additional restoration or enhancement, or additional nature-based solutions including shoreline stabilization. (refer to *Figure 3.3.1 Ecological Opportunity Areas* for an identification of approximate locations for initial ecological opportunity areas).

ECO Policy 1.1.18 The District shall provide information to the public about the water quality risks associated with invasive species and about measures to avoid and reduce the spread of invasive species.

ECO Policy 1.1.19 The District is encouraged to organize or participate in invasive species prevention and/or removal.

ECO Policy 1.1.20 The District shall prioritize the use of nature-based solutions composed of natural or sustainable materials that increase shoreline biodiversity and coastal resiliency, including but not limited to living shorelines and wetland and coastal habitat restoration, where feasible and applicable.

Invasive Species

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

Plants

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

Animals

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

Source: INRMP September 2013

ECO Policy 1.1.21 Coastal flooding adaptation strategies or other natural resource management practices shall be implemented to support adaptation of and protection for coastal habitats and ecosystem function under a range of future sea level rise and climate change scenarios.

ECO Policy 1.1.22 Support creative and innovative solutions to improve the resiliency of the Bay's marine ecosystems and the biodiversity within the TLUP Area.

ECO Policy 1.1.23 Restoration of historic losses of natural habitat acreages may be, to the extent feasible, part of the sea level rise adaptation and mitigation strategies.

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

ECO Policy 1.1.24 The District shall maximize habitat connectivity and continuity for intertidal and subtidal habitats within the Bay particularly for those areas that provide habitat and nursery areas for estuarine and marine species.

ECO Policy 1.1.25 The District shall strive to conserve and enhance intertidal and subtidal habitat in an effort to reduce fragmentation, improve habitat functionality and create a connected network of intertidal and subtidal habitat throughout the TLUP Area.

ECO Policy 1.1.26 The District shall pursue opportunities to preserve, enhance or restore intertidal and subtidal habitats in areas that have historically been impacted by development

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

Coastal Habitat Adaptation Strategies

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

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

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

Refer to *Chapter 3.4 Safety and Resiliency Element, Goal 4* for policies about adaptive management in the TLUP area.

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

Wetland Enhancement Opportunities

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

Example priority areas for wetland enhancement include:

- Disturbed and vacant areas;
- Former industrial areas (e.g., salt ponds); and
- Areas that provide opportunities to restore ecological function back to Tideland areas and create vibrant and healthy ecosystems.

Examples of nature-based solutions could include, but are not limited to:

- Habitat restoration;
- Living shorelines (e.g., oyster reefs);
- Certain hybrid shoreline solutions such as ECOncrete which are engineered but still habitat-friendly.

ECO GOAL 2

Clean, healthy waters and landside areas

ECO Objective 2.1

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

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

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

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

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

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

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

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

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

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

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

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

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

ECO Objective 2.2

Improve fill, soil, and sediment quality

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

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

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

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

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

ECO Objective 2.3

Prevent pollution from entering the Bay

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

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

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

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

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

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

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

Clean Water Act: Impaired Waters

The EPA provides regulatory direction regarding impaired waters as follows:

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

ECO GOAL 3

Clean air for a healthy environment and healthy communities

ECO Objective 3.1

Reduce levels of toxic air contaminants and criteria pollutants

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

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

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

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

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

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

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

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

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

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

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

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

ECO GOAL 4

Collaborative stewardship for the ecological health of San Diego Bay

ECO Objective 4.1

Partner with regional agencies on shared priorities

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

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

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

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

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

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

ECO Objective 4.2

Increase awareness about the ecology of Tidelands

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

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

CHAPTER 3.4

Safety and Resiliency Element

SR

3.4.1 Purpose

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

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

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

3.4.2 Background

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

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

3.4.2(A) Public Safety and Security

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

The Whole Port Approach

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

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

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

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

Harbor Police Department

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

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

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

Homeland Security

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

Port/Security Regional Security Strategy

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

3.4.2(B) Emergency Preparedness and Recovery

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

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

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

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

3.4.2(B)-I Potential Hazards

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

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

Fire Hazards

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

Coastal Hazards

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

Seismic and Geological Hazards

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

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

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

Technological Incidents and Other Human-Caused Disasters

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

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

3.4.2(C) Climate Resiliency

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

3.4.2(C)-I Reducing Greenhouse Gas Emissions

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

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

3.4.2(C)-II Adapting to Sea Level Rise

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

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

3.4.2(C)-III Adaptive Management Framework

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

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

3.4.2(C)-IV Adaptation Strategies

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

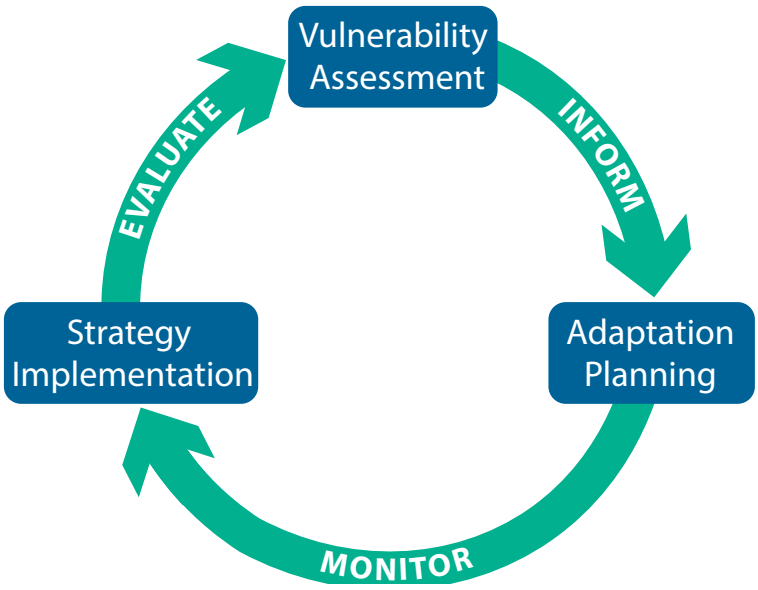


Figure 3.4.1 Adaptive Management Framework

For illustrative purposes only.

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

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

3.4.3 Goals, Objectives, and Policies

SR GOAL 1

Safe and secure Tidelands

SR Objective 1.1

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

SR Policy 1.1.1 The District shall coordinate with regional transportation agencies to design shared infrastructure that meets emergency needs, including evacuation, such as evacuation for post-seismic events and tsunamis.

SR Policy 1.1.2 Third parties may be required to maintain navigation cooridors, in coordination with the U.S. Army Corps of Engineers subject to the discretion of the BPC.

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

SR Policy 1.1.3 The District shall require permittees of new development on submerged lands to maintain structures in a safe and functional manner. Structures shall be repaired or removed if they are no longer safe and functional.

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

SR Policy 1.1.4 Permittees of development that lies within, or partially within, a designated Earthquake Fault Zone shall:

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

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

SR Policy 1.1.5 Development within an Airport Land Use Compatibility Plan (ALUCP) defined safety compatibility zone shall be sited and designed to minimize the risk of personal injury to people and damage to property in the air and on the ground, consistent with ALUCP requirements.

SR Policy 1.1.6 The District shall:

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

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

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

SR Policy 1.1.7 Permittees shall coordinate as appropriate, with the Federal Aviation Administration on proposed developments (structures and temporary equipment) that meet the notification criteria as defined by Code of Federal Regulations Title 14, Part 77.

SR Objective 1.2

Enhance physical security capabilities

SR Policy 1.2.1 Development shall incorporate project design features, including, but not limited to crime prevention through enhanced security measures that create a safe environment on the development site without limiting public access.

SR Objective 1.3

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

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

SR Objective 1.4

Enhance District Homeland Security capabilities

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

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

SR GOAL 2

Prepare for, respond to, and recover from emergencies

SR Objective 2.1

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

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

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

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

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

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

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

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

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

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

SR GOAL 3

Climate and coastal resilient Tidelands

SR Objective 3.1

Reduce GHG emissions and support pathways toward carbon neutrality throughout Tidelands

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

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

Plans and Strategies

SR Policy 3.1.1 The District shall encourage, support, and plan to deploy net zero carbon emission projects and technologies in the TLUP Area.

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

Carbon Offsets

SR Policy 3.1.2 Permittees of development shall deploy renewable energy technology to improve energy reliability and economic resilience, where feasible.

SR Policy 3.1.3 The District shall explore innovative carbon sequestration potential with partner agencies within the region to offset GHG emissions.

Sustainable Business

SR Policy 3.1.4 The District shall continue to coordinate with TLUP Area tenants and adjacent local businesses to reduce resource consumption and promote sustainable operations.

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

Emission Reductions at Stationary Sources

SR Policy 3.1.5 The District shall promote the innovative use of "green" design for new or retrofitted Tidelands' buildings, structures, and facilities.

SR Policy 3.1.6 Development shall include water conservation strategies to save water and energy on-site, where feasible.

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

SR Objective 3.2

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

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

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

SR Policy 3.2.3 The District shall create and periodically update an SLR adaptation plan that:

a. Considers best available science and applicable regional, State, and federal adaptation planning guidance;
b. Builds upon previous analyses of coastal hazards that are caused or exacerbated by projected SLR;
c. Provides recommendations for adapting existing structures and facilities, coastal access, recreational areas, coastal-dependent development, contaminated sites, and other infrastructure and coastal resources to projected SLR conditions,
d. Establishes the potential for nature-based SLR adaptation strategies and identify areas that could integrate innovative natural resource protection, enhancement, and restoration solutions while providing appropriate SLR resilience;
e. Identifies alternative opportunities or plans for adapting to coastal hazards such as but not limited to: balance or realignment of natural habitat and the built environment, softening hardened shoreline structures, restoring or enhancing submerged habitats for coastal resiliency, or replacing in-kind public recreation areas, accessways, and other Public Trust resources that could be lost due to inundation or damage associated with SLR;
f. Establishes a monitoring protocol and requirements for evaluating SLR impacts on all Tidelands uses over time;
g. Establishes a schedule for performing future Tideland's SLR vulnerability assessments;
h. Includes an environmental justice component that addresses how development may affect potential flooding and inundation related to sea level rise in adjacent disadvantaged communities; and
i. Includes an outreach and engagement process that would be focused on collaborative adaptation planning with adjacent disadvantaged communities.

SR Objective 3.3

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

3.4.3(C)-1 An SLR Policy Framework

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

- SLR Policy Group 1: Policies that apply to all types of development (appealable and non-appealable);
- SLR Policy Group 2: Policies that apply only to appealable development that is not within a wetland, estuary, or existing recreation area as identified in the 1975 Coastal Plan and that is subject to both Chapter 3 and Chapter 8 of the Coastal Act;
- SLR Policy Group 3: Policies that apply to all development that occurs within a wetland, estuary, or existing recreation area (as identified in the 1975 Coastal Plan) and that is subject to Chapter 3 of the Coastal Act; and
- SLR Policy Group 4: Policies that apply only to non-appealable development that is not within a wetland, estuary, or existing recreation area and that is subject to Chapter 8 only.

Refer to *Table 3.4.1: SLR Policy Crosswalk* that shows which of the *SR Policies 3.3.1 through 3.3.14* are included in the four SLR Policy Groups according to the aforementioned criteria.

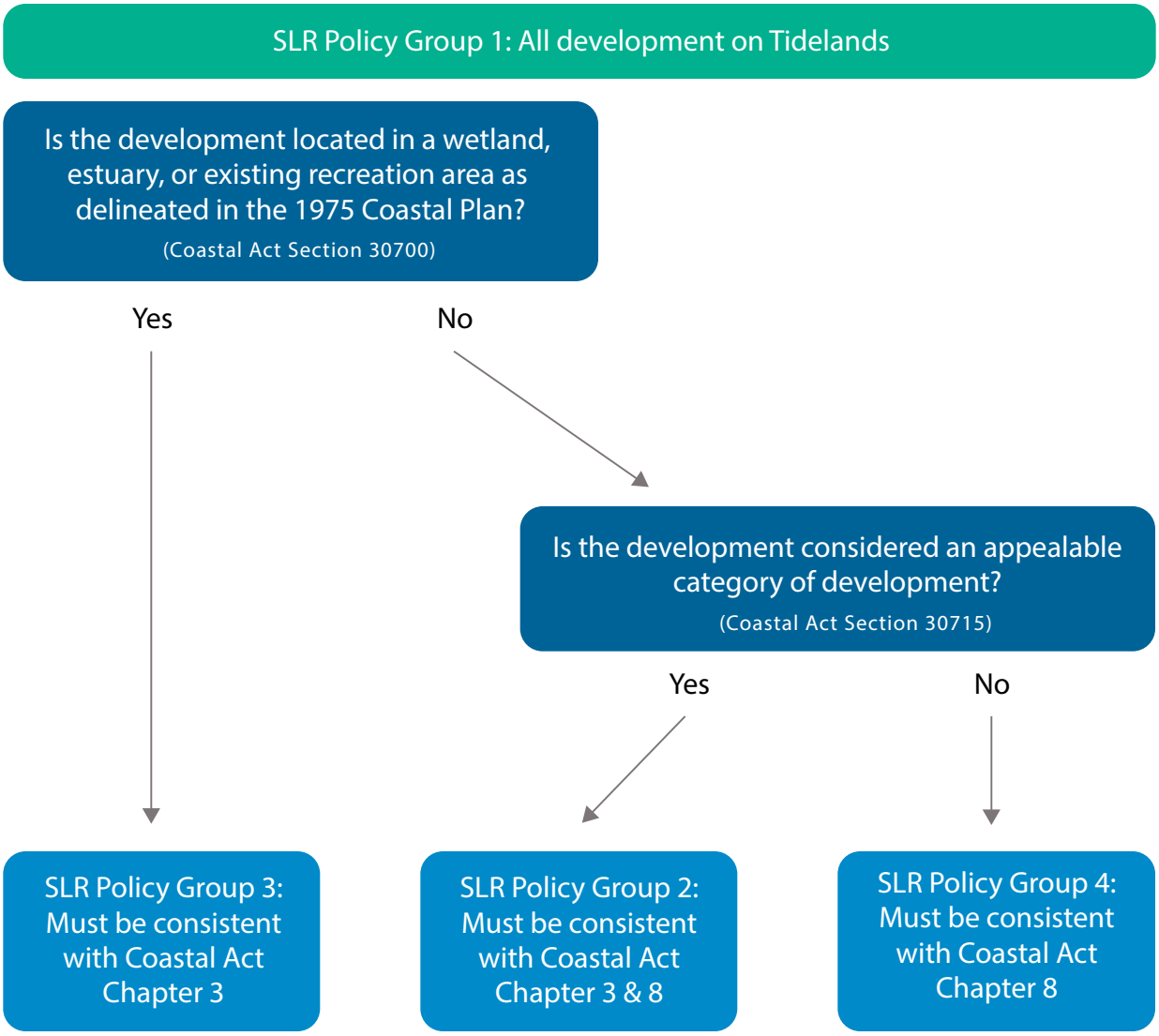


Figure 3.4.2 SLR Policy Framework

For illustrative purposes only.

Table 3.4.1 SLR Policy Crosswalk

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

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

The following policies (*SR Policy 3.3.1 through SR Policy 3.3.7*) apply to all development on Tidelands:

SR Policy 3.3.1

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

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

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

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

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

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

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

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

The anticipated life of the development:

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

SR Policy 3.3.2

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

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

SR Policy 3.3.3

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

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

SR Policy 3.3.4

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

SR Policy 3.3.5

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

SR Policy 3.3.6

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

SR Policy 3.3.7

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

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

In addition to policies *SR Policy 3.3.1 through SR Policy 3.3.7 and SR Policy 3.3.14*, the following policies (*SR Policy 3.3.8 through SR Policy 3.3.12*) apply to appealable development that is located on Tidelands (if appealable or non-appealable development is located within a wetland, estuary, or existing recreation area (as identified in the 1975 Coastal Plan, then *SR Policy 3.3.13* applies too). Refer to *Section 1.3.1.(A) (Chapter 1, Introduction)* for more information on the 1975 Coastal Plan.

SR Policy 3.3.8

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

SR Policy 3.3.9

When constructing, reconstructing, expanding, or replacing a shoreline protective device (per *SR Policy 3.3.3, SR Policy 3.3.6, and SR Policy 3.3.8*), the District shall require it be designed to:

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

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

SR Policy 3.3.10

Appealable development that does not qualify for protection per *SR Policy 3.3.3, SR Policy 3.3.6, and SR Policy 3.3.8*, shall avoid the need for shoreline protective devices to avoid coastal hazards over the anticipated life of the development that may result from projected SLR.

SR Policy 3.3.11

The District shall allow the repair and maintenance of existing, legally established shoreline protective devices that are destroyed by a natural disaster or that protect uses that do not qualify for protection (per policies *SR Policy 3.3.3, SR Policy 3.3.6, and SR Policy 3.3.8*) provided that:

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

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

SR Policy 3.3.12

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

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

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

c. The development requires new and/or augmented shoreline protective devices that are not in accordance with policies *SR Policy 3.3.4, SR Policy 3.3.6, and SR Policy 3.3.8*.

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

In addition to the policies above in this subsection (*SR Policy 3.3.8 through SR Policy 3.3.12*) and policies *SR Policy 3.3.1 through SR Policy 3.3.7*, the following policy (*SR Policy 3.3.13*) applies to all development located on Tidelands within a wetland, estuary, or existing recreation area, as identified in the 1975 Coastal Plan. Refer to *Section 1.3.1.(A) (Chapter 1, Introduction)* for more information on the 1975 Coastal Plan.

SR Policy 3.3.13 The District and permittees may use fill of coastal waters to facilitate SLR adaptation of coastal habitats in San Diego Bay, subject to requirements in Section 30233 of the Coastal Act.

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

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

Please refer to the Coastal Act, Section 30233 for the full policy and provisions.

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

In addition to policies *SR Policy 3.3.1 through SR Policy 3.3.7*, the following policy (*SR Policy 3.3.14*) applies to non-appealable development that is not within a wetland, estuary, or existing recreation area (as identified in the 1975 Coastal Plan). Refer to *Section 1.3.1(A) (Chapter 1, Introduction)* for more information on the 1975 Coastal Plan.

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

SR Policy 3.3.14 When considering coastal hazard adaptation strategies, non-appealable development shall be located, designed, and constructed so as to minimize substantial adverse environmental impacts and provide for other uses consistent with the Public Trust.

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

SR Objective 3.4

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

SR Policy 3.4.1 The District shall collaborate with utility providers to ensure that TLUP Area utility infrastructure is adequately upgraded, and receives ongoing maintenance and safety evaluations, to meet projected climate conditions and hazards, including but not limited to SLR.

SR Policy 3.4.2 The District shall coordinate with regional and State transportation agencies to protect coastal access to the coast and to minimize adverse impacts of coastal hazards on roadways and rail.

SR Policy 3.4.3 The District shall coordinate with relevant stakeholders to ensure that linkages between port infrastructure and overland transportation networks will be resilient to future coastal hazard impacts.

SR Policy 3.4.4 The District shall partner with regional, State, and federal agencies to design new or modify existing infrastructure to be adaptable to future climate conditions.

SR Policy 3.4.5 The District shall establish partnerships to share coastal flooding adaptation strategies, including potential cost sharing.

SR Policy 3.4.6 The District shall collaborate and coordinate with local and regional agencies to plan and prepare for hazard events resulting from climate change, including but not limited to coordination on adaptation strategies with adjacent jurisdictions.

SR Policy 3.4.7 The District shall continue working with the California State Lands Commission to address SLR, shoreline change, and implications for the management and long-term protection of the Tidelands and Public Trust resources on Tidelands.

For more information on environmental justice and adjacent disadvantaged communities, refer to Chapter 3.5, Environmental Justice Element.

CHAPTER 3.5

Environmental Justice Element

EJ

3.5.1 Purpose

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

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

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

3.5.2 Background

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

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

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

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

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

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

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

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

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

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

CalEnviroScreen

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

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

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

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

- Barrio Logan, Logan Heights, and Sherman Heights within the City of San Diego, as well as West National City. These communities, which are located adjacent to or near industrialized areas (both on and off Tidelands) and Interstate 5, have carried a greater environmental burden than other communities. The District collectively refers to these communities as the Portside Environmental Justice Communities or Portside Communities;
- Imperial Beach near the Tijuana River Estuary. Through no fault of the District, these communities suffer from transboundary environmental pollution, which is conveyed through the Tijuana River Valley and then through the National Estuarine Research Reserve before it ultimately impacts the coastline and Imperial Beach. The District refers to these areas as Tidelands Border Communities; and
- Other San Diego regional communities that tend to have limited access to outdoor recreational opportunities.

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

3.5.2(A) Coastal Access

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

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

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

3.5.2(B) Outreach and Public Participation

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

Both environmental justice policies adopted by the CCC and the CSLC emphasize public engagement and participation as a primary goal to ensure that disadvantaged communities, as well as Indigenous communities, can meaningfully participate in environmental and land use decisions. The CCC environmental justice policy also urges local governments to address and consider environmental justice in local coastal programs, port master plans, and other long-range development plans. This element emphasizes outreach and public participation because it identifies opportunities for the District to improve its public participation process regarding planning and development decisions

Future projects that occur within the TLUP Area would be subject to environmental review under the California Environmental Quality Act. For projects that require a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report, consultation would be required pursuant to Assembly Bill 52 (AB 52). AB 52 requires public agencies to offer consultation with California Native American tribes that are traditionally and culturally affiliated with the project area.

by proactively engaging with disadvantaged communities more inclusively. Open and clear communication with stakeholders and communities is integral to the planning and implementation process for projects or activities located near them.

3.5.2(C) Healthy Environment, Healthy Community

3.5.2(C)i Healthy Environment

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

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

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

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

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

3.5.2(C)ii Healthy Community

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

Barrio Logan[1]

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

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

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

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

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

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

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

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

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

3.5.3 Goals, Objectives, and Policies

EJ GOAL 1

Ensure Tidelands are accessible

EJ Objective 1.1

Promote a diverse range of mobility options for accessing Tidelands

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

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

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

EJ Policy 1.1.2 Permittees of development, especially adjacent to disadvantaged communities, shall implement commuter programs and transportation demand management programs to encourage their current or future employees and guests to use alternative transit options.

EJ Objective 1.2

Provide recreational opportunities that are safe and accessible

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

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

EJ Objective 1.3

Increase coastal access and recreational opportunities near disadvantaged communities

EJ Policy 1.3.1 Avoid a net loss of recreational open space acreage adjacent to disadvantaged communities, measured in both the size and the quality of the resource, due to development.

EJ Policy 1.3.2 Through CDPs issued by the District, permittees shall protect and, where feasible, expand free and lower cost recreational facilities, including but not limited to recreational fishing or swimming opportunities, parks, or viewing piers, on Tidelands adjacent to Portside and Tidelands Border Communities, and other disadvantaged communities.

EJ Policy 1.3.3 Through CDPs issued by the District, permittees shall provide opportunities to restore or enhance ecological value in areas on Tidelands adjacent to disadvantaged communities with a focus on opportunities that also provide coastal access or environmental education benefits.

Refer to *SR Goal 3 (Chapter 3.4, Safety and Resiliency Element)* for policies on shoreline protection, including adaptation strategies for coastal access and recreational facilities.

EJ GOAL 2

Promote inclusive public participation

EJ Objective 2.1

Increase awareness about the District and Tidelands

EJ Policy 2.1.1 Continue to work with partners to promote and expand awareness of recreational opportunities for the people from disadvantaged communities and relevant Indigenous communities and tribes to explore Tidelands.

EJ Policy 2.1.2 Continue to support environmental education opportunities for communities and schools in Portside and Tidelands Border Communities, other disadvantaged communities, and relevant Indigenous communities and tribes in the region.

EJ Policy 2.1.3 The District may support or participate in urban greening opportunities in adjacent disadvantaged communities, where feasible and consistent with requirements of the Port Act.

The District's Environmental Education Program (EEP) was developed to educate students, teachers, and the public about pollution prevention, environmental stewardship, healthy ecosystems, and natural resources connected with San Diego Bay. The EEP, which supports local organizations that provide innovative environmental education curriculum to schools and communities within the San Diego Bay watershed, has regularly targeted underserved audiences by reaching students attending Title I schools. Organizations supported under the EEP have provided a diverse range of educational content through field activities, classroom exercises, laboratory experiments, informative field trips, and engaging online curriculum. Through participation in the EEP, students and the public have learned about the value and diversity of natural resources connected to their watersheds and how to be environmental stewards moving forward. For more information about the District's support for environmental education refer to *Eco Goal 4 (Chapter 3.3, Ecology Element).*

In addition to the EEP, other environmental education opportunities could include, but are not limited to, citizen science programs and experiential learning programs that foster cultural connections with the water.

EJ Objective 2.2

Provide meaningful engagement opportunities for disadvantaged and Indigenous communities to participate in the District's planning and public involvement processes

EJ Policy 2.2.1 — Ensure that the expressed concerns of people from disadvantaged and Indigenous communities are acknowledged and considered as part of the District's planning and development decisions.

EJ Policy 2.2.2 — Engage people from disadvantaged communities and relevant Indigenous communities and tribes that may be impacted by upcoming activities or development on Tidelands to encourage meaningful participation in the District's planning and development decisions.

Meaningful engagement opportunities are intended to increase inclusion, transparency, and trust in the District's planning and public involvement processes. Examples of providing meaningful engagement opportunities include, but are not limited to: opportunities for participation from people from disadvantaged communities in discussions to identify mitigation options for projects that may impact those communities, early notification of proposed projects, collaboration on presentations to communicate environmental justice issues and concerns, collaboration on public education efforts that honor Indigenous communities, opportunities to provide tribal access for traditional, ceremonial, and spiritual use, and development of public participation plans that address barriers to accessing meetings (e.g., language access, meeting times and locations) to encourage increased participation

The District is committed to providing services that enhance public participation and accessibility for everyone to participate in public meetings hosted by the District. As necessary, the District provides translation services during public meetings and for public notices. In addition, the District has an Accessibility Advisory Committee to educate, advise and assist the BPC in ensuring that all public and private services, programs, facilities and employment be fully usable by and accessible to all persons, with or without disabilities, as defined by the ADA.

