



Unified Port
of San Diego

PORTMASTERPLAN



SAN DIEGO UNIFIED PORT DISTRICT

Port Master Plan

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Board of Port Commissioners - 2012

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Print Date October 2012

Includes all Port Master Plan Amendments through 2012

CHULA VISTA BAYFRONT:

PLANNING DISTRICT 7



Introduction

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

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

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

Over recent years, the Port has acquired approximately 291 acres of uplands in this planning district, including the former Goodrich South Campus, park area, and properties at the south end of the planning district containing the existing switchyard and power plant. Most recently, as part of the Chula Vista Bayfront Master Plan (CVBMP) and in an effort to improve land use compatibility at the north and middle portions of the planning district, the Port completed a land exchange with a private entity. The exchange enables residential and non-trust related retail and office development to occur on approximately 35 acres of former Port properties now under the City of Chula Vista's (City) jurisdiction, and places approximately 97 acres of land at the north end of the planning district, formerly under the City's jurisdiction, within the Port's trusteeship and jurisdiction. In addition, the City has acquired from the Port a vacant parcel for a proposed fire station. Planned uses for the acquired land areas are further described in each of the planning subareas.

Precise Plan Concept

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

The CVBMP is intended to guide the development of approximately 556 acres of the Chula Vista Bayfront over the next 24- year period. The plan proposes a

multifaceted land use allocation within this planning district, including environmental conservation and development of public park and commercial recreational uses. Proposed development emphasizes public waterfront amenities to enhance the bayfront's natural and economic resources. The plan increases public access opportunities while restoring and protecting natural resources, serving to attract visitors from outside the region as well as local residents to use the marine related recreational facilities and public areas. Additionally, the plan strengthens the bayfront's connection to the Chula Vista urban core and neighborhoods to the east by

TABLE 18: Precise Plan Land and Water Use Allocation
CHULA VISTA BAYFRONT: PLANNING DISTRICT 7

LAND USE	ACRES	WATER USE	ACRES	TOTAL ACRES	% of TOTAL
COMMERCIAL	130.2	COMMERCIAL	39.6	169.8	8%
Commercial Recreation	130.2	Recreational Boat Berthing	39.6		
INDUSTRIAL	36.4	INDUSTRIAL	3.8	40.2	2%
Industrial Business Park	36.4	Specialized Berthing	3.8		
PUBLIC RECREATION	152.9	PUBLIC RECREATION	1.2	154.1	8%
Park/Plaza	87.9	Open Bay/Water	1.2		
Promenade	17.3				
Open Space	47.7				
CONSERVATION	413.4	CONSERVATION	967.2	1380.6	70%
Wetlands	303.9	Estuary	967.2		
Habitat Replacement	109.5				
PUBLIC FACILITIES	42.5	PUBLIC FACILITIES	190.4	232.9	12%
Streets	42.5	Boat Navigation Corridor	156.5		
		Ship Navigation Corridor	33.9		
TOTAL LAND AREA	775.4	TOTAL WATER AREA	1,202.2		
PRECISE PLAN LAND AND WATER ACREAGE TOTAL				1,977.6	100%

extending the City's traditional street grid to ensure pedestrian, vehicular, bicycle, transit, and water linkages.

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

The plan proposes to redevelop underutilized and vacant areas with a mix of land uses, along with a new roadway and infrastructure system throughout the planning district. A variety of public amenities are proposed, including: a signature park and other open space areas, buffers, cultural uses, piers, a new commercial harbor and reconfiguration of marina slips, a community boating center, a ferry terminal, navigation channel improvements, an RV park, a continuous and comprehensive pedestrian pathway system, bicycle paths, ample parking areas, and public art. Proposed development includes hotel and conference facilities, retail/entertainment, cultural (museums and similar uses), and marine related office. A maximum of 2,850 hotel rooms are allowed within the boundaries of the CVBMP.

