

Port Master Plan



Discussion Draft
April 2019





PORT MASTER PLAN SAN DIEGO UNIFIED PORT DISTRICT



**PORT_{of}
SAN DIEGO**

Board of Port Commissioners 2019

Garry J. Bonelli
Ann Moore
Michael Zucchet
Rafael Castellanos
Dan Malcolm
Marshall Merrifield
Robert “Dukie” Valderrama

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

Chairman
Vice Chair
Secretary
Commissioner
Commissioner
Commissioner
Commissioner

Includes all Port Master Plan Amendments through 2018.

In collaboration with:



The 1980 Port Master Plan was certified by vote of the California Coastal Commission (CCC) on January 21, 1981. Subsequent amendments, all of which have been incorporated into this copy, are listed below:

Amendment Title	BPC Res. No.	CCC Certification Date
Coronado Tidelands	83-133	12 Apr 1984
Convention Center and Option Site Hotel	84-290	14 Mar 1985
Bay Mooring and Anchorage Management Plan	84-304	25 Apr 1985
Chula Vista Bayside Park Extension	84-379	27 Aug 1985
Crosby Street Site	86-365	27 Feb 1987
Shelter Island Roadstead	88-212	15 Nov 1988
Coronado Boatyard/The Wharf	89-383	11 Apr 1990
East Harbor Island Hotel	90-170	14 Sep 1990
Seaport Village Street Relocation	92-74	11 Jun 1992
NASSCO Ways Modification	92-118	11 Jun 1992
Solar Turbines Incorporated	92-190	13 Oct 1992
Lindbergh Field Immediate Action Program	92-406	13 Apr 1993
Driscoll Boatyard Expansion	93-033	14 May 1993
National City Marina	94-152	11 Aug 1994
Design Refinements to IAP	95-223	15 Dec 1995
San Diego Convention Center Expansion	95-389	12 Jan 1996
A-9 Cruiser Anchorage	95-266	11 Apr 1996
Convair Lagoon	96-135	12 Nov 1996
Imperial Beach Oceanfront	97-187	10 Dec 1997
Chula Vista Industrial Business Park Expansion	97-227	10 Mar 1998
South Embarcadero Redevelopment Program 1	98-136	15 Oct 1998
North Embarcadero Alliance Visionary Plan	2000-83	14 Mar 2001
Former Naval Training Center Land Transfer	2000-166	12 Jun 2001
D Street Fill Mitigation Site	2001-86	11 Sep 2001
South Embarcadero Redevelopment Program 2	2001-72	12 Dec 2001
National Distribution Center, National City	2001-99	12 Dec 2001
South Bay Boat Yard, Chula Vista	2001-190	12 Dec 2001
Glorietta Bay Redevelopment	2001-65	05 Feb 2003
America's Cup Harbor	2002-120	12 Jun 2003
Fifth Avenue Landing Spinnaker Hotel	2004-66	12 Aug 2004
Old Police Headquarters	2006-29	10 Aug 2006
National City Aquatic Center	2006-162	15 Feb 2007
Broadway Pier Cruise Ship Terminal	2009-37	03 Feb 2009
Chula Vista Bayfront Master Plan	2010-79	09 Aug 2012
San Diego Marriott Marquis & Marina Facilities Improvement	2011-179	15 Nov 2012
San Diego Convention Center Phase III Expansion & Expansion Hotel	2012-136	10 Oct 2013
Glorietta Bay Marina/Boat Launch Facility Improvements	2015-116	14 Jan 2016
Shelter Island Boat Launch Facility Improvements	2016-08	08 Jun 2016
National City Street Closures	2016-141	09 Aug 2017
Bayside Performance Park Enhancements	2018-020	09 Nov 2018

Table of Contents

1. Background	7
1.1 The Port Master Plan	8
1.2 San Diego Unified Port District	9
1.3 Legislative Framework	10
1.4 Port Master Plan Update	15
2. User Guide	23
2.1 User Guide	8
2.2 Development and Implementation Considerations	9
3. Elements	43
3.1 Ecology	45
3.2 Economics	53
3.3 Environmental Justice	61
3.4 Safety & Resiliency	67
3.5 Mobility	75
3.6 Water & Land Use	93
4. Planning Districts	121
4.1 PD1 Shelter Island	123
4.2 PD2 Harbor Island	139
4.3 PD3 Embarcadero	157
4.4 PD4 Working Waterfront	189
4.5 PD5 National City Bayfront	201
4.6 PD6 Chula Vista Bayfront	203
4.7 PD7 South Bay	205
4.8 PD8 Imperial Beach Oceanfront	211
4.9 PD9 Silver Strand	219
4.10 PD10 Coronado Bayfront	229
Appendices	241
A Definitions	
B Embarcadero Planning District (PD3) Water and Land Use Map Options	
C Excerpts from current Port Master Plan for the National City Bayfront and Chula Vista Bayfront planning districts	

List of Figures

Figure 1.1: Timeline of Port Master Plan

Figure 1.2: Integrated Planning Port Master Plan Update Public Outreach and Stakeholder Engagement

Figure 2.1: Port Master Plan Blueprint

Figure 2.2: Element User Guide

Figure 2.3: Planning District User Guide

Figure 3.1: Integrated Planning Hierarchy

Figure 3.5.1: Types of physical accessways in the Tideland mobility network

Figure 3.5.2: A mobility hub should connect multiple modes of travel and provide wayfinding signage and other travel amenities to help guide visitors and workers to their destination

Figure 3.5.3: Mobility Network

Figure 3.5.4: Multi-Modal Corridor between connecting the District's Marine Terminals

Figure 3.6.1: District-wide Water and Land Use Map

Figure 3.6.2: Cantilevered Promenade

Figure 3.6.3: Landscape Buffer

Figure PD4.0: Tideland's planning districts

Figure PD1.1: 2019 aerial of Shelter Island Planning District

Figure PD1.2: Shelter Island water and land-based mobility system

Figure PD1.3: Clear zone in planting areas

Figure PD1.4: Redesign Shelter Island Drive to expand open space and mobility options

Figure PD1.5: Shelter Island Planning District Water and Land Use Map

Figure PD2.1: 2019 aerial of Harbor Island Planning District

Figure PD2.2: Harbor Island water and land-based mobility system

Figure PD2.3: Reconfigure Harbor Island Drive to expand open space and mobility options

Figure PD2.4: Harbor Island Planning District Water and Land Use Map

Figure PD3.1: 2019 aerial of Embarcadero Planning District

Figure PD3.2: Embarcadero water and land-based mobility system

Figure PD3.3: Clear zone in planting areas

Figure PD3.4: Harbor Drive Mobility Mode Relationships

Figure PD3.5: Promenade Width

Figure PD3.6: Publicly accessible pier zones

Figure PD3.7: G Street Mole visual and physical access options

Figure PD3.8: Promenade Width

Figure PD3.9: Cantilevered Promenade

Figure PD3.10: Permitted visual obstructions

Figure PD3.11: Harbor Drive Mobility Mode Relationships

Figure PD3.12: Promenade Width

Figure PD3.13: Embarcadero Marina Park South flexible programming

Figure PD3.14: Embarcadero Planning District Water and Land Use Map

Figure PD4.1: 2019 aerial of Working Waterfront Planning District

Figure PD4.2: Working Waterfront water and land-based mobility system

Figure PD4.3: Working Waterfront Planning District Water and Land Use Map

Figure PD7.1: 2019 aerial of South Bay Planning District

Figure PD7.2: South Bay Planning District Water and Land Use Map

Figure PD8.1: 2019 aerial of Imperial Beach Oceanfront Planning District

Figure PD8.2: Imperial Beach Oceanfront Planning District Water and Land Use Map

Figure PD9.1: 2019 aerial of Silver Strand Planning District

Figure PD9.2: Silver Strand Planning District Water and Land Use Map

Figure PD10.1: 2019 aerial of Coronado Bayfront Planning District

Figure PD10.2: Coronado Bayfront Planning District Water and Land Use Map

List of Tables

Table 3.5.1: Accessway Classification

Table 3.5.2: Mobility Hubs

Table 3.6.1: District-wide Water and Land Use Acreage

Table 3.6.2: Allowable Water Uses

Table 3.6.3: Allowable Land Uses

Table PD1.1: Shelter Island Planning District Appealable Projects

Table PD1.2: Shelter Island Planning District Water and Land Use Table

Table PD2.1: Harbor Island Planning District Appealable Projects

Table PD2.2: Harbor Island Planning District Water and Land Use Table

Table PD3.1: Embarcadero Planning District Appealable Projects

Table PD3.2: Embarcadero Planning District Water and Land Use Table

Table PD4.1: Working Waterfront Planning District Appealable Projects

Table PD4.2: Working Waterfront Planning District Water and Land Use Table

Table PD7.1: South Bay Planning District Appealable Projects

Table PD7.2: South Bay Planning District Water and Land Use Table

Table PD8.1: Imperial Beach Oceanfront Planning District Appealable Projects

Table PD8.2: Imperial Beach Oceanfront Planning District Water and Land Use Table

Table PD9.1: Silver Strand Planning District Appealable Projects

Table PD9.2: Silver Strand Planning District Water and Land Use Table

Table PD10.1: Coronado Bayfront Planning District Appealable Projects

Table PD10.2: Coronado Bayfront Planning District Water and Land Use Table

DISCUSS
DRAFT



1

DISCUSSION
DRAFT

One Bay, Rich Diversity

1.1 THE PORT MASTER PLAN

The intent of the Port Master Plan is to protect and promote coastal-dependent and coastal-related uses, allow for and encourage a diverse range of uses around San Diego Bay (Bay), and provide and ensure coastal access to explore and enjoy areas within the San Diego Unified Port District's (District) jurisdiction. To meet this intent, the Port Master Plan serves as the primary tool to guide water and land uses and development on District lands, tidelands, and submerged lands. The Port Master Plan controls and regulates the allowable water and land uses, including the type and characteristics of development, recreation, and environmental stewardship throughout the District's jurisdiction.

The District's first Port Master Plan was adopted by the Board of Port Commissioners (BPC) in January 1964. Since then, sections of the Port Master Plan have been revised; however, this document is the first comprehensive update. Throughout the process of updating the Port Master Plan, the District identified additional objectives for the plan to achieve (see Section 1.4.1 for more information on Integrated Planning), including:

- Be market ready.
- Streamline the permit process.
- Provide certainty with flexibility.
- Balance development with natural resources, while enhancing fiscal sustainability.

The Port Master Plan, as well as the process to develop and implement it, is intended to be consistent with a legislative framework, which is composed of the Public Trust Doctrine (Doctrine), the San Diego Unified Port District Act (Port Act), and the California Coastal Act (Coastal Act) (see Section 1.3 for more information on the Legislative Framework). The Port Master Plan also upholds the District's mission.

The District's mission statement is:

"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."

1.2 SAN DIEGO UNIFIED PORT DISTRICT

**San Diego Unified Port
District includes portions
of:**

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

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 Bay. When this statutory grant took effect, these tidelands and submerged lands within the Bay that had been previously granted to the cities of Chula Vista, Coronado, National City, and San Diego, were 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. These lands are commonly referred to as District Tidelands because they are located below the historic mean high tide line. Over time, the District has also acquired additional uplands parcels, which are also part of the District's jurisdiction and considered to be part of District Tidelands.

The District is governed by the BPC, which is comprised of seven appointees by the city councils of five adjacent jurisdictions. These are the cities that originally conveyed granted lands to the District. 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 ranging from industrial, commercial recreation, and visitor-serving uses to recreational and natural resource areas. Further, the District provides public safety services through Harbor Police, and is also responsible for issuing leases for tenant and subtenant businesses, and for managing a diverse portfolio to generate revenues that support its various uses and coastal access around the Bay.

1.3 LEGISLATIVE FRAMEWORK

The Port Master Plan's goals, policies, and standards were developed with consideration of the Doctrine, the Port Act, and the Coastal Act, which are the basis of the legislative framework. Figure 1 is a timeline of key historical legislative actions related to the Port Master Plan, as well as key dates for the Integrated Planning process to complete the first comprehensive update to the Port Master Plan.

1.3.1. Public Trust Doctrine

The Public Trust Doctrine dates back to Roman law when it was accepted that, "By the law of nature these things are common to mankind—the air, running water, the sea and consequently the shores of the sea" (Institutes of Justinian 2.1.1). From Roman law, the Doctrine evolved as 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 Doctrine specified that Public Trust lands were to be used for commerce, navigation, and fisheries. However, the 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. In administering the Doctrine, all categories of modern Public Trust uses – commerce, navigation, fisheries, recreation, and environmental stewardship – have equal footing and one use is not favored over another.

The State of California acquired title as trustee to such Public Trust lands and waterways upon its admission to the union. 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 statutes, as well as the Doctrine. Additionally, the State Legislature delegated the State's residual and review authority for granted lands to the California State Lands Commission. 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, which are Public Trust lands, of the Bay (see Section 1.3.2 on the following page for more information about the Port Act). The Port Master Plan embraces the Doctrine, striving to benefit people's lives, honor and respect the environment, and ensure the sustainability of the District. It establishes the framework to protect and develop within the District's jurisdiction, including tidelands and submerged lands, consistent with the Public Trust.

1.3.2 San Diego Unified Port District Act

Prior to the formation of the District, the cities of Chula Vista, Coronado, National City, and San Diego each managed segments of the Bay, as did the City of Imperial Beach, which was subsequently brought into the District, for management of a segment of the Pacific Ocean.. In 1962, the California Legislature found that only a specially created unified district could effectively develop and operate the harbors and ports of the Bay and codified the Port Act. The Port Act created the District to develop and manage the waters and tidelands of the 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 the 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
- Water quality in the Bay

Section 87 of the Port Act enumerates the uses allowed within the District’s jurisdiction, including, without limitation, harbors and associated facilities, commercial and industrial uses, airport and aviation facilities, transportation and utility facilities, a variety of public facilities, cafes and restaurants, visitor-serving retail, hotels and motels, open space, habitat restoration, as well as 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 developed.

1.3.3 California Coastal Act

In 1976, the California Legislature passed the Coastal Act, which established the California coastal zone and enumerated policies for its access, protection, and development. As described in the Coastal Act, the California coastal zone generally encompasses the water and land 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. (For full definition of the California coastal zone from the Coastal Act, see Definitions). Chapter 8 (titled "Ports") of the Coastal Act specifically applies to certain California ports, including the District, and was codified in recognition 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 the District must prepare and adopt a port master plan, and subsequently, submit it to the California Coastal Commission (CCC) for review and certification as to be in conformance with the Coastal Act. After such certification by the CCC, either in its entirety or in part, Coastal Act permitting authority for development on Tideland's resides with the District. For those portions of the plan not certified, any development within the uncertified areas remain under the Coastal Act permitting authority of the CCC. For portions of the District's jurisdiction delineated in the Port Master Plan, the BPC is authorized to grant Coastal Development Permits (individually, CDP) and District staff is authorized to grant Coastal Act exclusions. The granting of a CDP or exclusion assures that the development is consistent with the adopted and certified Port Master Plan and relevant Coastal Act policies, as required by the Coastal Act, and the District's Coastal Development Permit Regulations (adopted July 1, 1980 by Resolution No. 80-193 and subsequent amendments).

There are two categories of development in the coastal zone – appealable and non-appealable. Relevant to the District, 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. Chapter 3 includes policies addressing public access, recreation, marine environment, land resources, development, and industrial development. Additionally, development located on wetlands,

estuaries, or “existing recreation areas,” as delineated in the original 1975 Coastal Plan, also are subject to conformity with Chapter 3 Coastal Act policies even if such development is not the type of development listed in Section 30715. Consequently, for appealable development, a port master plan must include policies that ensure consistency with both Chapters 3 and 8 of the Coastal Act. All other types of development are non-appealable and a port master plan must include policies that ensure those developments are consistent with Chapter 8 only.

For appealable development, the BPC issues an appealable CDP, which may be appealed to the CCC by the applicant, an interested party, or two CCC commissioners within 10 business days from when the CCC receives a Notice of Board Action from the District. All Coastal Act exclusions are appealable to the CCC under the same appeal process. All other types of development are issued non-appealable CDPs by the BPC, which by definition cannot be appealed to the CCC. All development and associated CDPs and exclusions, 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 programs.

History of the Port Master Plan

The Board of Port Commissioners adopted the first Port Master Plan in 1964. An extensive master plan revision program was completed in 1972 with the adoption of a plan. Updates of the Port Master Plan also occurred in 1975 and 1976. The approval of the California Coastal Act provided further incentive to amend the Port Master Plan to bring it into conformance with the appropriate provisions of the California Coastal Act.

In 1981, the California Coastal Commission 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 amendments to the Port Master Plan have also been certified to modify or amend written policies, maps, and acreage tables to update the plan for those specific areas.

1.4 PORT MASTER PLAN UPDATE

Beginning in 2013, the District embarked on a multi-faceted and integrated approach to begin the first comprehensive update to its Port Master Plan. This updated plan is based on a set of long-range planning principles that form a framework for implementing a 21st century vision with an intended 30-year planning horizon. The principles and framework were all identified and developed as a part of the Integrated Planning process, which also included robust and extensive public outreach and stakeholder engagement.

1.4.1 Integrated Planning Process

Integrated Planning, the process that guided this update to the Port Master Plan, is an approach and philosophy that permeates numerous other District plans and processes. Through the Integrated Planning approach, the District aimed to modernize methods for water and land planning, and serve as a guide for future users and development within the District.

Integrated Planning allowed the District to build this comprehensive Port Master Plan Update from the ground up with transparency and inclusivity that has included a balance of engagement with the BPC and the public. This approach involved five phases with a variety of engagement opportunities. Each phase of the process resulted in various milestones and documents that served as the foundation to the Port Master Plan Update. These were:

- **Vision Process - Guiding Principles:** This included a high-level assessment of District-wide assets and extensive public engagement, resulting in a foundational Vision Statement and Guiding Principles for the entire Integrated Planning framework.
- **Vision Process - Framework Report** - The Vision Process was further refined through consideration of a core set of comprehensive ideas, memorialized in a Framework Report, that informed the development of the Port Master Plan Update.

- **Update the Port Master Plan:** This involved direction from the BPC for drafting of the Draft Port Master Plan Update document, which was composed of goals, policies, standards, and maps. As a part of this phase, a “Discussion Draft” of the draft Port Master Plan Update document was circulated for public review.
- **California Environmental Quality Act (CEQA):** A Programmatic Environmental Impact Report (EIR) will be prepared for the Port Master Plan Update. [Details to be included when the BPC considers the Programmatic EIR].
- **California Coastal Commission Certification:** *[Details to be included when the CCC considers certifies the Port Master Plan Update]*

1.4.2 Integrated Planning Vision

On August 14, 2015, the BPC accepted the Integrated Planning Vision Statement, Guiding Principles, and Assessment Report. An important milestone in the District’s 21st century visioning process, these components reflect a comprehensive public engagement effort and represent a balanced approach to the broad desires and inputs from various interest groups in the region.

The Framework Report, which was accepted by the BPC on November 17, 2015, completed the final portion of the visioning effort. The Framework Report contained planning ideas in the following key areas: land use, water use, mobility, public access and recreation, natural resources, safety and resilience, environmental justice, and economic development. The Framework Report served as a guiding document for the comprehensive update to the District’s Port Master Plan.

The Vision Statement, Guiding Principles and Framework Report collectively represent the Integrated Planning Vision. By implementing the Port Master Plan, the District will create market opportunities and allow for the development of iconic destinations, while guaranteeing public access, mobility, and stewardship of environmental resources consistent with the Integrated Planning Vision.

1.4.3 Public Engagement

Consistent with the Integrated Planning approach and as a part of this update, the District undertook a multi-year, award-winning comprehensive public outreach and stakeholder engagement effort to ensure participation and keep the BPC, stakeholders, and interested members of the public informed of the process (See Figure 1.2).

The importance of public outreach and stakeholder engagement has consistently been emphasized as an essential component of the Integrated Planning effort to ensure that the District's Port Master Plan reflects the needs and desires of visitors to the waterfront and the community. This engagement approach included multiple opportunities for the public to provide input and remain informed on the process through various forms including: focused stakeholder meetings, public meetings and workshops, open house events, public and interagency tours of the District's jurisdiction, online surveys, and news and media outlets.

2014 rendering of the Port of San Diego as a 21st Century, state-of-the-art facility and institution.