EJ Objective 2.3

Increase awareness of disproportionate environmental impacts on adjacent disadvantaged communities and the potential disproportionate environmental impacts on relevant Indigenous communities and tribes

EJ Policy 2.3.1 Through CDPs issued by the District, the District shall consider environmental justice issues, including potential health impacts, associated with decisions involved in implementing this TLUP to reduce adverse environmental effects that may impact adjacent disadvantaged communities to Tidelands.

Coastal Act Section 30604(h) states: When acting on a coastal development permit, the issuing agency, or the commission on appeal, may consider environmental justice, or the equitable distribution of environmental benefits throughout the state.

EJ GOAL 3

Healthy, thriving communities in and around Tidelands

EJ Objective 3.1

Minimize land use conflicts between industrial, working waterfront uses and historical, adjacent residential uses

EJ Policy 3.1.1 The District shall work to reduce the cumulative health burdens on neighboring communities, especially disadvantaged communities, in developing, adopting, implementing, and enforcing environmental laws, regulations, and policies.

EJ Policy 3.1.2 The District shall collaborate with adjacent jurisdictions, occupants, tenants, permittees, and community stakeholders to provide transition zone areas adjacent to Tidelands between maritime industrial, commercial, and residential uses as well as other sensitive receptors in adjacent disadvantaged communities.

EJ Policy 3.1.3 The District may collaborate with stakeholders from adjacent disadvantaged communities and adjacent jurisdictions to identify improvements that may facilitate improved pedestrian access between Tidelands and adjacent disadvantaged communities.

A transition zone is a sequence of graduated land uses that serve to insulate and protect the integrity and environmental health of residential areas while preserving nearby maritime industrial jobs.

EJ Objective 3.2

Advance clean air and water programs and strategies

EJ Policy 3.2.1 The District and its tenants shall participate in community air quality monitoring, such as supporting ongoing monitoring efforts that incorporate community involvement, and develop maritime clean air strategies to reduce criteria pollutant emissions from industrial and maritime sources, especially near the Portside communities.

EJ Policy 3.2.2 Maritime development shall transition to clean, modern, and operationally efficient marine terminal facilities and working waterfront businesses based on feasibility and best available science.

EJ Policy 3.2.3 Through CDPs issued by the District, permittees shall pursue electrification of marine terminal and working waterfront operations, including drayage trucks, prioritizing the facilities adjacent to Portside Communities, to reduce reliance on fossil fuels from mobile and portable sources, in alignment with related State and District goals.

EJ Policy 3.2.4 Support actions and measures taken by tenants and occupants on Tidelands that improve environmental conditions and advance long-term sustainability.

EJ Policy 3.2.5 The District shall collaborate with the Portside Community, Indigenous communities, and adjacent disadvantaged communities on District climate-related adaptation and resiliency planning to address existing and future environmental issues stemming from climate-related hazards.

Collaboration with the Portside Community, Indigenous communities, and adjacent disadvantaged communities on District climate-related adaptation and resiliency planning could include, but is not limited to, climate adaptation plans for Tidelands, and incorporating equity frameworks into these planning processes

- For more policies related to improving air quality throughout Tidelands, refer to *ECO Goal 2 (Chapter 3.3, Ecology Element)*.
- Refer to *ECO Goal 2 (Chapter 3.3, Ecology Element)* for policies related to water quality.
- For policies related to carbon neutrality, reducing greenhouse gas emissions, and sea level rise, refer to *SR Goal 3 (Chapter 3.4, Safety and Resiliency Element)*.
- Refer to *Chapter 3.2, Mobility Element* for policies related to reducing emissions from mobile sources

CHAPTER 3.6

Economics Element

ECON

3.6.1 Purpose

The Economics Element is centered on financial sustainability, thriving businesses, a dedicated work-force, and a growing and diverse economic portfolio. It establishes goals, objectives, and policies to ensure that the District supports the economic vitality of the District and the region, with an emphasis on promoting equity and the Tidelands economy. The policies in this element emphasize the District's commitment through:

- Continued strengthening of public and private partnerships;
- Exploration of innovative financing mechanisms;
- Provision of infrastructure to support businesses on Tidelands; and
- Encouraging a diverse suite of uses and businesses to operate on Tidelands, which can support local and regional economic prosperity.

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

3.6.2 Background

The District plays an important strategic role in the regional economy given the economic and environmental diversity of Tidelands and the available recreational opportunities. As described in the Port Act, the District was established "...for the acquisition, construction, maintenance, operation, development, and regulation of harbor works and improvements, including rail and water; for the development, operation, maintenance, control, regulation, and management of the harbor of San Diego upon Tidelands and lands lying under the inland navigable waters of San Diego Bay; and for the promotion of commerce, fisheries, navigation, and recreation thereon..." Further, the mission of the California Coastal Commission is "protecting and enhancing California's coast and ocean for present and future generations," which is reinforced throughout the policies in the Coastal Act related to coastal resource protection and in Section 30320 of the Coastal Act, which states that "the people of California find and declare that the duties, responsibilities, and

quasi-judicial actions of the commission are sensitive and extremely important for the well-being of current and future generations." The goals, objectives, and policies in this Element establish economic and financial priorities and programs to help the District achieve these responsibilities put forth in the Port Act and Coastal Act at present and for future generations.

Although the Port Act gives the District the authority to levy taxes, the District is primarily self-funded. Instead, it reinvests the revenues from businesses on Tidelands into financing and maintaining public amenities, such as roads, sidewalks, parks, promenades, public piers, and public art and advancing environmental programs. Specifically, the District's ground lease revenues from businesses on Tidelands are used to provide public benefits, like lower cost visitor and recreational facilities. Finally, the District participates in public-public and public-private partnerships to bring funding and potential reinvestment to Tidelands for the benefit of present and future generations.

The District supports more than 64,400 jobs, many of which are high paying, and generates close to $9.2 billion in economic output that continues to grow annually.

Source: Economic Impacts of the San Diego Unified Port District in 2019 report

Revenues generated on Tidelands have helped to create and maintain a wide variety of public amenities, such as parks, fishing piers, public viewing piers and platforms, boat launch ramps, free mooring and docking, and numerous public art displays, all of which are free to the public. In addition, the revenues are used to provide public infrastructure, such as streets, sidewalks, public restrooms, and landscaping, as well as to fund environmental projects. For a list of notable environmental projects, refer to *Section 3.3.2 (Chapter 3.3, Ecology Element)*. Finally, revenues generated by Tidelands businesses also help fund the Harbor Police Department, which patrols Tidelands and the San Diego International Airport.

3.6.2(A) Financial Sustainability

Financial sustainability is a key component of ensuring the longevity of the District's operations and its ability to fulfill its legislative responsibilities, including providing public benefits to the people of the State of California. The State Legislature, as outlined in Section 30001(d) of the Coastal Act, finds and declares "that existing developed uses and future developments that are carefully planned are essential to the economic and social well-being of the people of this state." In addition, Section 30001.5 of the Coastal Act states that "basic goals of the state are to assure orderly, balanced utilization and conservation of coastal zone resources considering the social and economic needs of the people of the state." Further, through Section 4 of the Port Act, the District is responsible for the development, operation, maintenance, control, regulation, and management of Tidelands and for the promotion of commerce, environmental stewardship, fisheries, navigation, and recreation. Without financial sustainability, the District would not be able to accomplish these mandates.

3.6.2(B) Thriving Businesses and Diverse Businesses

Promoting thriving and diverse businesses throughout Tidelands supports financial sustainability, and the District's dynamic waterfront and the diversity of its visitor-serving uses and businesses are characteristics that make it unique and provide the assurance of a steady revenue stream. As stated in Section 87(b) of the Port Act, although the District may not grant or convey its lands to any individual, firm, or corporation, it may lease its lands for purposes consistent with the Public Trust Doctrine and the requirements of commerce and navigation, and collect and retain rents and other revenues from those leases, franchises, and privileges.

As a steward of public lands for the State of California and consistent with the California Constitution, the District promotes diversity and inclusion in contracting, hiring, and tenant opportunities. To further demonstrate the District's commitment to diversity and inclusion, a standalone function focusing on diversity, equity, and inclusion was formally established in the District's final budget for FY22.

3.6.2(C) A Growing and Diverse Blue Economy Portfolio

The District has always promoted ocean-related enterprises, now referred to in aggregate as the blue economy. Shipbuilding and repair, commercial and recreational fishing, and environmental stewardship for coastal and marine resources are just a few examples of the District's blue economy sector involvement. The infrastructure at the District, along with the region's burgeoning scientific community and growing technology economy, has contributed to a growing blue economy and unique marine technology cluster.

The strength of the marine technology cluster is rooted in San Diego's history as one of the most technologically advanced military and naval communities, as well as home to one of the top-rated oceanographic institutions in the world, the University of California, San Diego, Scripps Institution of Oceanography, which is also home to the U.S. Coast Guard's Blue Technology Center of Expertise. These institutions have made San Diego a birthplace of multiple maritime technologies and disciplines and a leader in emerging blue economy activities, which has created momentum for further growth and innovation in the blue economy.

As this sector and technology have evolved, so has the role of the District. The District has created programs to assist in the creation, development, and scaling of new business ventures on Tidelands, including sustainable and restorative aquaculture, environmental remediation technology, and marine spatial planning. The District will continue to invest in infrastructure and new enterprises that help to grow and diversify the blue economy portfolio on Tidelands and implement innovative solutions that drive the blue economy.

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

3.6.2(D) Supporting the Labor Force / Workforce Development

Workforce development is a key component of a thriving relationship between the District and neighboring communities, as well as the District's dynamic waterfront and its operations. Striving to assist in the creation and development of workforce development and training opportunities in the maritime industry in southern California supports the financial sustainability of our Port tenants through skilled workforce retention as well as the residents in portside communities, especially those adversely impacted by the District's industrial operations. By striving to forge partnerships to advance workforce development opportunities in the region, the District will be safeguarding the economic future and retainment of highly skilled workforce.

3.6.3 Goals, Objectives, and Policies

ECON GOAL 1

A financially secure and sustainable District

ECON Objective 1.1

Support and nurture long-term development partnerships

ECON Policy 1.1.1 The District shall support and nurture long-term development partnerships that further Public Trust objectives

ECON Policy 1.1.2 The District shall leverage public and private partnerships to invest in Tidelands infrastructure and facilities that support the District's mission and fiduciary responsibilities.

ECON Policy 1.1.3 The District shall continue to implement existing, and explore new, joint programs with academic institutions, private industry, public agencies, and nongovernmental organizations to advance shared economic, social, and environmental goals.

ECON Policy 1.1.4 The District shall continue to pursue strategic partnerships with the military and military-focused industry to support U.S. Department of Defense Mission Readiness.

The United States military prides itself on always being ready to respond. The requirements of what goes into "Mission Readiness" are determined by the senior leaders of each military service based on global commitments and priorities and are validated by U.S. Department of Defense policymakers. These requirements ensure that military personnel receive necessary training, and that equipment is well maintained.

ECON Policy 1.1.5 Partner with tenants and adjacent communities to provide education, information, and access to employment opportunities in the TLUP Area maritime industry.

ECON Policy 1.1.6 Partner with academic institutions, private industry, public agencies, and nongovernmental organizations to advance workforce development and employment opportunities in maritime industry.

The District and its partners may promote awareness to employment in the maritime industry through activities and events like a Maritime Job Fair, leveraging the District's Port Tenants Association and green business networking to organize this career fair.

ECON Objective 1.2

Explore a diverse suite of self-sustaining revenue sources for reinvestment in the District's Public Trust obligations

ECON Policy 1.2.1 The District shall explore revenue sources for adequate funding of capital improvements to develop new, and maintain existing, District-operated infrastructure and facilities.

ECON Policy 1.2.2 The District shall continue to reinvest lease revenues to support financing and maintenance of public improvements in alignment with Coastal Act obligations, including lower cost visitor serving and recreational facilities such as parks, promenades, public piers, and public art.

Sections 81 and 83 of the Port Act specify the types of expenses, including those related to the acquisition and maintenance of improvements, works, and facilities, that should be funded with money from the District's Revenue Fund (as established by Section 80).

ECON Policy 1.2.3 The District shall research and pursue appropriate grant funding, and partnerships, from regional, State, and federal sources to advance the District's mission.

ECON Policy 1.2.4 The District shall explore the creation of, and allow for the use of, different financing mechanisms to help fund the building of new infrastructure or improvement to existing infrastructure, including multimodal transportation facilities, water and stormwater systems, information and communication systems, and public space.

ECON GOAL 2

A thriving business base and regional economy

ECON Objective 2.1

Provide infrastructure to support existing and future industry needs, as well as the environment

Infrastructure is the general term for the basic physical systems of a business, region, or nation—for instance, transportation systems, communication networks, sewage, water, and electric systems are all examples of infrastructure. Projects related to infrastructure improvements may be funded publicly, privately, or through public-private partnerships. In economic terms infrastructure often involves the production of public goods or production processes.

ECON Policy 2.1.1 The District shall maintain a mix of water and land uses that meet the need of established Tidelands industries and provide opportunities for emerging Public Trust–consistent uses. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded.

ECON Policy 2.1.2 The District shall coordinate with permittees to provide infrastructure that supports a mix of water and land uses, including the needs of established Tidelands industries and emerging Public Trust–consistent businesses, while also providing environmental benefit.

ECON Objective 2.2

Ensure the District maintains its Strategic Port designation

For policies related to maintenance of transportation facilities for the Strategic Highway Network and for access to strategic assets on Tidelands, refer to *M Goal 3 (Chapter 3.2, Mobility Element)*.

ECON Policy 2.2.1 Maintain the District's marine terminals to the standards of the National Port Readiness Network and the Commercial Strategic Seaports Program, which are administered by the U.S. Department of Transportation's Maritime Administration. The Strategic Port designation commits the District to providing cargo and vessel operations in support of national defense efforts on short notice.

For policies related to the Strategic Port designation, refer to *M Goal 3 (Chapter 3.2, Mobility)*.

ECON Policy 2.2.2 The District shall coordinate with federal, State, regional, and local agencies, and utilities to develop and implement strategies for public improvements that provide the necessary services to support the District's Strategic Port responsibilities.

As of 2021, the District is one of only 18 commercial Strategic Ports designated to support cargo and vessel operations for the U.S. Department of Defense's Surface Deployment and Distribution Command per the Port Planning Order.

ECON Policy 2.2.3 The District shall engage with National Port Readiness Network partners in the Port Readiness Committee, which provides the means to coordinate efficient port operations during peacetime and actual national defense emergencies.

ECON Objective 2.3

Retain and encourage a diverse mix of coastal-dependent and supporting coastal-related industries and businesses

Maritime Uses

ECON Policy 2.3.1 The District shall invest in opportunities to protect and preserve the functionality and accessibility of marine and maritime industrial areas and deep-water berthing piers for maritime and marine uses.

The deep-water channels and berthing in the Bay are a combination of both natural and engineered deepening. These channels and berths have supported national defense needs, including those of the U.S. Navy, since the early twentieth century. Subsequently, the District used those deep-water dredged channels and berths to support a variety of maritime operations, including goods transport, shipbuilding and repair, recreational uses, and cruise ship operations.

ECON Policy 2.3.2 The District and permittees shall coordinate the investment in improvements to marine terminal and maritime industrial operations that improve functionality and efficiency through modernization of terminal infrastructure and equipment, including electrification that supports optimization of cargo movement and reduces emissions.

The District, in coordination with Tidelands tenants, has implemented the following improvements to maritime and marine industrial areas:

- Shore power was integrated at the B Street Cruise Ship Terminal in 2010 (the first cruise shore power installed in California and four years ahead of regulations) and Tenth Avenue Marine Terminal in 2014 to reduce emissions. Seventy percent of the passenger vessel and refrigerated cargo fleets that visit the Port of San Diego use much cleaner electricity instead of running their diesel engines while at berth (2020).
- Photovoltaic solar panels and a ground-mounted battery system were installed to provide renewable energy at Tenth Avenue Marine Terminal to reduce greenhouse gas emissions (2018).
- For more information and policies on electrification and greenhouse gas emission reduction, refer to *SR Goal 3 (Chapter 3.4, Safety and Resiliency Element)* and *EJ Goal 3 (Chapter 3.5, Environmental Justice Element)*.

ECON Policy 2.3.3 The District shall provide maritime and marine infrastructure for operation and maintenance of commercial and recreational vessels. Maritime and marine infrastructure may be provided by third parties, including District tenants through public-private partnerships and leases with the District.

ECON Policy 2.3.4 The District shall provide coastal-dependent and coastal-related industrial leasing opportunities to support the maritime and marine industry on Tidelands.

Marine Terminals

ECON Policy 2.3.5 The District shall strive to maintain a diverse mix of cargo and marine terminal activities for long-term economic resiliency.

Maritime Industrial

ECON Policy 2.3.6 The District shall promote and designate areas for the shipbuilding, repair, and maintenance industry to support the U.S. military, research organizations, and other important commercial fleets (e.g., tugs or ferries) that are home-ported in Tidelands or other West Coast ports and harbors.

Cruise Industry

ECON Policy 2.3.7 The District shall coordinate with the cruise industry to identify infrastructure and marketing opportunities that improve the industry's economic viability and increase the contribution to the regional economy.

ECON Policy 2.3.8 The District shall coordinate with the cruise ship industry to implement modifications to relevant Tidelands support facilities to accommodate increases in cruise demand, both in terms of type and volume, such as landside transportation services for passengers, passenger processing, and baggage handling.

Recreational Boating

ECON Policy 2.3.9 The District and applicable permittees shall support existing recreational boating on Tidelands through maintenance of marina-related facilities, including docks, piers, slips, and boat launch ramps.

ECON Policy 2.3.10 The District and applicable permittees shall promote opportunities for the public to learn, share, and enjoy recreational boating through boating education programs, organizations, and clubs.

Fisheries (All Fishing Uses)

ECON Policy 2.3.11 The District shall coordinate with commercial fishing, recreational fishing, and sportfishing operations to identify and prioritize facility improvements that benefit the fishing business community.

ECON Policy 2.3.12 The District shall explore innovative financing mechanisms and partnerships to increase the economic prosperity and environmental sustainability of the fishing communities on Tidelands.

ECON Policy 2.3.13 The District shall support the promotion of fishing-related events and complementary visitor-serving opportunities in fishing areas to provide economic prosperity of fishing in the region.

Commercial Fishing

Coastal Act Section 30703: Protection of commercial fishing harbor space

The California commercial fishing industry is important to the State of California; therefore, ports shall not eliminate or reduce existing commercial fishing harbor space, unless the demand for commercial fishing facilities no longer exists or adequate alternative space has been provided. Proposed recreational boating facilities within port areas shall, to the extent it is feasible to do so, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

ECON Policy 2.3.14 The District shall promote and support the commercial fishing industry and its longevity as a priority coastal-dependent use and economic contributor to Tidelands, the region, and California through such efforts as joint public-private marketing, fishing-related festivals, and other fishing events and activities.

ECON Policy 2.3.15 The District shall support commercial fishing on Tidelands and its enhancement by maintaining and improving existing commercial fishing–related infrastructure, such as docks, piers, slips, and landside support facilities.

Recreational Fishing and Sportfishing

ECON Policy 2.3.16 The District shall promote and support sportfishing charter industry as a priority coastal-dependent use and valuable economic contributor through such efforts as joint public-private marketing, fishing-related festivals, and other fishing events and activities.

ECON Policy 2.3.17 The District shall promote and support recreational fishing on Tidelands by providing informational signage about recreational fishing opportunities at public locations, such as fishing piers and boat launches, and promoting recreational fishing through joint public-private marketing, fishing-related festivals, and other fishing events and activities.

Aquaculture

ECON Policy 2.3.18 The District shall work collaboratively with its federal, state, regional, local, academic, and business partners to support the development of shellfish and seaweed aquaculture.

For more information and policies related to aquaculture, refer to *Chapter 3.3 Ecology Element.*

Workforce Development

ECON Policy 2.3.19 The District and its tenants are encouraged to hold workforce development events as a means to complement the maritime industry and support economic prosperity of adjacent portside communities.

ECON Policy 2.3.20 The District shall encourage businesses and operations on Tidelands to create and support port-related workforce jobs.

ECON Objective 2.4

Encourage recreational activities and coastal-enhancing industries that help create a vibrant waterfront

ECON Policy 2.4.1 The District encourages the provision of a variety of active and passive recreational opportunities to attract a diverse mix of visitors on Tidelands.

For policies related to recreational opportunities, refer to *WLU Goal 4 (Chapter 3.1, Water and Land Use Element).*

ECON Policy 2.4.2 The District shall promote the creation of diverse activating features in areas designated with a Recreation Open Space land use to provide a variety of opportunities for visitors to explore and enjoy Tidelands. Refer to *Chapter 4 TLUP Area Development Standards or Chapter 5 Planning Districts* for requirements and thresholds for proposed activating features.

Recreation open space and natural resource areas enhance the value and attractiveness of the District's leasable water and land. When viewed as a value-added component, the District may integrate these open spaces with development to increase the overall value from a financial and usability perspective.

ECON Policy 2.4.3 The District shall promote and support implementation of visitor-serving development and amenities that celebrate the San Diego region's binational setting, natural resources, history, culture, and arts.

For policies related to a well-planned and balanced composition of land uses, refer to *WLU Goal 5 (Chapter 3.1, Water and Land Use Element).*

ECON Objective 2.5

Create and maintain programs and services that address the needs of the District's business community

ECON Policy 2.5.1 The District shall promote established and emerging coastal-dependent commercial and industrial sectors throughout Tidelands and may choose to promote through joint marketing campaigns and participation in conferences or other business development programs.

ECON Policy 2.5.2 The District shall periodically assess the water and land use needs of the recreational, commercial, and industrial sectors on Tidelands to assist in planning for and facilitating economic growth through surveys of existing occupants, tenants, and permittees and analysis of economic forecasts.

ECON Objective 2.6

Encourage participation in the TLUP Area from a diverse suite of businesses

ECON Policy 2.6.1 Promote innovation and new technology by encouraging new and existing businesses to propose new services or projects on Tidelands.

ECON Policy 2.6.2 Promote and support opportunities for new businesses to operate on Tidelands that reflect the diversity of the region.

ECON GOAL 3

A growing and diverse economic portfolio of coastal-dependent industries and businesses

ECON Objective 3.1

Attract and support innovative and emerging coastal-dependent industries

ECON Policy 3.1.1 The District shall examine the redevelopment of underused commercial and industrial water and land areas for established and emerging coastal-dependent industries.

ECON Policy 3.1.2 The District shall encourage innovative coastal-dependent endeavors through an assortment of programs and partnerships.

ECON Policy 3.1.3 The District shall explore and promote the creation of habitat mitigation banks on Tidelands in cooperation with regional, State, and federal resource agencies to offset potential future development impacts and provide compensatory mitigation opportunities.

ECON Policy 3.1.4 The District shall support ecotourism through coordination with other public agencies, academic institutions, nonprofits, or private industry to promote conservation awareness and enjoyment of the Bay.

4

TLUP Area Development Standards

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CHAPTER 4

TLUP Area Development Standards

Introduction

The element policies are intended to help achieve the goals and objectives of this TLUP by prescribing guidance for development that aligns with the District's mission and obligations under the Coastal Act, Public Trust Doctrine, and Port Act.

The TLUP Area Development Standards establish requirements for the physical development of property. They provide standards for design that enlivens and enriches the TLUP Area experience for visitors, businesses, and workers, and will be used to implement new development in a manner that is consistent with the surrounding pattern and character of development. The TLUP Area Development Standards specifically address the following topic areas:

- Recreation Open Space and Activating Features Standards
- View Standards
- Structure Height Standards
- Wayfinding Signage Standards

TLUP Area Development Standards shall be applied consistently across the TLUP Area, to development in all planning districts, except where specifically noted in a subdistrict development standard. In addition to compliance with the TLUP Area Development Standards, all development shall conform to the subdistrict development standards described in *Chapter 5, Planning Districts*.

4.1 Recreation Open Space and Activating Features Standards

Recreation Open Space, a component of the public realm, supports or facilitates social interaction and is used for active and passive activities. Refer to *WLU Goal 3 (Chapter 3.1, Water and Land Use Element)* for additional guidance related to Recreation Open Space. The following standards apply to all Recreation Open Space in the TLUP Area.

4.1.1 Standards for Recreation Open Space

The following requirements apply to areas designated as Recreation Open Space:

1. Shall be located directly adjacent to the waterfront, i.e. between development and the water's edge.
2. Should be designed with an appropriate balance of softscape and hardscape based on a planning district's character or as specified in *Chapter 5, Planning Districts.*
3. Soft surfaces or softscape may include landscaping, planting ground cover, and other materials, such as mulch and turf.
4. Landscaping shall be consistent with ECO Policy 1.1.9 (Chapter 3.3 Ecology Element).
5. Should include activating uses, such as kiosks, retail, or amenities, or passive recreation activities including fixed or movable seating.

4.1.2 Standards for Activating Features

Activating features attract visitors to, and extend users' stay on Tidelands. They may be commercial or noncommercial and are intended to offer a range of recreational experiences to the user and appeal to a variety of visitors. Activating features should complement adjacent or nearby waterfront uses and activities.

4.1.2(A) Activating Features

Activating features may include a variety of recreational uses, such as fitness activities and moveable kiosks or carts.