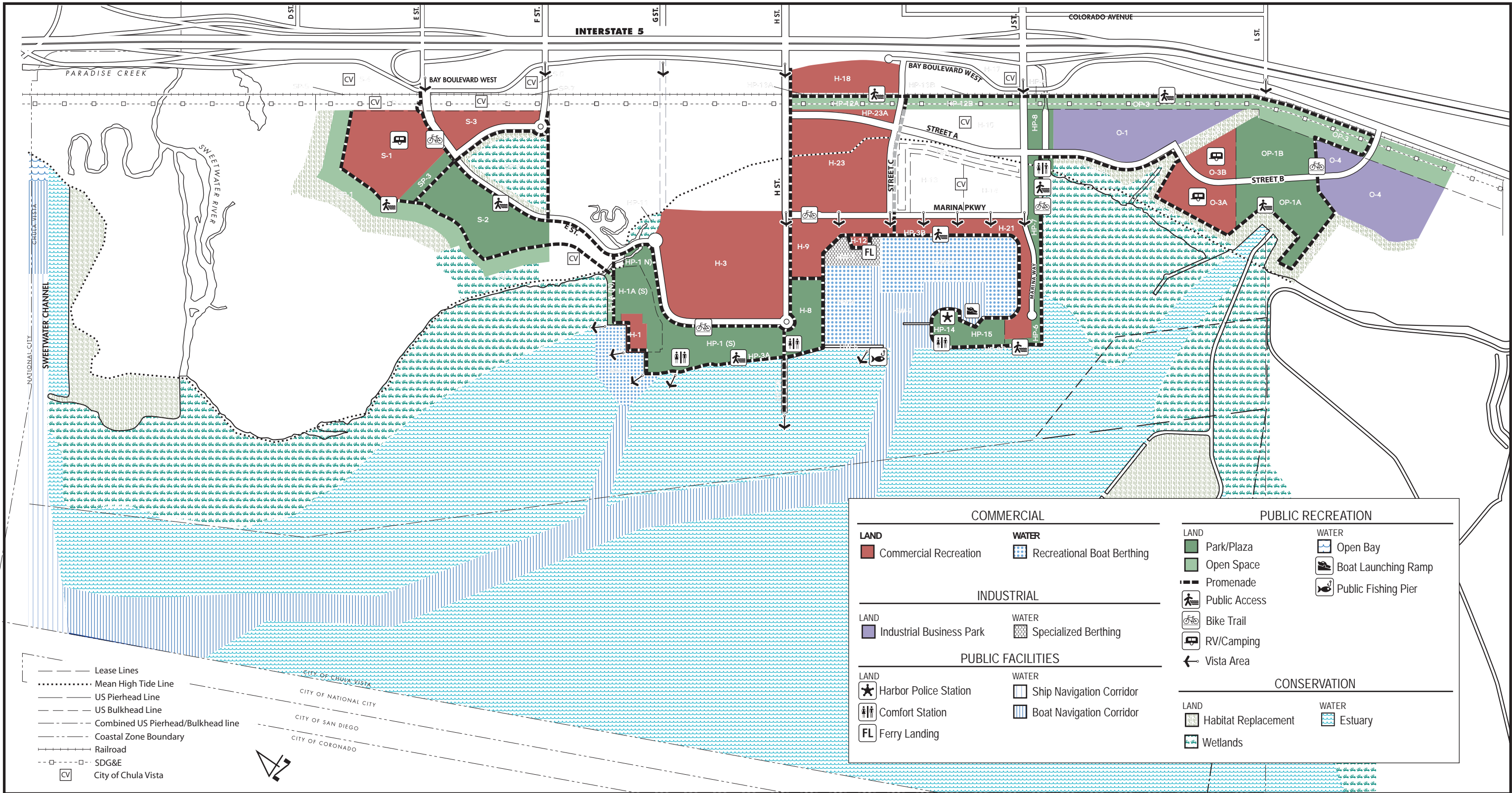
There are a multitude of existing and proposed recreational opportunities within the planning district. Recreation boating marinas have been developed to meet part of the increasing regional demand for recreational boating and wet storage marinas. An RV park provides short-term parking spaces for visitors to enjoy the Chula Vista Bayfront. Other public recreational opportunities can be found at the large Bayside Park that includes a public fishing pier, the Chula Vista Bayfront Park with its public boat launching ramp, and Marina View Park. Planned recreational improvements include two new large parks, enhancements to existing park areas, a new pier, as well as a continuous open space system

that is fully accessible to the public and seamlessly connects the bayfront to the region. This open space system will create a comprehensive greenbelt linkage throughout the entire planning district with a continuous pedestrian walkway, or "baywalk", and a bicycle path that would tie into the regional Bayshore Bikeway system. Where appropriate, Class I bicycle paths, including 8-foot minimum paved widths separated from vehicular roadways, will be provided. The CVBMP emphasizes an active commercial harbor with public spaces at the water's edge as well as enhanced existing and newly created visual corridors to the bay.