Figure 1.1: Timeline of Port Master Plan

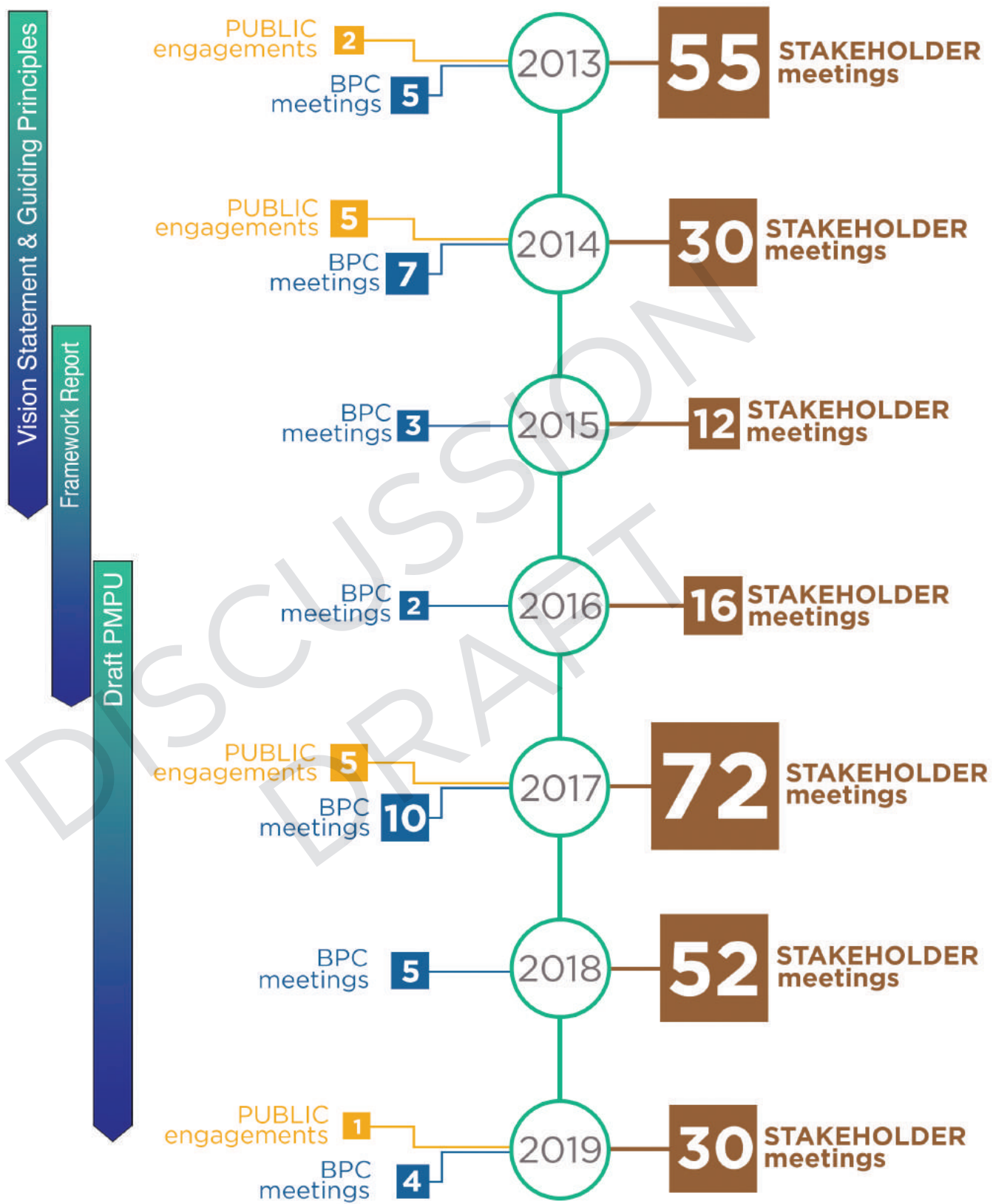
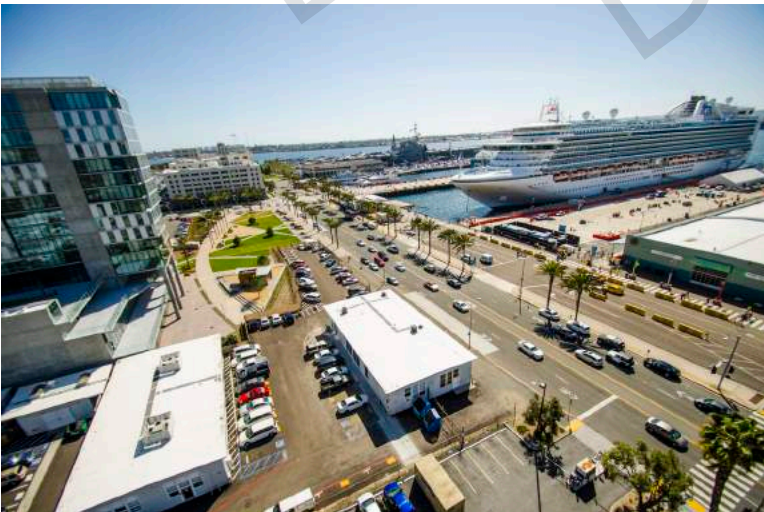
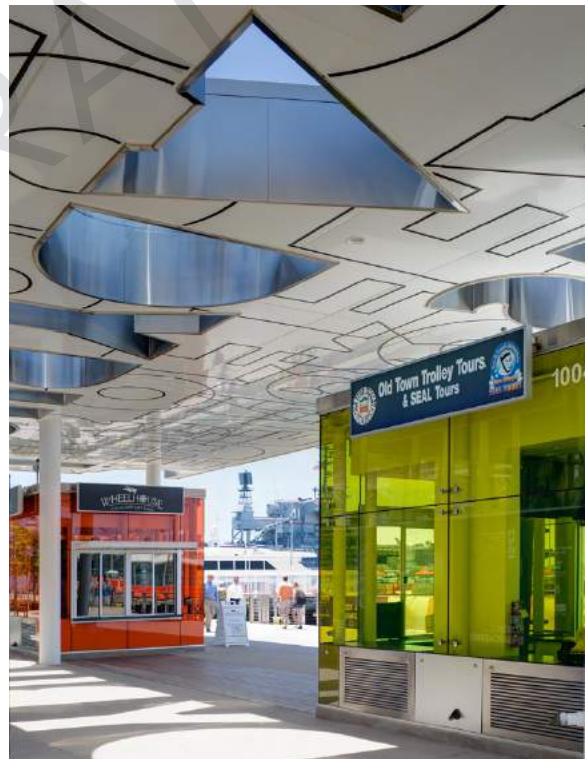


Figure 1.2: Integrated Planning Port Master Plan Update Public Outreach and Stakeholder Engagement



User Guide

2

The Port Master Plan is intended to be an easy-to-read and understand document for the District staff, developers, stakeholders, and the public. To reduce confusion and ease implementation, this user guide has been developed.

The Port Master Plan is organized into four sections:

1. Background

- 1.1 Port Master Plan - Describes the intent of the Port Master Plan.
- 1.2 San Diego Unified Port District - Describes history of the District.
- 1.3 Legislative Framework - The regulatory requirements and guiding legislation.
- 1.4 Port Master Plan Update - The engagement and outreach activities conducted during the update.

2. User Guide

- 2.1 User Guide - Describes the purpose, layout, and how to use.
- 2.2 Development and Implementation Considerations

3. Elements - Provides goals and policies guiding baywide activities on Tidelands.

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

4. Planning Districts - Provides development standards, water and land use maps and acreages, and appealable projects within ten distinct locations throughout Tidelands.

Appendices

- A Definitions
- B Embarcadero Planning District (PD3) Water and Land Use Map Options
- C Excerpts from current Port Master Plan for the National City Bayfront and Chula Vista Bayfront planning districts

this page left intentionally blank

The Port Master Plan is a Blueprint

The Port Master Plan provides a mix of goals, policies, and standards to guide existing uses and activities, as well as future development, activation, and management of Tidelands. This document also provides strategies necessary to implement the Port Master Plan. Built upon the Integrated Planning Vision, the Port Master Plan provides a blueprint to guide public and private investment in the District (see Figure 2.1).



Figure 2.1: Port Master Plan Blueprint

2.1 USER GUIDE

This User Guide provides an overview of the types of content within the Port Master Plan, and how to navigate the document. Figure 3 describes the type of content in the elements and then examples of the content. Figure 4 describes the type of content in the planning districts and then examples of the content.

ELEMENT USER GUIDE



Figure 2.2: Element User Guide

B BACKGROUND

The District has a long history of championing environmental and sustainability initiatives to provide greater ecosystem protection and conservation in and around Tidelands. The Port Master Plan continues this legacy by building on applicable environmental laws and regulations, as well as existing District policies and programs, to guide conservation in balance with development actions. The purpose of the Ecology Element is to enhance the protection, conservation, and restoration of natural resources in and around Tidelands, while also meeting the District's mission to promote and protect commerce, navigation, fisheries, recreation, and environmental stewardship.

The Pacific Ocean and the Bay are vital natural assets that require management to maintain sustainable native populations and natural biodiversity in harmony with urbanized areas. They support the local economy and increase the quality of life in the region. The continued success of both social and economic activities occurring within and around Tidelands are directly dependent on the quality of water, air, and land resources, as well as the diversity of marine and terrestrial habitats and species.

The balance between the natural environment and the built environment remains a District priority with the protection, conservation, and enhancement of marine and terrestrial ecosystems, providing multiple co-benefits for a thriving, vibrant waterfront. Continuing development and the corresponding transformation of the District requires a proactive balance between the natural and urbanized areas to avoid potential harmful results. As such, successfully managing the natural ecosystems and resources in the Bay with the goal of maintaining or improving ecosystems for the benefit of present and future generations is important to the District. Co-benefits to successful management include water quality improvements, air quality improvements, habitat enhancement, improved recreational opportunities, ecotourism, and educational opportunities, as well as coastal and climate resiliency.



Clean up event in Chula Vista

G

Ecology Goal 1: Conserve, protect, restore, and/or enhance biologically diverse ecosystems

Vibrant Ecosystems

O Overview

Tidelands contain a diverse array of biologically diverse ecosystems. These ecosystems are sensitive to environmental conditions including changing climate, invasive species, and development. The following policies help guide the District's efforts to facilitate the protection, conservation, and management of natural native habitats, including unique and sensitive habitats that are important to support a healthy Bay ecosystem.

Ecology 1.3. Proposed major redevelopment or new development, depending on location, shall evaluate and implement management actions to control or eradicate invasive species (flora and fauna) from harming conservation areas, natural open space areas and/or sensitive coastal habitats or human health, in both the terrestrial and marine environment.

Ecology 1.4. Proposed major redevelopment or new development shall establish and maintain appropriately sized ecological buffers adjacent to wetland and nearshore sensitive habitats to preserve and protect environmentally sensitive areas.

P Policies

Ecology 1.1 Protection, conservation, restoration, and enhancement of coastal wetlands and nearshore habitats, and sensitive coastal flora and fauna species is a priority.

Ecology 1.2 Proposed major redevelopment or new development adjacent to conservation areas, or on or adjacent to natural open space areas and/or sensitive coastal habitats, including wetlands and nearshore habitats shall:

- Be coordinated, sited, and designed to avoid impacts where feasible, or legally required. If infeasible, or no legal prohibition exists, minimize and mitigate impacts, in the following order of preference: on-site; elsewhere in the Bay; or in other areas with the same habitat(s). All mitigation shall require biological monitoring as determined by the District and/or the natural resource agencies;
- When sited adjacent to a conservation site, or on or adjacent to natural open space or sensitive coastal habitat, be compatible with those habitat areas; and
- Where warranted, restore and/or enhance the conservation, natural open space or sensitive coastal habitat areas.



Snowy egret in South Bay

G

Mobility Goal 1: Integrated coastal public access

Moving People

O Overview

Allowing the public to access and enjoy the Bay and Tidelands is a key component of the Coastal Act, and is a responsibility entrusted to the District by the Port Act. The following policies implement this goal, but do not apply where implementation is infeasible due to due to geographic or site constraints, and/or inconsistent with public safety, security, or protection of sensitive coastal resources.

Mobility 1.4 Provide a promenade to be located between the waterside and built environment. Where feasible, the promenade shall be multi-use. Pursue 100 percent continuity and connectivity of the promenade throughout the District.

Mobility 1.5 When transient docking is provided by waterside major redevelopment or new development, docking of individual boats at such facilities shall be limited in duration and may be subject to a reasonable fee.

P Policies

Mobility 1.1 Prioritize the availability of, and public accessibility to: piers, docks, slips, moorings, anchorages, and platforms.

Mobility 1.2 Provide water-based transfer points throughout the Bay.

Mobility 1.3 When a major redevelopment or new development is proposed, require appropriate water-based transfer points (such as ferry or taxi landings), transient docking, and public accessways (roadways, bikeways, and pathways) to create connection throughout Tidelands, including to and from parks and visitor-serving areas.

G

Mobility Goal 2: A diverse, people-centric mobility network

Moving People

O Overview

With opportunities on water and land, the District provides a multimodal environment for transportation and mobility. To capitalize on this diversity, the District's mobility network should focus on implementing a variety of mobility facilities, such as links and connections, and hubs on both water and land. Developing a system of enhanced links and hubs will provide all people with convenient transportation options to access and navigate within and around Tidelands. The following policies are intended to optimize the mobility network within Tidelands to help to enable access to and from adjacent jurisdictions and connecting destinations while activating District land uses.

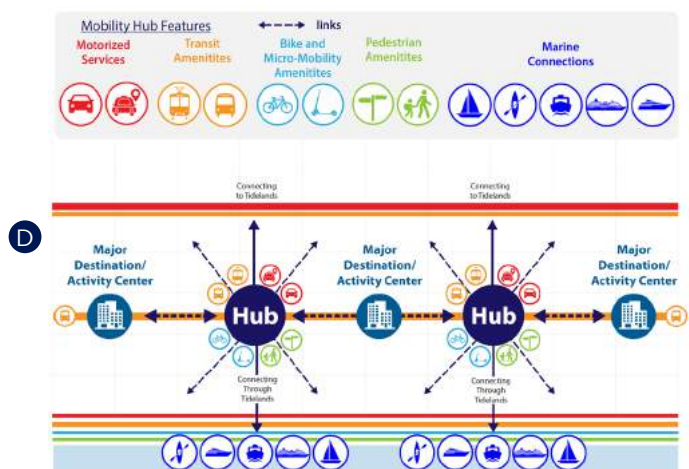


Figure 3.5.2 - A mobility hub should connect multiple modes of travel and provide wayfinding signage and other travel amenities to help guide visitors and workers to their destination.

PLANNING DISTRICT USER GUIDE



DISTRICT SETTING, CHARACTER, AND CHARACTERISTICS
Describes the geographic environment and background; current nature and qualities of the area; and proposed future state.



PLANNING DISTRICT MAP
Illustrates the geographic location with subdistrict boundaries.



STANDARDS
Describes requirements for existing uses, activation, management, and development activities within the planning district.



APPEALABLE PROJECTS
Proposed appealable development within the District.



TABLES
Tables provide information regarding allowable uses, water and land use acreages, specific measurements (width or height), or more detailed or clarifying criteria related to a specific standard.



DIAGRAMS
Diagrams, including figures and maps, provide illustrative concepts and general or technical visual representation pertinent to the planning district.



IMAGES
Images, including photos and captions, throughout the document are intended as conceptual or inspirational. They are provided for illustrative purposes only.



WATER AND LAND USE MAP
Illustrates water and land use designations.



ICONS
The graphic icons, which can also be found on the element chapter pages, represent each of the six elements. These icons are provided to enable users to reference the element to which a specific standard is related. However, as noted in 2.1.1, element policies are applicable baywide. While an element icon may not appear next to a planning district standards, that element's policies are still applicable.

Figure 2.3: Planning District User Guide

Planning District Setting

The Embarcadero Planning District is home to more than four miles of waterfront lined with an assortment of commercial, visitor-serving, recreational, and industrial uses. Conveniently located south of the San Diego International Airport, and adjacent to Downtown San Diego, it has close proximity to regional roadways and freeways.

The Embarcadero Planning District consists of three distinct subdistricts: North Embarcadero, Central Embarcadero, and South Embarcadero.

Planning District Character

An entryway to San Diego, the Embarcadero is a vibrant planning district with broad regional recreation opportunities, bayfront access, tourism, and economic value. This waterfront area combines visitor- and marine-serving uses with pier-side maritime activities that showcase and celebrate the history of San Diego's waterfront, including commercial fishing, maritime museums, recreational boating, and recreation open space.

Each subdistrict in the Embarcadero Planning District provides meaningful waterfront gathering places and access to a broad mix of water- and land-based entertainment, recreation, hospitality, and visitor destinations.



North Embarcadero

PD3

Embarcadero | Planning District 3

157



PD3.13 To ensure visual connectivity from and to the Bay, future vegetation in Recreation Open Space shall be limited as follows:

- All shrubs and ground covers shall be a maximum of three feet in height.
- All trees shall be trimmed such that canopies are maintained at a minimum height of eight feet above ground.

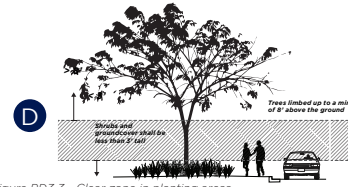


Figure PD3.3 - Clear zone in planting areas



PD3.14 As Recreation Open Space is implemented, service/loading for all existing and future bayfront amenities and tenants shall be accommodated, where feasible.



PD3.15 Public realm spaces such as streets, dedicated outdoor dining areas, and walkways that are in designated Commercial Recreation areas, do not qualify as designated Recreation Open Space areas.



PD3.16 Water-facing ground-floor building uses shall be activating primary uses.



PD3.17 No buildings or associated architectural features such as awnings, signage, or structural cantilevers shall be permitted to protrude into Accessway Corridors, View Corridor Extensions, and Scenic Vista Areas.



PD3.18 Building height should be compatible, but does not need to be in conformance, with adjacent jurisdiction standards.



PD3.19 Require major redevelopment and new development to maintain as architectural scale and height that is consistent with existing adjacent development, and the following parameters:

- Development and improvements shall be context-sensitive in size, scale, and design, in character with adjacent development; and
- Development and enhancements should result in comprehensive, integrated development of commercial and public areas in a consistent landscaped setting.

PD3

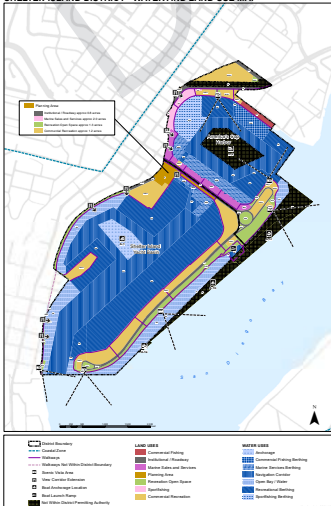
Embarcadero | Planning District 3

161

WATER & LAND USE



Figure PD2
SHELTER ISLAND DISTRICT - WATER AND LAND USE MAP



WATER & LAND USE TABLE

Land	acres
Commercial Fishing	4.4
Commercial Recreation	101.5
Institution / Roadway	47.2
Maritime Services and Industrial	24.6
Planning Area	51.1
Recreation Open Space	59.1
Visitor-Serving Marine Terminal	12.1
Subtotal, Land	206.7
Water	acres
Anchorage	23.2
Commercial Fishing	0.4
Commercial Fishing Berthing	16.2
Commercial Recreation	0.4
Industrial & Deep Water Berthing	38.2
Navigation Corridor	39.9
Open Bay / Water	4.1
Recreation Berthing	83.8
Sportfishing Berthing	0.4
Subtotal, Water	206.6
Total	457.5 ac.

4.0 Port Master Plan



APPEALABLE PROJECTS

For development categories pursuant to Coastal Act Section 30715, additional projects pertaining to the maintenance, removal, demolition, and/or modernization of existing infrastructure, commercial facilities, and recreation facilities shall be permitted. This shall apply to facilities such as, but not limited to: upland connecting roadways; offices not principally devoted to District administration activities; overnight accommodations; non-water-oriented retail, which may include retail with restaurant space; commercial fishing facilities; and, recreational marina-related facilities.

Table PD2.1: PD2 Appealable Projects

	Upland Connecting Roadways	Non-District Administration Office	Overnight Accommodations	Non-Water-Oriented Retail	Commercial Fishing Facilities	Recreational Marina-Related Facilities
Spanish Landing						
West Harbor Island						
East Harbor Island						
Pacific Highway Corridor						

Spanish Landing Subdistrict

Non-Water-Oriented Retail	Up to 90,000 new square feet of non-water-oriented retail and/or non-water-oriented retail with restaurant space.

West Harbor Island Subdistrict

Upland Connecting Roadways	Reconfigure Harbor Island Drive to more efficiently accommodate vehicular traffic while allowing for additional public parking, a dedicated cycle track, increased recreation open space and promenade enhancements.
Overnight Accommodations	Up to 1,650 net new hotel rooms with associated visitor-serving retail, restaurant space, and/or meeting space.
Non-Water-Oriented Retail	Up to 25,000 net new square feet of non-water-oriented retail and/or non-water-oriented retail with restaurant space.
Recreational Marina-Related Facilities	Dock maintenance, vessel slip reconfiguration and enhancement in the water basin, including an increase or decrease of up to 10 percent in vessel slips.

PD2

150

Planning District 2 | Harbor Island

2.2 DEVELOPMENT AND IMPLEMENTATION CONSIDERATIONS

The Port Master Plan is applicable District-wide and is intended to facilitate clear and consistent treatment of proposed development projects and other improvements on water and land throughout Tidelands. The Port Master Plan also provides the permitted uses that are subject to additional policies and development parameters and standards to ensure Coastal Act consistency. The Port Master Plan provides broad guidance for other potential future District implementation tools, subsequent ordinances and resolutions, policies, and programs that are not part of the Port Master Plan, as they are not required by either the Port Act, or Coastal Act, but are important for successful execution. Nothing in the Port Master Plan commits occurrence of any development or any actions by the District, but rather, specifies how development shall be implemented once it is proposed.