4.2 View Standards

4.2.1 Standards for Scenic Vista Areas

Scenic vista areas preserve physical access to the scenic views and visual qualities of the Bay from publicly accessible points in the TLUP Area. They are identified in Planning District 14's Coastal Access Views and Pathways Map and are specifically identified in the development standards for the planning district. The following requirements apply in the TLUP Area:

1. A scenic view in a designated scenic vista area may be framed, wide angle, or panoramic, and may include constructed and/or natural features, including maritime operations and other characteristics that are both within and outside the TLUP Area.
2. Development that includes a scenic vista area(s) shall:
    a. Not obstruct the designated scenic vista area(s);

b. Preserve or enhance physical access to scenic vista area(s); and

c. Not directly obscure the physical access to, and views from, a scenic vista area.

3. Scenic vista areas may be associated with physical features or public spaces, such as plazas, promenades, overlooks, or other public spaces.

4. Scenic vista areas may include directional or interpretive signage indicating the presence of a designated scenic vista area.

4.2.2 Standards for View Protection

Protection of views and physical access shall be maintained within scenic vista areas. The following requirements apply in the TLUP Area as long as the features enhance and activate the public realm and do not directly or permanently prohibit public access or obstruct views:

1. The following features may be located within scenic vista areas, view corridor extensions, and walkways:

   a. Directional and wayfinding signage;

   b. Business signs serving a waterfront or water use;

   c. Public art (permanent or temporary);

   d. Educational and interpretive signage and displays;

   e. Bicycle and pedestrian facilities, including bike racks and bike sharing;

   f. Scooter and shared micromobility device return areas and corrals;

   g. Street lighting, street furniture, and fixed or movable seating;

   h. Guardrails or bollards for safety or security purposes only;

   i. Any other improvements, facilities, or uses that enhance and activate the public realm and do not directly or permanently prohibit public access or obstruct views; and

   j. Docked vessels or vessels associated with marinas.

2. Fences or site walls, where located within view corridor extensions and walkways, should be transparent or permeable:

   a. In locations where solid fences or site walls are used, they shall be no greater than 3 feet in height where feasible and to ensure site security.

3. Landscape improvements and trees may be provided and should be selected, sited, and designed through the following techniques:

   a. Landscaping and trees shall be maintained to minimize view blockage;

   b. Where new trees are planted or existing trees maintained, the mature tree canopy should begin at a minimum of 8 feet above ground; and

   c. New plantings, including any associated planter height, shall be 3 feet or less at full maturity except that landscaping used for screening along a leasehold fence may be allowed to grow to a mature height of 5 feet to screen the adjacent property while enhancing the character of the view corridor and in accordance with *ECO Goal 1 (Chapter 3.3, Ecology Element)*.

4.3 Structure Height Standards

4.3.1 Standards for Structure Height

The following height standards are applicable to all development:

1. Height Measurement. The following requirements apply to the measurement of height:
    a. Structure height. Structure height shall be measured vertically from the average finished grade plane of the structure to the highest point of the roof, parapet wall, or uppermost part of the structure.
2. Regional Airport Land Use Consistency and Height Restrictions. See *WLU Goal 8 (Chapter 3.1, Water and Land Use Element)* and *SR Goal 1 (Chapter 3.4, Safety and Resiliency Element)*, regarding requirements related to Regional Airport Land Use Compatibility and Federal Aviation Administration notification.
3. Height Exceptions. No structure or part of a structure shall exceed the maximum structure height.

4.4 Signage Standards

The following signage standards are applicable to all development:

4.4.1 Wayfinding and Other Signage

Wayfinding signage provides visual cues to manage public circulation and may include components such as maps, directional signage, and associated graphics and symbols to help guide people to their destination and provide information regarding their surroundings:

1. Sign types may include but are not limited to the following, subject to design approval by the District:
    a. Operational signs (hours for public access, use limitations);
    b. Directional signs;
    c. Interpretive signage;
    d. Educational signage;
    e. District flags or banners;
    f. Mileage markers;
    g. Monument signs; and
    h. Safety signs.
2. The following requirements apply in the TLUP Area:
    a. Wayfinding signage shall be located in obvious and visible locations;
    b. Wayfinding signage shall be designed and placed to minimize visual impacts; and
    c. Wayfinding signs should be used only for informational purposes and shall not be used for marketing or advertising in any way.
    d. Other than existing billboards, billboards and larger scale dynamic, flashing, or digital signs shall be prohibited.

5

Planning Districts

PORT of SAN DIEGO

CHAPTER 5

Planning Districts

Introduction

The TLUP Area is divided into 4 planning districts, and the boundaries of these identifiable and functional units conform closely to established ecoregion boundaries. Together, these 4 planning districts represent the TLUP Area.

This chapter includes a section devoted to each planning district, and each of the sections includes introductory information on the following items:

1. Existing Setting provides an overview of the planning district.
2. Location and Context Map identifies the planning district and the surrounding context.
3. Water and Land Use Acreages are presented in a table that displays the acreage for each water and land use designation within the planning district.
4. Water and Land Use Map identifies the approximate location and extent of the water and land uses designations for the planning district.
5. Coastal Access: Views and Pathways Map (where applicable) identifies the general locations of views, which include scenic vista areas, as well as pathways, including multi-use paths in the planning district.

Discussions of each planning district are organized as follows:

1. Vision describes the long-term vision and character for the planning district.
2. Special Allowances consistent with *WLU Goal 2 (Chapter 3.1, Water and Land Use Element)*, addresses unique situations for the planning district.

3. Planned Improvements appealable and non-appealable development (as defined by Section 30715 of the Coastal Act) or improvements are identified for each planning district. Planned improvements are organized under the following subheadings as appropriate: landside access and coastal access.

    a. Landside access and coastal access planned improvements are intrinsically tied to individual developments that are required to contribute to these specific improvements and are needed for public health and safety and for the public welfare, as well as conformance with the Coastal Act.

    b. As required by the Coastal Act, each planning district identifies appealable projects. Appealable projects are grouped under the subheadings described above and are identified by an "AP" icon (AP). Appealable projects should be considered in combination with required element policies and planning district standards. The description of each appealable project is sufficiently detailed to allow determination of the appealable project's consistency with Chapter 3 of the Coastal Act. Refer to *Chapter 2, User Guide*, for more information on non-appealable and appealable development.

4. Development Standards provide requirements for development, including the size, location, siting, and orientation of required public realm features, buildings, and structures:

    a. Public Realm Standards provide requirements for pathways, including multi-use paths, and views, including scenic vista areas.

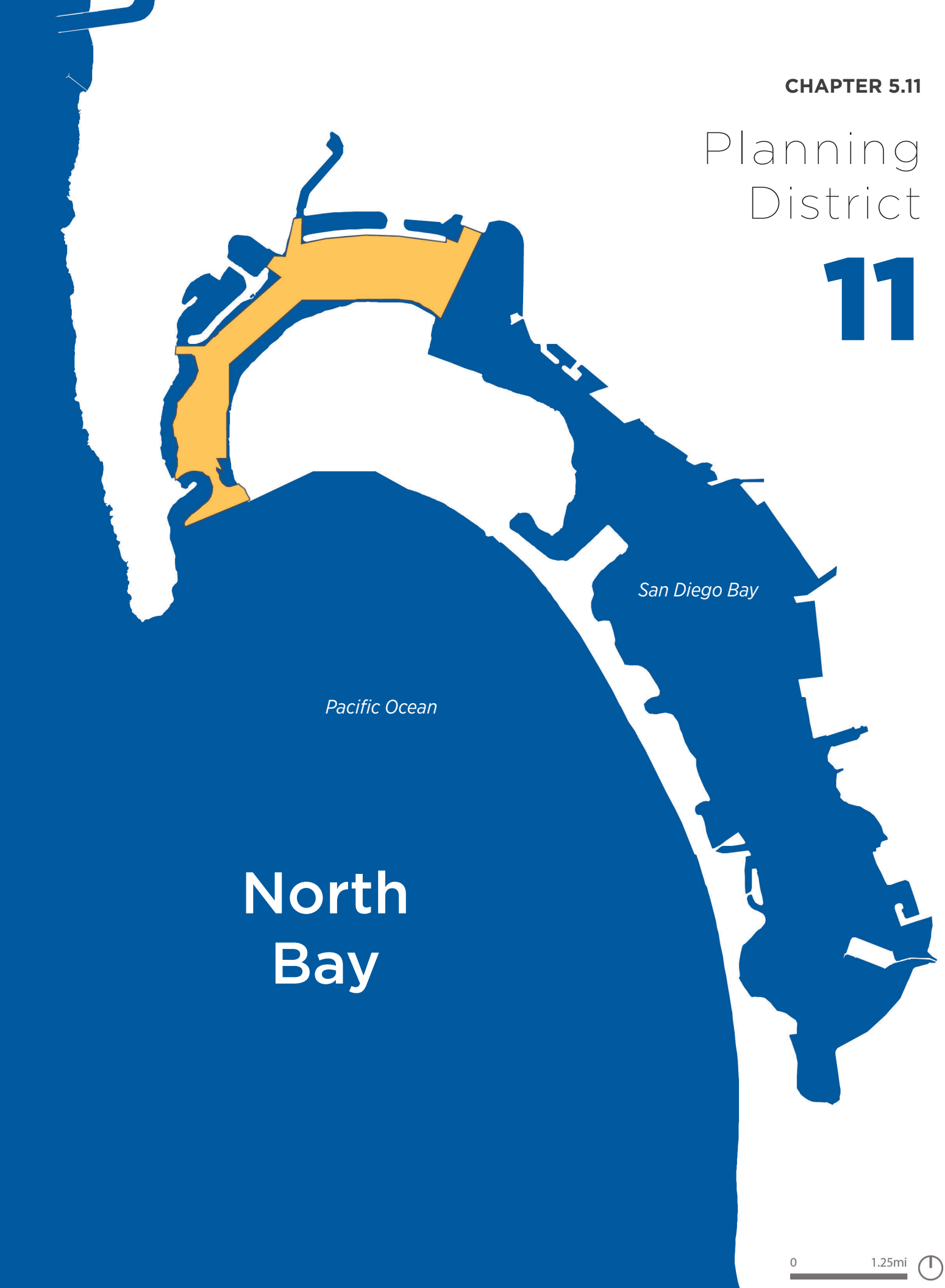
    b. Building Standards address requirements for structure height, building character, building orientation, and building setbacks.

    c. All development in each planning district shall comply with the planning district's Development Standards, as well as the standards identified in *Chapter 4, TLUP Area Development Standards*. The planning district development standards may be an extension of, or a supplement to, a specific element policy, or a standard identified in *Chapter 4, TLUP Area Development Standards*. Accordingly, planning district development standards may refer to, and therefore receive guidance from, a specific element policy, or standard in *Chapter 4, TLUP Development Standards*. Where an exception to a standard identified in *Chapter 4, TLUP Development Standards* is applicable to a specific location, it is noted in the relevant planning district standard.

Maintenance to existing structures and facilities are allowed unless it constitutes Major Development (see the *Glossary* for the definition of the term) and does not require issuance of a coastal development permit.

CHAPTER 5.11

Planning District 11



5.11.1 Existing Setting

The North Bay Planning District is located in the northern portion of San Diego Bay beginning east of the Pacific Ocean, residing between Shelter Island and Harbor Island to the north and North Island Naval Air Station to the south. Planning District 11 is bisected by the Federal Navigation Channel that runs west to east through the planning district. Existing uses within the North Bay Planning District include a bait barge, with baitfish storage, and vendor operations supporting the commercial and recreational fishing industries.

5.11.1(A) Vision

Safe navigation for vessels transitioning between the Pacific Ocean and San Diego Bay.

The vision for the North Bay Planning District is to provide safe, unobstructed navigation for water-going vessels entering or exiting San Diego Bay. The North Bay Planning District has a strong water-landside connection to a variety of recreational, sportfishing, commercial fishing, and maritime vessel berthing and moorings just outside of the planning district's boundaries. Through an integrated network of navigation channels and navigation corridors, water-going vessels can safely navigate to and from berthing and mooring areas located on District Tidelands.

With the variety of adjacent land uses and broad range of local, state, and federal agencies with neighboring authority in Planning District 11, the District envisions continued collaboration to ensure safe navigation and management of complementary uses. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this planning district, and should be in accordance with applicable TLUP policies and standards, including but not limited to: *Chapter 3.1 Water and Land Use Element (e.g., Tables 3.1.2 and 3.1.3)* and policies within *Chapter 3.3 Ecology Element, ECO Goal 1* and *Chapter 3.4 Safety and Resiliency Element, SR Goal 3.*

5.11.1(B) Water Use Designations

The water use designations for the North Bay Planning District are shown in *Figure PD11.2*. The acreage of each water use designation is summarized in *Table PD11.1*.

5.11.1(C) Special Allowances

The following special allowances, consistent with *WLU Goal 2 (Chapter 4.1, Water and Land Use Element)*, address unique situations in the North Bay Planning District.

AP PD11.1 Uses related to operation and maintenance of the baitfish storage, bait barges and vendor operations supporting the fishing industries (including commercial, sport, and recreational) shall be permitted within the existing lease boundaries. Expansion of existing lease boundaries and uses, or additional baitfish storage, bait barges and vendor operations supporting fishing industries, may be permitted.

5.11.1(D) Planned Improvements

5.11.1(D)-I Landside Access

There are no landside access improvements planned for the North Bay Planning District.

5.11.1(D)-II Coastal Access

There are no coastal access improvements planned for the North Bay Planning District.

5.11.1(E) Development Standards

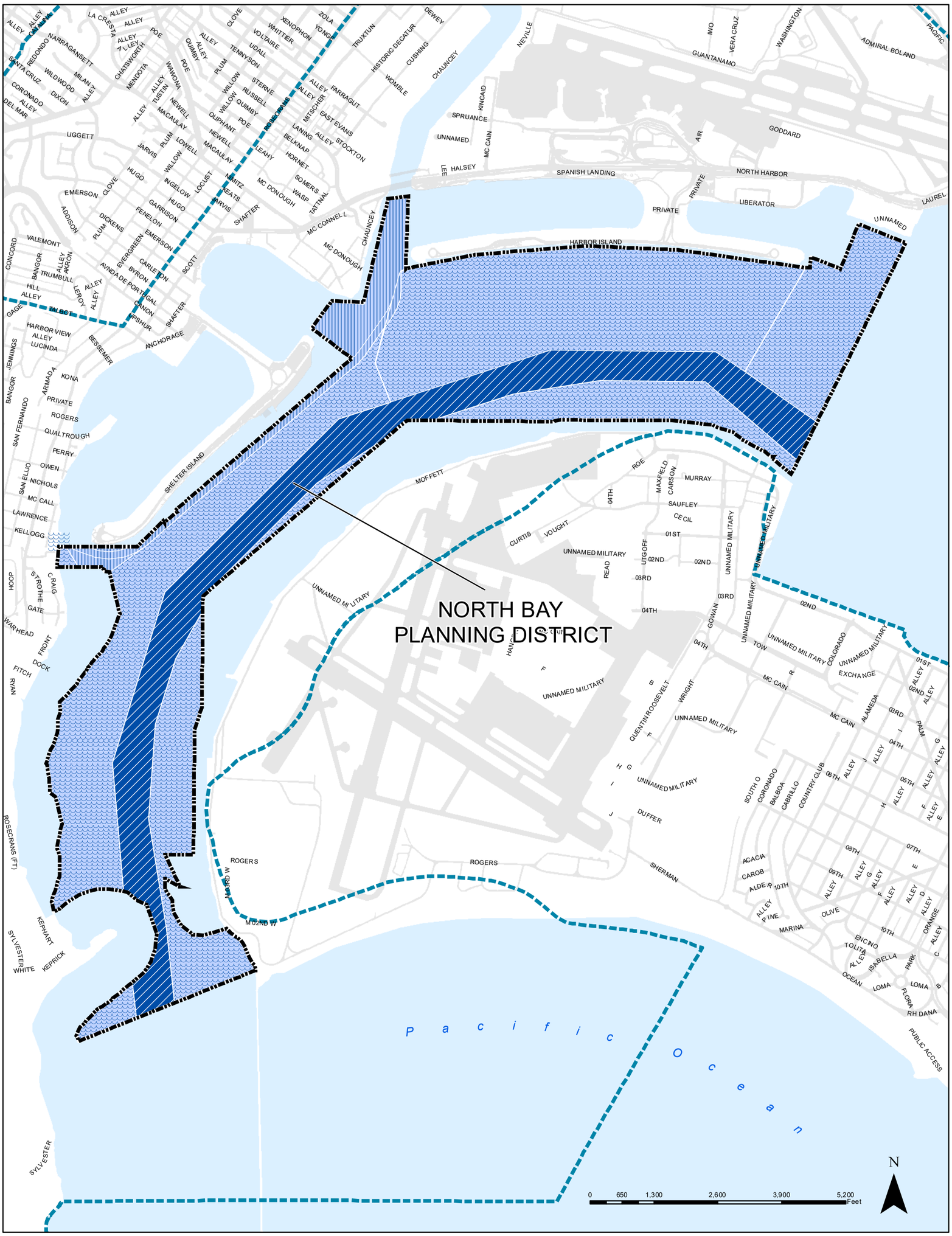
All *Chapter 4, TLUP Area Development Standards* are applicable in the North Bay Planning District.

Figure PD11.1 North Bay Planning District Location and Context

For illustrative purposes only.

Table PD11.1 North Bay Planning District Water Use Acreages

WATER USES	ACRES
Federal Navigation Channel	343.15
Navigation Corridor	90.78
Open Bay / Water	1,083.44
TOTAL - WATER AND LAND USES	**1,517.37**



JURISDICTIONAL BOUNDARIES

- Planning District
- Coastal Zone

WATER USE DESIGNATIONS

- Conservation/Inter-tidal
- Industrial and Deep-Water Berthing
- Federal Navigation Channel
- Navigation Corridor
- Open Bay / Water

FIGURE PD11.2 NORTH BAY PLANNING DISTRICT: WATER USES

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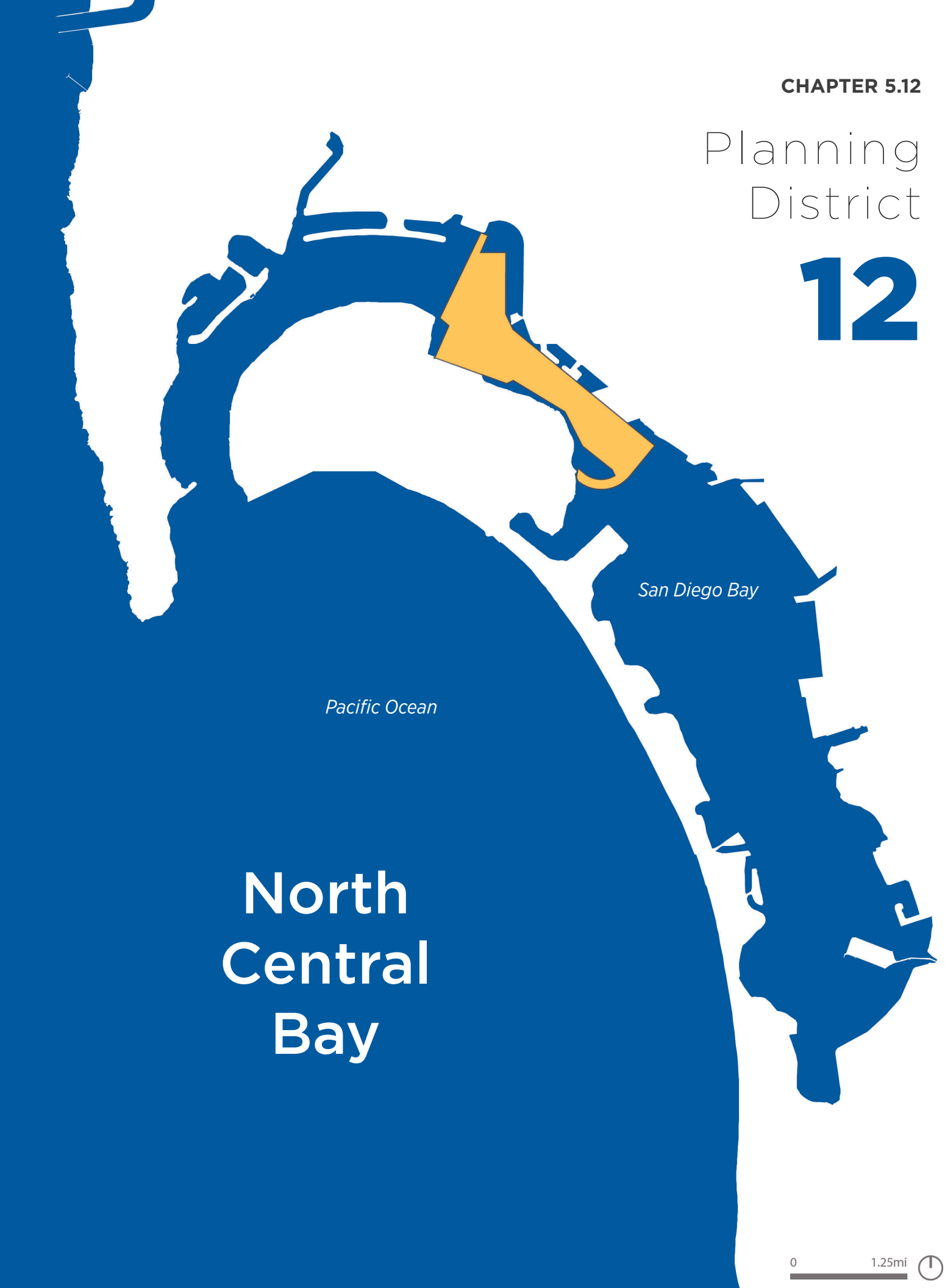
CHAPTER 5.12

Planning District 12



5.12.1 Existing Setting

The North Central Bay Planning District is located in San Diego Bay beginning from the northern boundary of the City of Coronado to the west and Laurel Street to the east, extending south to incorporate the Coronado Bridge. Planning District 12 is bisected by the Federal Navigation Channel that runs north to south through the planning district.

5.12.1(A) Vision

A transbay connection that provides safe passageway for a variety of commercial and recreational vessels in San Diego Bay.

The vision for the North Central Bay Planning District is to provide a safe and efficient transbay connection for water-going vessels. Through continued maintenance of the Federal Navigation Channel, navigation corridors, and deep-water berthing, all vessel types are provided safe passageway to the Embarcadero and Working Waterfront from around San Diego Bay. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this planning district, and should be in accordance with applicable TLUP policies and standards, including but not limited to: *Chapter 3.1 Water and Land Use Element (e.g., Tables 3.1.2 and 3.1.3)* and policies within *Chapter 3.3 Ecology Element, ECO Goal 1* and *Chapter 3.4 Safety and Resiliency Element, SR Goal 3.*

5.12.1(B) Water Use Designations

The water use designations for the North Central Bay Planning District are shown in *Figure PD12.2*. The acreage of each water use designation is summarized in *Table PD12.1*.

5.12.1(C) Special Allowances

The following special allowances, consistent with *WLU Goal 2 (Chapter 4.1, Water and Land Use Element)*, address unique situations in the North Central Bay Planning District.

PD12.1 Routine maintenance activities supporting the safety and functionality of the Coronado Bridge shall be allowed.

PD12.2 Routine maintenance activities or improvements supporting the safety and functionality of transbay pipelines or telecommunication lines shall be allowed.

PD12.3 Short-term or transient docking for recreational vessels may be allowed temporarily in areas designated as Navigation Corridor that are directly adjacent to piers, wharves, or other infrastructure that support vessel docking.

5.12.1(D) Planned Improvements

5.12.1(D)-I Landside Access

There are no landside access improvements planned for the North Central Bay Planning District.

5.12.1(D)-II Coastal Access

There are no coastal access improvements planned for the North Central Bay Planning District.

5.12.1(E) Development Standards

All *Chapter 4, TLUP Area Development Standards* are applicable in the North Central Bay Planning District.