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

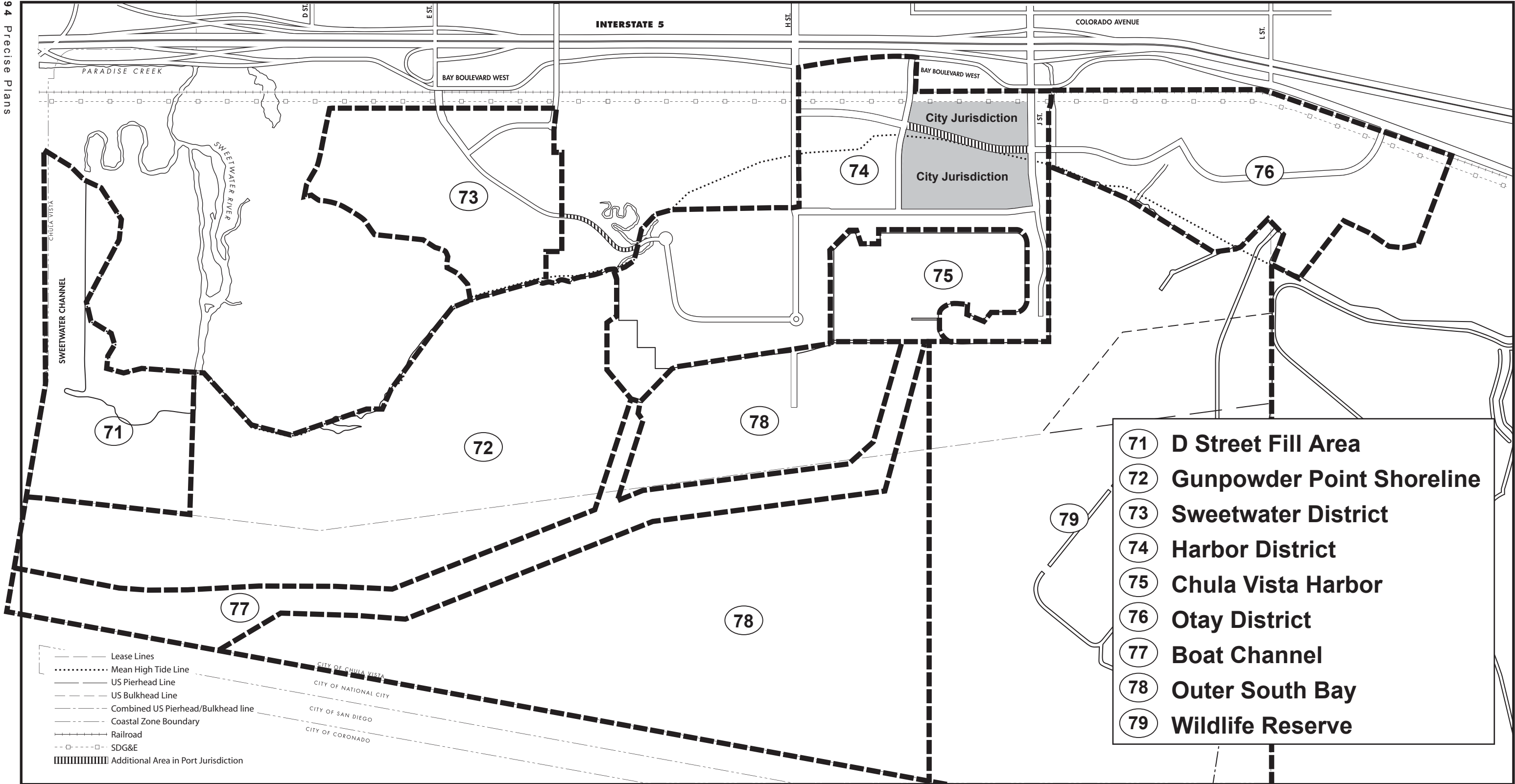
To ensure adequate coastal access is provided for the public, the CVBMP requires appropriately allocated on-site parking spaces to be developed with bayfront commercial and recreational uses. Additionally, commercial development throughout the planning district is required to participate in and contribute a fair share to the implementation of an employee shuttle system that connects users to a collector parking structure located near Interstate 5, thereby ensuring the availability of bayfront parking for the public. In the Harbor District, typical parking requirement standards for high intensity uses may be reduced if it can be demonstrated that the use will be adequately served by alternative transit.

In addition, the Chula Vista Bayfront Shuttle service will be phased concurrent with development. At a minimum, service will be provided upon the issuance of Certificate of Occupancy for either the H-3 resort conference center hotel or the 500th residential unit in the City CVBMP area. Implementation of the shuttle is anticipated to include participation by commercial development within the plan area.



- Lease Lines
- Mean High Tide Line
- US Pierhead Line
- US Bulkhead Line
- Combined US Pierhead/Bulkhead line
- Coastal Zone Boundary
- Railroad
- SDG&E
- CV City of Chula Vista

COMMERCIAL	
LAND	WATER
Commercial Recreation	Recreational Boat Berthing
INDUSTRIAL	
LAND	WATER
Industrial Business Park	Specialized Berthing
PUBLIC FACILITIES	
LAND	WATER
Harbor Police Station	Ship Navigation Corridor
Comfort Station	Boat Navigation Corridor
Ferry Landing	
PUBLIC RECREATION	
LAND	WATER
Park/Plaza	Open Bay
Open Space	Boat Launching Ramp
Promenade	Public Fishing Pier
Public Access	
Bike Trail	
RV/Camping	
Vista Area	
CONSERVATION	
LAND	WATER
Habitat Replacement	Estuary
Wetlands	



Implementation of the CVBMP is envisioned to occur in four phases over the next 24 years, and will be contingent upon and subject to many factors, such as availability and timing of public financing and construction of public improvements, terms of existing long-term leases, actual market demand for and private financing of proposed development, lease negotiations, approvals for and demolition and/or relocation of existing uses, approvals for new uses, and other approvals.

Redevelopment of the Chula Vista Bayfront is guided by the “Chula Vista Bayfront Development Policies” document, which is incorporated into this document by reference. The “Chula Vista Bayfront Development Policies” document contains policies from adopted and approved plans, certified environmental documents, required mitigation measures, enforceable settlement agreements, and conditions included in the approval process. All development projects must comply with these policies and standards. Implementation of the “Chula Vista Bayfront Master Plan Public Access Program”, which is also incorporated into this document by reference, must occur as redevelopment takes place.

Land and Water Use Allocations

A total of 1,978 acres of Chula Vista Bayfront are allocated to commercial, industrial, public recreation, conservation, and public facilities activities (**Table 18**).