2.2.1 Development Consistency with the Port Master Plan

In accordance with Chapter 8 of the Coastal Act, all developments must conform with the Port Master Plan. Baywide elements are subject to feasibility, however. The Port Master Plan does not require a development to meet every goal or policy in the baywide elements. If, when all aspects of the development are considered, substantial evidence supports a finding that the development will further the objectives of the Port Master Plan and the baywide elements, it may be deemed in conformity with the Port Master Plan. Planning districts include specific standards for developments within them. Substantial conformity with planning district standards is mandatory for any developments within such planning district. A development will be deemed in conformity with the Port Master Plan where substantial evidence supports the finding that it substantially meets the designated land and/or water use, standards, and policies applicable to the development site, and furthers the objectives of the Port Master Plan and baywide elements.

Additionally, subject to the District's CDP regulations, all development authorized by a Coastal Act approval must be implemented in substantial conformance with said approval. The District may issue administrative procedures to address conformance with the Port Master Plan and substantial conformance with a Coastal Act approval.

2.2.2 Use Designations

Water and land use designations are provided in the Water and Land Use Element. The Port Master Plan establishes water and land use designations for all uses within District jurisdiction. Planning district water and land use maps identify use designations and additional location-specific criteria. Specific areas may be subject to other plans and applicable implementing documents that address supplemental regulations, consistent with the Port Master Plan use designations (see information related to the National City Bayfront and Chula Vista Bayfront planning districts).

All developments and use of District water and land are to be consistent with the corresponding use designation(s) on the Planning District Water and Land Use maps. Additional water and land use considerations include:

1. Primary and secondary uses listed in Table WLU-1 and WLU-2 shall not be considered an exhaustive list of all uses that may be permitted within a water or land use designation. Additional uses that are currently not listed as primary uses or secondary uses may be included if compatible, similar in character, and an allowed Public Trust use.
2. Planning Areas allow for a unique arrangement of the use designations described by specific standards within the Planning District sections.

2.2.3 Defining the Line between Land and Water

For Port Master Plan mapping purposes, the District defines the line between water and land areas using either Top of Bank or the Tidal Zone.

Top of Bank

The District uses Top of Bank to define the water and land area division for developed/hardened areas (e.g. rip-rap, promenades, etc.) The first major change in the slope of the incline from the mean high water line of a waterbody or watercourse. A major change is a change of ten degrees or more. If there is no major change within a distance of 50 feet from the mean high water line, then the top of bank will be the elevation two feet above the mean high water line. There is an established Top-of-Bank boundary for District property.

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 should be calculated using the National Tidal Datum Epoch from 1983-2001 (or the most current National Tidal Datum Epoch that the District would be incorporating into their mapping efforts) 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 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 Mean Lower Low Water and Mean Higher High Water; 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. It should be clearly noted that there will likely be multiple National Tidal Datum Epoch updates during the life of this Port Master Plan.

The Piers and Platform Rule

Within the District, there are structures in the water that connect to land, such as piers, platforms, docks, and slips. These structures have been classified with either water or land use designation based on the size of the structure, as follows:

- Piers that are over one-quarter acre in size are assigned a land use designation on the water and land use maps. Piers that have historically been assigned land use designations in the previously certified Port Master Plans shall also be assigned a land use designation in the current Port Master Plan.
- Platforms are assigned a land use designation on the water and land use maps.
- Docks and slips are assigned a water use designation on the water and land use maps.

2.2.4 Map Accuracy and Modification

Baywide illustrations and Planning District Water and Land Use Maps are based on the best available Geographic Information Systems (GIS) mapping at the time of Port Master Plan adoption, but are not based on site-specific surveys. Modifications to allow for precise siting of mapped components based on site-specific data may be allowed if based on a certified survey.

2.2.5 Port Master Plan Amendments

Once adopted by the BPC and certified by the CCC, the Port Master Plan may be amended utilizing the procedure by which it was originally approved by the BPC and CCC, respectively. The BPC may approve when to initiate processing of Port Master Plan Amendments (PMPAs). PMPAs are typically processed to incorporate necessary legislative changes and updates that may be necessary for the District continue to meet its obligations pursuant to the Doctrine, Coastal Act, and Port Act; or to incorporate and allow for projects or development to occur that may be consistent with the Doctrine, Coastal Act, and Port Act, but are not currently allowed by the current version of the Port Master Plan.

Proposed changes that require a PMPA include:

- Addition, or substantial change, to an appealable project on the Appealable Project List;
- Change of water or land use designation, uses, or mapped component beyond those described under Data Accuracy and Modifications;
- Development that is not consistent with the Port Master Plan's policies or standards;
- Development that exceeds the maximum development intensity described in the Appealable Projects List within each planning subdistrict or planning area; and/or
- The BPC determines that a PMPA is required to allow for a development project or other legislative change.

Amendments to the Plan must be adopted by the BPC and certified by the CCC in a manner consistent Chapter 8 of the Coastal Act and the District's Coastal Development Permit (CDP) regulations. All sections or portions of the Port Master Plan to be changed or affected must be included in the Port Master Plan amendment.

2.2.6 Nonconforming Uses and Structures

Future uses and developments within the District may not comply with water and land use designations or policies and standards in the Port Master Plan. To ensure that future uses, and developments substantially conform to the Port Master Plan the following is provided to regulate non-conforming uses and development.

Purpose:

The following policies establish regulations for legal nonconforming uses and legal nonconforming structures. Real property rights to implement development in the District are primarily granted through leases and hundreds of leases exist at any one time within the District. The term of the leases also vary widely. The below policies recognize the existence of leases between the District and third-parties and the rights and obligations contained therein, existence of legally established nonconforming uses and structures, and the benefit of well-maintained structures, improvements and sites. Subject to obtaining Coastal Act Approvals and other entitlements and permits, the policies allow legal nonconforming uses and legal nonconforming structures to continue to exist, and to be repaired and maintained, within appropriate parameters that address potential impacts to public health, safety and welfare. The policies also establish findings to allow for such repair and maintenance to protect public health, safety, welfare and the environment.

Definitions

The following words and phrases, whenever used in Section 2.1.7 shall have the following meanings:

1. **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 unoccupiable or not usable for its intended purpose. Economic or fiscal conditions or market fluctuations shall not constitute a catastrophic event.
2. **Coastal Act Approval:** A Coastal Development Permit or Coastal Act exclusion issued by the District or if appealed, issued by the California Coastal Commission.

3. Development or New Development: on land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, 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). For avoidance of doubt, development includes alterations, repair and maintenance.
4. Development Site: An individual lease premises or as determined by the District, collectively, individual lease premises and portions of land and/or water that functions collectively as one experience or development.
5. Intensification of Use: Any change or expansion of a use which will result in an increase in occupancy above permitted levels; an increase in production output or throughput, if there is a permit limit on said output or throughput; a need for additional parking; or any other change or expansion that is likely to result in a new or increased significant environmental or substantial coastal resource impact.
6. 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, Tidelands Use and Occupancy, or any subleases requiring District consent.

7. Major Redevelopment or Reconstruction: Cumulative modification or cumulative replacement of 50% or more of a major structural component or cumulative redevelopment of 50% or more of a development site.
8. Major Structural Components: 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.
9. Nonconforming Structure: A structure that was lawfully erected prior to the adoption, revision or amendment of the Port Master Plan, but that does not conform with standards currently prescribed in the Port Master Plan.
10. Nonconforming Use: A use of structure, water or land that was legally established and maintained prior to the adoption, revision or amendment of the Port Master Plan, but does not conform to the land and/or water use designation currently prescribed in the Port Master Plan.
11. Occupant, lessee, permittee: The third-party or entity that has entered a lease with the District.
12. Permittee: Any person or entity that is issued a Coastal Act Approval.
13. Structure: Anything that resulted from the placement or erection of any solid material, including without limitation building materials, concrete, asphalt, or landscaping on land, in or under water.

2.2.6.1 General Requirements

1. **Determination of Nonconforming Status.** The occupant, lessee or permittee shall have the burden of proof of establishing the legal status of any nonconforming use or nonconforming structure. At a minimum, the occupant, lessee or permittee must produce the following: a legally established lease, easement or other legal document granting rights to the real property or use of the real property; a building permit; certificate of occupancy, if applicable; and a Coastal Act Approval as required under the California Coastal Act. The District may determine that additional items must be produced. Illegal nonconforming uses and/or illegal nonconforming structures are prohibited within the District and may be subject to an enforcement action. For avoidance of doubt, when the terms “nonconforming use” and “nonconforming structure” are used in this Section 2.2.6, it means the occupant, lessee or permittee have met the burden of proof in Section 2.2.6.1.
2. **Permits and Required Authorization.** Development performed on a nonconforming structure or a structure accommodating a 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 2.2.6.1 unless an exception is provided herein. Nothing in Section 2.2.6 is intended to allow encroachment without necessary legal authorization, either by a lease, easement or other legal means. Nothing contained in Section 2.2.6 shall be deemed to require any change in nonconforming use or nonconforming structure unless development is proposed to a structure or development site.
3. **Exceptions.** Development performed 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 2.2.6 and shall be allowed with a Coastal Act Approval.

2.2.6.2 Nonconforming Uses

This section applies to all nonconforming uses within the District.

1. Continuation of Nonconforming Uses and Nonconforming Rights. Subject to Section 2.2.6 the lawful use of land existing on the effective date of the adoption, revision or amendment of the Port Master Plan may be continued, even if the use no longer conforms to the Port Master Plan. Except as provided in a lease by express language in the lease, Section 2.2.6.2 or during the time modifications to a structure are being made in accordance with Section 2.2.6, a 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 Port Master Plan.
2. Modifications to a structure accommodating an existing nonconforming use or modifications to an existing legal nonconforming use.

The following types of development may be allowed to a structure that accommodates a legal nonconforming use or expansion of an existing nonconforming use, subject to obtaining a Coastal Act approval, other entitlements and permits and subject to the required findings specified in Section 2.2.6.4, below; provided, however, if the remaining term of the lease, including all options to extend, is less than five years at the time a development application is deemed complete by the District, at the recommendation of staff, the Board may approve a buy-out of the remaining lease term and disapprove any of the following types of development. Development conducted by the occupant, lessee, or permittee in accordance with Section 2.2.6 shall not count towards additional term under the lease or any District policy, and occupant, lessee, or permittee shall not rely on such development in requesting a lease term extension.

- i. Alterations, Maintenance and Repair. Alterations, maintenance and repair to an existing structure that accommodates a nonconforming use unless said alteration, maintenance or repair expands the square footage, height or footprint of the structure(s) or changes the location of the structure, is conducted to a major structural component or constitutes reconstruction or a major redevelopment.
- ii. Reconstruction or a Major Redevelopment. Reconstruction or a major redevelopment of a development site or structure are only allowed after a catastrophic event as specified in Section 2.2.6.5.

- iii. Alteration to Major Structural Component(s): Alterations to a major structural component(s) to a structure accommodating a nonconforming use unless such alternations expand the square footage, height or footprint of the structure(s) or changes the location of the structure or constitutes a reconstruction or major redevelopment.
- iv. Expansion of an existing nonconforming use throughout an existing structure, with no intensification of the use.

2.2.6.3 Nonconforming Structures

This section applies to all nonconforming structures within the District.

1. Changes to Nonconforming Structures. The requirements of Section 2.2.6.3 are in addition to and do not supersede any requirements or permit approvals required for any change, addition, alternation or the like to a structure. The following shall apply to development conducted to a development site where a legal non-conforming structure is located or development to a legal non-conforming structure. All such development is subject to obtaining a Coastal Act approval, other entitlements and permits and subject to the required findings specified in Section 2.2.6.4, 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 Board may approve buy-out of the remaining lease term and disapprove any of the following types of development. Development conducted in accordance with Section 2.2.6.3 shall in no way be relied on in claiming a right to a lease term extension.
 - i. Alterations, Maintenance and Repair. Alterations, maintenance and repair to an existing structure that accommodates a nonconforming use unless said alteration, maintenance or repair expands the square footage, height or footprint of the structure(s) or changes the location of the structure, is conducted to a major structural component or constitutes reconstruction or a major redevelopment.

- ii. Reconstruction or Major Redevelopment. Reconstruction or a major redevelopment of a development site or structure after a catastrophic event are permitted as specified in Section 2.2.6.5.
- iii. Alteration to Major Structural Component(s): Alterations to a major structural component(s) to a structure accommodating a nonconforming use unless such alternations expand the square footage, height or footprint of the structure(s) or changes the location of the structure or constitutes a reconstruction or major redevelopment.

2.2.6.4 Findings

The following findings must be made in accordance with any Coastal Act approval allowing any of the types of development or expansion of use specified in Sections 2.2.6.2 and 2.2.6.3:

- i. 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.
- ii. 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 the Port Master Plan.
- iii. That the proposed development of expansion of use will not result in a new or increased non-mitigated environmental or coastal resource impact.
- iv. That the proposed development, as it may be conditioned, will complement and harmonize with the existing and proposed land uses in the vicinity and will be compatible with the physical design aspects and land and water use intensities, in the surrounding area.

2.2.6.5 Reconstruction of a Nonconforming Structure after a Catastrophic Event

Reconstruction of a nonconforming structure or development site or a structure or development site that supports a 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 structure shall not increase the nonconforming dimensions of the structure, including square footage, height, footprint and the reconstructed structure shall be located in the same location as the current/prior structure. After a catastrophic event, nonconforming rights are retained for three 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 structure or development site. Such a three (3) year period may be extended up to two years for good cause. If the lease term, including all options to extend, at the time a catastrophic event is less than five years, the Board may approve buy-out of the remaining lease term and disapprove the redevelopment. Development conducted in accordance with Section 2.2.6.5 shall in no way be relied on in claiming a right to a lease term extension.

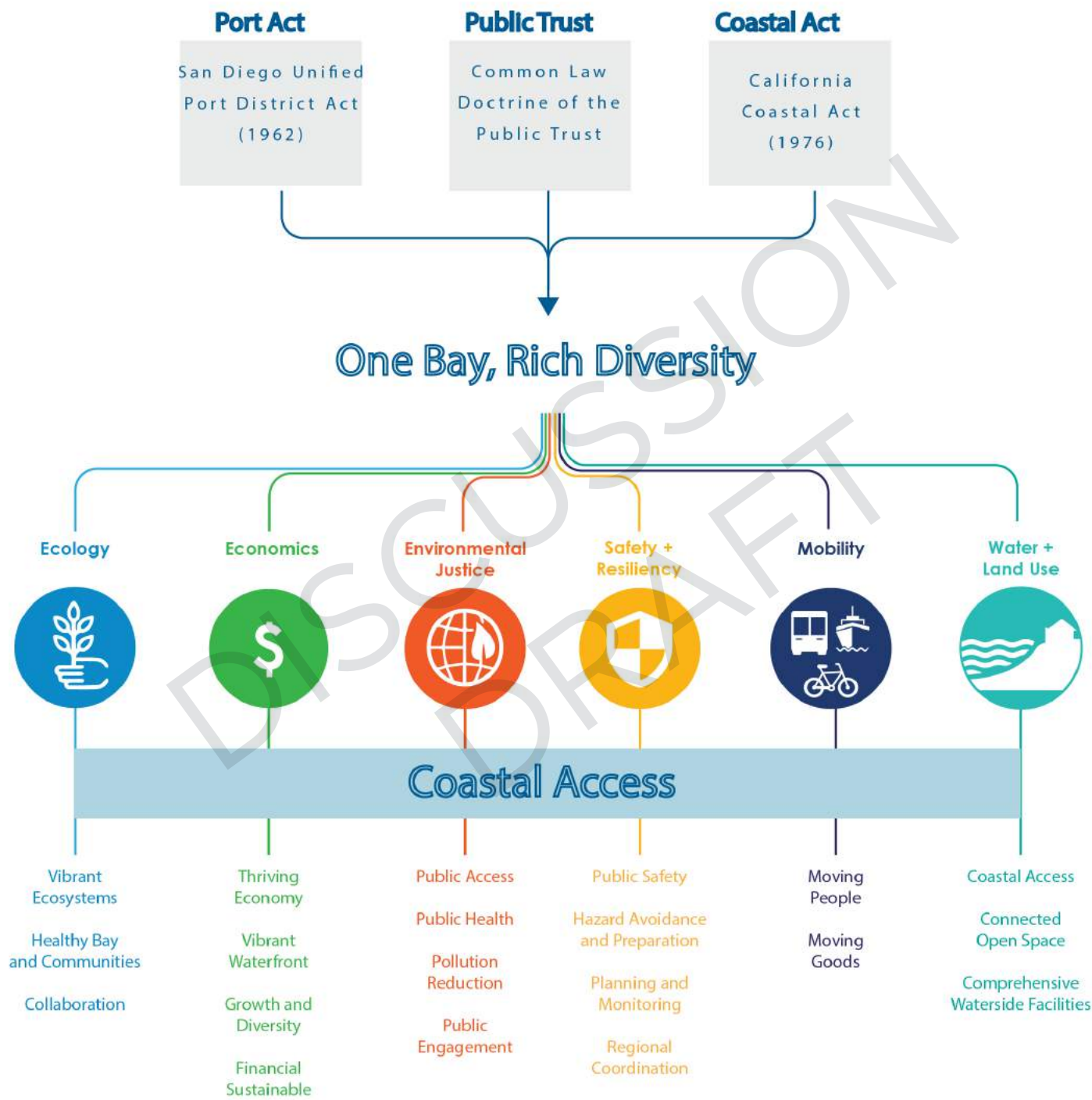


Figure 3.1: Integrated Planning Hierarchy

Elements

3

The District's mission is to promote the Public Trust, the Port Act, and Chapters 3 and 8 of the Coastal Act. Ensuring public coastal access (also referred to as public access) to Tidelands is a priority for the District. This includes expanding and enhancing opportunities for all people to participate in a range of publicly accessible activities on or near the shoreline. While public access traditionally pertains to physical and visual access, the Port Master Plan expands the definition directly related to the Public Trust uses:

NAVIGATION – Provides coastal access through designated and open waterways.

COMMERCE – Provides access to local businesses.

FISHERIES – Provides access to historically significant cultural use.

RECREATION – Provides access to San Diego Bay, an iconic statewide amenity.

ENVIRONMENTAL STEWARDSHIP – Provides access for current and future generations to the wonder of nature.

The goals and policies of the Port Master Plan's elements are organized by themes. As illustrated in the figure to the left, the primary theme for these elements is coastal access consistent with the Public Trust uses. Viewed holistically, the themes are intended to promote and enhance public access for all.



Flock of terns flying in the South Bay

Ecology

This element provides policies intended to create vibrant and healthy ecosystems in and around the Bay that benefit the District, local communities, the region, and the State of California.

Element Themes:

Vibrant Ecosystems

Healthy Bay and Communities

Collaboration



BACKGROUND

The District has a long history of championing environmental and sustainability initiatives to provide greater ecosystem protection and conservation in and around Tidelands. The Port Master Plan continues this legacy by building on applicable environmental laws and regulations, as well as existing District policies and programs, to guide conservation in balance with development actions. The purpose of the Ecology Element is to enhance the protection, conservation, and restoration of natural resources in and around Tidelands, while also meeting the District's mission to promote and protect commerce, navigation, fisheries, recreation, and environmental stewardship.

The Pacific Ocean and the Bay are vital natural assets that require management to maintain sustainable native populations and natural biodiversity in harmony with urbanized areas. They support the local economy and increase the quality of life in the region. The continued success of both social and economic activities occurring within and around Tidelands are directly dependent on the quality of water, air, and land resources, as well as the diversity of marine and terrestrial habitats and species.

The balance between the natural environment and the built environment remains a District priority with the protection, conservation, and enhancement of marine and terrestrial ecosystems, providing multiple co-benefits for a thriving, vibrant waterfront. Continuing development and the corresponding transformation of the District requires a proactive balance between the natural and urbanized areas to avoid potential harmful results. As such, successfully managing the natural ecosystems and resources in the Bay with the goal of maintaining or improving ecosystems for the benefit of present and future generations is important to the District. Co-benefits to successful management include water quality improvements, air quality improvements, habitat enhancement, improved recreational opportunities, ecotourism, and educational opportunities, as well as coastal and climate resiliency.



Clean up event in Chula Vista

Ecology Goal 1: Conserve, protect, restore, and/or enhance biologically diverse ecosystems

Vibrant Ecosystems

Overview

Tidelands contain a diverse array of biologically diverse ecosystems. These ecosystems are sensitive to environmental conditions including changing climate, invasive species, and development. The following policies help guide the District's efforts to facilitate the protection, conservation, and management of natural native habitats, including unique and sensitive habitats that are important to support a healthy Bay ecosystem.

Policies

Ecology 1.1 Protection, conservation, restoration, and enhancement of coastal wetlands and nearshore habitats, and sensitive coastal flora and fauna species is a priority.

Ecology 1.2 Proposed major redevelopment or new development adjacent to conservation areas, or on or adjacent to natural open space areas and/or sensitive coastal habitats, including wetlands and nearshore habitats shall:

- a. Be coordinated, sited, and designed to avoid impacts where feasible, or legally required. If infeasible, or no legal prohibition exists, minimize and mitigate impacts, in the following order of preference: on-site; elsewhere in the Bay; or in other areas with the same habitat(s). All mitigation shall require biological monitoring as determined by the District and/or the natural resource agencies;
- b. When sited adjacent to a conservation site, or on or adjacent to natural open space or sensitive coastal habitat, be compatible with those habitat areas; and
- c. Where warranted, restore and/or enhance the conservation, natural open space or sensitive coastal habitat areas.