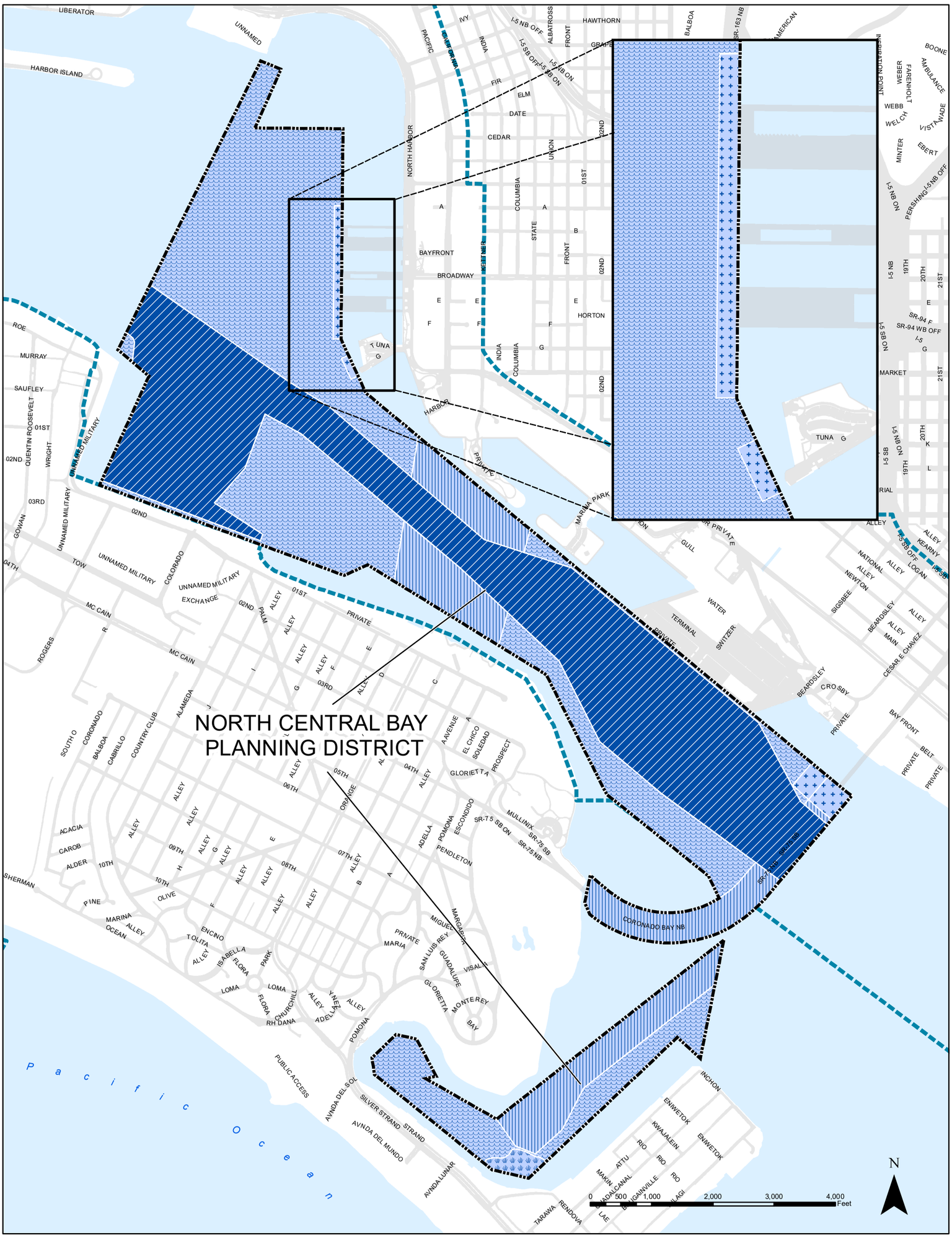
PD12.4 Development on submerged lands shall avoid placing structures (including anchors or moorings) on transbay pipelines or telecommunication lines.

Figure PD12.1 North Central Bay Planning District Location and Context

For illustrative purposes only.

Table PD12.1 North Central Bay Planning District Water Use Acreages

WATER USES	ACRES
Conservation / Inter-tidal	6.13
Federal Navigation Channel	454.07
Industrial & Deep-Water Berthing	17.25
Navigation Corridor	162.29
Open Bay / Water	506.30
TOTAL - WATER USES	**1,146.04**



JURISDICTIONAL BOUNDARIES

- Planning District
- Coastal Zone

WATER USE DESIGNATIONS

- Anchorage
- Conservation/Inter-tidal
- Industrial and Deep-Water Berthing
- Federal Navigation Channel
- Navigation Corridor
- Open Bay / Water

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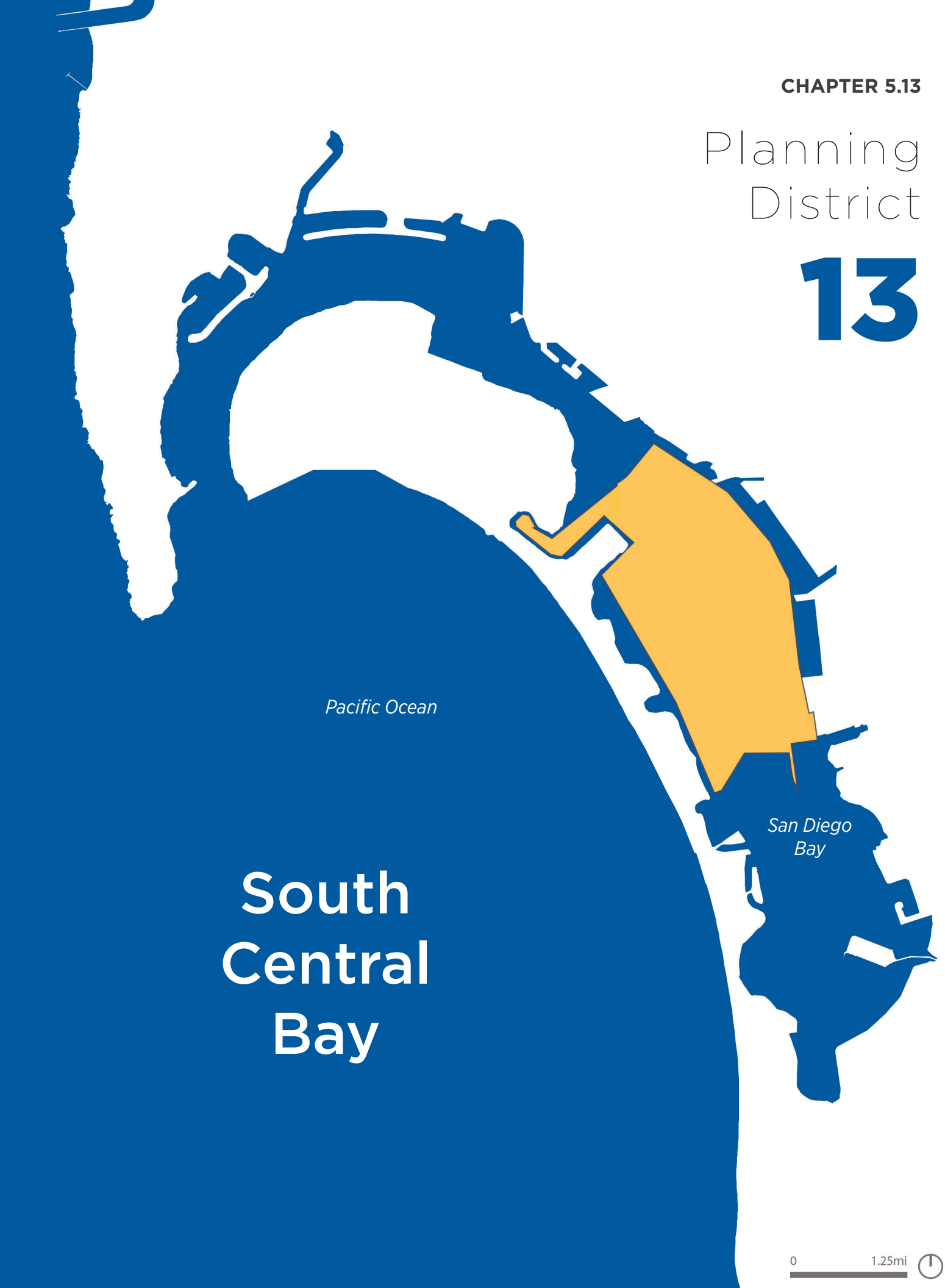
CHAPTER 5.13

Planning District 13



5.13.1 Existing Setting

The South Central Bay Planning District is located in the south central portion of San Diego Bay beginning from the Coronado Bridge to the north and extending south to the National City Marine Terminal. The Federal Navigation Channel runs north to south through the planning district in close proximity to the Working Waterfront.

5.13.1(A) Vision

A transitional waterway from industrial and commercial use to recreation and conservation opportunities.

The vision for the South Central Bay Planning District is of a waterway focused on recreational opportunities as San Diego Bay transitions from industrial and commercial uses to the north and the U.S. Fish and Wildlife Service Refuge to the south. Within the South Central Bay Planning District, opportunity exists for restoration and enhancement of environmental resources, as well as increased conservation through restoration, living shorelines, and other efforts that enhance habitat, water quality, and resiliency. This planning district encompasses one of the widest portions of the Bay and as such, opportunities for lateral exploration and enjoyment of the southern waters abound. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this planning district, and should be in accordance with applicable TLUP policies and standards, including but not limited to: *Chapter 3.1 Water and Land Use Element (e.g., Tables 3.1.2 and 3.1.3)* and policies within *Chapter 3.3 Ecology Element, ECO Goal 1* and *Chapter 3.4 Safety and Resiliency Element, SR Goal 3.*

5.13.1(B) Water Use Designations

The water use designations for the South Central Bay Planning District are shown in *Figure PD13.2*. The acreage of each water use designation is summarized in *Table PD13.1*.

5.13.1(C) Special Allowances

The following special allowances, consistent with *WLU Goal 2 (Chapter 4.1, Water and Land Use Element)*, address unique situations in the South Central Bay Planning District.

PD13.1 At the former A-8 anchorage, Industrial and Deep-Water Berthing shall be considered as a secondary use.

Refer to the *Chapter 3 Water and Land Use* for information about allowable use types and secondary use requirements.

5.13.1(D) Planned Improvements

5.13.1(D)-I Landside Access

There are no landside access improvements planned for the South Central Bay Planning District.

5.13.1(D)-II Aquaculture Facilities

PD13.2 Support the development of shellfish and seaweed aquaculture operations at the former A-8 anchorage.

5.13.1(E) Development Standards

All *Chapter 4, TLUP Area Development Standards* are applicable in the South Central Bay Planning District.

Figure PD13.1 South Central Bay Planning District Location and Context

For illustrative purposes only.

Table PD13.1 South Central Bay Planning District Water Use Acreages

WATER USES	
Conservation / Inter-tidal	79.53
Federal Navigation Channel	378.81
Industrial & Deep-Water Berthing	63.78
Navigation Corridor	17.31
Open Bay / Water	2,489.02
TOTAL - WATER USES	**3,028.46**

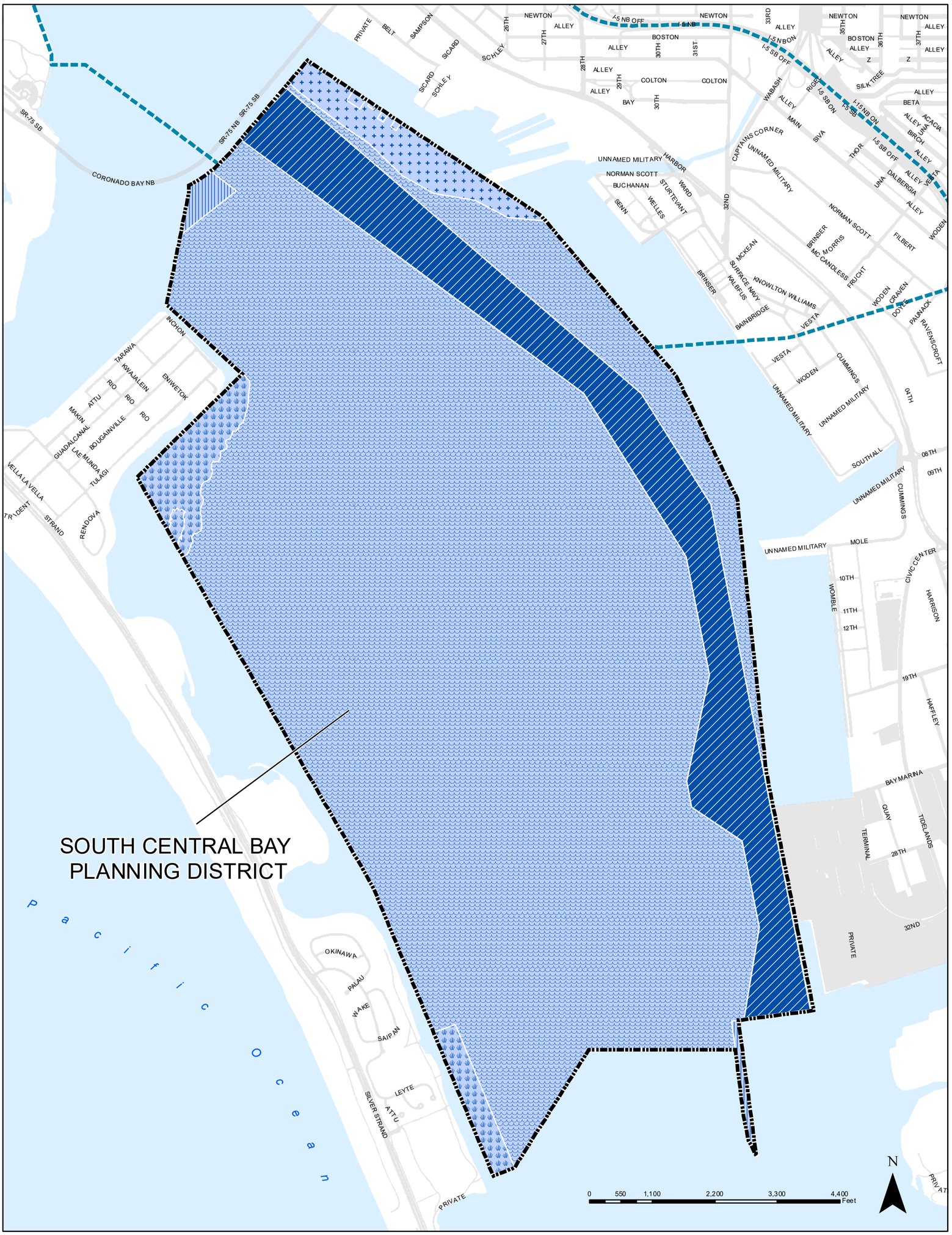


FIGURE PD13.2 SOUTH CENTRAL BAY PLANNING DISTRICT: WATER USES

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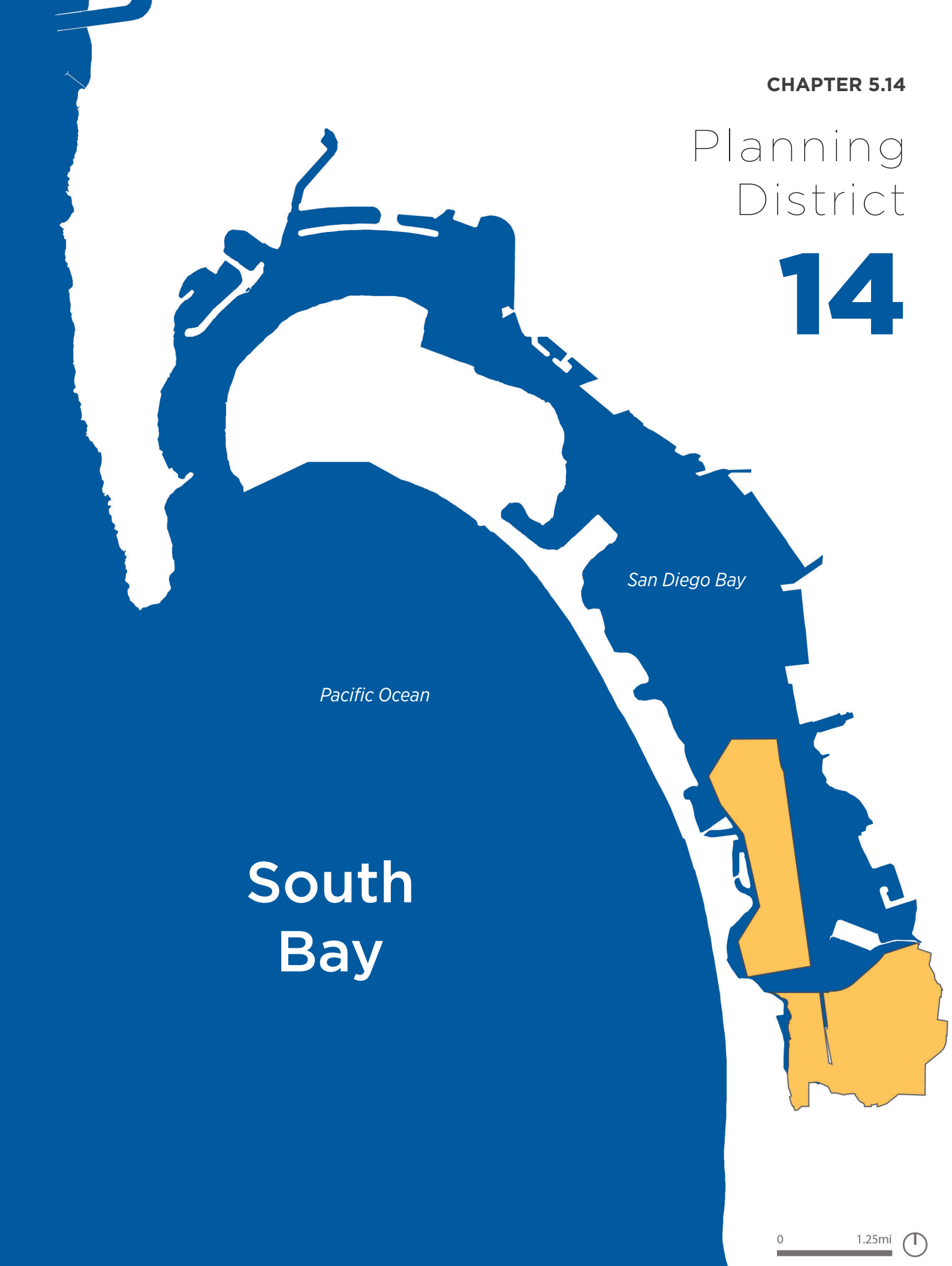
CHAPTER 5.14

Planning District 14



5.14.1 Existing Setting

The South Bay Planning District is located in the southern portion of San Diego Bay. This planning district is divided into two sections: a northwestern portion located east of Planning District 9: Silver Strand in the PMPU and north of Planning District 7: South Bay; and a southern portion that sits south of and around Planning District 7: South Bay. The most southern edge abuts the boundaries of the City of Imperial Beach and the City of San Diego.

With the exception of a small area near the Coronado Cays and the Bayshore Bikeway to the south, the majority of the South Bay Planning District encompasses the United States Fish and Wildlife's South Bay Unit of the San Diego Bay National Wildlife Refuge (Refuge). The Refuge supports a variety of migratory shorebirds and wintering waterfowl. A unique component of the natural environment within the South Bay Planning District are the former and current solar salt evaporation ponds used to produce salt. These ponds, occupying approximately 1,060 acres, consist of diked open water cells with differing levels of salinity, provide roosting habitat for a variety of migratory birds, nesting habitat for a variety of ground nesting birds, supplemental foraging habitat for various shorebirds, and foraging habitat.

The District advances collaborative stewardship with regional agencies to prioritize the ecological health of the Refuge consistent with *ECO Goal 4 (Chapter 3.3 Ecology Element)*.

5.14.1(A) Vision

Protect, enhance, and restore open water, coastal wetlands, and native upland habitat to benefit the native fish, wildlife, and plant species while providing coastal access.

The vision for the South Bay Planning District is to continue protecting a rich diversity of endangered, threatened, migratory, and native species and their habitats in the midst of a highly urbanized coastal environment. The public will continue to be provided with the opportunity to observe birds and wildlife in their native habitats and to enjoy and connect with the natural environment.

Planned improvements are intended to enhance coastal access consistent with this District's character. Coastal resilience efforts to address projected sea level rise should balance the needs of the adjacent communities with the District's Public Trust obligations, including the integration of opportunities to restore and enhance the ecosystem, provide additional recreational opportunities without impacting native habitats or disturbing nesting birds, and preserve coastal access including existing nature trails. Future efforts to enhance coastal resiliency through coastal flooding adaptation strategies are also envisioned in this planning district, and should be in accordance with applicable TLUP policies and standards, including but not limited to: *Chapter 3.1 Water and Land Use Element (e.g., Tables 3.1.2 and 3.1.3) and policies within Chapter 3.3 Ecology Element, ECO Goal 1 and Chapter 3.4 Safety and Resiliency Element, SR Goal 3.*

5.14.1(B) Water and Land Use Designations

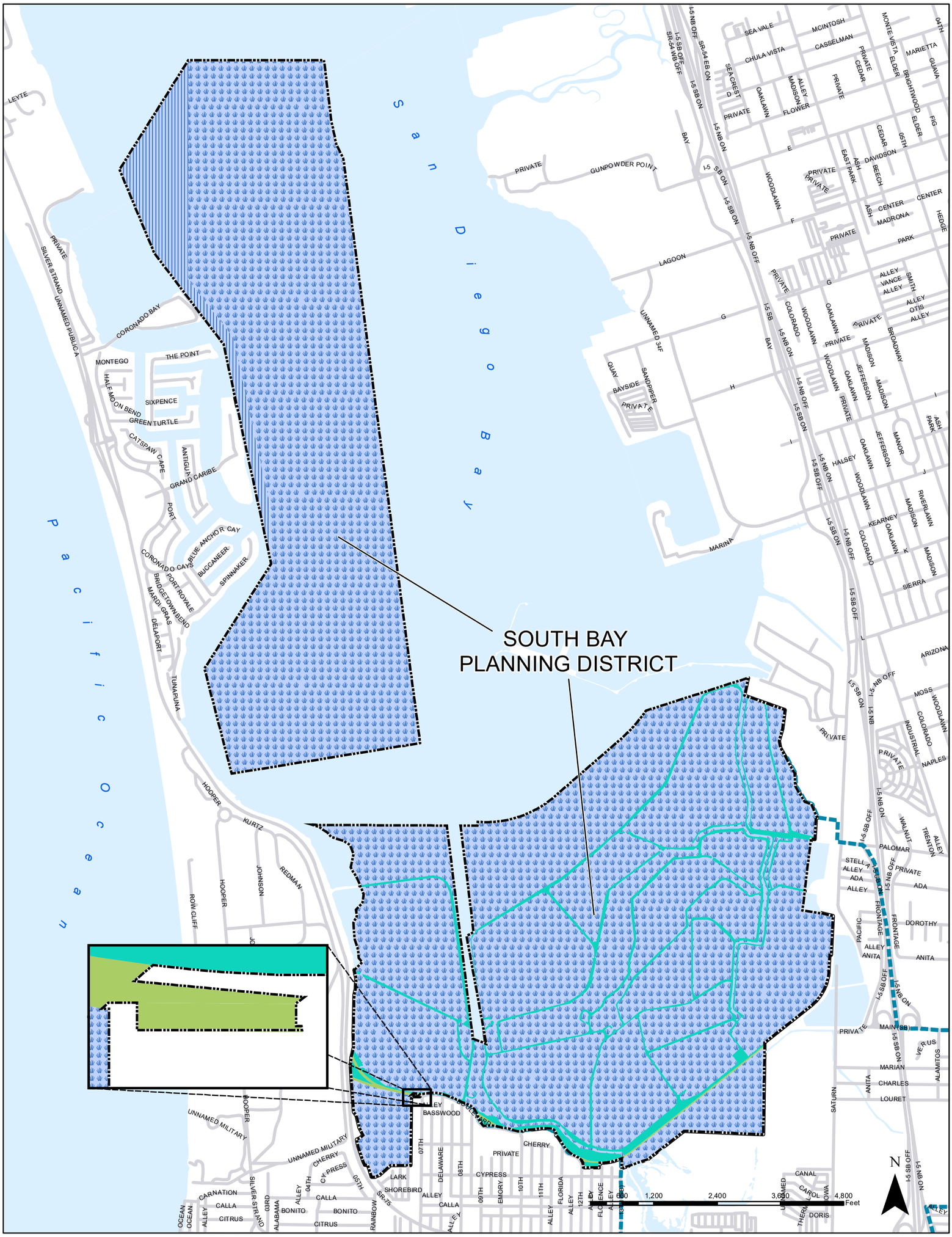
The water and land use designations for the South Bay Planning District are shown in *Figure PD14.2*. The acreage of each water use designation is summarized in *Table PD14.1*.

Figure PD14.1 South Bay Planning District Location and Context

For illustrative purposes only.

Table PD14.1 South Bay Planning District Water and Land Use Acreages

WATER USES	ACRES
Conservation / Inter-tidal	2115.55
Navigation Corridor	96.15
Subtotal - Water Uses	2211.70
LAND USES	**ACRES**
Conservation Open Space	94.19
Recreation Open Space	5.24
Subtotal - Land Uses	99.43
TOTAL - WATER AND LAND USES	**2,311.13**



JURISDICTIONAL BOUNDARIES

- Planning District
- Coastal Zone

LAND USE DESIGNATIONS

- Recreation Open Space
- Conservation Open Space

WATER USE DESIGNATIONS

- Conservation/Inter-tidal
- Navigation Corridor

FIGURE PD14.2 SOUTH BAY PLANNING DISTRICT: WATER AND LAND USES

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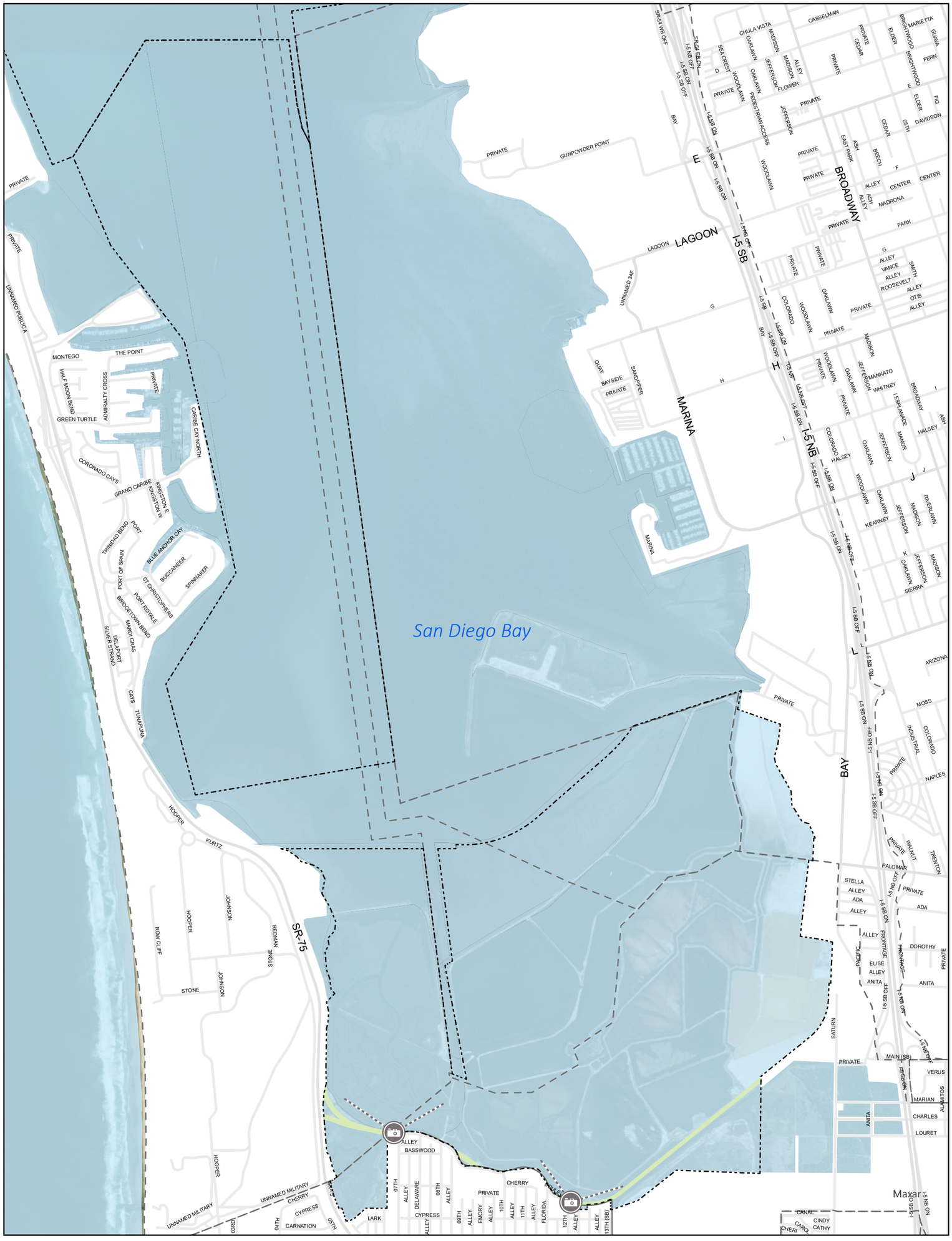

Jurisdictional Boundaries

- Planning District
- Coastal Zone

Other

- Recreation Open Space

Views

- Scenic Vista Area

Pathways

- Non-District Pathway
  Not Within District Permitting Authority

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The South Bay Planning District planned improvements provide requirements for the improvements envisioned for this area. In addition to *Chapter 4, TLUP Area Development Standards*, development standards provide district-specific criteria related to public realm design.