Chula Vista Bayfront Planning Subareas

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

D Street Area

The D Street Area includes approximately 63 acres of land and water area designated for Habitat Replacement, Estuary, Open Bay, Boat Navigation Corridor, and Ship Navigation Corridor uses. A 33.2-acre portion of the northwest corner of the City of Chula Vista lies within Port District jurisdiction. Under the plan, tidelands have been reserved for uses which would take advantage of the deep water channel in the Sweetwater Flood Control Channel, and for Habitat Replacement.

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

Gunpowder Point Shoreline

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

Chula Vista Bayfront Master Plan

The CVBMP planning area consists of the northern Sweetwater District, the middle Harbor District, the southern Otay District, Chula Vista Harbor, and Boat Channel subareas. The Sweetwater District proposes the lowest intensity development and focuses on lower scale, environmentally sensitive and ecologically themed uses. In contrast, the Harbor District is intended to provide a significant link from the City to the bayfront and includes the highest intensity development. Lastly, the Otay District proposes moderate intensity mixed-use development. Each of the districts contain substantial amounts of open space and public amenities, and

are seamlessly connected by greenbelt linkages that include pathways for pedestrians and bicyclists. A maximum of 2,850 hotel rooms are allowed within the boundaries of the CVBMP. Each CVBMP district, or planning subarea, is further described below.

Sweetwater District

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

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



Undeveloped land along the northern and western boundaries of the district will be established as a 400-foot-wide buffer/setback area. The buffer/setback is intended to preserve and protect the adjacent Sweetwater Marsh Wildlife Refuge from planned development and to provide a gradual transition from undeveloped native landscape to developed areas. From west to east, the buffer/setback area consists of a 200-foot-wide “no-touch” zone, a 100-foot-wide “limited use” zone, and a 100-foot-wide “transitional use” zone. The no-touch zone primarily consists of wetland and upland habitat. To prohibit access by the public and nuisance predators into

the sensitive habitat areas, the eastern boundary of the no-touch zone will include six-foot-high vinyl-coated chain link fencing. Fence installation shall include land contouring to minimize visual impacts of the fence. The limited use zone will contain outlook stations, open space areas, and a meandering trail system. The transitional use zone will accommodate increased recreational uses such as picnic areas and trails, and consists of revegetated open space. The southwestern portion of the buffer, which is designated as Wetlands, consists of lands identified for potential enhancement, restoration or creation of wetland mitigation areas. The outlook stations, which will be connected by meandering trails designated as Promenade, will provide viewing areas of the bay and wildlife, and will include educational elements such as kiosks, sculptures, or interpretive signs.

In addition, a 21-acre signature park is proposed with greenbelt linkages to park areas in the Harbor District. The park is envisioned as a passive use, meadow-type open space with amenities such as: landscaping, lighting, restrooms, drinking fountains, bicycle racks, children play areas, picnic areas, benches, trash receptacles, interpretive signage, landscaped berms, public art, decomposed granite paving, and parking. The park is to be passive in nature, be low-impact and contain minimal structures. Allowed structures include restrooms, picnic tables, shade structures and overlooks, and are limited to single-story heights. No athletic field amenities or unattended food vending will be allowed. The park will utilize low water-use ground cover alternatives where possible and trails will not be paved. Due to the immediate adjacency to sensitive habitat areas, amplified sound equipment and issuance of park use permits for group events will be prohibited. The signature park parcel is assigned the Park/Plaza land use designation.

At the northern end of the district, planned development includes: a low-scale, low profile, lower-cost overnight accommodations, such as a campground and/or RV park and limited meeting space, food service, and retail shops associated with the development. Other uses include a parking area and access road for the Chula Vista Nature Center and a low-intensity mixed use commercial recreation/marine related office development of approximately 60,000 to 120,000 square feet in size.

Building heights in the Sweetwater District range from one-story on the north side of the E Street extension to 45 feet on the south side of E Street. An approximately 100-foot-wide buffer will separate the existing seasonal wetland, located between E and F Streets, from adjacent development.

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

Harbor District

The Harbor District includes a total of approximately 223 acres of land area, of which approximately 191 acres lie within District jurisdiction. As a result of the land exchange previously described, an interior portion of this subarea falls under the City's jurisdiction and is intended for private residential, general office, retail and hotel development – all of which has been planned in conjunction with the CVBMP.



The Harbor District encompasses the greatest diversity of existing uses, including the majority of the planning district's developed commercial uses and areas accessible by the public. Existing uses include a boat yard, yacht club, marinas, restaurants,

RV park, former industrial and supporting parking facilities, and waterfront parks.

Proposed development in the Harbor District is the highest intensity of the plan and encourages an active, vibrant mix of uses and public spaces. Land use designations within this subarea include Open Space, Wetlands, Park/Plaza, Commercial Recreation, and Promenade. Up to 2,850 hotel rooms are proposed in the Harbor District at two separate sites. The exact number of rooms may be allocated among either site, up to the 2,850 room maximum for the Harbor District.