Ecology 1.3. Proposed major redevelopment or new development, depending on location, shall evaluate and implement management actions to control or eradicate invasive species (flora and fauna) from harming conservation areas, natural open space areas and/or sensitive coastal habitats or human health, in both the terrestrial and marine environment.

Ecology 1.4. Proposed major redevelopment or new development shall establish and maintain appropriately sized ecological buffers adjacent to wetland and nearshore sensitive habitats to preserve and protect environmentally sensitive areas.



Snowy egret in South Bay

Ecology 1.5 Use science-guided management practices to encourage future eelgrass research and restoration initiatives, such as continuing to conduct surveys or establishing new mitigation banks for eelgrass throughout the Bay.

Ecology 1.6 In cooperation with federal, state, and regional resource agencies, the District may create mitigation banks within its jurisdiction, in-lieu fee programs, habitat, shading and fill credit programs, and/or other conservation or restoration mechanisms, to provide compensatory mitigation opportunities. With respect to future and existing credits, priority shall first be given to District-initiated development, then coastal-dependent development, development with public benefits, and if warranted, non-coastal development, all of which must be within the District. With respect to credits provided to projects outside the District, the same preference as outlined above shall be followed in addition to all other applicable rules and requirements governing the subject mitigation bank.

If such credit programs are formed, as part of the application process to use such credits, third party applicants must demonstrate: that they have used good faith efforts to minimize the need for mitigation credits by reducing project impacts, and, to the extent practical, mitigate within the same development site. After demonstration of such, third party applicants shall pay a market rate fee for use of credits.

BPC approval is required for the right to use any of the credits.

Ecology 1.7 Where feasible, require the use of drought-tolerant California native species and/or non-invasive plant species to fulfill landscaping requirements in proposed major redevelopments or developments.

Ecology Goal 2: Clean, healthy waters and marine ecosystems throughout Tidelands that are swimmable, fishable, farmable, and meet beneficial water uses

Healthy Bay and Communities

Overview

Healthy waters are paramount to ecosystem functions. Protection, conservation, and management of Tidelands are necessary to maintain healthy waters. The following policies help guide the District's efforts to support clean, healthy waters and ecosystems

Policies

Ecology 2.1 Encourage existing development, major redevelopment, and new development to, where feasible, use biologically-engineered stormwater solutions to prevent degradation of coastal wetlands and marine ecosystems, and reduce stormwater pollution. Major redevelopment and new development shall use best available science and appropriate expertise when designing, implementing, and maintaining biologically-engineered solutions.

Ecology 2.2 Redevelopment, major redevelopment, and new development, where feasible, shall remediate and not result in further degradation of land and sediment quality or expose adjacent communities to significant land- and sediment-based environmental contamination.

Ecology 2.3 Continue sediment remediation efforts within the Bay, conducted in a manner that requires responsible parties to remediate for past and present actions and does not negatively impact the District's ability to carry out its Public Trust duties.

Ecology 2.4 Implement new, and expand existing, water quality programs to target future pollution reduction activities. Such programs may be required as part of major redevelopment or new development.

Ecology 2.5 Implement waste management strategies, with a focus on reducing trash in and out of the waterways.

Ecology Goal 3: Improve air quality for a healthy urban waterfront

Healthy Bay and Communities

Overview

The District operates near communities that face significant air quality challenges. In response, the District and its occupants, tenants, and permittees have engaged in efforts to reduce criteria air pollutant emissions from their activities. Expanding upon, or implementing more of, these practices will help to reduce harmful air quality. The following policies (in addition, to those in the Mobility and Environmental Justice elements and the Working Waterfront Planning District) can drive innovation, build partnerships, and ultimately improve the economic and environmental performance of the District and its occupants, tenants and permittees.

Policies

Ecology 3.1 Promote programs and activities that reduce exposure to toxic air contaminants and criteria air pollutants within and adjacent to Tidelands.

Ecology 3.2 Require major redevelopment and new development activities to comply with existing regional, state, and federal air quality standards and regulations, and promote compliance beyond those standards and regulations, with the focus on prioritizing human health.

Ecology 3.3 Encourage the integration of green infrastructure and landscaping for existing and future redevelopment, major redevelopment, and new development to support improved air quality.

Ecology 3.4 In cooperation with regional, state, and federal agencies, the District may create a clean air action plan, accompanied by an impact fee or other air quality improvement program to implement clean air measures. Any investment in improvements outside of Tidelands shall be in conformance with all applicable rules and requirements. If formed, major redevelopment or new development may use the program to further mitigate air quality impacts.

Ecology Goal 4: Collaboration on shared regional priorities

Collaboration

Overview

The District implements programs that serve Tidelands and provide public benefits to the region. It collaborates with outside agencies, public and private organizations, and stakeholders to improve relationships and share information. The following policies promote new or continued collaboration with relevant stakeholders, government agencies, academic institutions, occupants, tenants, permittees, and adjacent jurisdictions to facilitate efficient and effective implementation of policies, as well as improved data management and reporting.

Policies

Ecology 4.1 Continue partnerships and collaboration with key agencies and stakeholders, including the U.S. Navy and U.S. Fish and Wildlife Service Refuges, to enhance conservation, protection and restoration of natural resources in and around the Bay. These partnerships may include pooling resources, both financial and non-financial, identifying complementary programming and policies, improving policy implementation and enforcement, and monitoring of natural resources.

Ecology 4.2 Coordinate watershed planning, pollution prevention, and stormwater program implementation with other relevant jurisdictions.

Ecology 4.3 Collaborate with adjacent jurisdictions to develop and implement appropriately designed stormwater conveyance and collection systems that effectively reduce pollutants in urban runoff, while maintaining and improving hydrologic processes in the Bay and associated river and estuary systems.

Ecology 4.4 Collaborate and support state and federal positions on transboundary resource issues that benefit natural resource conservation, protection, restoration, and enhancement, as well as commercial activities, in and around Tidelands.

Ecology 4.5 Collaborate with agencies to address transboundary water pollution so that water quality is consistent with the Clean Water Act and applicable standards.

Ecology 4.6 Provide access to current and historical environmental data, reports, imagery, and other information to stakeholders and partners to support ecosystem management initiatives within the Bay.

Ecology 4.7 Continue environmental education programs to increase public understanding and appreciation of Tidelands' and the Bay's natural resources, and how to protect them.



Maritime activities at the Tenth Avenue Marine Terminal

Economics

The Economics Element provides guidance for the District, interested stakeholders, and the public as to how the District will advance its economic goals, specifically its desire to support established businesses, and encourage emerging sectors to create a thriving, diverse, and sustainable economy that benefits the District, local communities, the region, and all of California.

Element Themes:

Thriving Economy

Vibrant Waterfront

Growth and Diversity

Financially Sustainable



BACKGROUND

The District has long been a driver of economic stability and prosperity for California and the region. The District strives to increase its contributions to the economy by focusing on innovation, economic growth, and financial sustainability. The economic opportunities the District can leverage are unique among California ports, combining traditional activities related to cargo movement and shipbuilding and repair, with extensive cruise terminal and commercial fishing services, and world-class tourism including water- and land-based visitor-serving recreation and commercial opportunities. The Bay and its waterfront are essential elements of the California and San Diego geography, economy, and culture serving as:

- A strategically located harbor with substantial deep-water berthing for trade, cruise, and military uses;
- A workplace for marine cargo, shipbuilding and repair, commercial fishing, sportfishing, ocean/bay-related tours, and other coastal-dependent industries;
- An important recreational and environmental asset for all visitors;
- A national and international destination for visitors and convention attendees; and
- A venue for special events, drawing hundreds of thousands of people to the waterfront.

This diverse portfolio of economic activities gives the District a competitive advantage. Currently, the District does not impose taxes and hence, is a self-sustaining entity that develops, maintains and repairs the breath of its public resources and facilities. Accordingly, fiscal sustainability is a top priority for the District. To maintain and strengthen its economic position and financial sustainability, the District will focus on: maintaining and expanding existing industry sectors, supporting

innovation and emerging industries, enhancing the vibrancy of the waterfront for all visitors, continuing to partner with public and private entities for infrastructure and public realm investments, and considering the creation of development impact fees and other public improvement programs.



Cargo ship on the bay



Coronado Ferry Landing

Economics Goal 1: A District with thriving industries and partnerships

Thriving Economy

Overview

A vibrant District economy depends on the success of the commercial activities and industry uses throughout Tidelands. To support this goal, policies are provided that support the growth and prosperity of the District's Public Trust uses to give the region a competitive advantage.

Policies

Economics 1.1 Promote established and emerging coastal-dependent commercial and industrial sectors throughout Tidelands, such as through joint marketing campaigns and business development programs.

Economics 1.2 Partner with public and private entities to create and maintain infrastructure that protects and supports coastal-dependent and visitor-serving commercial and industrial sectors.

Economics 1.3 Periodically assess the water and land use needs of the District's coastal-dependent and visitor-serving commercial and industrial sectors to assist in planning for, and facilitating, economic growth through surveys of existing occupants, tenants and permittees and analysis of economic forecasts.

Economics 1.4 Strive to provide economic development opportunities, including improved access to commercial and industrial employment at businesses or other organizations on Tidelands through outreach efforts and job fairs.

Maritime

Economics 1.5 Preserve the functionality and accessibility of marine and maritime industrial areas, uses, and deep-water berthing piers through District efforts and through partnerships with agencies and private parties.

Economics 1.6 Support and enable improvements to marine terminal and maritime industrial features that improve functionality and efficiency, such as terminal infrastructure and equipment that supports optimization of cargo movement.

Economics 1.7 Promote redevelopment of marine sales and services facilities and encourage integration with complementary uses to improve economic viability.

The deep-water channels and berthing in the Bay resulted from the U.S. Navy's need to relocate larger ships in response to perceived threats in the Pacific Region. Subsequently, the District used those deep-water dredged channels and berthing to support a variety of maritime operations including goods transport, shipbuilding and repair, recreational uses, and cruise ship operations.

Marine Terminals

Economics 1.8 Strive to maintain a diverse mix of cargo and marine terminal activities for long-term economic resiliency.

Maritime Industrial

Economics 1.9 Support and enable viability of the shipbuilding, repair, and maintenance industry to support the U.S. Navy, Merchant Marine, and other important commercial fleets that are home-ported within the District or other West Coast ports and harbors.

Economics 1.10 Maintain the District's terminals as strategic ports to provide cargo and vessel operations in support of national defense efforts.

The District is one of only 17 commercial "strategic ports" in the country designated to support cargo and vessel operations for the U.S. Military's Transportation Command and Military Sealift Command.

Cruise Industry

Economics 1.11 Assist in identifying and supporting new opportunities for the cruise industry to improve its contribution to the economy.

Economics 1.12 Encourage the cruise ship industry to implement modifications that expand support facilities to accommodate changes in cruise demand, both in terms of type and volume.

Fisheries

Economics 1.13 Assist in identifying, supporting, and prioritizing improvements that are directly tied to commercial fishing, recreational fishing, and sportfishing operations.

Economics 1.14 Explore other innovative financing mechanisms and partnerships to increase sustainability for fishing communities throughout Tidelands.

Commercial Fishing

Economics 1.15 Promote and support the District's commercial fishing history as a priority coastal-dependent use and economic contributor to the District, the region, and California through such efforts as joint public-private marketing, fishing-related festivals, or other special events.

Recreational Fishing & Sportfishing

Economics 1.16 Preserve the public's right to fish upon, and from, Tidelands and the Bay, consistent with the Port Act and California Constitution.

Economics 1.17 Promote and support the District's sportfishing history as a priority coastal-dependent use and economic contributor to the District, the region, and California through such efforts as joint public-private marketing, fishing-related festivals, or other special events.

Economics Goal 2: A vibrant, internationally acclaimed waterfront

Vibrant Waterfront

Overview

Visitor-serving amenities and attractions throughout Tidelands are valuable contributors to the region's economy and enhance public access. The natural physiography and location of the Bay, including a variety of Recreation Open Space and Commercial Recreation areas, provide an array of opportunities for visitors to explore and enjoy the waterfront. Through the following policies, the District seeks to enhance visitor-serving industries by creating attractions and special events and activating parks and recreation areas to create a world-class waterfront destination.

Policies

Commercial Recreation

Economics 2.1 Provide for a variety of commercial recreation opportunities for the diverse visitors throughout Tidelands, including restaurants, visitor-serving retail, cultural uses, and performance venues.

Economics 2.2 Promote and support development of visitor-serving attractions, such as those that celebrate the San Diego region's bi-national setting, natural resources, history, culture, and arts.

Economics 2.3 Support existing, and encourage expansion of, a diversified hotel portfolio and components of the hospitality industry that provide options for a broad range of visitors, jobs, and revenues to the District.

Economics 2.4 Support increased activities in fishing areas through special events and complementary visitor-serving opportunities.

Economics 2.5 Support existing, and expansion of, recreational boating on Tidelands by maintaining existing, and allowing increases in, marina-related infrastructure, including docks, piers, slips, and maintenance of boat launches.

Economics 2.6 Promote opportunities for the public to learn, share, and enjoy recreational boating through education programs, organizations, or clubs.

Recreation Open Space

Economics 2.7 "Unlock the Value" of open space by requiring major redevelopment and new development to invest in recreational and natural resource areas as contributors to the economic value of the District, and for the environmental benefit to the region.

Economics 2.8 Consider creating recreational and/or park impact fees or similar programs that enable applicants to contribute their fair share towards development of recreational opportunities and parks.

Economics 2.9 Promote creation of diverse activating features in Recreation Open Space to provide a variety of opportunities for visitors.

Recreation Open Space and natural resource areas enhance the value and attractiveness of the District's leasable land and water. 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.

Economics Goal 3: A diversified and growing District economy that creates jobs, and is a home to innovation for established and emerging coastal-dependent and visitor-serving industries

Growth and Diversity

Overview

The District serves as a center for innovation by providing opportunities to foster technological change and emerging markets. By focusing on innovation, the District can create good jobs and support its economic resilience. Policies supporting this goal demonstrate the District's desire to maintain and expand established industries and embrace emerging industries for complementary growth.

Policies

Established and Emerging Industries

Economics 3.1 Establish a balance of water and land uses that provides for commercial and industrial development to meet the needs of established industries, provides opportunity for emerging markets, and strives to protect or improve the environment.

Economics 3.2 Retain commercial and industrial water and land use designations to provide adequate quantities of water and land areas for established and emerging commercial and industrial markets.

Emerging Coastal Industries

Economics 3.3 Promote the redevelopment of underutilized commercial and industrial water and land areas for emerging coastal industries.

Economics 3.4 Develop and maintain infrastructure that supports cultivation and farming of marine species in a sustainable manner on, below, or adjacent to piers, along the shoreline, and in the Bay or Pacific Ocean. Explore infrastructure development opportunities through public-private partnerships or supporting development by private parties.

Economics 3.5 Support existing and emerging coastal-dependent “blue economy” endeavors through innovative programs such as public or public-private partnership incubators and other business development strategies.

The District has always promoted ocean-related enterprises, now referred to in aggregate as the blue economy. Cargo operations, shipbuilding and repair; commercial, sport, and recreational fishing; aquaculture; and supporting emerging blue technology projects that provide environmental benefits are just a few examples of the District's Blue Economy sector.

Economics 3.6 Explore and promote the development of habitat mitigation banks, in cooperation with regional, state, and federal resource agencies, to offset potential future development impacts, and provide compensatory mitigation opportunities. (See policy Ecology 1.6 for parameters for mitigation credits.)

Economics 3.7 Allow ecotourism activities and support ecotourism through collaboration with other public agencies, academic institutions, non-profits, and private industry, to promote conservation awareness and enjoyment of the Bay.

Economics Goal 4: A fiscally prudent and financially sustainable District

Financially Sustainable

Overview

The District enjoys a history of economic prosperity. Continued financial sustainability is a top priority for the District, and vital to the regional economy. Funding and revenue opportunities provide the District with a means to invest in capital improvements and future projects and realize long-term growth throughout Tidelands. To support this goal, policies are provided to explore new investment partnerships and funding mechanisms.

Policies

Economics 4.1 Leverage public and private partnerships to invest in infrastructure and facilities strategically aligned with the District's mission and fiduciary responsibilities.

Economics 4.2 Implement existing, and explore new, joint programs with academic institutions, private partners, public agencies, and utilities to collaborate on common goals.

Economics 4.3 Continue to grow revenue sources for adequate funding of capital investments to create and maintain District-operated marine and maritime industry, public access and other public uses throughout Tidelands. Revenue sources include, but are not limited to, grants, bonds or loans, customer charges, fees, and potentially public tax revenues.

Economics 4.4 Pursue strategic partnerships with military and military-focused industry to support Mission Readiness.

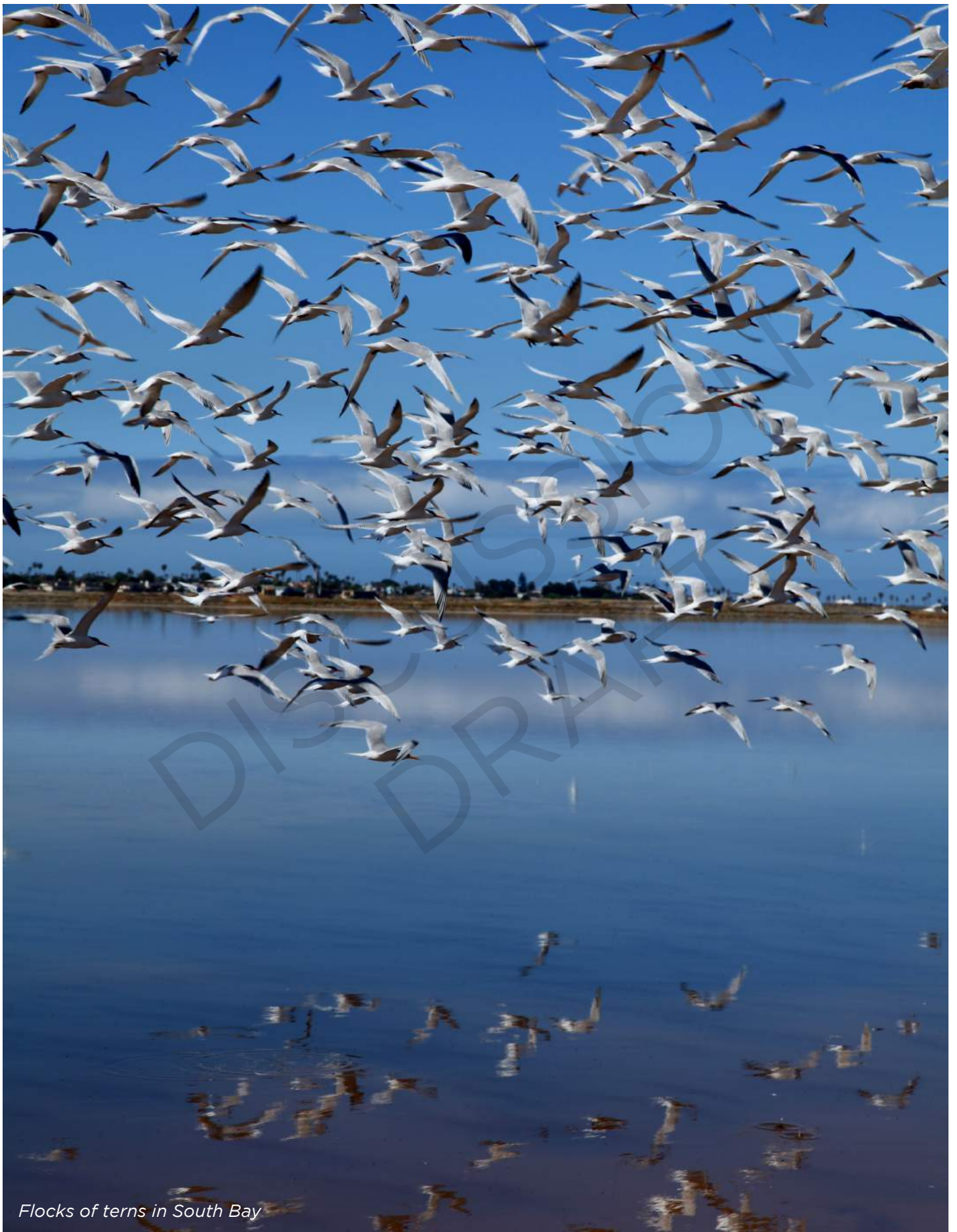
The U.S. military prides itself on always being ready to respond. The requirements of what goes into "Mission Readiness" are determined by the senior leaders of each military service based on global commitments and priorities and are validated by Department of Defense policymakers. These requirements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

Economics 4.5 Explore the creation of, and allow for development of, impact fees to allow for redevelopment and new development to contribute their fair share of infrastructure costs associated with impacts resulting from those redevelopments and developments, such as Traffic Impact Fee and Parking Impact Fee programs to ensure that mobility projects are appropriately provisioned.

Economics 4.6 Investigate and pursue appropriate grant funding from regional, state, and federal sources to provide for implementation of future mobility and sustainability projects.