5.14.1(C) Coastal Access Map

Figure PD14.3 provides additional information to illustrate the planned improvements and public realm standards related to coastal access, including views, and pathways in the planning district.

5.14.1(D) Special Allowances

The following special allowances, consistent with *WLU Goal 2 (Chapter 4.1, Water and Land Use Element)*, address unique situations in the South Bay Planning District.

PD14.1 Salt ponds may continue to operate, but not expand, within the Refuge, as approved by the U.S. Fish and Wildlife Service.

PD14.2 If the Bayshore Bikeway is removed from its existing location north of the Bayside Elementary School, the affected area shall be allowed to transform and integrate into the adjacent habitat.

PD14.3 All proposed activities or features within the Refuge shall be consistent with the approved comprehensive conservation plan (or the governing management plan for the Refuge) and must be approved by the U.S. Fish and Wildlife Service.

5.14.1(E) Planned Improvements

This section describes the extent of planned improvements for landside access and coastal access.

The U.S. Fish and Wildlife Service (USFWS) manages the San Diego Bay National Wildlife Refuge (Refuge) in accordance with an approved comprehensive conservation plan. Development in the Refuge may require additional approvals and compatibility review from the USFWS.

5.14.1(E)-1 Landside Access

Bayshore Bikeway

PD14.4 Coordinate with adjacent jurisdictions and applicable resource agencies to support climate resiliency projects that promote habitat restoration or preserve or enhance public access through design and implementation of natural shoreline sea level rise adaptation strategies.

PD14.5 The Bayshore Bikeway shall be operated and maintained by the agency in which each segment occurs, following approved or adopted licensing agreements.

PD14.6 If coastal flooding causes any segment(s) of the Bayshore Bikeway multi-use path unsuitable for public use by creating health and safety risks, or if it results in the need to protect natural resources, the following shall apply:

a. Maintain the multi-use path in place, and then, if necessary, coordinate with adjacent jurisdictions and applicable resource agencies to address coastal flooding;

b. If shoreline restoration is necessary and it would be feasible to preserve continuous use of the multi-use path, incorporate natural materials or nature-based shoreline adaptation strategies into the restoration and other improvements.

Recreation Open Space

PD14.7 Coordinate with adjacent jurisdictions to enhance the Recreation Open Space land use located west of the 7th Street terminus, with minimal activating features, including additional seating, public art, and informational and interpretive signage.

The Bayshore Bikeway is envisioned as a multi-use path that will extend 24 miles around San Diego Bay. The alignment follows railroad, utility, and other public rights-of-way.

5.14.1(E)-II Coastal Access

There are no coastal access improvements planned for the South Bay Planning District.

5.14.1(F) Development Standards

In addition to *Chapter 4, TLUP Area Development Standards*, the following standards apply to development in the South Bay Planning District. The standards provide requirements for the size, location, siting, and orientation of required public realm features or buildings and structures.

5.1.1(F)-I Public Realm Standards

Recreation Open Space, a component of the public realm, supports or facilitates social interaction and is used for active and passive activities. Refer to *WLU Goal 3 (Chapter 3.1, Water and Land Use Element*) for additional guidance related to Recreation Open Space. The following standards apply to all Recreation Open Space in PD14.

PD14.8 Prohibit restrooms within Recreation Open Space areas in this planning district.

Views

PD14.9 Preserve scenic vista areas in accordance with the requirements of Chapter 4, TLUP Area Development Standards, in the following locations as generally depicted in Figure PD14.3:

a. View of the Bay and Refuge, within the Recreation Open Space area between 7th Street and the Flamingo Trail; and

b. View of the Bay and Refuge, along the Bayshore Bikeway approximately north of the Florence Street terminus.

6

TLUP Implementation and Development Conformance

PORT of SAN DIEGO

CHAPTER 6

TLUP Implementation and Development Conformance

6.1 Overview

The purpose of this chapter is to describe the various aspects of how the TLUP will be implemented and the requirements in determining conformance with this TLUP. Both the implementation and development conformance sections described in this chapter are necessary to guide development on Tidelands and successfully carry out the broad vision, goals, objectives and policies presented in this TLUP, as well as Planned Improvements and Development Standards in each Planning District.

The TLUP represents the District's long-range vision for future growth and development on Tidelands and future development and TLUP implementation actions must be consistent with the TLUP. This chapter explains the parameters for interpretation and potential amendments, as well as the interplay between *Chapter 3, Elements, Chapter 4, TLUP Area Development Standards, and Chapter 5, Planning Districts*. Together, these items provide a collective road map for determining conformance with this TLUP.

6.2 TLUP Implementation

The information contained in this TLUP is intended to facilitate clear and consistent treatment of proposed development, in accordance with the District's approval authority under the Coastal Act and the powers and authority granted to the District by the Port Act. This TLUP also establishes goals, objectives, and policies, as well as permitted uses and development standards to ensure development and activities are consistent with applicable portions of the Coastal Act and the allowed uses codified in the Port Act.

This TLUP provides a vision, and the guidance and requirements, for future development as it occurs on Tidelands. This TLUP does not commit the District to a specific development or action. The following principles have been created to guide the TLUP's implementation:

- Long-term Implementation: The District's intent is to meet the overall vision and goals of this TLUP and implement its objectives and policies. However, it is not intended that all policies or programs will be implemented immediately or concurrently.
- Prioritization: Since implementation can take time, the District will need to prioritize programs. This TLUP contemplates this prioritization as an ongoing process as part of the District's policymaking function.
- Review, Evaluate and Adjust: While this TLUP identifies actions and programs, the District recognizes they may need to be adjusted or adapted over time based on new information or changing circumstances. The District intends to continually evaluate the effectiveness of these actions and programs and adjust the actions and programs so long as the adjustments remain consistent with the overall intent of this TLUP and do not require an amendment to this TLUP pursuant to the Coastal Act. There may be some adjustments or adaptions that will require an amendment to the TLUP.
- Subsequent Actions: This TLUP includes policy direction and other potential future District actions, including subsequent ordinances and resolutions, policies, and programs that may be adopted by the District after the CCC's certification of this TLUP. While they are not required to be part of this TLUP by either the Port Act or Coastal Act, they are important for successful execution of this TLUP. Unless potential future or existing actions or documents are expressly incorporated by reference in the TLUP, they are included for informational purposes only and are not part of the TLUP for Coastal Act compliance.

6.2.1 Appealable Projects

Projects considered appealable under Section 30715 of the Coastal Act, are required to be in conformance with this TLUP and reviewed for consistency with the policies of Chapter 3 (commencing with Section 30200), in accordance with Coastal Act Sections 30711(a)(4), 30714(b). Section 30007.5 of the Coastal Act recognizes that some policies may conflict with others within the Coastal Act and states: "The Legislature therefore declares that in carrying out the provisions of this division such conflicts be resolved in a manner which on balance is the most protective of significant coastal resources. In this context, the Legislature declares that broader policies which, for example, serve to concentrate development in proximity to urban and employment centers may be more protective, overall, than specific wildlife habitat and other similar resource policies." Section 30200 of the Coastal Act further reinforces this policy. The authority to issue a CDP for an appealable project is made by BPC and such decision requires a public hearing, as more particularly described in Section 6.2.4. Public notice of consideration of an appealable CDP occurs as part of the District's agenda posting. Additionally, a 10-day notice is issued to: (i) the applicant; (ii) all persons who have requested in writing to be notified of public hearings on the project, or of CDP decisions within the Planning District (as defined in the TLUP) where the proposed development is located, and have provided stamped, self-addressed envelopes for such mailing; (iii) all property owners, lessees, and residents of property within 100 feet of the perimeter of the proposed development; (4) the Mayor and City Manager of the city in which the proposed development is located; and (5) the CCC.

6.2.2 Non-Appealable Projects

Projects that are not listed as appealable under Section 30715 of the Coastal Act are non-appealable and unless they are on a site that is identified as wetlands, estuary or a recreation area in the 1975 Coastal Plan, do not require consistency with the policies of Chapter 3 (commencing with Section 30200). Non-appealable project must conform to this TLUP and the authority to issue a CDP for non-appealable projects is made by BPC, but such decision does not require a public hearing. Public notice of consideration of a non-appealable CDP occurs as part of the District's agenda posting and through the CEQA process when noticing is required by CEQA.

6.2.3 Port Master Plan Amendments

Once adopted by the BPC and certified by the CCC, this TLUP may be amended using the same procedure by which it was originally approved by the BPC and CCC, respectively, as set forth under Chapter 8 of the Coastal Act and the CCC's regulations. All amendments to the TLUP will be subject to the BPC's review and consideration. If a PMPA is required, staff may also be directed by the BPC to process, or not process, a PMPA application.

Proposed changes that require a PMPA include, but are not limited to:

1. Legislative changes and updates that may be necessary to improve the efficacy of this TLUP and for the District to continue to meet its obligations pursuant to the Coastal Act, Public Trust Doctrine, and Port Act;
2. Addition or removal of development or changes to development not included in this TLUP;
3. Addition, or substantial change, to an appealable project described in the Planned Improvements section of a planning district, unless an alternative mechanism is allowed by the Coastal Act or CCC regulations;
4. A change to a water or land use designation, or to the allowable use types listed for that designation per *Table 3.1.2, Allowable Use Types for Water Use Designations* and *Table 3.1.3, Allowable Use Types for Land Use Designations* except where a conflict exists between designation on the map and the corresponding Planning District vision, policy, standard, or designation description, the Planning District vision, policy, standard, or designation description shall prevail pursuant to Section 6.3.3; or
5. Development that exceeds the maximum development intensity, setbacks or height limits described in the *Chapter 4, TLUP Area Development Standards,* and *Chapter 5, Planning Districts,* including any development that exceeds the development standards within the applicable planning district.

However, if the proposed change is in conformance with this TLUP as described in Section 6.3, a PMPA shall not be required.

A PMPA must be adopted by the BPC and certified by the CCC in a manner consistent with Chapter 8 of the Coastal Act and the CCC's regulations. All sections or portions of this TLUP to be changed or affected must be included in the proposed PMPA.

6.2.4 Regional Water and Land Use Compatibility

The State of California requires that the San Diego County Regional Airport Authority Board, acting as the Airport Land Use Commission (ALUC), prepare Airport Land Use Compatibility Plans (ALUCP) for each public-use and military air installation in San Diego County. An ALUCP addresses compatibility between airports and future land uses that surround them by addressing safety, noise, airspace protection, and overflight notification concerns to minimize the public's exposure to excessive safety hazards and noise within the airport influence area for each airport. For military air installations, the State also requires that the ALUC prepare ALUCPs consistent with the Air Installation Compatible Use Zones study prepared by the military to help guide local governments in planning efforts. District property falls within three Airport Influence Areas (AIA) including: San Diego International Airport, Naval Air Station North Island, and Naval Outlying Landing Field Imperial Beach.

Upon completion of the following actions, the ALUCPs will be implemented and the District will be responsible for the consistency review of discretionary and ministerial projects located within the AIAs listed above.

1. The District shall coordinate with the ALUC to ensure consistency with the ALUCPs as follows:
    a. In the preparation of future amendments or updates to the ALUCPs to ensure the compatibility of District water and land uses with airport operations; and
    b. For submission of all future PMPAs to the ALUC for a determination of consistency with the adopted ALUCPs. This should typically occur prior to any BPC or CCC approval of a subject PMPA.
2. After a PMPA has been determined by the ALUC to be consistent with applicable ALUCPs, the District shall:
    a. Coordinate with the ALUC to implement the ALUCPs as required under California Government Code §65302.3(a), (b) and (c). Legislative actions (Port Master Plan amendments) will continue to be forwarded to the ALUC for consistency review; and
    b. Use the applicable ALUCP as guidance/reference during consistency review of discretionary and ministerial developments on Tidelands that are within an AIA. For ALUCPs that have not been implemented, the District shall continue to submit all developments that are within an AIA to the ALUC for review (refer to *SR Policies 1.1.5 through 1.1.7 [Chapter 3.4, Safety and Resiliency Element]* regarding guidance for safe development in the AIA).

6.2.5 Public Participation and Hearings

Section 30711(a)(5) of the Coastal Act requires that a port master plan contain "[p]rovisions for adequate public hearings and public participation in port planning and development decisions."

6.2.5(A) Board Organization, Public Participation, and Outreach

The District, due to its basic purpose and organizational structure as a special district, utilizes governmental processes and hearings, and citizen participation and involvement in a slightly different manner than the more familiar general-purpose form of government, such as a city or county. This difference is noteworthy in the activities related to the BPC and is generally described below.

The BPC serves as the policy-making body of the District and gives overall direction to the District's operational and administrative staff recognizing the multi-faceted interests of the District and adjacent jurisdictions. The Commissioners are appointed to a four-year term by the City Councils of the adjacent jurisdictions included in the District - Chula Vista, Coronado, Imperial Beach, National City, and San Diego. The Commissioners are selected in an appointive process conducted in a public forum, involving public hearings and citizen participation. The Commissioners often report back to their respective City Councils and, in some instances, the Commissioners' reports are scheduled at the public meetings of the City Councils. Commissioners, as part of their typical activities, interact with local, regional, state and federal agencies, as well as with stakeholders and the public.

BPC policies adopted by the District emphasize public engagement and participation as a primary goal to ensure that communities can meaningfully participate in planning decisions. The BPC participates in regularly scheduled public meetings to conduct District business. Agendas and staff reports are prepared for each meeting and copies are provided to the public prior to the meeting in accordance with Brown Act requirements (codified at California Government Code Section 54950 et seq.). The public meetings are open to public participation. Public testimony is accepted on specific items at the time the item is considered by the BPC.

6.2.5(B) Public Hearings

When the BPC determines a public hearing is required or a public hearing is required by law, public notice of the meeting is distributed, in accordance with law. Minutes of the BPC meetings provide a public record of discussions, staff reports, and District actions. Minutes are made available to the interested public and agencies upon request.

The District has adopted CDP Regulations that provide procedures and criteria for the issuance of CDPs in accordance with the requirements of the Coastal Act. Pursuant to the CDP Regulations, authorization to issue CDPs for non-appealable developments do not require a public hearing before the BPC, while authorization to issue CDPs for appealable developments do require a public hearing before the BPC. This TLUP does not change or amend the CDP Regulations.

The BPC's public hearing on a CDP is conducted during a regularly scheduled or a specifically convened meeting in a manner deemed most suitable to ensure fundamental fairness to all parties concerned, and with a view toward securing all relevant information and material necessary to render a decision without unnecessary delay. All dates for public hearings shall be set with a view

toward allowing adequate public dissemination of the information contained in the application prior to the time of the hearing, and toward allowing public participation and attendance at the hearing, while affording applicants expeditious consideration of their CDP application.

The scheduling of the public hearing, the issuances of notices for the public hearing, the contents of the hearing notice, the District staff's review and recommendation on the issuance of the CDP, the public hearing, and the BPC's decision are conducted, pursuant to Section 11 of the CDP Regulations, as may be amended from time to time.

6.3 Development Conformance

In accordance with Section 30715.5 of the Coastal Act, all development must conform with this TLUP. A development will be deemed in conformance with this TLUP when:

1. The use type is allowed within the designated water and/or land use as provided in Section 6.3.3;

2. Structure(s) and public realm areas comply with *Chapter 4, TLUP Area Development Standards* and planning district development standards included in *Chapter 5, Planning Districts* as provided in Section 6.3.4; and

3. Subject to [6.3.2-6.3.4], uses and activities that are consistent with the broad vision, goals, objectives, and policies of this TLUP, as applicable to the specific development site and do not obstruct the overall attainment of the TLUP's goals, objectives, and policies.

The District may issue further administrative procedures and Board Policies to determine conformance with this TLUP and substantial conformance with a Coastal Act Approval granted pursuant to this TLUP. The District shall issue such procedures and policies upon a finding by the BPC that the procedure or policy itself is consistent with the broad vision, goals, objectives and policies of the TLUP. If the BPC finds that the policy and procedure is consistent with the broad vision, goals, objectives and policies of the TLUP, CCC approval and an amendment to this TLUP will not be required. If a Coastal Act Approval has been issued, and a change of development is proposed and the change conforms to the original findings and conditions required for the CDP and is in substantial conformance with the CDP, District staff may make finding of conformance and approve the proposed change without an amendment to the CDP.

6.3.1 Map, Illustration, and Coordination Interpretation

1. Planned Improvement Maps. The maps of planned improvements in this TLUP's planning districts are for general depiction purposes of the feature location(s) only. The actual location of those items on the map may shift slightly once development is initiated. However, such shifting of a location shall not be interpreted to excuse the development of the planned improvements or conformity to the development standards.

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

3. Coordination, Collaboration and Engagement. "Coordinate," "collaborate," "engage," or other similar terminology mean taking a stakeholder's recommendations, if given, into account. Many of the Elements and PDs include requirements for the District to collaborate, coordinate or engage in similar activities with a third party(ies) that are out of the control of the District.

Consequently, if the District attempts to coordinate, collaborate or engage with third party(ies), and the third party(ies) refuses or fails to corporate, the District's obligation with the applicable Element and PD requirements shall be satisfied. The District has the discretion regarding the timing of its coordination, collaboration and engagement efforts, which may occur before, during, or after environmental review. If the third-party entity fails to respond to efforts to coordinate, collaborate, or engage in a timely manner (or a date identified in the District's correspondence), the District shall consider coordination, collaboration, and engagement complete. Perceived failure to "coordinate," "collaborate," or "engage" shall not constitute grounds for overturning a project approval, unless required by the Coastal Act or another law.

6.3.2 Conformance with Elements

This TLUP attempts to balance a range of potentially competing interests to further the District's mission. The TLUP does not require a development to address every goal, objective, or policy in the elements, as some may be inapplicable to a specific development. Consistency findings shall be adopted pursuant to the District's CDP regulations.

6.3.3 Conformance with Use Designations

Water and land use designations are illustrated on *Figure 3.1.1, TLUP Area Water and Land Use Designations* in with corresponding descriptions in *Table 3.1.4, Water and Land Use Designation Descriptions (Chapter 3.1, Water and Land Use Element)*. Where a conflict exists between designation on the map and the corresponding Planning District vision, policy, standard, or designation description, the Planning District vision, policy, standard, or designation description shall prevail. All developments and use of Tidelands are to be consistent with the corresponding use designation(s) (refer to *Figure 3.1.1, TLUP Area Water and Land Use Designations, Table 3.1.2, Allowable Use Types for Water Use Designations*, and *Table 3.1.3, Allowable Use Types for Land Use Designations (Chapter 3.1, Water and Land Use Element)*). Additional water and land use considerations include:

- Additional uses that are currently not listed as a primary use or secondary use in any use designation that are reasonably consistent with the broad vision, goals, objectives and policies of the TLUP and compatible with the water or land use designation for that site, may be considered an allowable use, and treated in the same manner. The use must also be an allowed Public Trust use.

6.3.4 Conformance with TLUP Area Development Standards and Planning Districts

Chapter 4, TLUP Area Development Standards includes development standards that apply for all development on Tidelands and *Chapter 5, Planning Districts* includes location specific development standards that apply to a specific planning district.

Conformance with *Chapter 4, TLUP Area Development Standards* and planning district development standards are mandatory for any developments within such planning district, subject to *Chapter 3, Elements*; *Chapter 5, Planning Districts*; *Sections 6.2.3, Port Master Plan Amendments*; and *6.3.2, Conformance with Elements*.

Lease Approval

The District, under the Port Act, has the sole and absolute discretion to enter a lease with a potential or existing tenant. The authority to approve a lease corresponds to the duration of lease as follows:

- The BPC may approve long-term leases of more than five years; and
- District staff, without prior BPC approval, may enter short-term leases of five years or less.

This TLUP shall not divest or in any way impede the District's discretion to enter a lease. Moreover, a potential or existing tenant shall not rely on this Plan to assume a lease will be approved by the BPC or District staff.

6.3.5 Nonconforming Uses and Nonconforming Developments

Certain uses and developments on Tidelands, which may have been legally established at the time of their commencement, may no longer conform with water and land use designations or goals, objectives, policies and standards in this TLUP, and are therefore considered legal nonconforming uses or legal nonconforming developments. The following section provides requirements that regulate such legal nonconforming uses and legal nonconforming developments.

Real property rights to implement development on Tidelands are primarily granted through leases, and hundreds of leases exist at any one time within Tidelands. The term of the leases also varies widely. The provisions below recognize the existence of leases between the District and third parties and the rights and obligations contained therein. Subject to being legally established, the provisions allow legal nonconforming uses and legal nonconforming developments to continue to exist, and to be repaired and maintained, within appropriate parameters that address potential impacts to public health, safety and welfare. The provisions also establish findings to allow for such repair and maintenance to protect public health, safety, welfare and the environment.

6.3.5(A) General Requirements

1. Determination of Legal Nonconforming Status. When submitting an application for any development, the occupant, lessee or permittee shall have the burden of proof of establishing the legal status of any nonconforming use or nonconforming development and submit such proof to the District for its review and approval. At a minimum, the occupant, lessee or permittee must produce the following: a legally established lease, easement, license agreement or other legal document granting rights to the real property or use of the real property; building permits covering each component of the development, if applicable; certificate of occupancy for the element of the development at issue, if applicable; and a Coastal Act Approval under the Coastal Act or evidence that no Coastal Act Approval was required. The District may determine that additional items must be produced. Nonconforming uses and/or nonconforming developments that were not lawfully established are prohibited within Tidelands and may be subject to an enforcement action, and the occupant, lessee or permittee shall automatically fail the burden of proof required herein. For avoidance of doubt, when the terms "legal nonconforming use" and "legal nonconforming development" are used in this Section 6.3.5(A), it means the occupant, lessee or permittee has met the burden of proof in this Section 6.3.5(A) and the District has determined that the legal nonconforming use or legal nonconforming development was legally established.

2. Permits and Required Authorization. Development performed on a legal nonconforming development or a development accommodating a legal nonconforming use shall be conducted pursuant to a Coastal Act Approval, a building permit, and all other required permits and approvals and shall meet the requirements of Section 6.3.5(A) unless an exception is provided herein. Nothing in Section 6.3.5(A) is intended to allow encroachment without necessary legal authorization, either by a lease, easement, license agreement or other legal means. Nothing contained in Section 6.3.5(A) shall be deemed to require any change in a legal nonconforming use or a legal nonconforming development unless major development is proposed; provided, however, that legal nonconforming uses and legal nonconforming development shall continue to be subject to conformance with laws or regulations that may be enacted to protect the public health and safety and the public welfare and are generally applicable on a Districtwide basis or are necessary to comply with state or federal laws and regulations.

3. Exceptions. Development performed on a legal nonconforming development or a development accommodating a legal nonconforming use solely to comply with the American with Disabilities Act or solely to comply with federal standards for rehabilitation of historic properties shall be excluded for the purposes of *Section 6.3.5(A)* except for the requirement to establish legal status as provided above, *Determination of Legal Nonconforming Status*, and shall be allowed with a Coastal Act Approval.

6.3.5(B) Legal Nonconforming Uses

Section 6.3.5(B) applies to all legal nonconforming uses on Tidelands. It addresses the continuation of a legal nonconforming use or development to a legal nonconforming use. For legal nonconforming development refer to *Section 6.3.5(C).*

1. Continuation of Legal Nonconforming Uses and Nonconforming Rights. The lawful use of land existing on the effective date of the Trust Lands Use Plan may be continued, even if the use no longer conforms to this TLUP; provided, however, that intensification of the legal nonconforming use shall be prohibited. Except as provided by expressed language in a lease, *Section 6.3.5(A), Section 6.3.5(B)*, or during the time modifications to a development are being made, a legal nonconforming use that is not in use for 365 days or more out of the past five years loses its status as a legal nonconforming use, and the use must conform to current uses allowed by this TLUP.