Public amenities in this subarea include Park/Plaza-designated land areas, which include the existing Bayside Park that will be improved as a 25-acre extension of the signature park with similar amenities, such as lighting, sculptures, restrooms, interactive fountains, plaza areas, drinking fountains, bicycle racks, tot lots, picnic areas, benches, trash bins, interpretive signage, a sculpture garden, landscaped berms, public art, decomposed granite paving, and open lawn area. The park area could also include cultural uses; small food and beverage vending; and other park-activating ancillary uses. Allowed structures include restrooms, picnic tables, shade structures and overlooks, and are limited to single-story heights. Other public spaces to remain in the subarea include the existing Marina View and Chula Vista Bayfront Parks, both designated as Park/Plaza, and the existing fishing pier. The existing boat launch ramp, restrooms, and Harbor Police facility within Chula Vista Bayfront Park will remain. In contrast to the passive use emphasis of the Sweetwater District park areas, parks within the Harbor District are planned to accommodate flexible spaces and programmable elements that allow for more active uses or events.

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

The land lying north of E Street South is designated for Commercial Recreation, Park/Plaza, Open Space, and Wetlands. The 100-foot-wide Open Space designation north of the expanded park area

abutting the area designated Commercial Recreation (the site of an existing boatyard) would serve as a buffer between future commercial development and the adjacent habitat. The extent of buffer coverage will depend upon future resource conditions and will be reevaluated as new development proposals are submitted. The parcels formerly designated as Marine Related Industrial are envisioned to be part of a future redevelopment project which is planned to be compatible with the surrounding conservation land uses. The public promenade will be extended along the entire water frontage of the Commercial Recreation site. The existing boatyard use may continue to operate until the site is redeveloped to a conforming Commercial Recreation use. Prior to redevelopment, additional boat repair capacity will be identified. The shoreline south of G Street has been developed as an extension of the Chula Vista Bayside Park, with promenade, restrooms, parking, landscaping, lawn areas, and picnic facilities. The Bayside Park shoreline promenade will be extended along the Chula Vista Harbor to connect with the promenade on the Marina Way arm.

The anchor component of the district is a large resort conference center proposed just east of Bayside Park. The resort conference center will be a destination attracting visitors from, and providing public amenities to, the region. The resort conference center will include a portion of the allowed 2,850 rooms in the Harbor District, approximately 100,000 square feet of restaurant space, approximately 20,000 square feet of retail, a conference center with up to approximately 415,000 square feet of meeting space (with a maximum of 200,000 square feet of contiguous exhibit and flex space in a single enclosed room), expansive open space areas, and other ancillary uses. The maximum heights for the resort conference center components are 240 feet for the hotel and 120 feet for the convention center. The bayward half of this site will be developed with public open space upland of E Street, and a specialty retail shopping village consisting of low-scale commercial retail buildings interspersed with plazas, landscaping, public art and other pedestrian oriented public amenities. Any proposal to construct more than 1,600 rooms as part of the resort conference center will require evaluation of the impacts areas needing additional analysis and the need for additional mitigation measures to reduce significant impacts, if any, associated with any increase in rooms. Development of the resort

conference center site will require the relocation of the existing RV park. None of the existing RV sites will be removed until an equivalent number of RV sites are constructed and operating within the planning district. The replacement RV park will be located on either parcel O-3 or S-1. In the event the replacement park cannot be opened to visitors prior to closing the existing RV Park, an interim site with an equivalent number of RV sites will be established and opened elsewhere in the CVBMP at parcels S-1, H-23, or in the Otay District.

South of H Street, the plan allows for a hotel with conference room, retail, and open space, and other ancillary hotel uses. The hotel will include a portion of the allowed 2,850 rooms in the Harbor District. An additional 200,000 square feet of cultural/retail uses and integrated open space would be developed on the site. East of this site, the plan includes approximately 100,000 square feet of mixed-use commercial recreation/marine related office uses wrapped around a 1,100- to 3,000-space collector parking garage. The garage is intended to function as remote employee and/or visitor parking to supplement on-site parking needs for bayfront businesses. The garage site may be utilized as an interim surface parking lot with approximately 1,100 spaces during Phase I. Heights in the Harbor District will not exceed 25 feet (30 feet with architectural or mechanical features) immediately adjacent to the water, with a maximum height of 300 feet away from the shoreline.

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

Roadway improvements include the extension of

H Street that will connect to the E Street extension in the Sweetwater and Harbor districts. The H Street extension, which will end with a pedestrian connection and a new pier, will provide a significant link from eastern Chula Vista to the waterfront. Modifications to Marina Parkway and new access roads are also proposed throughout the Harbor District.

Construction of a new, approximately 60-foot-wide, 36,000-square-foot pier is proposed at the terminus of the extended H Street corridor above existing open water area. The 600-linear-foot pier would connect downtown Chula Vista to the Bay via H Street, and would enhance pedestrian and visual access to the water and offer picturesque views of San Diego Bay. Approximately half (300 linear feet) of the H Street Pier would be developed in Phase II at a length just short of the existing navigation channel. The remainder of the H Street Pier would be constructed in Phase IV, following realignment of the existing navigation channel. Development and uses on the pier may include small scale amenities such as a bait shop or snack bar.