Economics 4.7 Explore the creation of and allow for assessment districts to help fund and maintain parking and multi-modal facilities.

Economics 4.8 As new development occurs, public facilities, infrastructure, and services will be required to meet or exceed existing plus new demands. To meet the demands created by new development, additional development is required to provide new public facilities, infrastructure, and services in a timely, phased, and logical manner.



Flocks of terns in South Bay

Environmental Justice

The Environmental Justice Element provides policies and programs, intended to address inclusiveness and engagement. It is informed by efforts of other agencies, notably the U.S. Environmental Protection Agency, the California Environmental Protection Agency, the California Coastal Commission, the California State Lands Commission, and the efforts of the District's adjacent jurisdictions. The environmental justice themes, goals, and policies described below are intended to acknowledge the District's role in leveraging opportunities to improve the overall quality of life for all communities and to help communities such as Portside Communities and Port Border Tidelands Communities transform to no longer have a disproportionate amount of pollution impacts or access constraints.

Element Themes:

Public Access

Public Health

Pollution Reduction

Public Engagement



BACKGROUND

Environmental justice is often defined as “the fair treatment of people of all races, cultures, and incomes, with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.” As a priority, the District has given and continues to give importance to environmental justice. Policies in this element, as well as in the Ecology and Mobility elements, and Working Waterfront Planning District, illustrate the commitment towards environmental justice. The District has taken several actions to promote and implement environmental justice so that all communities, but disadvantaged communities in particular, are cleaner and thriving places to work, live, and play, as well as have access to recreational opportunities throughout Tidelands. To date, the District’s environmental justice efforts have focused on the following communities:

- The communities of Barrio Logan, Logan Heights and Sherman Heights within the City of San Diego, and West National City. These communities are located downwind from industrialized, waterfront uses and, historically, have carried a greater environmental burden than other communities. They are identified by the California Environmental Protection Agency (using CalEnviroScreen 3.0) as ranking the highest in the state of California (top 25 percent) in terms of being disproportionately burdened by multiple sources of pollution. The District collectively refers to these communities as the Portside Environmental Justice Communities (Portside Communities);
- The communities in Imperial Beach near the Tijuana River Valley. These communities suffer from transboundary environmental pollution from poor water quality. The District refers to these areas as “Port Border Tidelands Communities”; and,
- Other local communities that tend to have limited access to outdoor recreational opportunities.

To date, examples of District actions and outcomes to advance environmental justice include, but are not limited to:

- Reduction in commercial and freight truck parking and idling in and routing through Portside Communities;
- Use of community-level air quality monitoring in design of emission reduction plans, also for the benefit of Portside Communities;
- Promotion of economic opportunities for Portside Communities at the marine terminals and working waterfront;
- Electrification of operations at the District’s marine and cruise terminals to reduce air pollution in Portside Communities;
- Sustainably managing throughput at the Tenth Avenue Marine Terminal to result in better than baseline air quality;
- Providing environmental education at schools within Portside Communities;
- Public outreach and engagement of all communities, and disadvantaged communities in particular, as a part of the District’s decision-making process;
- District partnerships with community-based organizations that advocate on behalf of disadvantaged communities;
- Use of District funds (e.g., Maritime Industrial Impact Fund) to support access to Tidelands for all communities, and disadvantaged communities in particular;
- Stormwater pollution prevention and improvement of stormwater infrastructure to improve water quality in the Bay and Pacific Ocean;
- Engagement with adjacent jurisdictions and other relevant authorities on efforts to reduce transboundary water pollution that impact Port Border Tidelands Communities; and
- Collaborate with other agencies to improve air quality at locations occupied by sensitive receptors, such as schools.

The District recognizes the opportunity for its activities and operations, as well as its occupants, tenants, and permittees, to assist in transforming all communities into clean and thriving places to work, live, and play, and for Tidelands to be a place of relaxation and recreation for all people.

EJ Goal 1: A District that is accessible to all, including disadvantaged communities, with consideration of public safety, the region's dependence on coastal-dependent industrial uses, and resource protection constraints

Public Access

Overview

As the value of coastal lands has increased, economic forces have caused disadvantaged communities to migrate away from the coast, reducing their access to the cultural, ecological, economic, and social benefits of coastal access. Many of the disadvantaged communities still located close to the coast have had their access to coastal resources disrupted by the lack of infrastructure development, such as walkway and roadway connectivity. This goal seeks to provide improved access to areas within Tidelands, so these communities can share in the benefits that the Bay provides, while also meeting the District's mission to promote and protect its Public Trust uses.

Policies

EJ 1.1 Allow District's roadway and walkway systems to connect and integrate to upland disadvantaged communities and improve baywide and local coastal access for recreation opportunities through collaboration with adjacent jurisdictions to identify poorly connected areas and partnerships to improve them.

EJ 1.2 Develop strategies to enable all users to regularly use coastal accessways, docks, piers, pedestrian facilities, and recreation areas, unless it is infeasible due to geographic or site constraints and/or inconsistent with public safety, security, or protection of sensitive coastal resources.

EJ 1.3 Provide for a range of lower-cost recreational facilities, including as part of major redevelopment or new development, to increase recreational opportunities.

EJ 1.4 Explore and potentially expand opportunities for public transit points and linkages throughout Tidelands and adjacent to disadvantaged communities through collaboration with regional agencies and transit authorities.



National City Bayfront

EJ Goal 2: Improved health and quality of life for all people by striving for clean air and healthy waters and ecosystems that are swimmable, fishable, farmable, and optimize beneficial water uses

Public Health

Overview

The District's success depends, in part, on the strength and resilience of its neighboring communities. With this understanding, the District will advance policies that protect and enhance the public health of Portside Communities and Port Border Tidelands Communities that tend to have higher concentrations of air and water pollution, respectively, than other communities in the County and State, leading to relatively high public health burden. Given the evidence of improvements in public health through increased access to nature and recreational opportunities, the District's public health activities also focus on increasing public access for everyone to such opportunities. Policies supporting this goal seek to provide an improved health and quality of life for all people.

Policies

EJ 2.1 Develop clean air programs. (In alignment with Environmental Justice Goal 3 and policies EJ 3.1-3.3 on air pollution reduction and relevant Ecology and Mobility element goals and policies, and Working Waterfront Planning District standards.)

EJ 2.2 Develop clean water programs

EJ 2.3 Implement programs that promote thriving and healthy communities on and around Tidelands, with a focus on disadvantaged communities.

EJ 2.4 Maintain existing and promote more fishable water opportunities for all, including access for subsistence anglers.

EJ 2.5 Collaborate with adjacent jurisdictions, occupants, tenants, permittees, and community stakeholders to provide transition zone areas between maritime industrial uses and residential and other sensitive receptors in Portside Communities.

EJ Goal 3: Improved air quality resulting from District and occupant, tenant and permittee activities

Pollution Reduction

Overview

The District has implemented and continues to implement actions to improve air quality from its activities. Nevertheless, Portside Communities have a higher overall air pollution burden (e.g., diesel particulate matter), compared to other communities in San Diego County. Policies supporting this goal are intended to improve air quality in Portside Communities.

Policies

EJ 3.1 Engage in community air quality monitoring and develop emission reduction plans.

EJ 3.2 Promote and enable the transition to clean, modern and efficient terminal facilities and working waterfront businesses, including the facilities adjacent to Portside Communities.

EJ 3.3 Promote use of the development and growth of clean energy and transportation.

EJ Goal 4: Accessible information and opportunities to participate in the District's decision-making process

Public Engagement

Overview

One of the key tenets of environmental justice is equal access to information and the decision-making processes. The ability to fully participate in the decision-making processes is supported through a strong understanding of environmental, social, cultural, and economic implications of District activities. Policies supporting this goal seek to improve public engagement.

Policies

EJ 4.1 Proactively improve public and stakeholder engagement and outreach so that all communities, including disadvantaged communities, can participate in the planning process, water and land use decision-making, and implementation of the Port Master Plan.

EJ 4.2 Create processes that strive to ensure the concerns of Portside and Port Border Tidelands communities, along with all stakeholders, are acknowledged and considered as part of the decision-making process related to redevelopment, major redevelopment, new development, and water and land uses.

EJ 4.3 Research and implement communications approaches and tools that help improve District engagement and outreach to reach a wider audience and constituency, such as providing outreach materials in other languages.

EJ 4.4 Continue environmental education opportunities for Portside and Port Border Tidelands Communities and a diverse range of visitors.

Family enjoying San Diego Bay



Safety & Resiliency

The District prioritizes safety and resiliency from natural and human-caused hazards to provide continuity of service for the Public Trust uses, and the safety of users within the District. The Safety and Resiliency Element sets forth goals and policies that are intended to better prepare the District for current and future risks, and to enable an improved response, should a hazard occur.

Element Themes:

Public Safety

Hazard Avoidance and Preparation

Planning and Monitoring

Regional Coordination



BACKGROUND

The District is responsible for public safety and the protection of critical infrastructure, its assets, and public access. Tidelands are potentially exposed to a range of hazards that may affect safety, damage or destroy public and private property, harm ecosystems, and disrupt District operations. These potential hazards can be categorized into two broad categories: natural hazards and human-caused hazards.

Natural Hazards

Natural hazards that can impact the District's jurisdiction include seismic and flooding hazards. Seismic hazards refer to earthquake fault ruptures, seismic shaking, liquefaction, and subsidence. Flooding results from onshore precipitation and offshore events from storm surge, wave run-up, tsunami, or projected increases in sea level rise (SLR).

Human-caused Hazards

Human-caused hazards refer to events that directly occur as the result of human action and/or inaction. Many of these hazards occur due to human activity, error or accident, whereas others may result from planned events. Typical hazards may include, but are not limited to, hazardous materials releases or public safety events. While SLR has been attributed to increased greenhouse gas (GHG) emissions, this Element classifies it as a natural hazard.



Port of San Diego Harbor Police

SR Goal 1: Tidelands safety for all people

Public Safety

Overview

Visitors should be afforded the opportunity to explore and enjoy the beauty of the natural environment and visitor-serving amenities, while occupants, tenants, permittees, and workers should be able to engage in commerce within the District without serious concerns for safety and security. Policies supporting this goal are intended to proactively address public safety in the District.

Policies

SR 1.1 Encourage effective planning and use of the built environment, including mobility networks, to increase public safety within the District.

SR 1.2 Support existing District programs, and develop new programs, as needed to address public safety in the District.

SR 1.3 Design coastal accessways to promote safe public access to the water's edge unless it is infeasible due to geographic or site constraints and/or inconsistent with public safety, security, or protection of sensitive coastal resources.

SR 1.4 Major redevelopments and new developments should incorporate security design features (e.g., crime prevention through enhanced security measures), such as:

- a. Use of advanced technology for access control;
- b. Use of advanced imaging technology for monitoring use of marine terminals and facilities (e.g., video/camera integration into a common operational system in a security operations center); or
- c. Use of software analytics to trigger automated alerts and notifications as a force multiplier to human manual processes.

SR 1.5 Limit public access within industrial facilities and ship repair facilities, including but not limited to, marine terminals and shipbuilding and boat repair facilities, to maintain adequate public safety, as well as military and homeland security.

SR 1.6 Plan for public safety facilities to support adequate police and fire services within the District and explore a fee program to create new police and fire service facilities when needed and triggered by development. If such a fee program is created, require redevelopments and new development to provide their fair share contribution to any needed new police and fire service facilities.¹

¹ The District does not provide landside fire services.

SR Goal 2: A District better able to avoid and respond to potential natural hazards

Hazard Avoidance and Preparation

Overview

This Safety and Resiliency goal is focused on promoting best practices for existing and proposed development to reduce, or where feasible, eliminate potential impacts from natural or human-caused hazards. Policies supporting this goal are intended to provide guidance to prepare and avoid natural hazards.

Seismic and Geologic

The Alquist-Priolo 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 District 3, Planning District 4 and Planning District 10. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy by regulating most development projects within earthquake fault zones. Additionally, the California Building Code addresses restrictions for new buildings and improvements that may be impacted by seismic or geologic hazards. This Port Master Plan does not include specific seismic or geologic goals or policies; however, redevelopment, major redevelopment, or new development are all required to meet related State of California seismic and geologic requirements.

Fire

Although California is at high risk for wildland fires due to higher temperatures, seasonal dry winds, and ecological changes, the District is not at high risk due to its waterfront location and the urban character of most of the District.

Flooding

Public access, facilities and infrastructure, and natural resources on Tidelands are potentially vulnerable to damages from flooding. A flood occurs when excess precipitation or storm surge accumulates 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. Projected increases in SLR may also increase the intensity and duration of coastal flooding events.

The following policies are aimed at planning for, and minimizing, the impact of flood events.

Policies

SR 2.1 New or redeveloped structures and facilities potentially affected by increased temporary flooding or permanent inundation should incorporate design features based on applicability, risk, regulations, and state or local guidance to minimize such hazards over the economic life of the structure or facility.

SR 2.2 Site, design, manage, and maintain, where feasible, critical facilities and supporting infrastructure, including but not limited to, public accessways, emergency service facilities, terminals, and essential utilities to avoid significant adverse impacts from temporary coastal flooding and permanent inundation. Examples include, but are not limited to:

- Siting structures with appropriate shoreline setbacks;
- Elevating development pads where substantiated and if they will not worsen public access; and
- Elevating public accessways.

Coastal Flooding Adaptation Strategies

SR 2.3 Coastal-dependent uses, critical infrastructure, and public accessways should employ shoreline adaptation strategies that protect against, then accommodate, temporary coastal flooding or inundation.

SR 2.4 Design, allow, and maintain shoreline adaptation strategies to:

- a. Minimize temporary flooding and permanent inundation impacts to critical infrastructure, public access, and coastal-dependent facilities; and
- b. Minimize adverse impacts to natural resource areas.

SR 2.5 Maintenance, including reconstruction and expansion, of shoreline protection is allowed for coastal-dependent uses, critical infrastructure, and public access.

SR 2.6 All uses, except coastal-dependent uses, critical infrastructure, and public accessways, should design and maintain shoreline adaptation strategies that:

- a. Protect first, as feasible, against temporary coastal flooding;
- b. If protection is infeasible, then tactical accommodation of temporary flooding may be allowed to reduce coastal flooding burden; and
- c. If protection and accommodation are infeasible, then managed retreat may be allowed, when necessary and where feasible.

SR 2.7 For all uses, except for coastal-dependent uses, critical infrastructure, and public access, the District shall prioritize “living” or “soft” shorelines or hybrid nature-based structural adaptation strategies on appropriate shorelines as an alternative to the placement of shoreline protection. Where living shoreline adaptation strategies are not feasible, alternate shoreline adaptation strategies shall be allowed under the condition the alternatives provide improved public access and/or environmental benefits.

SR 2.8 If unprotected shorelines are still at risk from temporary coastal flooding or permanent inundation and managed retreat strategies are no longer feasible, employ shoreline adaptation strategies that protect against and/or accommodate future temporary coastal flooding or permanent inundation.

SR 2.9 The District should create preliminary (30 percent) design standards for accessways to accommodate temporary flooding and permanent inundation. These would be implemented with future proposed development.

SR 2.10 In the event of an episodic event, a feasibility study should be performed to evaluate the potential for reconstruction of damaged structures and/or facilities.

SR Goal 3: A more resilient District through planning and monitoring

Planning and Monitoring

Overview

For areas throughout Tidelands to be resilient, it requires planning and monitoring processes to help prevent or minimize effects from natural and human-caused hazards. The policies supporting this goal are intended to guide the planning and monitoring processes to help prepare the District, tenants, occupants, and permittees for potential natural and human-caused hazards.

Policies

SR 3.1 Develop 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 multi-jurisdictional plan.

SR 3.2 Monitor effects of SLR across Tidelands by periodically, at least every five years, updating a baywide SLR vulnerability assessment using science-guided methods.

SR 3.3 Each proposed major redevelopment and new development shall conduct a site-specific hazard report that, at a minimum, should address storm surges, flooding and SLR at the site, with and without the major redevelopment or development and include recommendations on how to avoid or minimize the effects of storm surges, flooding and SLR. The following conditions apply:

- a. The report shall be submitted to the District for its review.
- b. If such information is already available for the site and is not outdated at the time the report is being prepared, the occupant, tenant or permittee may use that information and submit it to the District.
- c. The District shall review the report or information and, if feasible and the District determines appropriate, the major redevelopment or development shall implement the recommendations in the report.
- d. The District may also require other siting and design adaptation measures.

Energy Reliability

SR 3.4 Promote and deploy renewable energy technology to ensure a reliable and resilient energy source.



Cruise ship terminals at the Embarcadero

SR Goal 4: A District that collaborates with partner agencies to effectively respond to future hazards

Regional Coordination

Overview

The District has the primary responsibility for emergency management activities within its jurisdiction. The following policies supporting this goal are intended to promote new or existing partnerships with federal, state, and regional agencies to collaboratively respond to future hazards.

The District's emergency management policies provide for the preparation and implementation of plans for the protection of persons and property on Tidelands in the event of an emergency; specifically, emergency organization, and the coordination of the emergency functions of the District with all other public agencies, businesses, organizations, and affected private persons.

The Harbor Police Department includes marine fire fighters. Patrol boats perform double-duty as fire-fighting boats and respond to all fires within the Bay, whether the fire is on a boat in mid-channel or at a marina. The Harbor Police Department works alongside adjacent jurisdictions' fire departments for landside fires.

Policies

SR 4.1 Coordinate with supporting emergency service providers to ensure adequate levels of service are provided on Tidelands.

SR 4.2 Maintain and expand, when appropriate, Homeland Security initiatives and resources through strategic partnerships with regional, state, and federal agencies.

SR 4.3 Maintain, when appropriate, relationships with regional, state, and federal partners, including the U.S. Coast Guard and U.S. Navy, to continue to enhance Homeland Security and environmental hazards coordination, information sharing, and response and recovery.

SR 4.4 Collaborate with utility providers to ensure District, occupant, tenant, and permittee infrastructure is adequately upgraded to meet projected natural climate conditions, and enhanced security requirements, for greater resilience from natural and human-caused hazards.

SR 4.5 Encourage continued development of District emergency response and recovery processes and plans to meet current and future hazard operational needs within the District and the region.

SR 4.6 Partner with agencies with transportation authority to design mobility networks that are adaptable to evacuation needs and conditions in the District.

SR 4.7 Enable and encourage existing and planned developments within and adjacent to the District to share coastal flooding adaptation strategies and potential cost-sharing.



Multi-use path in Embarcadero Marina Park South

Mobility

The primary intent of the Mobility Element is to maintain, enhance, and expand the travel options to, from, and through the District for both people and goods. The Mobility Element goals encapsulate the District's vision to provide an interconnected mobility network that supports diverse travel modes that will be flexible and adaptable to the future demands of transportation, cargo, freight, transit and parking.

Element Themes:

Moving People

Moving Goods



BACKGROUND

Mobility throughout Tidelands has two distinct components: the movement of people and the movement of goods. These components apply to both water and land. Ensuring public access to and in the water and protecting coastal-dependent uses, including transport of maritime cargo, are two key responsibilities entrusted to the District through the Port Act, and enforced through the Coastal Act. From a mobility perspective, the District is responsible for moving people and goods on and between water and land.

SHARED FACILITIES

To facilitate mobility on land, the District collaborates with adjacent jurisdictions to maintain a roadway network that provides vehicular connections to, from, and through Tidelands. The roadway network is shared by people (automobiles, transit, bicycles, and pedestrians) and goods (trucks and rail). The roadway network also provides the main access between Tidelands and adjacent jurisdictions, and to the regional and State roadway network (Interstate Highway System). The major roadways that connect throughout Tidelands include Harbor Drive, Pacific Highway and State Route 75 (a California Department of Transportation (Caltrans) facility). Interstate 5 also provides regional access and connectivity to the District.

PEOPLE NETWORK

The District strives to provide a network of diverse connections intended to move people on water and land.

Waterside Connections

On the waterside, ferries and water taxi services are available for connecting with multiple destinations within the northern part of the Bay. Some of these destinations currently include Fifth Avenue Landing, Broadway Pier, Point Loma, and Coronado Ferry Landing. Recreational marinas, boat storage facilities, boat launch facilities, and dock and pier

locations, which provide personal water craft storage and access, are also located throughout Tidelands. The District also serves an important role as a strategic port and is responsible for movement of military assets, as needed.

Landside Connections

On the landside, a series of accessways including roadways and pathways exist throughout Tidelands Figure 3.5.1 The District does not operate a year-round, land-based public transit service, but the District does work closely with the regional transit authority to provide transit service throughout Tidelands. Transit services include local and express buses, as well as light rail (San Diego Trolley). Additionally, the District does operate a summer baywide circulator, known as the Waterfront Summer Shuttle. Heavy passenger rail and commuter rail provide additional access for the public.

GOODS NETWORK

Tidelands are a critical entry point and connector for the movement of goods for the western region of the United States.

Waterside Connections

The Tenth Avenue and National City marine terminals currently serve as the major and strategic cargo hubs for the District, in which maritime cargo can be transferred from ocean-going vessels to land-based freight connections (trucks, rail, and pipelines).

Landside Connections

Like people movement, the District maintains a diverse mobility network for goods movement. This network includes roadways that provide connections to the Interstate system for regional trucking access, rail facilities in association with BNSF Railway – which ultimately connects to the regional rail corridor, and pipelines for the delivery of liquid goods within the region.