2. Development accommodating an existing legal nonconforming use. The following types of modifications to a legal nonconforming uses described below (a, b, c or d) may be allowed subject to obtaining a Coastal Act Approval, all other entitlements and permits, and subject to the required findings specified in *Section 6.3.5(D)*, below; provided, however, if the remaining term of the lease, including all options to extend, is less than five years at the time a Coastal Act Approval application is deemed complete by the District, the BPC may approve a buy-out of the remaining lease term and disapprove any of the following types of developmentt.

    a. Alterations, Maintenance and Repair. Alterations, maintenance, and repair to a development that accommodates a legal nonconforming use are permitted unless said alteration, maintenance or repair expands the square footage, height, or footprint of the structure(s) or changes the location of the structure or constitutes major development (refer to the Glossary for definition).

    b. Reconstruction. Reconstruction of a major development only after a catastrophic event is permitted as specified in *Section 6.3.5(E).*

    c. Development to Major Structural Component(s). Development, such as, but not limited to, replacement, modifications or alterations, to major structural component(s) are permitted unless such development expands the square footage, height or footprint of the structure(s) or change the location of the structure or constitute major development .

3. Development conducted by the occupant, lessee, or permittee in accordance with *Section 6.3.5(E)* shall not count towards an additional lease term under the lease or any District or BPC policy, and the occupant, lessee, or permittee shall not rely on such development in requesting a lease term extension.

4. Any remaining portion of the development as of the effective date of the Trust Lands Use Plan that is not subject to each case (a, b, c or d) above in *Section 6.3.5(B)(2)* must continue to comply with the laws and regulations in effect when the development was established. All other development associated with a legal nonconforming use that do not meet the criteria in *Section 6.3.5(A)(1)* shall be required to conform to this TLUP.

6.3.5(C) Legal Nonconforming Developments

Section 6.3.5(B) applies to all legal nonconforming uses on Tidelands. It addresses the continuation of a legal nonconforming use or development to a legal nonconforming use. For legal nonconforming development refer to *Section 6.3.5(C).*

1. Changes to Legal Nonconforming Developments. The requirements of *Section 6.3.5(C)* are in addition to and do not supersede any requirements or permit approvals required for any change, addition, alteration, or the like to a development that was existing as of the date of this TLUP's original certification. The following requirements shall apply to development conducted to a legal non-conforming development or a development site where legal non-conforming development is located. All such development is subject to obtaining a Coastal Act Approval, other entitlements and permits and subject to the required findings specified in *Section 6.3.5(D)*, below; provided, however, if the lease term, including all options to extend, at the time a development application is deemed complete by District is less than five years, the BPC may approve buy-out of the remaining lease term and disapprove any of the following types of development. Development conducted in accordance with *Section 6.3.5(C)* shall in no way be relied on in claiming a right to a lease term extension.

    a. Alterations, Maintenance and Repair. Alterations, maintenance, and repair to a legal nonconforming development is permitted unless said alteration, maintenance or repair expands the square footage, height or footprint of the structure(s), changes the location of the development or constitutes major development.

    b. Reconstruction. Reconstruction of a major development of a development or development site after a catastrophic event is permitted subject to *Section 6.3.5(E).*

    c. Development to Major Structural Component(s). Further development, such as, but not limited to, replacement, modifications or alterations, to a major structural component(s), to a legal nonconforming development are permitted unless such further development expands the square footage, height or footprint of the structure(s) or change the location of the structure or constitute major development.

2. In any remaining portion of the development, as of the effective date of the Trust Lands Use Plan, that is not subject to each case above (a, b, or c) in *Section 6.3.5(C)(1)*, must continue to comply with the laws and regulations in effect when the development was established. All other modifications to a legal nonconforming development that do not meet criteria (a, b, or c) in *Section 6.3.5(C)(1)* shall be required to conform to this TLUP.

Any illegal encroachments onto the District's jurisdiction may be subject to an encroachment action. The result of the encroachment action may include fines, removal of the encroachment, obtaining a required permit for the encroachment to remain and/or an encroachment removal agreement that includes additional requirements and terms.

6.3.5(D) Findings

In addition to any findings required by law, the following findings must be made in connection with any Coastal Act Approval allowing any of the types of development specified in *Section 6.3.5(B)* and *Section 6.3.5(C)*:

1. That the location of the development site, the proposed development, and the conditions under which the proposed development would be operated or maintained will not be detrimental to the health, safety, or welfare of persons residing or working in the area or the general public, and will not be materially injurious to properties or improvements in the vicinity;

2. That the location of the development site, the proposed development and the conditions under which the proposed development would be operated or maintained will be in conformance with all applicable regulations, ordinances and laws other than this TLUP;

3. That the proposed development will not, with the incorporation of mitigation if required, result in a new or increased environmental or coastal resource impact; and

4. That the proposed development, as conditioned, will complement and harmonize with the existing and proposed adjacent land uses and will be compatible with the physical design aspects and land and water use intensities, in the surrounding area.

6.3.5(E) Reconstruction of a Legal Nonconforming Development or to a Development accommodating a Legal Nonconforming Use after a Catastrophic Event

Reconstruction of a legal nonconforming development or a development that supports a legal nonconforming use after a catastrophic event is allowed upon issuance of a Coastal Act Approval, building permit and any other entitlements or approvals that may be required; provided, however, the reconstructed development shall not increase the legal nonconformity of the development which existed prior to the catastrophic event, including, without limitation to square footage, height, footprint, and the reconstructed development shall be located in generally the same location and within the same development envelope as the current/prior development unless development on the same location or within the same development envelope is infeasible as a result of the catastrophic event.

After a catastrophic event, nonconforming rights are retained for three (3) years after the event, by which time a Coastal Act approval, building permit, or any other entitlements or approvals must be obtained and exercised to repair or reconstruct the development. Such a three (3) year period may be extended up to two (2) years for good cause after BPC approval. If the lease term, including all options to extend, at the time a catastrophic event is less than five years, the BPC may approve buy-out of the remaining lease term and disapprove the proposed development. Development conducted in accordance with *Section 6.3.5(E)* shall in no way be relied on in claiming a right to a lease term extension.

6.3.6 Coastal Act Approval Applications: Findings of Conformity

All decisions of the BPC or the District relating to Coastal Act Approval applications shall be accompanied by written findings about the conformance of the proposed development to this TLUP and applicable provisions of the Coastal Act. Additionally, subject to the District's CDP regulations, all development authorized under this TLUP by a Coastal Act approval must be implemented in substantial conformance with said approval.

7

Summary of the Mitigated Negative Declaration

PORT of SAN DIEGO

CHAPTER 7

Summary of the Mitigated Negative Declaration

7.1 APPROACH

California Coastal Act (CCA) Section 30711 requires that the Port Master Plan (PMP) include "an estimate of the effect of development on habitat areas and the marine environment, a review of existing water quality, habitat areas, and quantitative and qualitative biological inventories, and proposals to minimize and mitigate any substantial adverse impact." To comply with this requirement, as well as the California Environmental Quality Act (CEQA), the District prepared a Mitigated Negative Declaration (MND) for the TLUP. The MND, which includes an Initial Study (IS), fulfills CEQA's content requirements by providing a project description; a description of the environmental setting, thresholds of significance, potential environmental impacts, and mitigation measures for any significant effects; discussion of consistency with plans and policies; and names of the document preparers. This chapter summarizes the elements required by the CCA as reflected in the MND/IS, for both Biological Resources and Water Quality Resources. The full MND/IS is available to the public at the District's website or upon request. Any figures, tables, or sections of the MND/IS cited below, are incorporated by reference.

7.2 CHANGES RESULTING FROM THE TLUP

This TLUP includes a number of changes from the certified 1981 PMP, as amended, including the addition of the TLUP Area and the addition of associated overall goals and policies for the TLUP Area, new planning districts, water and land use designations for the new planning districts, and anticipated planned improvements within the TLUP Area. The MND/IS provides environmental analyses for the TLUP goals, objectives, and policies, Baywide Development Standards, water and land use designation changes, as well as potential, future planned improvements. The potential environmental impacts of the TLUP were analyzed in the MND/IS at a programmatic level using reasonable assumptions about future, unspecified site-specific projects authorized by the TLUP. If approved and certified, the TLUP would not include the approval of any site-specific development projects because it is unknown what the timing, location, and project design details of future site-specific development.. Any future projects proposed within the TLUP Area would be subject to project-level site-specific environmental review.

7.3 BIOLOGICAL RESOURCES

The TLUP Area consists of approximately 7,903 acres of San Diego Bay waters (submerged lands), as well as 99 acres of land in the South Bay Planning District (PD14). Most of these areas fall within the overall footprint of San Diego Bay, or are directly adjacent to the Bay. San Diego Bay is a nearly enclosed, naturally formed embayment. The Bay was formed from the alluvial floodplains of the Otay, Sweetwater, and San Diego Rivers, and was historically shallow. The redirection and channelization of the San Diego River beginning in the 1940s, along with multiple dredging and channel-deepening projects, primarily between 1914-1971, have resulted in deep waters in the northern and central portions of the Bay (with deepest waters of 59 feet occurring at the mouth of the Bay), transitioning to shallow waters (less than 3 feet) at the southern end of the Bay (US Navy and District 2013). The San Diego Bay Integrated Natural Resources Management Plan (INRMP), jointly prepared by the U.S. Navy and the District, divides the Bay into multiple habitat definitions based on depth including: deep subtidal (< -20 feet mean lower-low water [MLLW]), moderately deep subtidal (-12 to -20 feet MLLW), shallow subtidal (2.2 to -12 feet MLLW), and intertidal (-2.2 to +7.8 feet MLLW) (Figures 4.3-1 through 4.3-8). Currently, deep subtidal and moderately deep subtidal waters account for more than 50 percent of total Bay surface area (US Navy and District 2013). In contrast, shallow subtidal habitat accounts for approximately 28 percent of Bay surface area, primarily in south San Diego Bay. Intertidal habitat currently accounts for only 7 percent of the Bay surface area.

The habitats of San Diego Bay are generally reflective of its water depth and the presence and/or absence of shoreline structures. More than 70 percent of the shoreline (45.4 miles out of a total 64.4 miles) of San Diego Bay is currently armored (US Navy and District 2013). Armoring is primarily rock riprap, but also includes vertical bulkhead walls, boat launch ramps, earthen dikes, and wharves. Additionally, there are over 130 acres of surface structures (e.g., piers, docks) within the Bay that currently shade intertidal and subtidal waters. More recently, the Port has started to replace traditional shoreline armoring with nature-based shoreline improvements. The majority of the lands in the northern and central portions of the Bay are developed with a mix of commercial, recreational, and military uses.

South San Diego Bay has less shoreline development relative to the northern and central portions of the Bay. As such, much of the shoreline is “soft” and composed of native sand and mud substrate. Common south Bay habitats include southern coastal salt marsh, intertidal, mudflats, salt flats, and southern coastal foredune.

The dominant vegetated subtidal habitat throughout San Diego Bay is common eelgrass (Zostera marina) (Merkel & Associates, Inc. 2014). The most recent baywide eelgrass survey, completed in 2023, found 2,595 acres of eelgrass (represented by two species, common eelgrass and Pacific eelgrass [Zostera pacifica]). This accounts for approximately 17 percent of the eelgrass present in California (NAVFACSW and District 2023). The majority of eelgrass present in San Diego Bay occurs in the southern portion of the Bay due to the predominantly shallow nature of the south Bay. However, eelgrass is found where depths and conditions are suitable in all areas of San Diego Bay.

Salt marshes currently cover approximately 800 acres of the Bay, with most of this habitat composed of a network of marshes that form a non-contiguous patchwork in the south Bay. The marine habitats of San Diego Bay currently support several sensitive avian species, marine mammals, and reptiles. Habitats and sensitive species within the San Diego Bay and the area surrounding it are described further below under the various habitat headings.

The TLUP Area portion of the San Diego Bay consists predominantly of open bay, subtidal, intertidal zones, marshlands, developed salt flats, and additional marshes. PD11 (North Bay) primarily features an open bay with minor intertidal regions near the shoreline boundary. PD12 (North Central Bay) is also largely open bay, containing a small intertidal zone in Glorietta Bay. In PD13 (South Central Bay), there are additional areas of intertidal near the Naval Amphibious Base and along the Silver Strand; otherwise, PD13 consists of open bay. PD14 (South Bay) includes conservation and intertidal areas where the TLUP overlaps with the San Diego Bay National Wildlife Refuge (Refuge). This area is characterized by generally shallow subtidal zones set aside for conservation purposes; however, there are also salt ponds still in operation within the Refuge. Further south within PD14, at the southern end of San Diego Bay, intertidal zones include tidal mudflats and coastal salt marshes.

There are a few small upland areas within PD14 that feature minimal coastal scrub and herbaceous cover. Additionally, there is a small amount of low-quality upland habitat suitable for dune and scrub species along berms in the salt marshes and along the edges of PD14.

More information about the existing bay habitats and surrounding habitats is provided below.

Subtidal Unvegetated Soft Bottom

The INRMP differentiates between shallow and deep subtidal habitat based on the biological values of these habitats (U.S. Navy and District 2013). Deep and moderately deep habitats maintain similar biological functions, while shallow habitat has the potential to support greater primary productivity and overall greater diversity of habitats and ecological communities. Within the Bay, unvegetated soft-bottom habitat consists of sand, soft muds, and silt. Loose rubble is often found overlying the soft sediment along the edge of the hard shoreline revetments.

Typical invertebrate species that inhabit these areas include burrowing bivalves (*Chione* spp., *Macoma nasuta*), the amphipod (*Grandidierella japonica*), bay ghost shrimp (*Neotrypaea* spp.), burrowing anemones (*Harenactis attenuata*), sabellid worms (Family Sabellidae), and tube-dwelling anemones (Family Cerianthidae). Other species typical of other non-vegetated areas of Southern California bays and harbors include sponges (Phylum Porifera), nudibranchs (Order Nudibranchia) and navanax (*Navanax inermis*), sea hare (*Aplysia californica*), and bivalves including the invasive, nonnative Asian mussel (*Musculista senhousia*). Fish species typical of soft-bottom habitat of San Diego Bay include round stingray (*Urobatis halleri*), topsmelt (*Atherinops* affinis), kelp pipefish (*Sygnathus* californiensis), giant kelpfish (*Heterostichus rostratus*), arrow goby (*Clevelandia ios*), shiner perch (*Cymatogaster aggregata*), dwarf perch (*Micrometrus minimus*), and spotted sand bass (*Paralabrax maculatofasciatus*) (VRG 2022).

Subtidal Vegetated Habitat

The vegetated, shallow subtidal habitat of San Diego Bay is dominated by eelgrass (Merkel & Associates, Inc. 2014). Additionally, small amounts of widgeon grass (*Ruppia maritima*) occur in the warmer, shallow flats of south San Diego Bay. The baywide eelgrass survey updated in 2023 indicated 2,595 acres of eelgrass is present within the Bay (NAVFACSW and District 2023). Vegetated subtidal habitats are an essential component of Southern California's coastal marine environment. Eelgrass beds function as an important habitat for a variety of invertebrate, fish, and avian species. For many species, eelgrass beds are an essential biological habitat component for at least a portion of their life cycles, providing resting and feeding sites along the Pacific Flyway for avian species, and nursery sites for numerous species of fish. Eelgrass beds may be interspersed

with red algae such as *Gracilaria verrucosa* and green algae, including *Ulva* spp. Typical fish species associated with eelgrass include pipefish (*Syngnathus* spp.), kelpfish (Family Clinidae), and surfperch (Family Embiotocidae).

Open Bay

The water column represents the largest habitat of San Diego Bay and the nearshore coastal area. This habitat is dominated by schooling fish species including topsmelt, northern anchovy (*Engraulis mordax*), and deepbody anchovy (*Anchoa compressa*). Pacific mackerel (*Scomber japonicus*) is common within San Diego Bay. The occurrence of these species in open water is important to several species of piscivorous birds including pelicans, terns, loons, grebes, cormorants, and mergansers. These fish also provide an important forage base for numerous species of marine mammals.

Intertidal/Shallow Subtidal Riprap

As previously stated, an estimated 70 percent of the shoreline of San Diego Bay is armored, primarily with rock riprap, to form a sloped revetment. Typical species observed along riprap include native oyster (*Ostrea lurida*), nonnative Pacific oyster (*Crassostrea gigas*), barnacles (*Balanus* spp.), mussels (Mytilus spp.), tubed serpulid worms (Family Serpulidae), and tunicates such as *Styela plicata*. Crevices support cryptic fish such as bay blenny, and invertebrates that include spiny lobster (*Panulirus interruptus*), rock crab (*Cancer* spp.), and shore crabs (*Pachygrapsus crassipes* and *Hemigrapsus oregonensis*). Riprap supports a variety of algal species including *Egregia menziesii, Ulva* spp., *Ceramium* spp., *Dictyota* spp., *Laurencia* spp., and *Enteromorpha* spp.. Invasive algae include *Sargassum* spp. and *Undaria pinnatifida*. Fish species typically found along subtidal portions of riprap are abundant and vary from the mouth of the Bay, which has more oceanic conditions, to protected marinas in the central and southern portions of the Bay. Species include opaleye (*Girella nigricans*), senoritas (*Oxyjulus californica*), garibaldi (*Hypsypops rubicundus*), rockfish (*Sebastes* spp.), spotted sand bass, and giant kelpfish (*Heterostichus rostratus*). Other structure-associated fish species likely to occur along this habitat include salema (*Xenistius californiensis*), juvenile black croaker (*Cheilotrema saturnum*), sargo (*Anisotremus davidsonii*), barred sand bass, and black surfperch (*Embiotoca jacksoni*) (U.S. Navy and District 2013).

Intertidal Flats

This habitat includes mudflats, that occur intertidally, typically along the unarmored shorelines of south San Diego Bay. Intertidal mudflats also occur in narrow bands along riprap shorelines in quiescent areas and marinas of the Bay. This habitat provides an interface with open waters of the Bay, bringing tidal exchange to adjacent marshlands and serving as outlets for stormwater runoff, nutrients, and sediment supply to the Bay. Intertidal flats are dominated by invertebrates that inhabit the sediments, providing a low-tide foraging area for shorebirds, including threatened Western snowy plover (*Charadrius nivosus nivosus*). As tides rise, the flats become forage habitat for fish, dabbling waterfowl, and piscivorous birds. Common avian species along intertidal flats include sandpipers (*Calidris* spp.), willet (*Tringa semipalmata*), marbled godwit (*Limosa fedoa*), dowitchers (*Limnodromus* spp.), plovers (Family Charadriidae), eared grebe (*Podiceps nigricollis*), and scaup (*Aythya* spp.). Fish species that forage on tidal flats during high tides include mullet (*Mugil cephalus*), California halibut (*Paralichthys californicus*), and bat ray (*Myliobatis californica*).

Sandy Beach and Dunes

This habitat includes coastal and bay sandy beach and dune environments that are located along narrow fringes between subtidal and supratidal habitats within areas of higher wave energy. The sandy beach and dune habitat within the proposed TLUP Area is present in small sections of bayside dune habitat on the west side of San Diego Bay, such as on the shore of Grand Caribe Shoreline Park, which is affected by tides and may provide suitable habitat for sensitive vegetation and plant species. In the TLUP Area, PD 13 and 14 also contain bayside dune habitat.

Marshes

Coastal salt marsh habitat primarily occurs in south San Diego Bay, as a series of noncontiguous remnants of once broader estuarine environments and restored wetlands. This fragmentation, along with channelization and redirection of rivers and creeks that historically drained into marshlands, and the threat of sea level rise, puts the remaining marshes at risk of decline. Many of the marshes in south San Diego Bay occur along unarmored shorelines. There are multiple areas that support salt marsh habitats across San Diego Bay. This system of marshes strengthens overall ecosystem functionality as shorebirds and other species may depend on resources across multiple marshes. Although the total area of salt marsh habitat in the TLUP may be limited, it has significant value when combined with salt marsh habitats across San Diego Bay.

Marsh habitat provides important biological, water quality, and shoreline protection functions. Coastal salt marsh habitat is dominated by salt-tolerant vegetation including pickleweed (*Sarcocornia* and *Salicornia* spp.) and cordgrass (*Spartina foliosa*) that provides foraging habitat for numerous birds and nesting habitat for several sensitive avian species, particularly the Federally and State-listed light-footed Ridgway's rail (*Rallus obsoletus levipes*) and the State-listed Belding's savannah sparrow (*Passerculus sandwichensis beldingi*).

Upland Transition and Upland Areas

As mentioned previously, the majority of shoreline within San Diego Bay is armored. However, upland transition areas, particularly along unarmored shorelines, provide important foraging, roosting, and nesting habitat for birds. Among the most important upland transitional areas are sand dunes and beaches adjacent to, and protected by, intertidal flats and marshes, which are primarily present in the southern section of San Diego Bay. Sand dunes could provide suitable nesting habitat for sensitive avian species such as the California least tern (*Sternula antillarum*) and Western snowy plover. Other upland and transitional habitats adjacent to baylands include coastal sage scrub established within historic bay fills around the periphery of the tidal flats in the southern end of the Bay and along the Bay-side edges of the Silver Strand, which could provide nesting and foraging habitat for species such as coastal California gnatcatcher (*Polioptila californica*). These areas are partly adjacent to PD14 which is part of the TLUP.

Urban/Developed

The urban/developed landscape is the predominant habitat for the terrestrial environments within many of the proposed planning districts. Urban developed landscapes are mostly composed of manicured lawns, ornamental landscaped vegetation, sidewalks, pavement, and buildings. While this setting is not ideal habitat for most wildlife species, a number of common bird species including, but not limited to, red-tailed hawk (*Buteo jamaicensis)*, house finch (*Haemorhous mexicanus*), mourning dove (*Zenaida macroura*), house sparrow (*Passer domesticus*), American crow (*Corvus brachyrhynchos*), and Anna's hummingbird (*Calypte anna*) can be found in these settings. Light poles and towers within parking lots on Tidelands and mature trees closer to San

Diego Bay provide nesting habitat for piscivorous species like the osprey (*Pandion haliaetus* – on light towers), black-crowned night heron (*Nycticorax nycticorax*), snowy egret (*Egretta thula*), and great blue heron (*Ardea herodias*).

Wetlands and Sensitive Habitats

Wetland habitats are present primarily as coastal salt marsh, as noted above. Freshwater, brackish marsh, and riparian scrub do not occur within areas described under the TLUP.

Eelgrass is a rooted aquatic plant that inhabits shallow, soft-bottom habitats in quiet waters of bays and estuaries as well as sheltered coastal areas. It can form dense beds that provide substrate, food, and shelter for a variety of marine organisms. The majority of eelgrass is found in the southern portion of the Bay at depths of 4 to -6 feet MLLW or shallower and typically in water less than 20 feet deep, with light availability being the primary limiting factor for distribution and growth. Eelgrass beds are considered "special aquatic sites" under the Clean Water Act (CWA). Pursuant to the Magnuson-Stevens Fishery Conservation and Management Act, eelgrass is designated as Essential Fish Habitat for various Federally managed fish species within the Pacific Coast Groundfish and Pacific Coast Salmon Fisheries Management Plans (PFMC 2024a, 2024b). Eelgrass is also considered a habitat area of particular concern for various species within the Pacific Coast Groundfish Fisheries Management Plan. Similar to marshes, eelgrass provides important functions such as nutrient transformation, shoreline protection, carbon sequestration, and sediment stabilization.

Wildlife Corridors, Migration Routes, and Nurseries

The presence of undeveloped shorelines and the various salt marshes around the Bay help connect species across local regions where they occur. For instance, wildlife species may use riparian, salt marsh, and beaches as corridors, if there is minor human disturbance in the area.

The open waters of the Bay as well as the southern portions of the Bay provide stopover habitat for migrating waterfowl and shorebirds. San Diego Bay and the Imperial Beach shoreline, like all of California, are located within the Pacific Flyway. This important migration route is used by multiple avian species to connect breeding and wintering habitats. Whale species such as the humpback whale and California gray whale have migratory routes that occur along the California coast. Whales typically do not enter the Bay, but California gray whales are often observed in nearshore waters close to the coastline.

Although less well understood than other migratory species, Eastern Pacific green sea turtles are residents of south Bay. Green sea turtle individuals have been tracked between the south Bay and known nesting sites in Mexico. This indicates that the south Bay provides important habitat for the green sea turtle. As noted above, eelgrass is plentiful in San Diego Bay and is an important forage species for the green sea turtle. The importance of San Diego Bay to the green sea turtle is reflected in a recent proposed rule by the National Oceanic and Atmospheric Administration (NOAA) Fisheries to designate San Diego Bay as critical habitat of the green sea turtle.

The Bay provides nursery habitat for many species of fish and invertebrates that leave the Bay during adult life stages. Many species, such as California halibut and spiny lobster, find refuge as juveniles within eelgrass habitat. Multiple bird species nest in habitats found within the Bay and adjacent habitats. Species such as Belding's savannah sparrow, California least tern, Western snowy plover, and Ridgway's rail are all special-status species that nest in open spaces, sandy dune habitat, or within salt marsh habitats found within or along the fringes of the Bay.

Special-Status Species

Special-status species are those plants or animals that have been officially listed, proposed for listing, or are candidates for listing as threatened or endangered under provisions of the federal Endangered Species Act (ESA) and the California Endangered Species Act (CESA), protected under the Marine Mammal Protection Act (MMPA), as well as any animal species listed as a species of special concern or fully protected by the State, and plants listed on the California Rare Plant Ranking. Sensitive species also include species listed by local or regional jurisdictions.