A minimum 25-foot-wide shoreline pedestrian promenade or “baywalk” is planned to wrap around the perimeter of the park and harbor front businesses, connecting the pedestrian and bicycle greenbelt linkage to the other subareas, while maximizing public visual and physical access to the water. The baywalk will contain public amenities such as pedestrian-scale landscaping, lighting, and furniture, providing public seating and gathering spaces while offering views of the harbor. Private uses shall not encroach into the public walkway, and view corridors through the site towards the bay will be incorporated into the project design.

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

Chula Vista Harbor

The Chula Vista harbor basin includes approximately 50 acres of water area and is protected by two structures: a 300-foot-long rock breakwater extending north from the Marina Way arm and a 650-foot-long wave attenuation pier extending south from Bayside Park. They are separated by about 200 feet

of channel. The harbor is currently occupied by two marinas totaling approximately 900 boat slips. The existing Chula Vista Boat Launch has been upgraded with additional shore protection.



An essential component of the CVBMP is the creation of an active commercial harbor that encourages public access to the water and activity on the water. To facilitate the development of this activated harbor, the existing marina boat slips will be reconfigured to create an approximately 4-acre open water area. Of the existing 900 marina slips, 700 slips would be reconfigured within the existing harbor at HW-1 and HW-4, and 200 slips would be relocated to HW-6. The new open water area will enhance boating activity on the water and is envisioned to be utilized for ferry loading and unloading, water taxis, dinner boats, harbor cruises, visiting historic vessels, and boat rentals. The reduction in boat slips may only occur if replacement slips are provided elsewhere within the CVBMP.

Prior to approval of any changes in the slip size or distribution, the Port will undertake an updated comprehensive boater use, slip size, and slip distribution study which is no more than five years old for each dock redevelopment project that affects slip size and distribution of slips, to assess current boater facility needs within the individual project and the Bay as a whole. The Port will continue to provide a mix of small, medium and large boat slips based on updated information from the comprehensive study with priority given to boats less than 25 feet in length and a goal of no net loss in number of slips within the CVBMP. Should future projects propose reducing the number or proportion of small slips for boats 25 feet or less within the Chula Vista marina, a Port Master Plan amendment will be required.

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

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

Otay District

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



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

A new approximately 24-acre passive South Park is proposed and will include amenities such as: pedestrian trails, landscaping, berms, lighting, restrooms, drinking fountains, benches, picnic areas, outlook areas, trash receptacles, public art, filtration

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

Abutting the north side of this park area is Commercial Recreation-designated property that is intended to provide low-cost visitor serving recreational uses. This area may be developed as an RV park that will include approximately 237 RV parking spaces and ancillary uses such as offices, pool/spa, snack bar, general store, meeting space, game room, laundry facilities, and playground equipment. Both parcels could allow for camping activities. The existing concrete Telegraph Canyon Creek channel is proposed to be replaced with a more natural vegetated channel. Efforts to naturalize and vegetate the creek will be maximized as is consistent with its function as a storm water conveyance.

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

The construction of the northern Industrial Business Park parcel, South Park, and RV park in this district is subject to demolition of the existing power plant, and demolition and relocation of the existing switchyard.

New roadways will be constructed throughout the Otay District to serve new uses. A new bike path is

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

Boat Channel

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

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

Outer South Bay

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

Wildlife Reserve

South of the Chula Vista Harbor lies a large tidal mud flat, the San Diego Gas and Electric Company (SDG&E) dike, and the South Bay Wildlife Reserve, a 55-acre island which was built from dredged material and where native habitat has been established. The Master Plan has three designations for this subarea: Wetlands, Estuary, and Habitat Replacement.

The Wetlands (refer to the Master Plan Interpretation section on Wetlands), includes the

area known as the J Street Marsh and is roughly the mud flat and marsh area exposed to air during low tide. It is undeveloped, except for a small channel that was used as a water intake trough for the SDG&E thermal power plant. Other than potential habitat restoration activities, no alterations to the existing intake/discharge channel area are proposed; however, it is the intent of this plan to preserve the surrounding wetlands in their natural state. To provide for the long-term protection and management of the J Street Marsh sensitive habitat area, the Port will enter into a cooperative agreement with the US Fish and Wildlife Service that will address the placement of educational and enforcement signage, long-term maintenance, and additional protection measures such as increased monitoring and enforcement. The cooperative agreement will be executed prior to the redevelopment of the Otay District.

Estuary refers to the shallow water outward of the wetlands which is not exposed at low tide. This area will not be developed; however, limited surface water activities such as boating and fishing would be permitted. Efforts should be made to avoid or reduce potential environmental damage.

The Habitat Replacement concept involves engineering, dredging, planting and developing a valuable supratidal salt marsh habitat as part of a master-planned complex. Unauthorized access by humans and predators will be greatly discouraged by fencing the SDG&E dike, although controlled access will be provided for nature instruction and research. Its location reduces conflicts between development and preservation activities, and its size enables other shoreline projects to be completed by substituting the inferior habitats at the project sites for a carefully nurtured and highly productive habitat.

The Port District provides continual protection and management, as part of a comprehensive South Bay wildlife preserve program.