MOBILITY

The primary intent of the Mobility Element is to maintain, enhance, and expand the travel options to, from, and through Tidelands for both people and goods. The Mobility Element goals encapsulate the District's vision to provide an interconnected mobility network that supports diverse travel modes that will be flexible and adaptable to the future demands of transportation, cargo, freight, transit, and parking.

These goals will be implemented through a series of policies focused on creating an interconnected network of links (multi-modal transportation facilities) and hubs (connection points) that will be dispersed throughout Tidelands, providing users with diverse travel options on both water and land. The policies in the Mobility Element are intended to expand landside and waterside networks through enhanced links and hubs, as well as the establishment of additional hubs.

Within the Port Master Plan, there are two distinct types of hubs: mobility hubs (which focus on moving people) and freight hubs (which focus on moving goods).

A **mobility hub** is defined as a connection point in which visitors and workers accessing areas on Tidelands are provided the opportunity to change from one mode of travel to another, as necessary, to reach their destination. A mobility hub includes, but is not limited to, landside modes -- personal auto, transit, rideshare, biking, walking, micro-mobility options -- and water-based transit modes such as water taxis, small craft vessels, and ferries.

A **freight hub** is defined as a connection point where maritime cargo can be on/off-loaded, then transferred to/from multiple land-based freight options, including, but not limited to rail, trucking, and pipelines.

Mobility Goal 1: Integrated coastal public access

Moving People

Overview

Allowing the public to access and enjoy the Bay and Tidelands is a key component of the Coastal Act, and is a responsibility entrusted to the District by the Port Act. The following policies implement this goal, but do not apply where implementation is infeasible due to due to geographic or site constraints, and/or inconsistent with public safety, security, or protection of sensitive coastal resources.

Policies

Mobility 1.1 Prioritize the availability of, and public accessibility to: piers, docks, slips, moorings, anchorages, and platforms.

Mobility 1.2 Provide water-based transfer points throughout the Bay.

Mobility 1.3 When a major redevelopment or new development is proposed, require appropriate water-based transfer points (such as ferry or taxi landings), transient docking, and public accessways (roadways, bikeways, and pathways) to create connection throughout Tidelands, including to and from parks and visitor-serving areas.

Mobility 1.4 Provide a promenade to be located between the waterside and built environment. Where feasible, the promenade shall be multi-use. Pursue 100 percent continuity and connectivity of the promenade throughout the District.

Mobility 1.5 When transient docking is provided by waterside major redevelopment or new development, docking of individual boats at such facilities shall be limited in duration and may be subject to a reasonable fee.

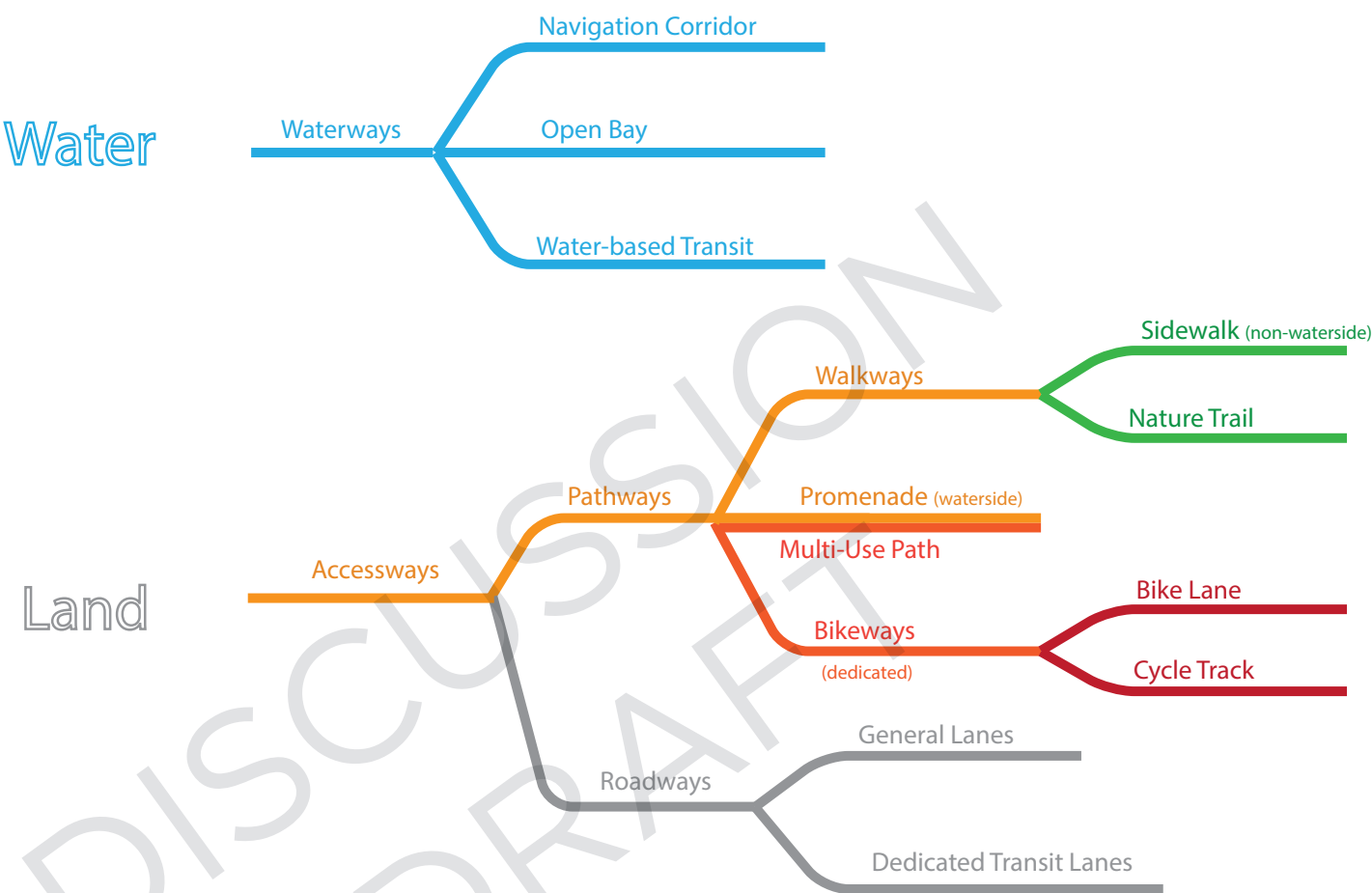


Figure 3.5.1 - Types of physical accessways in the Tideland mobility network

ACCESSWAY CLASSIFICATION TABLE

This table defines the various accessways, and their key features.

Accessways - 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.		Roadways - An accessway solely dedicated for the use of vehicular traffic. Examples of roadways include, but are not limited to, general lanes and dedicated transit lanes.	
Pathways - A type of accessway that can be used by pedestrians and/or bicycles.		General Lanes - Traffic lanes available for use by the general public without any restrictions or tolls.	
Walkways - A pathway solely dedicated for the use of pedestrians. Examples of walkways include, but are not limited to, sidewalks and nature trails.		Dedicated Transit Lanes - Roadways that are solely dedicated for the use of public transit vehicles, including, but not limited to, buses and trolleys.	
Sidewalk - A dedicated walkway providing pedestrian connectivity adjacent and parallel to a roadway.		Waterways - A route by water that provides access to or through a destination. Examples of waterways include, but are not limited to, main shipping channels, open bay, and ferry routes.	
Nature Trail - An unpaved walkway.		Navigation Corridor - Water areas primarily devoted for the maneuvering of vessels.	
Multi-Use Path - A dedicated lateral pathway providing pedestrian, or shared pedestrian and bicycle		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.	
Promenade - A dedicated lateral multi-use path providing pedestrian, or shared pedestrian and bicycle, connectivity parallel and adjacent to the waterfront.		Water-Based Transit - A place where persons or things are carried across a body of water in a vessel.	

Table 3.5.1 - Accessway Classification

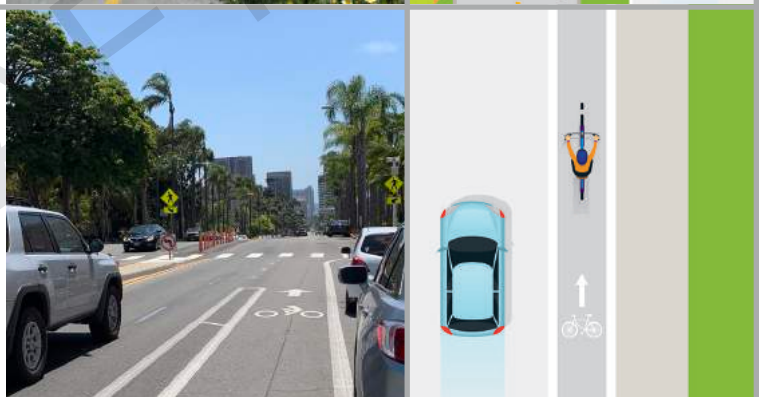
Bikeways - A path or lane for the use of bicycles.



Multi-Use Path - Also referred to as a multi-use path or shared-use path, Class I facilities provide a completely separated right-of-way designed for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Bike paths can provide connections where roadways are non-existent or unable to support bicycle travel. The minimum paved width for a two-way bike path is considered to be eight-feet (ten-feet preferred), with a two-foot wide graded area adjacent to the pavement.



Bike Lane - Provides a striped lane designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited. Bike lanes are one-way facilities located on either side of a roadway. Pedestrian and motorist crossflows are permitted. Additional enhancements such as painted buffers and signage may be applied. The minimum bike lane width is considered to be five-feet when adjacent to on-street parking, or six-feet when posted speeds are greater than 40 miles per hour. Bike lanes can also provide striped buffers to provide separation from vehicles.



Cycle Track - Also referred to as a separated or protected bikeway, cycle tracks provide a right-of-way designated exclusively for bicycle travel within the roadway and physically protected from vehicular traffic. Cycle tracks can provide for one-way or two-way travel. Types of separation include, but are not limited to, grade separation, flexible posts, or on-street parking.



Mobility Goal 2: A diverse, people-centric mobility network

Moving People

Overview

With opportunities on water and land, the District provides a multimodal environment for transportation and mobility. To capitalize on this diversity, the District's mobility network should focus on implementing a variety of mobility facilities, such as links and connections, and hubs on both water and land. Developing a system of enhanced links and hubs will provide all people with convenient transportation options to access and navigate within and around Tidelands. The following policies are intended to optimize the mobility network within Tidelands to help to enable access to and from adjacent jurisdictions and connecting destinations while activating District land uses.

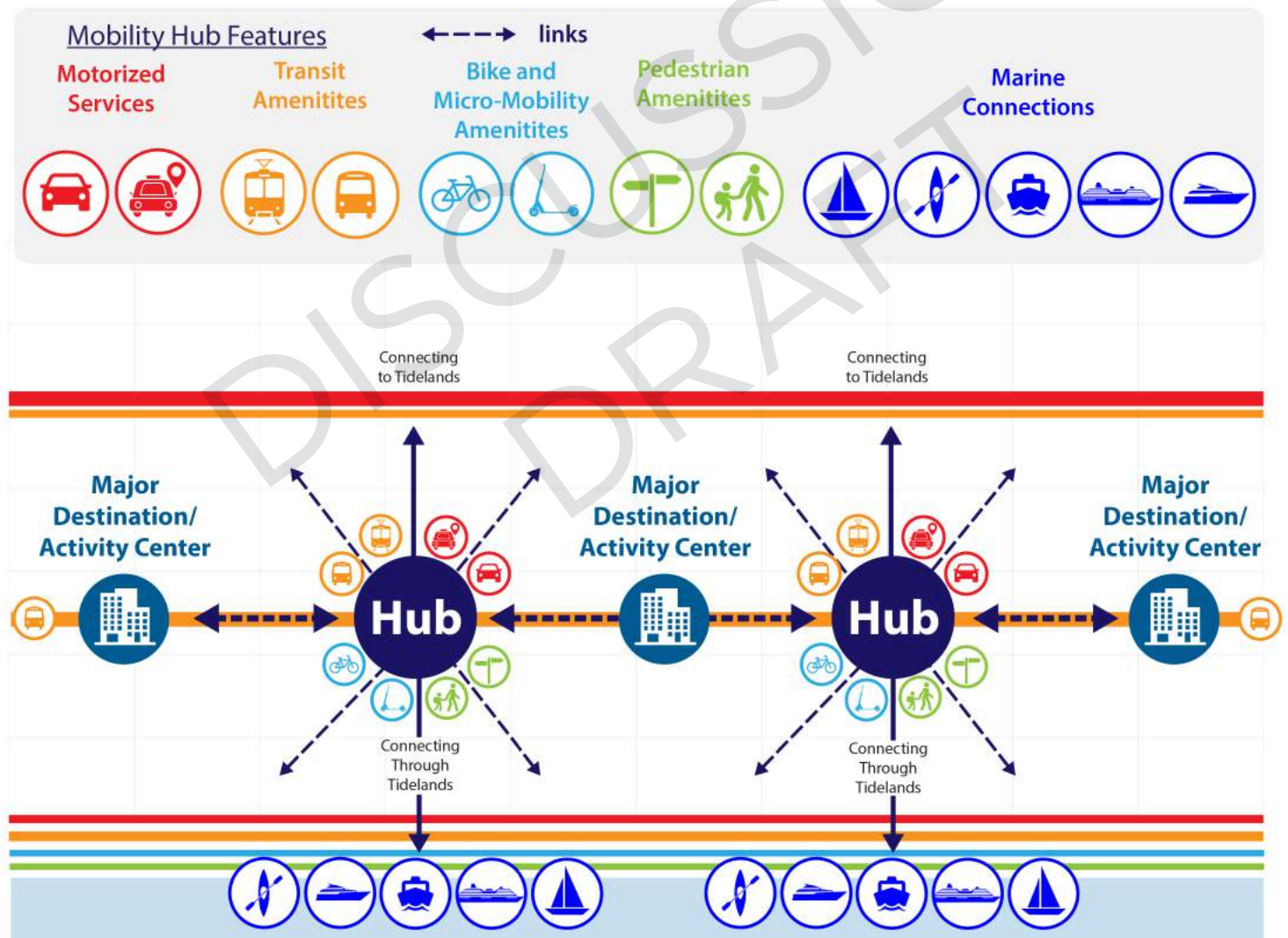


Figure 3.5.2 - A mobility hub should connect multiple modes of travel and provide wayfinding signage and other travel amenities to help guide visitors and workers to their destination.

Policies

MOBILITY HUBS - PEOPLE

Mobility 2.1 Major redevelopment and new development shall develop, or financially contribute their fair share if a fee system is established for the development of, mobility hubs to provide access and convenient connections to their respective individual destinations and development sites.

Implementation Strategies:

A mobility hub should connect multiple modes of travel and provide wayfinding signage and other travel amenities to help guide visitors and workers to their destination. It should be noted, as technology advances other transportation services should also be considered for inclusion within mobility hubs. Additional guidance and definitions are provided within each planning district section.

Mobility 2.2 Implement a comprehensive wayfinding system to help guide visitors safely throughout Tidelands, including at mobility hubs and along multimodal networks. Major redevelopment and new development shall provide and maintain legible wayfinding signs located in easily viewable areas.

Implementation Strategies:

The wayfinding system should provide direction and guidance between destinations throughout the District, including information regarding how a traveler can connect to the different destinations through the various modes of transportation that are available.

TRANSPORTATION FACILITIES - PEOPLE

Mobility 2.3 Coordinate and partner with transportation agencies, authorities, and adjacent jurisdictions to develop comprehensive baywide water-based transit services, including the development of new water-based transfer points and routes, to expand and connect commercial attractions, visitor destinations, and employment centers within Tidelands and adjacent jurisdictions.

Mobility 2.4. Where feasible, expand boat slips and berthing opportunities within the Bay, and require lower-cost or free public transient docking as part of major redevelopment or new development of recreational marinas.

Mobility 2.5 Encourage transient docking for use as short-term vessel parking to promote waterside access. Where feasible and appropriate, require major waterside redevelopment or new waterside development to provide transient docking with short-term vessel parking.

Mobility 2.6 Coordinate and partner with transportation agencies, authorities, and adjacent jurisdictions to plan, operate, maintain, and/or improve a cohesive and connected regional mobility system. Part of this coordination may include the establishment of a regional impact fee system to advance a regional mobility system.

Mobility 2.7 Seek opportunities to strengthen connections to adjacent jurisdictions and regional facilities, across all modes of travel, where feasible.

Mobility 2.8 Encourage public transportation facilities to prioritize short- and long-term flexibility within their design, to allow for a diversity of users and mode types, and support innovation.

Mobility 2.9 Develop Transportation Demand Management standards for the District and tenants to reduce dependence on single-occupancy vehicles to, from, and within Tidelands.

Implementation Strategies:

To encourage ridership, public transportation facilities should be:

- *Designed to accommodate multiple modes of travel; and*
- *Adaptable to future transportation demands and anticipated shifts in mode share and future technologies.*

Mobility 2.11 Collaborate with public and private transportation-related companies to enhance public connectivity and access through the District, particularly at mobility hub locations.

Implementation Strategies:

The District should coordinate with third-party transportation agencies and operators, including but not limited to the following options: rideshare, shuttles, water taxis, and micro-mobility vendors to ensure multiple transportation options have access to and connection between the mobility hubs.

Mobility 2.10 Strengthen safe pedestrian and bicycle connectivity throughout Tidelands through infrastructure and roadway improvements.

Implementation Strategies:

Extending and upgrading the pedestrian and bicycle connectivity between key destinations, including the California Coastal Trail.

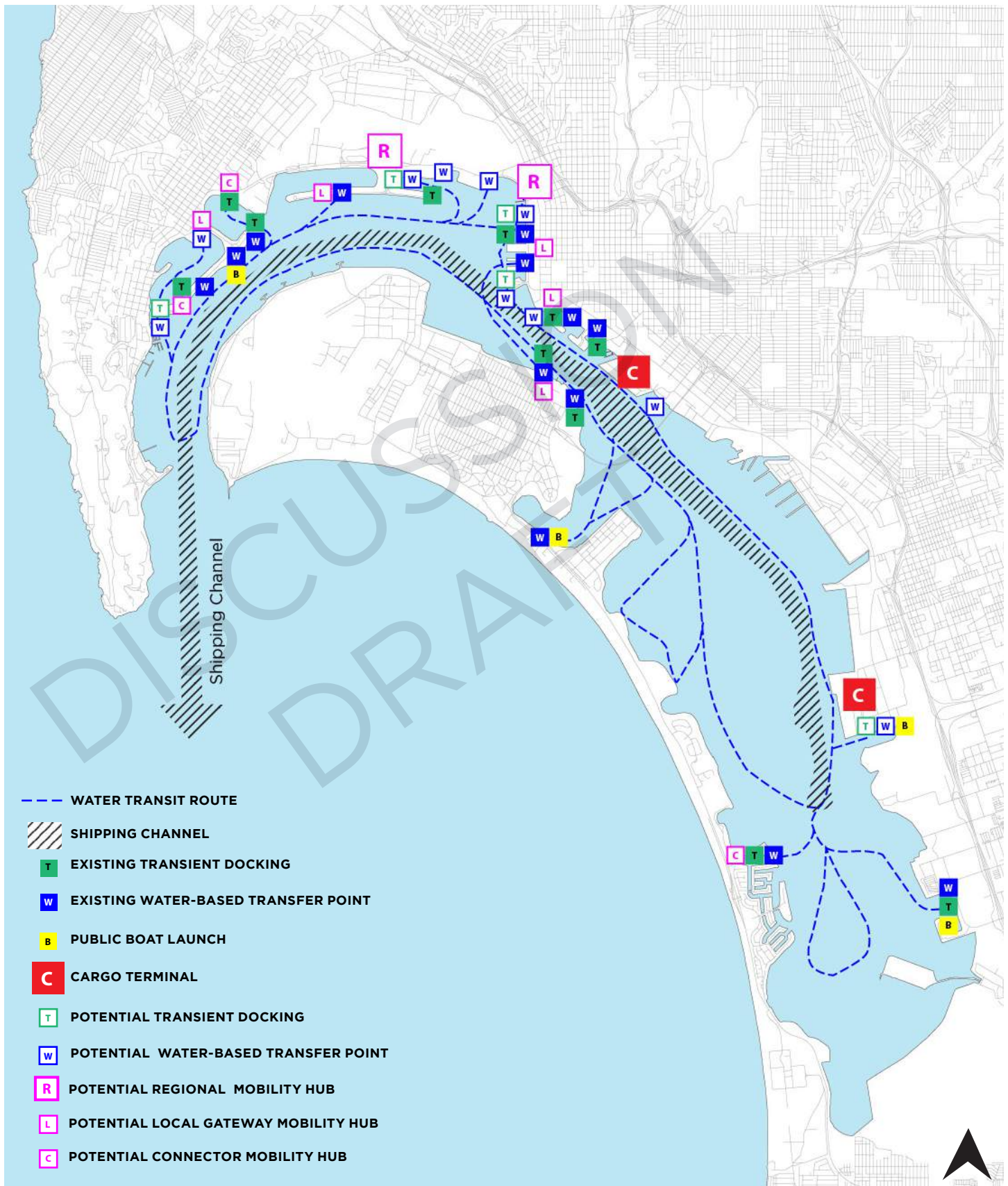


Figure 3.5.3 - Mobility Network

Mobility Goal 3: Adaptive and evolving parking opportunities within the District

Moving People

Overview

Transportation technologies may quickly develop and evolve. As a result, the demand on public and private parking may remain in constant state of change. The following policies support this specific goal by providing guidance intended to enable the District and its occupants, tenants, and permittees to adapt to changing technologies and demands, while still maintaining a balance between providing adequate parking for those who choose to drive and park, and maximizing the area dedicated to active land uses.