A query of the California Natural Diversity Database and a California Native Plant Society Inventory of Rare and Endangered Plants in the La Jolla, La Mesa, Point Loma, National City, and Imperial Beach US Geological Survey (USGS) 7.5-minute quadrangles were conducted to identify sensitive biological resources within and in the vicinity of the TLUP Area. A review of the query and search results, documented species ranges, and habitat within the TLUP Area identified 18 special-status plant species with a potential to occur within the TLUP Area based on presence of suitable natural habitat, primarily coastal salt marsh and limited sections of coastal scrub (CNDDB 2024; CNPS 2024). A total of 41 special-status wildlife species were indicated as either known to occur or potentially occurring within the TLUP Area. Specific details of special-status species with the potential to occur in the TLUP Area are provided in Appendix B to the Environmental Initial Study Checklist (Attachment A to the MND).

Summary of Biological Resources Impacts and Mitigation

Construction and operation of future projects within the TLUP Area that are consistent with the TLUP's applicable water and land use designations, policies, development standards, planned improvements, planning district special allowances, and visions would have the potential to result in substantial direct and indirect adverse effects to habitat and biological resources, including impacts related to: increased overwater coverage; impacts on essential fish habitat, benthic communities, and green sea turtles from aquaculture operations; impacts on special-status terrestrial plant species; modified foraging and nesting behavior of sensitive avian species; and loss of coastal salt marsh habitat. Depending on the project, the following mitigation measures would be required: implement overwater coverage mitigation, in coordination with the appropriate resource agencies, to compensate for the loss of open water habitat; develop an Aquaculture Operations Plan in coordination with the appropriate resource agencies, and the District; conduct surveys for special-status terrestrial plant species and develop a conceptual restoration plan for translocation/salvage; implement construction measures to avoid or reduce impacts on sensitive nesting and coastal habitat-dependent avian species; and develop a conceptual mitigation plan in coordination with the appropriate resource agencies and the District to provide no-net loss of wetlands and compensate for permanent loss.

7.4 WATER QUALITY

The San Diego Region is divided into 11 hydrologic units (HUs) for administrative purposes. Each of the HUs flows from elevated regions in the east to lagoons, estuaries, or bays in the west and exhibit similar water quality characteristics and issues. The TLUP Area is within the San Diego Bay Watershed, in the Pueblo San Diego HU (908.00) and Otay HU (910.00). The Pueblo San Diego HU is the smallest HU in San Diego County and covers approximately 60 square miles of predominantly urban landscape in the cities of San Diego, La Mesa, Lemon Grove, and National City. Approximately 75 percent of the watershed is developed. Major water features in the Pueblo San Diego HU include Chollas Creek, Paleta Creek, and San Diego Bay (Project Clean Water 2022).

The Pueblo San Diego HU has no central stream system and instead consists primarily of a group of relatively small local creeks and pipe conveyances, many of which are concrete-lined and drain directly into San Diego Bay. The Pueblo San Diego HU contains three hydrologic areas: Point Loma (908.1), San Diego Mesa (908.2), and National City (908.3).

The Otay HU is the second largest of the three San Diego Bay HUs, consisting of approximately 98,500 acres of land. The Otay HU contains four major water bodies, including the Upper and Lower Otay Reservoirs, Otay River, and San Diego Bay; however, there is one central creek that collects and conveys the majority of the watershed's surface runoff (Project Clean Water 2022). The Otay HU contains three hydrologic areas: Coronado (910.1), Otay Valley (910.2), and Dulzura (910.3).

Water quality in the San Diego Bay is influenced by processes and activities that take place within the Pueblo San Diego HU. The creeks in the watershed are highly affected by urban runoff, such as contaminants from roadways, industry, and other urban sources. Contaminants found in San Diego Bay include chlorinated hydrocarbons, toxic components of petroleum hydrocarbons, PAHs, PCBs, heavy metals, and organotins (i.e., organic compounds with one or more tin atoms) such as tributyltin. The most significant sources of pollutants affecting the beneficial uses of San Diego Bay are urban and agricultural runoff, resource extraction, septic systems, and marinas and boating activities (Project Clean Water 2022).

Tidal exchange in San Diego Bay controls the flushing of contaminants, salt and heat balance, and residence time of water. The ebb and flow of tides mix ocean and San Diego Bay waters. Tides produce currents, which induce changes in salinity, and alternately expose and wet portions of the shoreline. Tidal flushing and mixing are important for dispersing pollutants, maintaining water quality, and moderating water temperature that has been affected by exchange with the atmosphere or heating. Tidal flushing and currents affect water quality in north-central San Diego Bay. Water quality also is influenced locally by freshwater inflows.

The San Diego Regional Water Quality Control Board (RWQCB), which establishes region-wide and water-body-specific beneficial uses in the San Diego Basin Plan, has set numeric and narrative water quality objectives for several pollutants as well as parameters for specific surface waters in its region. The beneficial uses for surface waters in each planning district are shown in Table 1.10-1 of the Environmental Initial Study Checklist (Attachment A to the MND).

Section 303(d) of the CWA requires that the states make a list of waters that are not attaining standards after technology-based limits are put into place. For waters on this list ("303(d) List"), the states must develop total maximum daily loads (TMDLs). A TMDL is a calculation of the loading capacity of a specific pollutant that can be assimilated by a water body without impairing its designated beneficial uses. The current 303(d) list for California is the 2024 Integrated Report adopted by the SWRCB on February 6, 2024. Table 1.10-2 of the Environmental Initial Study Checklist identifies the water bodies with 303(d)-listed impairments within the TLUP Area.

Groundwater is the water found underground in the cracks and spaces in soil, sand, and rock. It is stored in and moves slowly through geologic formations of soil, sand, and rocks called aquifers. For the most part, groundwater within the region occurs in alluvial aquifers, residuum (crystalline bedrock that has weathered in place), aquifers composed of semi-consolidated or consolidated sediments, and fractured crystalline rock. Sources of groundwater recharge in the region include creeks, precipitation, discharges from treatment plants, underflow from dams, and return flow. Groundwater throughout the TLUP Area is directly tied to the San Diego Bay and has a high salt content making it unsuitable for consumption.

Storm surge is an abnormal rise of water generated by a storm, over and above the predicted astronomical tides. Storm surge should not be confused with *storm tide*, which is defined as the water level rise due to the combination of storm surge and the astronomical tide. This rise in water level can cause extreme flooding in coastal areas, particularly when storm surge coincides with normal high tide (NOAA n.d.).

A *tsunami* is a series of extremely long-period waves caused by a large and sudden displacement of the ocean, usually the result of an earthquake below or near the ocean floor. A seiche is an oscillation of the surface of an enclosed body of water. Seiches may be triggered by strong winds, changes in atmospheric pressure, earthquakes, tsunamis, or tides.

The TLUP planning districts are within and adjacent to San Diego Bay, which includes areas of semi-enclosed water basins. According to maps prepared by the California Department of Conservation, the TLUP Area is entirely within the tsunami hazard zone (DOC 2009). In addition, the large water body of the Bay experiences tidal changes and, therefore, may encounter flooding from storm surges and storm tides. In sum, the TLUP planning districts are within or adjacent to areas that may encounter storm surges, storm tides, tsunamis, and seiches.

FEMA has mapped zones of anticipated flooding using base flood elevations for 100-year flood events, as presented on the agency's Flood Insurance Rate Maps (FIRMs). A majority of the TLUP Areas consists of submerged lands and open water of San Diego Bay, which are not assigned a flood hazard designation. However, the landside portion of the TLUP Area is within areas that are subject to 100-year flood events (identified as 1 percent Annual Chance Flood Hazard Zones) and moderate flood hazard areas, which are between the base flood and 500-year flood (identified as 0.2 percent Annual Chance Flood Hazard Zones) (District 2023).

Summary of Water Quality Impacts and Mitigation

Construction and operation of future projects within the TLUP Area that are consistent with the TLUP's applicable water and land use designations, policies, development standards, planned improvements, planning district special allowances, and visions would have the potential to result in substantial direct adverse effects to water quality, including impacts related to water quality degradation as a result of temporary and limited turbidity caused by anchoring aquaculture infrastructure to the bay floor as well as biological oxygen demand. Future aquaculture operations that would result in these impacts would require project proponents to implement the following: (1) develop an aquaculture water quality monitoring plan consistent with the requirements of the Aquaculture Operations Plan, and (2) identify site-specific best management practices to be implemented during operation of the aquaculture facility to lessen or eliminate potential water quality impacts.

7.5 FINDINGS AND MITIGATION MEASURES

In relation to CCA Section 30711, and biological resources and water quality, the MND determined that implementation of the TLUP would result in the following potentially significant impacts:

- Increased overwater coverage
- Impacts on essential fish habitat, benthic communities, and green sea turtles from aquaculture operations
- Impacts on special-status terrestrial plant species
- Modified foraging and nesting behavior of sensitive avian species
- Loss of coastal salt marsh habitat
- Water quality degradation from turbidity

However, mandatory measures to mitigate these effects, which are summarized in the above sections and listed in full in the Mitigation Monitoring and Reporting Program (Section 5 of the MND), would be implemented by future site-specific projects proposed within the TLUP Area to reduce impacts to less-than-significant levels. All of the applicable mitigation measures associated with a particular project shall be conditions of approval and incorporated into a Coastal Act Approval.

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Glossary

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Glossary

TERM	DEFINITION
Accessway	A route by water or land that provides access to or through a destination. Examples of accessways include, but are not limited to, roadways, rail, pathways, bikeways, and navigation corridors. Refer to *Figure 3.2.2 Accessway Hierarchy in (Chapter 3.2, Mobility Element).*
Accommodate	To have or provide.
Accommodating	Supporting or sustaining.
Achieve	To carry out and meet stated policy or action.
Activating Feature	Attract visitors to, and extend users stay on Tidelands. May involve temporary or permanent activities and/or structures or amenities. Activating commercial features host small-scale commercial enterprises and serve visitors and the community. These features include, but are not limited to, carts, kiosks, stands, and pavilions for food service, retail, or other small-scale commercial, leisure or hospitality activities. Activating non-commercial features are structures or amenities designed for enhancing the public's use or enjoyment of open space. These features include, but are not limited to, furnishings or structures that offer shade or host interactive activities such as performance, entertainment, education, games, play, exercise, or similar activities. Shade structures are not considered an activating feature.
Active Uses	A use that involves participation, movement, or engagement in an activity.
Adaptation	Adjustment in natural or human systems to a new or changing environment. For example, adaptation to climate change refers to adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities.
Address	To direct the efforts or attention.
Adhere	To act based on rules or agreements that are upheld.
Adjacent Jurisdictions	Local, state, or federal agencies or municipalities whose jurisdictional boundaries are located adjacent to the District.
Allow	To give permission to have or do something.

TERM	DEFINITION
Amenity	Facilities or furnishings that provide comfort, convenience, or enjoyment.
Appealable	Section 30715 in Chapter 8 of the Coastal Act provides a list of categories of development that may be appealed by the CCC. Development that is considered within one of these category types is referred to as "appealable," and development that is not considered one of these category types is referred to as "non-appealable." Refer to WLU Goal 1 (Chapter 3.1, Water and Land Use Element) for more information on development types and categories.
Aquaculture	Section 30100.2 of the CCA refers to Section 17 of the Fish and Game Code for the definition of "aquaculture." This TLUP relies upon this Fish and Game Code definition, as interpreted by the California Department of Fish and Wildlife: "Aquaculture" means that form of agriculture devoted to the propagation, cultivation, maintenance, and harvesting of aquatic plants and animals in marine, brackish, and fresh water. "Aquaculture" does not include species of ornamental marine or freshwater plants and animals not utilized for human consumption or bait purposes that are maintained in closed systems for personal, pet industry, or hobby purposes, however, these species continue to be regulated under Chapter 2 (commencing with Section 2116) of Division 3 of the Fish and Game Code.
Artifacts	Objects or items characteristic of, or resulting from, a particular human institution, period, trend, or individual and may be prehistoric or historic.
Assess	To consider in order to make a judgement about.
Avoid	To act in order to prevent something from occurring.
Barge	A large, flat-bottomed boat used to carry cargo from a port to shallow-draft waterways.
Basin	The catchment area of an abiotic compartment of Earth, usually associated with the hydrosphere or atmosphere (e.g. river basin or air basin).
Bayshore Bikeway	A regional corridor for use by cyclists that is planned to extend 24 miles around San Diego Bay, providing a physical and scenic connection to major bayfront employers, as well as tourist and recreational destinations. The SANDAG Bayshore Bikeway Plan provides guidance for the multi-agency and multi-jurisdictional effort.
Beneficial Use [Water]	Pursuant to the Porter-Cologne Water Quality Control Act, designations assigned to water bodies of the state that may be protected against quality degradation. In the San Diego Region, Beneficial Water Uses, including water quality objectives and implementation plans to protect those uses, are established by the California Water Quality Control Board, San Diego Region's Water Quality Control Plan for the San Diego Basin (Basin Plan). In the Pacific Ocean, Beneficial Water Uses include: contact water recreation; non-contact water recreation; wildlife habitat; industrial service supply; navigation; commercial and sportfishing; preservation of biological habitats of special significance; rare, threatened, or endangered species; marine habitat; migration of aquatic organisms; spawning, reproduction, and/or early development; shellfish harvesting; and aquaculture. In San Diego Bay, Beneficial Water Uses include: contact water recreation; non-contact water recreation; wildlife habitat; industrial service supply; navigation; commercial and sport fishing; preservation of biological habitats of special significance; rare, threatened, or endangered species; estuarine habitat; marine habitat; migration of aquatic organisms; spawning, reproduction, and/or early development; and shellfish harvesting.
Berth	The place primarily for a ship or boat when at anchor, a slip, or dock. A berth may also serve as a place for a barge, dry dock, or floating upweller system.
Best Available Science	The informational, scientific standard followed for decision making for an applicable process for a specific discipline.

TERM	DEFINITION
Best Management Practices	A best practice is a method or technique that has been generally accepted as superior to any alternatives, because it produces results that are superior to those achieved by other means or because it has become a standard way of doing things, e.g., a standard way of complying with legal or ethical requirements.
Bikeway	Accessway and/or a transportation facility that is dedicated to bicycles or nonmotorized micro-mobility vehicles.
Biodiversity	The number and variety of species found within a specified geographic region. The variability among living organisms on the earth, including the variability within and between species and within and between ecosystems.
Biologically Engineered	Application of engineering principles to analyze and design biological systems and technologies.
Blue Economy	The sustainable use of ocean resources for economic growth, improved livelihoods, and jobs while preserving the health of the ocean.
Boat Launch Ramp	A developed slope between the shore and the water by which vessels or boats can be moved to and from the water.
Build	To construct, assemble, erect, convert, enlarge, reconstruct, or structurally alter a building or structure.
California Coastal Plan	As defined in the Coastal Act, Section 30102: "Coastal plan" means the California Coastal Zone Conservation Plan prepared and adopted by the California Coastal Zone Conservation Commission and submitted to the Governor and the Legislature on December 1, 1975, pursuant to the California Coastal Zone Conservation Act of 1972 (commencing with Section 27000). For background on this coastal plan, prior to the passage of the California Coastal Act in 1976, the State of California adopted a Coastal Initiative (Proposition 20) in 1972 that established temporary regional coastal commissions and one statewide commission. These commissions were tasked with preparing a coastal plan with coastal policy and planning recommendations for the State. The California Coastal Zone Conservation Plan was completed in 1975 and many of these recommendations were brought forward into the California Coastal Act, including the establishment of the California Coastal Commission. Part IV of the 1975 Coastal Plan provided specific policy recommendations to each region, with accompanying maps, identifying various landmarks and coastal resources. These maps are referred to in Chapter 8 (titled "Ports") of the Coastal Act for identifying wetland, estuary, or existing recreation areas in the coastal zone."
Carbon Neutrality	Carbon neutrality means annual zero net anthropogenic (human caused or influenced) carbon dioxide emissions.
Catastrophic Event	Tornadoes, hurricanes, earthquakes, tsunamis, unintentional fire, flooding, other acts of nature, terrorism, unintentional hazardous accidents, and other unintentional human-made incidents that severely damage or destroy structures, infrastructure, roads, or other components of the built environment that make such development or any portion thereof or not occupiable or usable for its intended purpose. Economic or fiscal conditions or market fluctuations shall not constitute a catastrophic event.
Climate	The meteorological conditions, including temperature, precipitation, and wind, that characteristically prevail in a region.
Climate Change	A change in the state of the climate that can be identified (e.g., by using statistical tests) by changes in the mean and/or the variability of its properties and that persists for an extended period, typically decades or longer.
Coastal Act Approval	A CDP or Coastal Act exclusion issued by the District or alternatively issued by the CCC for an appealed Coastal Act approval.
Coastal-Dependent Development or Use	Any development or use which requires a site on, or adjacent to, the sea (or Bay) to be able to function at all. (Coastal Act Section 30101).
Coastal Development Permit	A permit for any development within the Coastal Zone that is required pursuant to subdivision (a) of Section 30600 of the Coastal Act and as applicable to ports pursuant to Chapter 8 of the Coastal Act.

TERM	DEFINITION
Coastal-Enhancing Development or Use	Any development or use that is not inherently or physically dependent on access to the water but may benefit or be more attractive by virtue of being in proximity to water. Uses draw from the coastal dependent and coastal related use activities as well as from other activities. Coastal-enhancing uses, while not a formal Coastal Act category, are a use category that has been carried forward in the PMP since it was originally certified by the CCC in 1981. Examples include restaurants, hotels and public recreation areas providing facilities for golf, field sports, and passive recreation.
Coastal Flooding	Flooding resulting from a coastal process—such as waves, tides, storm surge, or heavy rainfall from coastal storms.
Coastal Habitat	Habitats above spring high tide limit (or above mean water level in non-tidal waters) occupying coastal features and characterized by their proximity to the water.
Coastal Hazard	Natural hazards that adversely impact the coastline, including but not limited to coastal erosion, coastal flooding, extreme monthly tidal inundation, sea level rise, wave run-up.
Coastal Hazard Area	An area of special flood hazard extending from offshore to the inland limit of a primary frontal dune along an open coast and any other area subject to high velocity wave action from storms or seismic sources.
Coastal-Related Development or Use	Any development or use that is dependent on a coastal-dependent development or use (Coastal Act Section 30101.3).
Coastal Zone	Land and water area of the State of California from the Oregon border to the border of the Republic of Mexico, specified on the maps identified and set forth in Section 17 of that chapter of the Statutes of the 1975-76 Regular Session enacting this division, extending seaward to the state's outer limit of jurisdiction, including all offshore islands, and extending inland generally 1,000 yards from the mean high tide line of the sea. In significant coastal estuarine, habitat, and recreational areas it extends inland to the first major ridgeline paralleling the sea or five miles from the mean high tide line of the sea, whichever is less, and in developed urban areas of the zone generally extends inland less than 1,000 yards. The coastal zone does not include the area of jurisdiction of the San Francisco Bay Conservation and Development Commission, established pursuant to Title 7.2 (commencing with Section 66600 of the Government Code, nor any contiguous thereto, including any river, stream, tributary, creek, or flood control or drainage channel flowing into such area (Coastal Act Section 30103).
Co-Benefit	The positive effects that a policy or measure aimed at one objective might have on other objectives, thereby increasing the total benefits (for the public or the environment).
Collaborate/Collaboration	Please refer to *Section 6.3.1, Chapter 6, TLUP Implementation and Development Conformance.*
Commerce	Activities and procedures involved in buying and selling goods or services.
Commercial Fishing	Fishing duly authorized under applicable state and federal laws or regulations, in which fish, or other seafood, wild harvested, either in whole or in part, are intended to enter commerce or enter commerce through sale, barter, or trade. Live bait barge operations that support fishing industries are also considered "commercial fishing."
Conservation	The protection and management of natural resources that best reflect environmental stewardship for present and future generations.
Connection Points	Facilitate the transition from one mobility mode to another, including between water and land mobility modes.
Conservation Areas	Geographic locations or extents designated or dedicated to the act of conserving.
Conserve	To protect from loss, harm, and/or wastefulness.

TERM	DEFINITION
Consider	To look at carefully or to think about in order to understand or decide.
Consultation	Solicitation and consideration of an agency's comments, suggestions, or input. (Consultation is not synonymous with "agreement" regarding an agency's comments or suggestions.)
Contribute	To give support or money for a common purpose or fund.
Coordinate/Coordination	More than just consultation and involves some level of cooperation. Taking a stakeholder's recommendations into account and incorporating (where possible) to avoid or reduce conflicts.
Create	To be the cause of establishment or to cause something to come into existence.
Criteria Air Pollutant	Six common air pollutants regulated by the U.S. Environmental Protection Agency per the Clean Air Act: carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide.
Deep-Water Berth	A place with sufficient depth of water for the access and usage of very large and heavily loaded ships to loading and unload.
Design	To create, fashion, execute, or construct according to plan.
Destination	The place toward which someone or something is going or a place of arrival.
Develop	To grow or cause to become more physically active, advanced, or changed.
Development	On land, in or under water connected to submerged lands, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or modification of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973 (commencing with Section 4511) [California Coastal Act 30106].
Development Site	An individual lease premises or as determined by the District, collectively, individual lease premises or portions of land and/or water that functions collectively as one experience or development.
Development Standards	Specific requirements for structures, facilities, and buildings. These may include but is not limited to criteria such as minimum and maximum widths, heights, square footages, and setbacks.
Disadvantaged Community	Pursuant to SB 1000 (Levya, 2016), the definition of "disadvantaged communities is: an area identified by the California Environmental Protection Agency pursuant to Section 39711 of the Health and Safety Code or an area that is a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation. This TLUP encompasses not only the definitions contemplated by SB 1000, but also to include other low-income and minority populations, that are disproportionately burdened by or less able to prevent, respond, and recover from adverse environmental impacts. Refer to Section 3.5.2 (Chapter 3.5, Environmental Justice Element) for more information
Disaster	Severe alterations in the normal functioning of a community or a society due to hazardous physical events interacting with vulnerable social conditions, leading to widespread adverse human, material, economic or environmental effects that require immediate emergency response to satisfy critical human needs and that may require external support for recovery.

TERM	DEFINITION
Disaster Mitigation	Processes for designing, implementing, and evaluating strategies, policies, and measures to improve the understanding of disaster risk, foster disaster risk reduction and transfer, and promote continuous improvement in disaster preparedness, response, and recovery practices, with the explicit purpose of increasing human security, well-being, quality of life, and sustainable development.
Displacement	To remove and move a use or structure from its place or position.
District Tidelands or Tidelands	The District's territory or jurisdiction as defined the San Diego Unified Port District Act, Section 5: (a) The area within the district shall include all of the corporate area of each of the cities of San Diego, Chula Vista, Coronado, National City, and Imperial Beach which establish the district as provided in this act, and any unincorporated territory in the County of San Diego contiguous thereto, which is economically linked to the development and operation of San Diego Bay, included in the district by the board of supervisors of the county as provided in this act. The regulatory, taxing, and police power jurisdiction of the district, as otherwise provided for in this act, shall apply to the above-described area. (b) In addition to the powers and authority describe in subdivision (a), the district shall exercise its land management authority and powers over the following areas: (1) The tidelands and submerged lands granted to the district pursuant to this act of any other act of the Legislature. (2) Any other lands conveyed to the district by any city of the County of San Diego or acquired by the district in furtherance of the district's powers and purposes as provided in Section 87 [of the San Diego Unified Port District Act]. Additionally, after acquired tidelands and exchanged lands are considered District Tidelands.
Dock	A platform extending from a shoreside facility over water, used to secure, protect, and provide access to a boat or ship.
Docking	The act of securing a ship, boat, or barge to a dock.
Drought-tolerant	The ability of a plant to live, grow, and reproduce satisfactorily with limited water supply in the context of existing plant climate for an area/region.
Dry Bulk	A commodity type that includes, but is not limited to, minerals, fertilizing materials, sand and gravel, and cement, which is transported in large quantities.
Dry Dock	A narrow basin or vessel that can be flooded to allow a boat or ship to be floated in, then drained to allow that boat or ship to come to rest on a dry platform.
Dry Dock Service	Activity that may occur in or out of water and include, but are not limited to, vessel building, dockside facilities maintenance, and repair services. Activities associated with this use involve lifting vessels out of the water for inspection, maintenance, and repair, as well as undocking after completion of work.
Easement	An easement is a real estate ownership right granted to a third-party individual or entity to make a limited use of the land of another.
Ecological Buffer	An upland, wetland, and/or riparian area that protects and/or enhances biological resource functions associated with wetlands, rivers, streams, lakes, marine, and estuarine systems from disturbances associated with adjacent land uses (33 Code of Federal Regulations 332.2)
Ecology	The relationship between plants, animals, people, and their environment, and the balance of these elements within the ecosystem.
Ecoregion	Ecoregions are areas where ecosystems (and the type, quality, and quantity of environmental resources) are generally similar. Designed to serve as a spatial framework for the research, assessment, and monitoring of ecosystems and ecosystem components, ecoregions denote areas of similarity in the mosaic of biotic, abiotic, terrestrial, and aquatic ecosystem components with humans being considered as part of the biota.
Ecosystem	A unit of land or water comprising populations of organisms (including humans) considered together with their physical environment and the interacting processes between them.