A narrow strip of District-owned land, designated Wetlands, is currently leased to the existing power plant operator, but upon demolition of the existing power plant, is intended for mitigation and/or restoration area that will include a buffer between existing and created wetland areas and upland use.

TABLE 19: Project List**CHULA VISTA BAYFRONT:
PLANNING DISTRICT 7**

SUBAREA
DEVELOPER
APPEALABLE
FISCAL YEAR

GENERAL

- | | | | | |
|---|-------|--|---|---------|
| 1. STORM DRAINS: Construct, enhance, and maintain storm drains. | 73/74 | | N | ONGOING |
|---|-------|--|---|---------|

SWEETWATER DISTRICT

- | | | | | |
|---|----|---|---|---------------|
| 2. SWEETWATER PARK (S-2): Development of 21-acre signature park in Sweetwater District, including associated public amenities, promenades, and parking areas as detailed in Planning District text. | 73 | P | N | Phase I |
| 3. NATURE CENTER PARKING AREA (SP-3): Construct new 100-space parking area and access road for Chula Vista Nature Center. | 73 | T | N | Phase I |
| 4. SWEETWATER DISTRICT LODGING (S-1): Construct a low-scale, low profile, lower-cost overnight accommodations such as a campground and/or RV park; associated meeting rooms, retail stores and food service are limited to one story within a maximum height of 25 feet. | 73 | T | Y | Phase I |
| 5. SWEETWATER DISTRICT ROADWAY AND INFRASTRUCTURE IMPROVEMENTS: Reconfiguration of existing (F Street) and construction of new interior (E Street) roadways, as well as necessary utility improvements and pedestrian/bicycle connections to support planned projects. E and F Streets are appealable category developments. | 73 | P | Y | Phase I – IV |
| 6. SWEETWATER DISTRICT WETLAND AND UPLAND HABITAT ENHANCEMENT (SP-1 / SP-2): Creation, restoration, and enhancement of identified wetland and upland habitat areas, as well as the establishment of buffers; these areas may also be utilized for mitigation opportunities as CVBMP development impacts occur. | 73 | P | N | Phase I – IV |
| 7. F STREET TERMINATION: Termination of F Street segment/Lagoon Drive and construction of new roadway connection to E Street, as well as pedestrian/bike trail connection on former F Street segment. | 73 | P | Y | Phase II / IV |
| 8. MIXED-USE COMMERCIAL RECREATION/MARINE RELATED OFFICE DEVELOPMENT (S-3): Construct low-intensity mixed-use marine commercial recreation/marine related office development of up to 60,000 to 120,000 square feet in size, along with associated on-site landscaping and parking improvements; maximum building height is limited to 45 feet. | 73 | T | Y | Phase IV |

HARBOR DISTRICT

- | | | | | |
|--|----|---|---|---------|
| 9. SHORELINE MAINTENANCE (HP-1/H-8): Maintain stone revetment and replenish Beach at Bayside Park. | 74 | P | N | ONGOING |
|--|----|---|---|---------|

TABLE 19: Project List (cont'd)

TABLE 19: Project List (cont'd)

	SUBAREA	DEVELOPER	APPEALABLE	FISCAL YEAR
10. H STREET EXTENSION: Extend H Street to Marina Parkway.	74	P	Y	UNDERWAY
11. RESORT CONFERENCE CENTER (H-3): Construct resort conference center, including a portion of the allowed 2,850 hotel rooms in the Harbor District, up to 100,000 square feet of restaurant, up to 20,000 square feet of retail, up to 415,000 square feet of net meeting space, and other associated ancillary uses. The bayward portion of this site will be developed with a 150-foot wide public open space esplanade inland of E Street, and a specialty retail shopping village consisting of buildings no more than 35 feet in height with commercial retail on the ground floor, and hotel/conference center uses above. The special shopping area shall be interspersed with plazas, landscaping, public art and other pedestrian oriented public amenities. Maximum heights are limited to 240 feet for the hotel and 120 feet for the conference center.	74	T	Y	Phase I
12. INTERIM SURFACE PARKING LOT (H-18): Construction of approximately 1,100 surface parking spaces for use as collector and off-site parking lot.	74	T/P	N	Phase I
13. SIGNATURE PARK EXTENSION (HP-1N, HP-1S, H-1AS, H-8): A 25-acre extension of Sweetwater Signature Park into Harbor District, including improvements to existing Bayside Park as detailed in Planning District text.	74	P	N	Phase I / IV
14. HARBOR DISTRICT ROADWAY AND INFRASTRUCTURE IMPROVEMENTS: Reconfiguration of existing (H Street, J Street and Marina Parkway) and construction of new interior (E Street, Street A and C) roadways, as well as necessary utility improvements and pedestrian/bicycle connections to support planned projects. All new streets are appealable category developments.	74	P	Y	Phase I - III
15. HARBOR DISTRICT BAYWALK (HP-3): Development of new Baywalk promenade along the shoreline.	74	P	N	Phase I - IV
16. H STREET PIER (FIRST HALF) (HP-28): Construct new 60-foot wide, 300-linear-foot pier at terminus of extended H Street corridor above existing open water area (only portion eastward of existing navigation channel; second half of total 600-linear-foot pier totaling 36,000 square feet to be constructed in Phase IV following realignment of navigation channel).	74	P	Y	Phase II
17. HARBOR RESORT HOTEL AND CULTURAL/RETAIL (H-23): Construct hotel with portion of allowed 2,850 rooms in Harbor District, associated conference room, retail, and ancillary uses, along with up to 200,000 square feet of cultural/retail uses and integrated open space; maximum heights are limited to 300 feet for the hotel and 65 feet for the cultural/retail uses.	74	T	Y	Phase II