Policies

Mobility 3.1 Periodically monitor the public parking demand within the District to ensure public spaces are being efficiently managed and utilized. Review and update the District's Parking Guidelines as necessary.

Implementation Strategies:

The Parking Guidelines should provide standards and direction for the requirements and process of providing and accounting for established parking (supportive of associated specific uses), short-term parking (such as construction), and event parking.

Mobility 3.2 Reallocate or combine parking, whenever prudent, into mobility hubs or other consolidated parking facilities to free up land for development. This includes parking allocated for specific destinations and uses, as well as public parking.

Implementation Strategies:

If parking is removed, displaced, or accommodated off-site, the following steps shall be taken, unless or until policies or similar future guidelines issued by Caltrans or any other State agency are provided:

- *Conduct a study to determine the demand for the spaces that will be located off-site or displaced and identify appropriate pricing for those spaces for all visitors;*
- *Identify a location to accommodate parking demand. Spaces should ideally be situated within walking distance of the uses it serves;*
- *Provide evidence that the new parking location has the capacity to accommodate the demand from the spaces;*
- *Identify other modes of transportation to move from mobility hub to destinations; and*
- *Establish a fee program for occupants, tenants or permittees to contribute to the development of off-site parking and enable them count off-site parking towards proposed developments' parking requirements.*

Mobility 3.3 New parking structures should be designed for vehicle use in the short-term and to be repurposed for non-vehicle uses in the future, if parking demand decreases.

Mobility 3.4 Require new parking spaces, and existing parking when redeveloped, are consistent with standards pursuant to the Americans with Disabilities Act (ADA).

Mobility 3.5 As the adjacent jurisdiction with the highest urban density, collaborate with the City of San Diego and affiliated redevelopment agencies to utilize excess parking supply within Downtown San Diego, if warranted and available.

Mobility 3.6 Implement curbside management strategies and guidelines along highly used roadways adjacent to visitor destinations through a program to be established by the District.

Mobility 3.7 Allow for maintenance and slip modifications of existing recreational marinas to support changes to waterside facilities and boating needs.

Mobility 3.8 Consider the establishment of a parking impact fee, allowing major redevelopments and new development to contribute their fair share to construct a centralized parking facility and count the contribution towards satisfying some or all an individual development's parking requirements.

Implementation Strategies:

Curbside management strategies should be implemented on roadways such as Harbor Drive and Pacific Highway to better organize and improve parking demand and public access, including:

- *Public Transit*
- *Passenger Loading Pick-Up/Drop-Off (Rideshare, taxi or valet)*
- *Short Term Parking (15 minute)*
- *Commercial Loading*
- *Tour Bus Staging*

Mobility Goal 4: A sustainable and diverse cargo network

Moving Goods

Overview

California is the nation's largest gateway for international trade and domestic commerce, with an interconnected system of ports, railroads, highways, and roads that allow freight from around the world to move throughout the State and nation. Improving the efficiency of the District's freight transport network is vital to the regional and state economy. The following policies are intended to help improve the competitiveness, throughput, efficiency, and environmental sustainability of the District and the working waterfront cargo and goods network.

Policies

FREIGHT HUBS - GOODS

Mobility 4.1 Provide versatile infrastructure to transfer freight between waterside and landside uses.

Mobility 4.2 Ensure the capability to receive a mix of regionally significant cargo with coastal-dependent delivery, including but not limited to, containers, dry bulk, liquid bulk, refrigerated cargo, multi-purpose cargo, roll-on/roll-off cargo, and ocean-towed cargo.

Mobility 4.3 Optimize access to, from, and connectivity between, the marine terminals, for both the waterside and landside.

Mobility 4.4 Seek investments in infrastructure, equipment, and technologies that enable the District's marine terminals to efficiently transfer goods between waterside and landside modes.

Mobility 4.5 Partner with public and private entities to invest in terminal infrastructure that supports the optimization of cargo movement, cargo laydown areas, and gate operations directly related to maritime cargos.

WATER BASED TRANSPORTATION FACILITIES - GOODS

Mobility 4.6 Place the highest priority on the use of existing land in the terminals for navigational facilities, shipping industries, and accessory maritime facilities.

Mobility 4.7 Collaborate with regional, state, and federal agencies to preserve and enhance deep-water channels, waterways, berths, and navigation corridors within the Bay.

Mobility 4.8 Support and allow for infrastructure and facilities for clean vessel technologies.

LAND BASED TRANSPORTATION FACILITIES - GOODS

Mobility 4.9 Collaborate with railroad operators, the San Diego Association of Governments (SANDAG), and Caltrans to maintain, enhance, and expand the access between the designated freight hubs and the regional freight infrastructure.

Mobility 4.10 Maintain, and coordinate improvements (as needed) to, linkages between the marine terminals and landside networks, including but not limited to, roadways, rail, and pipelines that enable efficient movements of goods along those networks.

ME 4.11 Optimize land-based freight networks to maintain, enhance, and expand the vitality and contribution of the working waterfront.

Mobility 4.12 Maintain, and coordinate improvements (as needed) to, railroad corridor access including, but not limited to, spurs, rail storage facilities, switching facilities, and suitable rail trackage within the working waterfront, to interface the movement of cargo between ship and land carriers.

SUSTAINABILITY - GOODS

Mobility 4.13 Collaborate with stakeholders, occupants, tenants, permittees, and operators such as railroads, trucking companies, carriers of shipping lines, and service providers to identify and implement sustainable freight strategies consistent with environmental and operational regulations and plans, as well as the District's sustainability objectives.

Mobility 4.14 Promote and encourage more efficient operations for ocean-going vessels and freight-related harbor craft.

Mobility 4.15 All relevant transportation infrastructure and terminal improvements shall maintain consistency with Caltrans sustainable freight guidelines and policies or similar future guidelines issued by Caltrans or any other State agency.

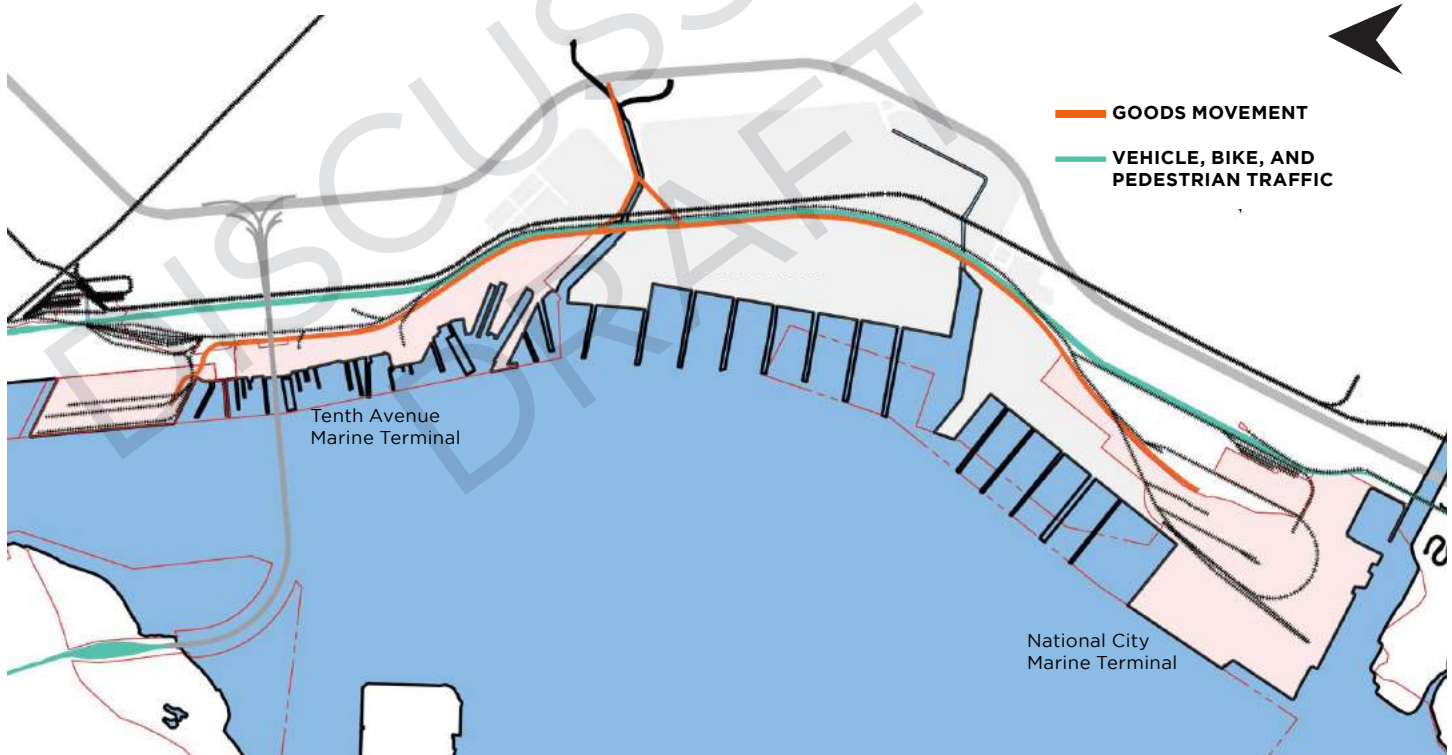


Figure 3.5.4 - Multi-Modal Corridor connecting the District's Marine Terminals

MOBILITY HUB TABLE

This table outlines the various mobility hub types, and their accessibility and amenity requirements. The requirements on the table shall be applied to all mobility hubs as outlined in this element and the Planning Districts.

Accessibility Requirement					
Size	Transit	Roadway	Walking	Biking	Waterside
Regional	Direct connection to a regional transit Stop (Trolley or Metropolitan Transit Service Bus Stop) Incorporation of a Bayfront Circulator stop (PDs 1-3)	Takes access from a major regional roadway	75 percent of the attractions within one-half-mile radius are accessible through a quality walk¹ Provides wayfinding signage to key destinations	Provides a direct bicycle connection to the regional bicycle network Provides bike parking	Provides a connection to one or more waterside facilities (transient docking and/or water-based transfer point)
Local Gateway	Incorporation of a Bayfront Circulator stop (PDs 1-3)	Takes access from a major regional roadway	75 percent of the attractions within one-quarter-mile are accessible through a quality walk¹ Provides wayfinding signage to key destinations	Provides a direct bicycle connection to the regional bicycle network Provides bike parking or storage	Provides connections to waterside facilities (transient docking and/or water-based transfer point), if available
Connector Point	Not required, but recommended.	Takes access from a public roadway	Provides a direct connection, through a quality walk,¹ for all destinations within the immediate area Provides wayfinding signage to key destinations	Provides bike parking	Provides connections to waterside facilities (transient docking and/or water-based transfer point), if available

¹ Quality walk: Contiguous, non-circuitous, walking route with a Pedestrian Environment Quality Evaluation (PEQE) score of fair or good. PEQE score is based on the physical characteristics of the pedestrian facility, including safety, lighting, separation from roadway, etc. Source: Active Travel Assessments Integrating Bicycle and Pedestrian Evaluation in Long Range Planning, City of San Diego, December 2015.

Table 3.5.2 - Mobility Hubs

Amenities					
Amenities Required	Parking	Curbside Management	Micro Mobility	Information	Commercial
4	Consolidates parking for public destinations (open space, recreation, public art) within the catchment area (one-half miles)² Off-site parking for leasehold destinations (retail, restaurants, hotels) can also be consolidated in mobility hubs²	220 feet (10 car lengths) of dedicated linear curb length	Coordination with micro-mobility providers to ensure consistent service and supply Inclusion micro-mobility hub with charging facilities and dedicated staging area	Wayfinding signage and/or kiosks providing information on the available transportation modes, prices, near-by destinations, multi-modal trip mapping, ticket vending, and wait time information	Small-scale visitor-serving uses such as restaurants, coffee shops, and markets
3	Consolidates parking for public destinations (open space, recreation, public art) within the catchment area² Parking for leasehold destinations (retail, restaurants, hotels) can also be consolidated in the mobility hub²	110 feet (5 car lengths) of dedicated linear curb length	Coordination with micro-mobility providers to ensure consistent service and supply Dedicated staging area from micro-mobility related vehicles	Wayfinding signage and/or kiosks providing information on the available transportation modes, nearby destinations, and trip mapping ³	Visitor serving kiosks
2	Parking is not required, but is allowed	66 feet (3 car lengths) of dedicated linear curb length	Coordination with micro-mobility Providers to ensure service and supply	Wayfinding signage and/or kiosks providing information on the available transportation modes, nearby destinations, and trip mapping ³	No commercial requirements

² Parking demand study would be required to determine the number of spaces that need to be included in the hub.

³ Trip mapping services provide information on the various transportation modes in which a user can use to reach their destination, and locations in which they can change their modes, if desired (example: Google maps).



North Embarcadero

Water and Land Use

This element establishes water and land use designations, corresponding allowable uses, and goals and policies intended to provide guidance for activities and development throughout Tidelands. The Water and Land Use Element has been developed in conformance with the Public Trust Doctrine, the Port Act, and the Coastal Act, to meet the District's long-term goals for managing coastal access, commerce, navigation, fisheries, public recreation, and environmental stewardship in a balanced approach. Through a set of integrated goals and policies, this element intends to bring clarity to the planning process and concise direction for development, while allowing for flexibility to meet changing market demands and conditions.

Element Themes:

Coastal Access

Connected Open Space

Comprehensive Waterside Facilities



BACKGROUND

The waters and tidelands of the Bay form a unique and diverse resource benefiting the people of California. With approximately 5,100 acres of water and land, the District hosts a wide range of uses including public access, maritime, commercial, industrial, institutional, conservation, and recreational. The District's diversity of operations is one of its strengths as it generates thousands of jobs, fosters economic interaction among multiple activities, furthers environmental stewardship, and provides amenities for people's enjoyment that help define the Bay and the region as a premier destination.

DISCUSSION
DRAFT

Water and Land Use Goal 1: Maximum coastal public access on Tidelands

Coastal Access

Overview

An important component of the District's mission is to provide opportunities for the public to visit and explore Tidelands. Providing public access to approximately 34 miles of coastal zone land, upland properties, and waterways throughout Tidelands is an important part of the District's role in the region. Through this goal, the District will maximize coastal public access using policies focused generally on physical and visual access, and specifically on creating and expanding recreational facilities for all.

Policies

Physical Access

WLU 1.1 Provide continuous shoreline public access unless it is infeasible due to geographic or site constraints and/or inconsistent with public safety, security, or protection of sensitive coastal resources.

WLU 1.2 Public facilities shall include provisions for adequate access for everyone and existing facilities, when legally required, shall be appropriately retrofitted to include such access as required by the ADA.

WLU 1.3 Allow for visitor-serving amenities and recreational facilities near or adjacent to the shoreline.

WLU 1.4 Provide public parks and beaches for public recreational uses and prohibit permanent uses on parks and beaches that interfere with public access.

WLU 1.5 Require major redevelopment and new development to provide adequate signage and wayfinding to inform the public of nearby public walkways, docks and piers, beaches, and other public areas and amenities.

WLU 1.6 Collaborate with adjacent jurisdictions to add signage and wayfinding in those jurisdictions that identify District coastal access opportunities, including public walkways, docks and piers, beaches, and other public areas and amenities.

Visual Access

WLU 1.7 Preserve existing and provide new visual access in the form of Scenic Vista Areas and View Corridor Extensions consistent with planning district standards and water and land use maps (see visual access standards under Specific Use Standards).

Lower-Cost Visitor Serving and Recreational Facilities

WLU 1.8 A wide variety of public lower-cost visitor and recreational facilities shall be encouraged and, where feasible, provided in major redevelopment and new development.

WLU 1.9 Recreational facilities shall have priority over other types of lower-cost visitor facilities.

WLU 1.10 Provide and protect public, where feasible and safe, access to beaches and parks as a means of providing free and lower-cost recreational opportunities.

WLU 1.11 Protect, and where feasible, expand lower- or no-cost waterside amenities, such as water-based transfer points, transient docking, dock-and-dine opportunities, anchorages, and boat launch facilities.

WLU 1.12 Encourage new overnight accommodations that offer a range of room types and, where appropriate, are intrinsically lower cost.

WLU 1.13 Appealable development shall protect, encourage and, where feasible, provide its fair share of lower-cost visitor and recreational facilities to enhance the public's enjoyment of the Bay.

- a. Consideration shall be given to whether the protection or provision of lower-cost visitor and recreational facilities can be accomplished in a successful manner within a reasonable period of time considering economic, environmental, social, legal, and technological factors.
- b. The character and location of the development shall be considered when determining the type, nature, and location of lower-cost visitor and recreational facilities.
- c. Waterside lower-cost facilities, such as short-term free or low-cost public recreational berths and overnight rentals of recreational boats, may count towards an appealable development's contribution of lower-cost visitor and recreational facilities.
- d. Landside lower-cost visitor and recreational facilities make take a variety of forms.
- e. The District shall not regulate room rates for lower-cost overnight accommodations. However, factors such as lower-cost amenities, product types of motels and hotels and other intrinsically lower-cost overnight accommodations, such as micro-hotels/motels, hostels, yurts, cabins, tent sites, and RV parks, may be considered.

Water and Land Use Goal 2: A comprehensive open space network

Connected Open Space

Overview

Tidelands contain a variety of open spaces used for conservation, recreation, and activating features. To maximize access, create contiguity, and increase opportunities to explore Tidelands, these various open spaces should be integrated into a comprehensive open space network. Such an open space network will enable a variety of shoreline experiences for visitors.

Policies

Baywide Open Space

WLU 2.1 Establish a comprehensive open space network, like a Green Necklace, that shall integrate pathways, recreational open spaces, and natural resource areas.

Recreation Open Space

WLU 2.2 Provide a diverse mix of features in Recreation Open Space offering a range of recreational opportunities for visitors to Tidelands.

WLU 2.3 Develop Recreation Open Space areas with a combination of hardscape, softscape, and landscape features.

WLU 2.4 Encourage activating features within Recreation Open Space.

WLU 2.5 Require public amenities within Recreation Open Space areas and along pathways that facilitate public coastal access and enjoyment of the waterfront.

WLU 2.6 Support programming and public events in Recreation Open Space areas, which may include limited duration closure of spaces for gathering depending on size, location, time of year, and duration.

- a. Public parks shall be publicly accessible approximately 85 percent of the year.
- b. If shoreline fronting areas are temporarily closed to the public, alternative connections shall be provided to ensure continuity of public access.

Conservation Open Space

WLU 2.7 Allow for complementary uses adjacent to natural resource areas.

Water and Land Use Goal 3: A system of waterside facilities providing interaction between the water and land

Comprehensive Waterside Facilities

Overview

Physical access to the water and appropriate amenities for moving between water and land are necessary for the public to fully enjoy access to the water. The following policies are intended to promote accessibility to the water through a system of waterside facilities, where feasible. These facilities include: public launches, anchorages, marinas, docks, and visitor-serving commercial recreation uses, among others.

Policies

WLU 3.1 Allow for additional water-based transfer points and transient docking opportunities to support an expanded waterside mobility network.

WLU 3.2 Maintain the existence of public boat launch facilities for people to access water and land.

WLU 3.3 Allow for a variety of vessel storage opportunities, including dry vessel storage and a range of slip sizes within marinas.

WLU 3.4 Allow for vessel slip reconfiguration in marinas to serve boating needs where compatible with navigation, military, and maritime activities in a manner that avoids or minimizes impacts to sensitive coastal resources.

WLU 3.5 Expand, where feasible, existing water-oriented support services that serve boating needs.

WLU 3.6 Expand anchorages in designated areas, which minimize interference with navigation and where shore access and support facilities are available.

WATER AND LAND USE DEVELOPMENT POLICIES

Throughout Tidelands, there is a wide variety of water and land uses. It is the diversity of uses that makes the District unique among ports and provides a broad range of opportunities for the public to visit and explore. To balance these various uses, the District must carefully integrate policies focused on general baywide development, maritime uses, fisheries, and commercial recreational uses, while advancing its environmental stewardship, social, and economic goals.

Policies

Baywide General Development

WLU 4.1 Except for non-conforming uses, require all redevelopment, major redevelopment, and new development to be consistent with the use designation(s) specified by the planning district water and land use maps and the allowable uses established by Tables WLU-1 and WLU-2.

WLU 4.2 Accommodate coastal-related development and activities within reasonable proximity to the coastal-dependent uses they support.

WLU 4.3 Public realm space associated with new development should be located adjacent to the shoreline with corresponding pathways to provide linkages throughout Tidelands and direct access to the waterfront.

WLU 4.4 Major redevelopment and new development shall avoid impacts to public access to and along the shoreline. In the event avoidance is infeasible, impacts shall be minimized and mitigated through the provision of public access equivalent to the impacted area, both in quantity and quality.