TERM	DEFINITION
Ecotourism	Travel to areas of natural or ecological interest for the purpose of observing wildlife and learning about the environment.
Educate	To teach something over a set time period, so that knowledge and understanding is acquired by others.
Effective Date	As to a Port Master Plan or Port Master Plan Amendment, once the process codified in 14 California Code of Regulations 13632, subsection (e), as may be amended, is completed
Emergency	A sudden, urgent, usually unexpected occurrence or occasion requiring immediate action.
Emerging market	An economy structured on new technology, standards, increasing access, and revised regulations.
Enable	To make possible or allow for something to occur.
Encourage	To stimulate something/someone by approval or help.
Encroachment	Any obstruction or protrusion into a right of way or adjacent property, whether on the land or above it.
Engage	To take part or participate; or to involve a person's attention intensely.
Enhance	To improve or increase in quality or value.
Ensure	To make certain.
Environmental Justice	Environmental justice means the fair treatment and meaningful involvement of all people regardless of race, color, national origin, culture, education, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Refer to Chapter 3.5, Environmental Justice Element for more information.
Environmentally Sensitive Area	Any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.
Establish	To begin or create something such as a program, activity, or use.
Estuary	Partially enclosed body of water where river/fresh and ocean/salt/tidal waters mix.
Evaluate	To find or judge the quality or value of something.
Existing Development Site	A development site that is present as of the date of certification of this TLUP (amended XXXX).
Expand	To increase in extent, size, or scope.
Explore	To examine or investigate systematically.
Facility	Buildings, structures, pieces of equipment, or other physical systems.
Feasible	Capable of being accomplished in a successful manner within a reasonable period of time, considering economic, environmental, social, and technological factors.
Fill	Earth or any other substance or material, including pilings placed for the purposes of erecting structures thereon, placed in a submerged area.
Finished Grade	The final elevation and contour of the ground after cutting or filling and conforming to the proposed design.
Fishery	The industry or occupation devoted to the catching, processing, or selling of fish, shellfish, or other marine or aquatic animals.
Freight	Goods, excluding passengers, carried by a vessel or vehicle, especially by a commercial carrier; cargo.
Goal	A goal is a broad statement that guides action, in accordance with the District's vision for the Tidelands.

TERM	DEFINITION
Greenhouse Gas (GHG)	Gaseous constituents of the atmosphere, both natural and anthropogenic, that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the Earth's surface, the atmosphere itself and by clouds.
Habitat	The place or environment where a plant or animal naturally or normally lives and grows.
Habitat Enhancement	Areas where activities are conducted within existing natural habitats to achieve specific management objectives or provide conditions which previously did not exist, and which increase or improve one or more ecosystem functions.
Habitat Replacement	An approach to manipulating habitat conditions in which a habitat is converted from one type to another in order to mimic a desirable natural habitat present at another location.
Habitat Restoration	Returning certain habitats to their former historical condition.
Hazard	The potential occurrence of a natural or human-induced physical event or trend that may cause loss of life, injury, or other health impacts, as well as damage and loss to property, infrastructure, service provision, ecosystems, and environmental resources.
Height	The distance from the base of something to the top, measured from the ground up.
Identify	To discover, prove, or recognize as being a certain person, cause, or thing, often through an analytical process.
Impact	The effect of any direct man-made or natural actions or indirect repercussion of man-made or natural actions on existing physical, social, or economic conditions and communities.
Implement	To carry into effect; or to enact a document of steps or a scheme of action to ensure attainment of identified planning, development, environmental quality, or other standards within a specific time period.
Include	To add as part of the whole.
Increase	To make or become greater in size, degree, or frequency.
Indigenous	Produced, growing, living, or occurring natively or naturally in a region or environment.
Integrate	To add or bring parts together
Integrated Planning	A multi-faceted, collaborative planning process considering economic, social, and cultural opportunities
Intensification (as in increased density or intensity)	The development of a property, site or area at a higher density than currently exists, through development, redevelopment, infill and expansion or conversion of existing buildings provided such conversion increases either the floor area, height, or bulk of the existing structure by more than 10 percent, and the change or expansion of a development or use would result in a new or increased impact to coastal resources.
Intertidal	The area along the shore that is intermittently submerged and exposed due to tidal flows, which change daily and seasonally due to the gravitational pull of the moon and the sun.
Invasive Species	Any kind of living organism that is not native to an ecosystem and causes harm. For reference, a list of plant species considered to be "invasive" by the California Invasive Plant Community is available via the Cal-IPC list. It is also important to consult other sources, such as wildlife agencies and academia, to understand what species are considered invasive.
Invest	To devote time, effort, or resources to a project, process, or initiative considered to be useful or likely to succeed.
Involve	To work directly with the stakeholders throughout a process to ensure that concerns and aspirations are consistently understood and considered.

TERM	DEFINITION
Kiosk	A small building or structure from which people can buy items, goods, or services.
Land Use Type	A type of development or activity occurring on the land within a specified land use designation.
Lease	A written agreement by and between the District and a third-party for use of District Tidelands or other granted lands or water that complies with all applicable regulations and laws. For avoidance of doubt, leases include, but are not limited to ground leases, leases, Tideland Use and Occupancy Permit, Right of Entry Permit, or any subleases requiring District consent.
Lessee	The third-party or entity that has legally entered a lease with the District.
License Agreement	A written agreement by and between the District and a third-party that gives the third-party permission to use Tidelands but does not grant the third-party any real property interest in Tidelands. A license agreement may be revocable or irrevocable.
Leverage	To utilize resources or other means of ability to influence situations or people to accomplish some purpose
Linkage	The connection of two (or more) things.
Listed Species	A species designated as candidate, threatened, or endangered pursuant to the California Endangered Species Act and/or listed as threatened or endangered under the Federal Endangered Species Act.
Living Shorelines	Constructed features that can be incorporated into shoreline protection that may mimic natural features of a shoreline to provide specific adaptation or ecological services, such as but not limited to, protection, dissipation of wave energy, and biological enhancements.
Locate	To designate the site of.
Long-Term Leases	A lease with term of five years or more in duration.
Lower Cost Visitor and Recreational Facilities	Facilities that are intrinsically lower cost or no cost, which may include, but are not limited to: public recreational opportunities such as active and passive parks, open space, gardens, promenades, walkways, and bikeways/bike paths; wayfinding signage, seating, bicycle racks and other enhancements to public access areas; free or lower-cost public events or tours; public art, museums or exhibits; public viewing areas or piers; free or lower cost transportation, including shuttles, van pools, water taxis and bicycle racks; public fishing piers or floating docks; low cost or free moorings or boat slips; dock and dine piers; parking facilities/spaces that are free or lower cost; lower cost overnight accommodations are inherently lower cost and may include, but are not limited to hostels, campgrounds, yurts, recreational vehicle parks, or tent campsites or may include features which lower the cost of a stay, such as but not limited to kitchenettes, free wi-fi, free or reduced cost breakfast, and free parking.
Maintain	To keep in functional and operating condition by regularly checking it and repairing it when necessary.

TERM	DEFINITION
Major Development	From the effective date of certification of this TLUP, as specified in 14 CCR § 13632 the: 1. Cumulative modification or cumulative replacement of 50 percent or more of a single major structural component of an existing development; or 2. Cumulative modification or cumulative replacement of 50 percent or more of the sum total of all major structural components of a single existing development or multiple existing developments on an existing development site; or 3. Issuance of a term extension or cumulative term extensions that equal to fifteen (15) years or more; or 4. Granting of a new lease of more than fifteen (15) years unless the new lease is a result of a change of ownership and excludes any term extension or the new lease is with an existing tenant and number 3, above, has not been triggered; or 5. Issuance of a new Coastal Development Permit for new development.
Major Structural Component(s)	The foundation, floor framing, exterior wall framing and roof framing of a structure. Exterior siding, doors, window glazing, roofing materials, decks, chimneys, and interior elements including but not limited to interior walls and sheetrock, insulation, fixtures, and mechanical, electrical and plumbing elements are not considered major structural components.
Marine Research	Any study, whether fundamental or applied, intended to increase knowledge about the marine environment, including its resources or living organisms through scientific-based activity.
Marine Technology	Any technology, system, or platform that: 1. is designed for use or application above, on, or below the sea surface or that is otherwise applicable to maritime operational needs, including such a technology, system, or platform that provides continuous or persistent coverage; and 2. supports or facilitates: a. maritime domain awareness, including: i. surveillance and monitoring; ii. observation, measurement, and modeling: or iii. information technology and communications; b. search and rescue; c. emergency response; d. marine inspections and investigations; or e. protection and conservation of the marine environment.
Maximize	To increase to the maximum or to raise to the highest possible amount of degree.
Minimize	To reduce to a minimum or to decrease to the least possible amount.
Minor Development	All other development that is not major development (See Major Development).
Mitigation Banking	A wetland, stream, or other marine or coastal resource area that has been restored, created, enhanced, or preserved for providing compensation for unavoidable impacts to marine or coastal resources permitted under Section 404 of the Clean Water Act or a similar state or local wetland regulation. A mitigation bank may be created when a government agency, corporation, nonprofit organization, or other entity undertakes these activities under a formal agreement with a regulatory agency.

TERM	DEFINITION
Modification (or Replacement) of Structural Component Cumulative Threshold to be Major Development (See Major Development)	1. Exterior Wall Modification or Replacement. An exterior wall is considered to be modified 50 percent or more when any of the following occur: a. Exterior cladding and/or framing systems are altered in a manner that requires removal and/or replacement of 50 percent or more of the elements of those cladding and framing systems, normally considered as linear length of wall; or b. Reinforcement is needed for any remaining portions of the wall to provide structural support in excess of 50 percent of existing support elements (e.g., addition of 50 percent or more of beams, shear walls, or studs whether alone or alongside the existing/retained elements, etc.). 2. Floor or Roof Structure Modification or Replacement. A floor or roof structure is considered to be modified 50 percent or more when any of the following occur: a. The roof or floor framing is altered in a manner that requires removal and/or replacement of structural elements (e.g., trusses, joists, shear components, rafters, roof/floor structural surface (e.g., plywood), etc.) supporting 50 percent or more of the square footage of the roof or floor; or b. The roof or floor structural framing system requires additional reinforcement to any remaining portions of the roof or floor system to provide structural support (e.g., addition of 50 percent or more of beams, joists, shear components, rafters, roof/floor structural surface (e.g., plywood), etc., whether alone or alongside existing/retained system elements). 3. Foundation Modification or Replacement. A foundation is considered to be modified 50 percent or more when any work is done on any of the following: a. 50 percent or more of the horizontal surface area of a slab foundation; b. 50 percent or more of the floor area of a structure supported by a pier/post and/or caisson/grade beam foundation; or c. 50 percent or more of a perimeter foundation.
Modify	To change or alter.
Mooring	A place where a boat can be tied so that it cannot move away, or the object it is tied to.
Multi-Use	Intended or suitable for more than one use.
Multi-Use Pathway	An accessway intended or suitable for more than one mode (e.g., pedestrians and bicycles), such as walking, jogging, cycling, and wheelchair use.
Native Vegetation	Vegetation that is local or endemic to the area and which originated or was produced naturally in the region and not introduced directly or indirectly by humans.
Natural Disaster	An occurrence of a natural catastrophe that has resulted in severe property damage, deaths, and/or multiple injuries.
Natural Resources	Land, fish, wildlife, biota, air, water, groundwater, drinking water supplies, and other such resources belonging to, managed by, held in trust by, appertaining to, or otherwise controlled by the United States, any state or local government, any foreign government, or any Indigenous tribe.
Nature Trail	An unpaved recreational pathway (could be waterside or non-waterside) that provides a dedicated area for pedestrians.
Navigation	The science of locating the position and plotting the course of ships and aircraft.
Net Zero Carbon Emissions	Net zero carbon emissions is considered a synonym for carbon neutrality.
New Development	Development that occurred after the effective date of this TLUP.

TERM	DEFINITION
Nonconforming Development	A development that was lawfully established, improved or constructed prior to the adoption of certification of this TLUP (amended XXXX), but that does not conform with goals, objectives, and policies of this TLUP's Elements and the standards and requirements of the applicable Planning District where the development is located.
Nonconforming Use	A use of development, water, or land that was legally established and maintained prior to the adoption and certification of this TLUP (amended XXXX) yet does not conform to the amended land and/or water use designation.
Non-Native Species	A species living outside its native distributional range.
Non-Port Administration Office	Establishments that may operate on Tidelands but are not directly related to District operations.
Non-Water Oriented	Uses or actions not principally utilized for water-oriented purposes.
Nurture	Encourage or help to develop (plans, ideas, or people).
Objective	A statement of a desired end.
Occupant	The third-party or entity that legally occupies a space on Tidelands.
Offer	To present for consideration.
Open Space, Active	Unobstructed, usable outdoor spaces accessible to the public for the purpose of programmed recreational activities including small and large park events.
Open Space, Passive	A publicly accessible space not intended for programmed recreational activities or small and large park events.
Optimize	To obtain the most efficient or optimum use of.
Orient	To position, align, or set with reference to points of the compass or other specific directions.
Oriented	To be principally devoted to. (See non-water-oriented retail)
Parcel	A District-defined piece of real estate.
Park	Open space primarily for recreation and publicly accessible.
Participate	To take part, be or become actively involved, or share in.
Partner	To join together on an effort or initiative.
Partnership	A relationship between two entities that share the responsibility for a project or service delivery.
Paseo	A pedestrian way or plaza located between two adjacent buildings.
Passageway	A long narrow space with walls or fences on both sides, that connects one place with another.
Pathway	A recreational accessway (paved or unpaved) intended or suitable for more than one mode (e.g., pedestrians and non-motorized bicycles), such as walking, jogging, cycling, and wheelchair use.
Permittee	Any person or entity that is issued a Coastal Act Approval or has applied for a Coastal Act Approval.
Pier	A fixed structure that extends over the water and used as a landing place for vessels. A pier can also be used for other non-landing activities such as, but not limited to, recreation and commercial uses.
Planning District	Identifiable and functional geographic units of the District's jurisdiction. Planning district boundaries conform closely to the boundaries of established ecoregion boundaries, municipal jurisdictions and/or census tracts.
Planned Improvements	Planned improvements provide enhanced coastal access to Tidelands, on land and between the water-land interface or define the thresholds for development for appealable projects consistent with the Coastal Act.

TERM	DEFINITION
Platform	A fixed structure that extends over the water and functions as an extension of land over the water and is used exclusively for non-landing activities such as, but not limited to, recreation and commercial uses. Some platforms have built structures or may be leased. Like a deck, but a platform is always over water or riprap.
Policy	A policy is a rule or guidance for a course of action that indicates how a District objective will be achieved.
Port Master Plan	Carries out the provisions Chapter 8 of the Coastal Act. Contains the proposed uses of land and water areas, where known; the projected design and location of port land areas, water areas, berthing, and navigation ways and systems intended to serve commercial traffic within the area of jurisdiction of the port governing body; and proposed projects listed as appealable.
Port Master Plan Amendment	Formal approved change to the certified Port Master Plan, such an Amendment itself requires certification by the CCC.
Port Master Plan Update	A Port Master Plan Amendment approved by the Board of Port Commissioners on (XXX), certified by the CCC on (XXX) and effective as of (XXXX) (see 14 California Code of Regulations Section 13632).
Portside Community	Communities downwind from industrialized, waterfront uses and activities and tend to have poor air quality. As of certification of this TLUP (dated XXXX), Portside Communities included Barrio Logan, Logan Heights, Sherman Heights in the City of San Diego, and West National City.
Preserve	To maintain and protect.
Primary Use	The preferred and dominant use within a water or land use designation. The primary use(s) for which land or a building is or may be intended, occupied, maintained, arranged, or designed.
Prioritize	To designate or treat (something) as more important than other things.
Prohibit	To refuse to allow.
Project	The whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1) an activity directly undertaken by any public agency including but not limited to public works construction and related activities clearing or grading of land, improvements to existing public structures, enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100–65700; (2) an activity undertaken by a person or entity which is supported in whole or in part through public agency contacts, grants, subsidies, loans, or other forms of assistance from one or more public agencies; or (3) an activity involving the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies (CEQA Guidelines Section 15378). A Project is separate from the 'Appealable Project List' as defined by this document; see definition of 'Appealable'.
Promote	To help bring about or further the growth or establishment of; or to further the popularity of by publicizing and advertising.
Protect	To defend from trouble, harm, or loss.
Provide	To make available.
Public Facility	Any area that is owned, leased, or otherwise operated, or funded by a governmental body or public entity, which may, include, but is not limited to, buildings, property, recreation areas, and roads.
Public Open Space	Unobstructed, usable outdoor spaces accessible to the public.

TERM	DEFINITION
Public Realm	Public realm is defined as the exterior space around and between structures and facilities that are publicly accessible. These areas support or facilitate social interaction and include active and passive uses. While public realm areas may include designated Recreation Open Space areas, they may also include areas within a developed site or leasehold assigned with other use designations, such as Commercial Recreation. Public realm also includes streets, sidewalks, and other accessways that facilitate public access.
Public Trust Doctrine	Refers to a common law doctrine creating the legal right of the public to use certain lands and water.
Public-Private Partnership	A partnership between a government agency and private entity that share the responsibility for a project or service delivery.
Pursue	To proceed along, follow, or continue with to try to find or strive for an item or objective.
Recognize	To acknowledge or to be aware of the existence of or significance of.
Reconfiguration	The arrangement or rearrangement of parts into a different form or combination.
Recreation	Activities of leisure.
Recreational Vessel	Vessels used for recreational use. Recreational vessels can be motorized or non-motorized. Motorized vessels include but are not limited to jet skis; fly boards; boats; or similar motorized vessels for recreational use. Non-motorized vessels include but are not limited to: kayaks; paddle boats; boards (paddle, stand-up, surf, or similar); or similar non-motorized vessels for recreational use.
Redevelopment	Development on an existing development site.
Regulate	To control, direct, or govern according to a rule, principle, or system.
Remediation (Environmental Remediation)	The removal of pollution or contaminants from environmental media such as soil, groundwater, sediment, or surface water.
Remove	To move something from place or position occupied.
Replace	To provide a substitute or equivalent for what is existing.
Replacement (as used in the definition of Major Development)	Renovation, reinforcement, or alternations that shall be calculated by linear feet, surface area or volume (in the case of shoreline protection).
Replace in-kind	To provide a substitute or equivalent.
Require	To ask or insist upon, as by right or authority.
Research	To conduct careful, systematic, patient study and investigation in some field of knowledge, undertaken to discover or establish facts or principles.
Resilience	The capacity of any entity – an individual, a community, an organization, or a natural system – to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience.
Retain	To keep in a fixed state or condition.
Retrofit	To change in design, construction, or equipment of an existing facility in order to incorporate later improvements or to bring it into compliance (or where that is not feasible, more nearly into compliance) with modern standards for such facilities.
Roadways	An accessway which allows and is intended to serve vehicular traffic. Examples of roadways include, but are not limited to, general lanes and dedicated lanes for transit or other mobility modes.
Salt Pond	A human-made feature along the coastline that allows for the drying and collection of salt.
Scenic Vista Area	An area of visual public access providing scenic views from publicly accessible points on Tidelands, as depicted on the Planning District Coastal Access: Views and Pathways figures.

TERM	DEFINITION
Sea Level Rise	Sea level change, both globally and locally (relative sea level change) due to (1) a change in ocean volume as a result of a change in the mass of water in the ocean, (2) changes in ocean volume as a result of changes in ocean water density, (3) changes in the shape of the ocean basins and changes in the Earth's gravitational and rotational fields, and (4) local subsidence or uplift of the land.
Secondary Use	Complement primary use(s) identified within a water and land use designation but are not the preferred use and should not dominate any development site, or impede, interfere or create conflicts with the functionality of the higher priority primary use.
Sensitive Coastal Habitats	Areas that have: "sensitive resource values," meaning those fragile or unique natural resources, including flora and fauna, which are particularly susceptible to degradation resulting from surrounding development, the adverse effects of which have not been carefully evaluated, mitigated, or avoided. Examples include, but are not limited to, environmentally sensitive areas, as defined in CCA Section 30107.5, areas uniquely suited for scientific or educational purposes, and specific public recreation areas where the quality of the recreational experience is dependent on the character of the surrounding area. (California Coastal Act Section 30525)
Sensitive Habitat	Land, water, and vegetation needed to maintain one or more sensitive species.
Sensitive Receptor	Areas where the occupants are more susceptible to the adverse effects of exposure to toxic chemicals, pesticides, noise, and other pollutants. A sensitive receptor includes, but is not limited to, hospitals, schools, daycare facilities, elderly housing, and convalescent facilities, but excludes overnight accommodations.
Shade Structure	A built or natural structure, either permanent or transient, where the intended use is to provide relief from the sun.
Ship	A large vessel used for military, cargo, or passenger needs.
Shoreline	Where the land and a body of water meet.
Shoreline Protective Devices	Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply." Upland adaptation strategies and "soft" or natural shoreline solutions, such as living shorelines, do not constitute shoreline protective devices. (California Coastal Act, Section 30235)
Site	To locate or position (verb). The place where a structure or development was, is, or will be located (noun).
Special Allowances	Provide specific detail on allowable uses, conditions, or operations in specific locations on Tidelands. Special allowances are intended to address unique situations in either a planning district or subdistrict.
Spill Response Services	An establishment that provides the necessary services required to effectively respond to, contain, and clean up releases of hazardous chemicals and/or wastes.
Sportfishing	Fishing duly authorized under applicable state and federal laws or regulations in which passengers pay to fish on a licensed sportfishing vessel.
Standards	Establish requirements for the physical development of property.

TERM	DEFINITION
State Tidelands and Submerged Lands (or tidelands and submerged lands)	Pursuant to the Submerged Lands Act of 1953, these lands include: (1) all lands within the boundaries of each of the respective States which are covered by nontidal waters that were navigable under the laws of the United States at the time such State became a member of the Union, or acquired sovereignty over such lands and waters thereafter, up to the ordinary high water mark as heretofore or hereafter modified by accretion, erosion, and reliction; (2) all lands permanently or periodically covered by tidal waters up to but not above the line of mean high tide and seaward to a line three geographical miles distant from the coast line of each such State and to the boundary line of each such State where in any case such boundary as it existed at the time such State became a member of the Union, or as heretofore approved by Congress, extends seaward (or into the Gulf of Mexico) beyond three geographical miles, and (3) all filled in, made, or reclaimed lands which formerly were lands beneath navigable waters. These lands are managed by the California State Lands Commission or its grantees.
Stewardship	An ethic that embodies the responsible planning and sustainable management of resources.
Storage	Dedicated structures or areas where materials or goods are kept until needed.
Strategic Highway Network (STRAHNET)	The STRAHNET is a 62,791-mile system of roads deemed necessary for emergency mobilization and the peacetime movement of heavy armor, fuel, ammunition, repair parts, food, and other commodities to support U.S. military operations. Even though the U.S. Department of Defense deploys heavy equipment primarily by rail, highways still play a critical role in times of need. STRAHNET Connectors (about 1,700 miles) are additional highway routes linking more than 200 important military installations and ports to STRAHNET. These routes typically are used when personnel and equipment are moved during a mobilization or deployment. Generally, these routes end at the port boundary or installation gate. Although installations may have multiple access/egress routes, the STRAHNET Connector is generally the most direct and highest functional class roadway.
Strive	To make a concerted effort.
Structure	Includes, but is not limited to, any building, road, pipe, electrical power transmission and distribution line, communication facilities, renewable energy facilities, in-water improvements, or placement or erection of any solid material on land or in the water, including without limitation building materials or landscaping.
Subdistrict	A division of a planning district.
Support	To carry or bear the weight of; To promote the interests or cause of.
Sustainable	Practices that meet the needs of present users without compromising the ability of future generations to meet their own needs, particularly with regard to use and waste of natural resources.
Technology Cluster	Broad and inclusive networks made up of public and private entities focused on industrial research, training, and technology transfer.
Terminal	A connection point for Industrial marine or cruise terminal operations.
Tidelands Border Community	Communities in the City of Imperial Beach, which tend to have poor water quality and suffer from transboundary environmental pollution in and around the Tijuana River Valley.
TLUP Area	Submerged lands and tidelands granted to the District through SB 507 that are included as part of this trust lands use plan.
Toxic Air Contaminants	An air pollutant which may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health. (39655 California Health and Safety Code)
Transition Zone	A sequence of graduated land uses.

TERM	DEFINITION
Trust-consistent	Activities or uses that are compatible with the District's mandate and responsibilities to administer the Tidelands in trust. Includes administration activities undertaken by the District and associated facilities (offices) principally to conduct such administration as well as the beneficial uses of tidelands (commerce, environmental stewardship, fisheries, navigation, recreation,) and support thereof.
Update	To bring into conformance or to improve with the current facts, methods, or ideas
Use	Development or activity that occurs on a site or in a building or facility.
Use Type	Any purpose for which a lot, building, or other structure or tract of land may be designated, arranged, intended, maintained, or occupied; or any activity, occupation, business, or operation carried on or intended to be carried on in a building or structure or on a tract of land.
Vessels	All types of ocean-going watercraft (personal and recreational), ships (military, cargo, and cruise), commercially operated passenger boats, and commercial fishing and sportfishing boats.
Viability	Ability to work as intended or to succeed.
Visual Access	The unhindered ability to have continuous views of scenic resources.
Walkways	A non-waterside recreational pathway that provides access from the nearest public road to the waterfront, also known as vertical access. Walkways are primarily for pedestrians and may also function as a multi-use pathway and/or include a designated multi-use pathway and may include a view corridor extension.
Water Feature	A point of interest with water as the defining focus.
Water Use Type	A type of development or activity occurring in or on the water within a specified water use designation.
Water-Based Transfer Point	A place for loading and offloading passengers and/or cargo. This may include piers, docks, and slips.
Water-Based Transit	Transportation services available to the public (operated publicly or privately) picking up and offloading passengers at water-based transfer points.
Watercraft	Vessels used for personal and recreational use.
Waterways	A navigable body of water.
Wave run-up	The maximum vertical extent of wave action on a beach or structure, above the still water line.
Wayfinding	Signage, graphic representations, or other digital or technological tools that provide orientation to one's surroundings and help one navigate from place to place.
Wetlands	Lands which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes, swamps, mudflats, and fens.
Yacht Club	A sport club specifically related to yachting.