TABLE 19: Project List (cont'd)

	SUBAREA	DEVELOPER	APPEALABLE	FISCAL YEAR
18. NORTH HARBOR RETAIL AND MARINA SUPPORT (H-9): Construct visitor-serving retail and marina support uses totaling up to 25,000 to 50,000 square feet within maximum building heights of 25 feet (30 feet with architectural or mechanical features) around northern periphery of Chula Vista Harbor.	74	T	Y	Phase II
19. MARINA WAY RECONFIGURATION: Reconfiguration of Marina Way, including modifications to Marina View Park (HP-7, HP-8) and parking areas (HP-6) to accommodate reconfigured J Street/Marina Parkway, including construction of pedestrian promenade (HP-3) with minimum 25-foot width.	74	P	N	Phase III
20. CHULA VISTA BAYFRONT PARK IMPROVEMENTS (HP-14): Reconfiguration of existing boat trailer parking lot and modifications to park area to accommodate installation of minimum 25-foot wide shoreline promenade. No change in number of parking spaces.	74	P	N	Phase III
21. OPEN SPACE IMPROVEMENTS (HP-12, HP-13, OP-3): Construct greenbelt improvements, such as landscaping and trails for pedestrians and bicyclists, along SDG&E and Coronado Branch Railroad rights-of-way.	74/76	P	N	Phase III
22. SOUTH HARBOR RETAIL AND MARINA SUPPORT (H-21): Construct up to 75,000 to 150,000 square feet with maximum building heights of 25 feet (30 feet with architectural or mechanical features) of visitor-serving retail, marina support, and parking uses around southern periphery of Chula Vista Harbor.	74	T	Y	Phase III
23. CHULA VISTA HARBOR RECONFIGURATION AND MARINA SUPPORT (HW-1, HW-2, HW-3, HW-4): Reconfiguration of existing marina slips to create new open water commercial harbor (HW-2 and HW-3), and development of landside marina support facilities; of the existing 900 marina slips, 700 slips would be reconfigured within the existing harbor at HW-1 and HW-4.	75	P	Y	Phase IV
24. BOAT CHANNEL REALIGNMENT: Realign and straighten existing boat navigation channel.	77	P	N	Phase IV
25. H STREET PIER (SECOND HALF) (HP-28): Construct second phase of new 60-foot wide, 600-lineal-foot pier totaling up to 36,000 square feet at terminus of extended H Street corridor (extension into former navigation channel).	74	P	Y	Phase IV
26. MIXED-USE OFFICE/COMMERCIAL RECREATION AND COLLECTOR PARKING GARAGE (H-18): Construct approximately 100,000 square feet of mixed-use marine-related office/commercial recreation and a 1,100 to 3,000-space collector parking garage; maximum building heights is 155 feet (10 stories).	74	T/P	Y	Phase IV

TABLE 19: Project List (cont'd)

	SUBAREA	DEVELOPER	APPEALABLE	FISCAL YEAR
27. FERRY TERMINAL (H-12): Construct ferry terminal with second story restaurant/retail totaling up to 10,000 to 25,000 square feet of building area; building height is limited to 25 feet (30 feet with architectural or mechanical features).	74	T	Y	Phase IV

OTAY DISTRICT

28. RECREATIONAL VEHICLE PARK (O-3A, O-3B): Construct replacement recreational vehicle park with minimum 237 spaces, along with supporting ancillary uses with building heights limited to 25 feet (30 feet with architectural or mechanical features).	76	T	Y	Phase I
29. OTAY DISTRICT ROADWAY AND INFRASTRUCTURE IMPROVEMENTS: Reconfiguration of existing and construction of new interior roadways (Street B), as well as necessary utility improvements and pedestrian/bicycle connections to support planned projects.	76	P	Y	Phase III
30. OTAY DISTRICT WETLAND AND UPLAND HABITAT MITIGATION (OP-2A, OP-2B): Creation, restoration, and enhancement of identified wetland and upland habitat areas, as well as the establishment of buffers; replacement of existing concrete Telegraph Canyon Creek channel with wider, naturally vegetated channel.	76	P	N	Phase III
31. SOUTH PARK (OP-1A, OP-1B): Development of 24-acre park in Otay District, including associated public amenities, promenades, and parking areas as detailed in Planning District text.	76	P	N	Phase III

P- Port District T- Tenant N- No Y- Yes

Phase I refers to the time period of approximately 1-7 years after PMPA certification

Phase II refers to the time period of approximately 4-10 years after PMPA certification

Phase III refers to the time period of approximately 11-17 years after PMPA certification

Phase IV refers to the time period of approximately 18-24 years after PMPA certification