WLU 4.5 Provide access for operational support of existing and proposed development, including ingress, egress, and loading areas.

WLU 4.6 Design and implement major redevelopment and new development to orient open space toward the Bay and, where feasible, directly adjacent to the Bay.

WLU 4.7 The occupant, tenant, or permittee shall establish or participate in a program to be established by the District, the appropriate amount of Recreational Open Space associated with their development prior to the issuance of certificates of occupancy.

WLU 4.8 Encourage water-facing ground floor building uses to be activating uses when such uses are proposed as part of a major redevelopment or new development.

WLU 4.9 Building height should be compatible, but does not need to be in conformance, with adjacent jurisdiction standards.

WLU 4.10 Allow the development and use of cantilevered or floating walkways along the water's edge to expand opportunities for public access, connections with the water, and enhanced views when impacts are avoided or mitigated.

WLU 4.11 Designate water and land uses to support future water and land use and mobility needs, consistent with the character of each planning district or subdistrict.

WLU 4.12 Public facilities should be in appropriate locations that are suitable in design and character to the context of the planning district or subdistrict.

Planning Area General Development

WLU 4.13 Allow for flexible development patterns within planning districts that prioritizes coastal-dependent uses, while requiring shoreline public access, preservation of Scenic Vista Areas and View Corridor Extensions, and minimum Recreation Open Space areas (as identified in the respective planning area standards).

WLU 4.14 Designate water and land uses to support future water and land use and mobility needs, consistent with the character of the planning area.

WLU 4.15 Planning area development standards and criteria shall meet the purpose and intent of the planning district and/or subdistrict in which it is located.

Maritime

An important aspect of the District's stewardship of the Public Trust lands, and one that provides economic benefits, are its maritime uses. To this effect, the Port Master Plan will implement a series of policies considering the coastal-dependent needs of the maritime industry by preserving and allowing for growth of those facilities and improvements that enable maritime development as well as on- or near-shore maritime activities in working waterfront areas.

WLU 4.16 Preserve deep-water berthing.

WLU 4.17 Prohibit conversion to land uses that are incompatible with directly adjacent deep-water berthing.

WLU 4.18 Prioritize access to deep-water berthing for maritime uses within Marine Terminal, Visitor-Serving Marine Terminal, Maritime Services and Industrial land use designations.

DISCUSS DRAFT

Fisheries and Recreational Boating

The Coastal Act states that commercial fishing and recreational boating facilities shall be protected and, where possible, upgraded. It is for this reason, as well as because of the importance of these sectors to the economic vitality of California and the region, that the following policies are aimed at advancing commercial fishing, sportfishing, and recreational boating opportunities.

WLU 4.19 Preserve commercial fishing designated water and land areas.

WLU 4.20 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 4.21 Support commercial fishing operations by allowing improvements to storage, loading and offloading, and processing areas at existing commercial fishing facilities.

WLU 4.22 Provide opportunities for public coastal access and viewing of commercial fishing activities, such as fresh fish offloading, net mending, and fresh fish markets to reinforce the working waterfront identity.

WLU 4.23 Allow for the redevelopment and intensification of Commercial Fishing and Sportfishing designations to enhance economic feasibility.

WLU 4.24 Encourage recreational fishing throughout the District where allowed by other regulatory agencies.

Commercial Recreation

The Public Trust Doctrine includes the right of the public to swim, boat, and engage in other forms of recreation on Tidelands. The Port Master Plan promotes policies aimed at advancing commercial recreation to attract and serve the needs of all visitors.

WLU 4.25 Major redevelopment or development of visitor-serving uses should be oriented to maximize public views of the Bay and provide direct access to public walkways.

WLU 4.26 Require major redevelopment and new development to provide bike parking and/or storage in commercial and recreational areas.

WATER AND LAND USE DESIGNATIONS

The Port Master Plan contains nineteen water and land use designations. The following descriptions define the character of the designations, but are not intended to be all encompassing of the allowed uses. Refer to the Allowable Uses listed in Tables 3.6.2 and 3.6.3 for guidance regarding allowable uses and activities.

DISTRICT-WIDE WATER AND LAND USE ACREAGE TABLE

The land area under transferred to the San Diego County Regional Airport Authority for purposes of operating the San Diego International Airport is not included in the District's acreage tables.

Refer to Table 3.6.1: District-wide Water and Land Use Acreages for total acreage for the water or land use designations within the District. See Figure 3.6.1: District-wide Water and Land Use Map that illustrates the corresponding twenty water and land use designations. Refer to the planning districts for more detailed water and land use designation acreages and maps.

Table 3.6.1: District-wide Water and Land Use Acreage

Water	acres
<i>Anchorage</i>	52.0
<i>Commercial Fishing Berthing</i>	27.3
<i>Conservation/Intertidal</i>	229.3
<i>Industrial and Deep-Water Berthing</i>	152.7
<i>Marine Services Berthing</i>	16.7
<i>Navigation Corridor</i>	106.2
<i>Open Bay/Water</i>	685.9
<i>Recreational Berthing</i>	354.7
<i>Sportfishing Berthing</i>	11.5
Subtotal, Water	1636.3
Land	acres
<i>Commercial Fishing</i>	7.3
<i>Commercial Recreation</i>	408.4
<i>Institutional/Roadway</i>	138.5
<i>Marine Sales and Services</i>	10.6
<i>Marine Terminal</i>	105.6
<i>Maritime Services and Industrial</i>	156.1
<i>Recreation Open Space</i>	169.9
<i>Sportfishing</i>	4.3
<i>Visitor-Serving Marine Terminal</i>	12.1
Subtotal, Land	1012.8
Total	2649.1 ac.
<i>National City Bayfront Planning District (PD5)</i>	477.6
<i>Chula Bayfront Planning District (PD6)</i>	1905.4
<i>Pond 20 portion of South Bay Planning District (PD7)</i>	95.2
Total, areas not included	2478.2

Grand Total 5127.3 ac.

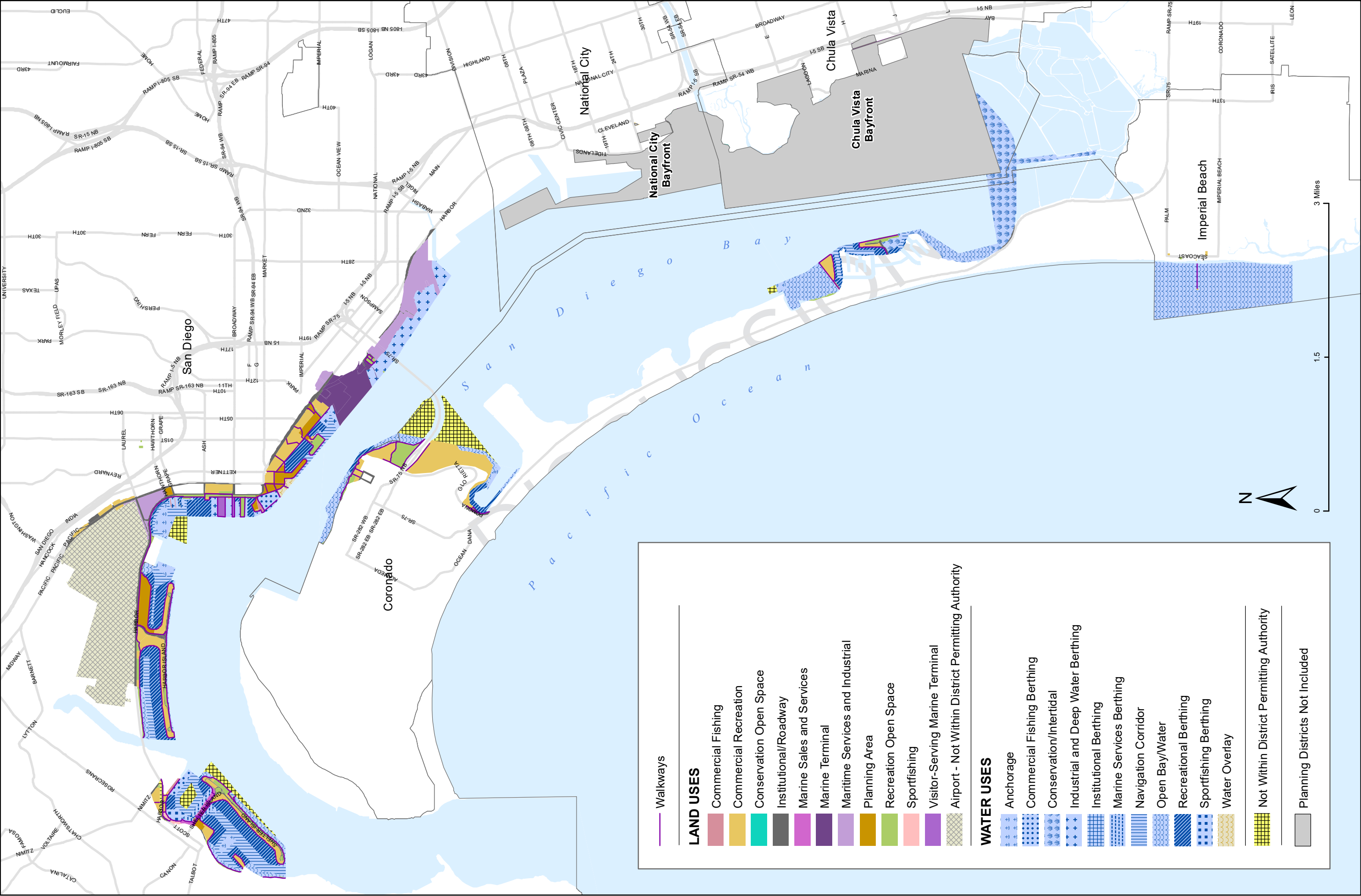


Figure 3.6.1 - Baywide Water and Land Use Map

this page left intentionally blank

Water Use Designations

The following water use designations govern the uses and activities allowed in the Bay.

Anchorage

Water areas primarily used for mooring of small and large private recreational and commercial water craft, include the management and regulation of short- to long-term anchorages subject to permit requirements. Anchorage areas include access, surrounding navigable waters, and appropriate areas for natural movement of moored vessels.

Commercial Fishing Berthing

Water areas exclusive for commercial fishing berthing adjacent to shoreside facilities designated for the promotion and protection of these priority uses. This designation is supportive of the Commercial Fishing land use designation.

Conservation/Intertidal

Water areas primarily reserved for the management of habitat, wildlife conservation, and environmental protection. 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.

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.

Marine Services Berthing

Water areas primarily reserved for boat sales, vessel building and repair facilities, and marine services berthing.

Navigation Corridor

Water areas primarily devoted for the maneuvering of vessels.

Open Bay/Water

Water areas adjoining shoreline recreation areas, boat and non-motorized 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 is possible under this designation.

Recreational Berthing

Water areas primarily associated with the mooring, docking, and operations of recreational vessels.

Sportfishing Berthing

Water areas primarily serving sportfishing vessels and associated waterside facilities.

Land Use Designations

The following land use designations govern the uses, activities, and development of land-based areas within Tidelands.

Commercial Fishing

Facilities and operations related, and complementary, to commercial fishing – including 24-hour, 365-day truck access and parking. This designation supports the Commercial Fishing Berthing water use designation.

Commercial Recreation

Land areas primarily for visitor-serving facilities and accommodations providing shore-side public access to coastal areas. This designation supports the Recreational Berthing and Open Bay/Water water use designations. All uses in the Commercial Recreation land use designation are considered activating.

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 water use designations.

Institutional/Roadways

Land areas primarily reserved for uses and facilities operated by non-municipal government agencies, including land areas and roads devoted to public safety and District regulatory activities.

Marine Sales and Services

Land areas primarily reserved for coastal-dependent marine industry including boat sales and vessel building and repair services. This designation supports the Marine Services Berthing water use designation.

Maritime Services and Industrial

Land areas primarily reserved for heavy industrial activities and facilities with functional dependencies on direct access to, or association with, deep-water berthing or other waterfront berthing, large scale energy generation, or industrial and manufacturing-related activities.

Marine Terminal

Land areas primarily for coastal-dependent marine terminal facilities and uses necessary to operate, support, or maintain terminal operations, goods movement, goods and cargo-handling, and other coastal-, marine- and shipping-dependent activities. This designation has functional dependencies on direct access to, or association with, deep-water berthing.

Sportfishing

Areas dedicated to the operations necessary to accommodate sportfishing and containing the necessary facilities to support this use.

Recreation Open Space

Land areas primarily for visitor-serving public open spaces that provide public views, activating features, or access to coastal areas. This designation is complementary to the Recreational Berthing, Conservation/Intertidal, and Open Bay/Water water use designations.

Visitor-Serving Marine Terminal

Land areas primarily for facilities and uses to accommodate cruise ships, including operation, support, or maintenance of terminal operations, cargo-handling and other coastal-dependent activities. This designation has functional dependencies on direct access to, or association with, deep-water berthing. Cruise terminal uses are the priority allowable use type in this designation; other listed uses are allowed only if they do not interfere with cruise terminal operations.

Allowable Uses

Table 3.6.2 identifies the water uses and Table 3.6.3 identifies the land uses allowed in the District by designation. To allow for flexibility in uses and provide certainty to protect specific primary uses, Allowable Uses are identified as either Primary Uses or Secondary Uses. Primary Uses take precedent over Secondary Uses.

Primary Use

Primary Uses are the preferred and dominant use within a water or land use designation.

Secondary Use

Secondary Uses complement Primary Uses 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. Secondary Uses are limited to 25 percent of the total development area within a development site within a planning district, subdistrict, and/or planning area. Secondary uses are not allowed until the Primary Uses are established. Secondary Uses shall be sited in a manner that reserves functional ground floor water/shoreline frontage for primary uses.

Not Permitted Use

Uses that are not allowed within a water or land use designation.

Calculating Secondary Uses:

Secondary Uses may comprise up to 25 percent of the “Total Developable Area.” The following are instructions for calculating Secondary Uses.

The amount of Secondary Uses allowed on a site are calculated as an aggregate of the following two areas, defined as follows:

Surface Area: *The entirety of ground or water area of a site not covered by an existing or proposed building structure as defined by the District’s parcel boundary.*

Areas within a Structure: *The gross building area, including each level within an existing or proposed building structure.*

For a development that has a landside component and a waterside component, regardless if on one or more parcels, the 25 percent shall be calculated separately for the landside and the waterside.

Performing the Calculation (in square feet)

Step 1: Determine the “Surface Area” of the parcel.

Step 2: Calculate the “Area within a Structure.” For multiple level developments, the gross building area should be included.

Step 3: Add “Area within a Structure” to the “Surface Area.” This is the “Total Developable Area” of the site.

Step 4: Secondary Uses may comprise up to 25 percent of the “Total Developable Area.”

Table 3.6.2: Water Uses

- Primary Use
 ■ Secondary Use
 ■ Use Not Allowed

Water Uses

	Anchorage ⁵	Commercial Fishing Berthing ⁷	Conservation/ Intertidal	Industrial and Deep Water Berthing	Marine Services Berthing	Navigation Corridor	Open Bay/ Water	Recreational Berthing	Sportfishing Berthing
Anchorage Areas	■	■	■	■	■	■	■	■	■
Aquaculture	■	■ ³	■ ²	■	■	■	■ ²	■	■
Blue Technology	■	■	■ ²	■	■	■	■ ²	■	■
Boat Ramps	■	■	■	■	■	■	■	■	■
Boat Rental (motorized or non-motorized)	■	■	■	■	■	■	■	■	■
Coastal and Marine Research	■	■	■	■	■	■	■	■	■
Commercial Fishing Berthing and Mooring	■	■	■	■	■	■	■	■	■
Commercially Operated Passenger Vessels	■	■	■	■	■	■	■	■	■
Cultural Uses	■	■	■	■	■	■	■	■	■
Dry Dock Service	■	■	■	■	■	■	■	■	■
Fish Offloading/Transshipment Area	■	■	■	■	■	■	■	■	■
Food Service/Restaurant	■	■	■	■	■	■	■	■	■
Fresh Fish Sales and Storage	■	■	■	■	■	■	■	■	■
Fueling Dock	■	■	■	■	■	■	■	■	■
Government Agency Berthing	■	■	■	■	■	■	■	■	■
Marine Towing Services	■	■ ³	■	■	■	■	■	■	■
Marine Education and Training (non-municipal)	■	■	■	■	■	■	■	■	■
Marine Services Berthing and Mooring	■	■	■	■	■	■	■	■	■
Mitigation Banking	■	■	■ ⁴	■	■	■	■ ⁴	■	■
Navy Ship Berthing	■	■	■	■	■	■	■	■	■
Ocean/Bay-Related Tours Berthing	■	■	■	■	■	■	■	■	■
Overnight Accommodations	■	■	■	■	■	■	■	■	■
Recreational Berthing and Mooring	■	■	■	■	■	■	■	■	■
Salt Pond	■	■	■	■	■	■	■	■	■
Ship Navigation	■	■	■	■	■	■	■	■	■
Spill Response Services	■	■ ³	■	■	■	■	■	■	■
Sportfishing Berthing and Mooring	■	■	■	■	■	■	■	■	■
Terminal Berthing	■	■	■	■	■	■	■	■	■
Transient Docking	■	■	■	■	■	■	■	■	■
Water-Based Transfer Point	■	■	■	■	■	■	■	■	■

Water Use Table - Notes

- 1** In the Shelter Island Planning District only, any non-commercial fishing vessels may temporarily berth subject to termination upon 72-hour notice when space is needed for a commercial fishing vessel.
- 2** Aquaculture and Blue Technology uses may be allowed, where environmental impacts are avoided or mitigated.
- 3** In the Embarcadero Planning District only, allowed secondary uses in the Commercial Fishing Berthing designation are limited to the following (listed in order of priority ranking): spill response services; marine towing services; aquaculture; and other coastal-dependent commercial uses that do not interfere, conflict, or are not incompatible with commercial fishing operations. Allowed secondary uses are subject to the defined limitations for secondary uses.

In addition, a termination provision shall be specified in all applicable Coastal Development Permits, California Coastal Act exclusions and/or Commercial Berthing Permits issued pursuant to the Port of San Diego Tariff. The termination provision shall state: "In the event berthing, off-loading or turn-around is required for a bona fide commercial fishing vessel, documentation of the request for termination shall be submitted to Maritime Operations, or the successor department, so that Commercial Fishing berthing and associated activities shall be accommodated on an interim and long-term basis."

An administrative process consistent with these requirements, and established in consultation with the San Diego Fishermen's Working Group, its successor, or functional equivalent in order to ensure the maximum benefit to the Commercial Fishing industry, will be created and administered by Maritime Operations, or the successor department, in order to set forth the details of managing and monitoring the aforementioned requests and terminations. The management process will abide by a prioritized "first-in/first-out" ranking of secondary uses that has been established based on compatibility with Commercial Fishing operations (secondary uses listed above in this ranked order). The process will also establish a conflict resolution process for addressing unanticipated issues with incompatible operations or conflicts, as well as a formal monitoring system to track the number of commercial fishing vessels seeking berthing and/or the frequency of occurrences that termination provisions for use of non-commercial fishing berthing are exercised in order to manage the issuance of Commercial Berthing Permits for secondary use berthing space; this tracking will be presented in an annual reporting of berthing activities and will be made available for public review.

- 4** Mitigation Banking uses may be allowed, where environmental impacts are avoided or mitigated and where they do not interfere with navigation.
- 5** The District does not have land use jurisdiction (including coastal permit authority) over portions of anchorages (refer to planning district water and land use maps for anchorage areas).

Water and Land Use Considerations:

Primary and Secondary uses listed in Tables 3.6.2 and 3.6.3 shall not be considered an exhaustive list of all uses that may be allowed within a water or land use designation.

Supportive and Accessory Uses:

Additional uses that are accessory to and/or support the operation and function of allowed uses, may be permitted.

Table 3.6.3: Land Uses

- Primary Use
■ Secondary Use
■ Use Not Allowed

Land Uses

	Commercial Fishing	Commercial Recreation	Conservation Open Space	Institutional/Roadways	Marine Sales and Services	Marine Terminal	Maritime Services & Industrial	Recreation Open Space	Sportfishing	Visitor-Serving Marine Terminal
Airport-Related Commercial/Industrial	■	■	■	■	■	■	■	■	■	■
Aquaculture	2 ■	■	■	■	■	■	■	■	■	■
Aquatic Center	■	■	■	■	■	■	■	■	■	■
Blue Technology	■	■	■	■	■	■	■	■	■	■
Boat Brokerage and Boat Sales (incl. parts and equipment)	■	■	■	■	■	■	■	■	■	■
Boat Rental (motorized and non-motorized)	■	■	■	■	■	■	■	■	■	■
Bulk Liquid Handling, Bunkering, Storage, and Pipelines	■	■	■	■	■	■	■	■	■	■
Bulk Loading Facilities, Storage, and Silos	■	■	■	■	■	■	■	■	■	■
Cargo Handling and Associated Equipment	■	■	■	■	■	■	■	■	■	■
Coastal and Marine Research	■	■	■	■	■	■	■	■	■	■
Commercial Attractions	■	■	■	■	■	■	■	■	■	■
Commercial Fishing Facilities and Operations	■	■	■	■	■	■	■	■	■	■
Commercial Fishing Processing Operations (cannery prohibited)	■	■	■	■	■	■	■	■	■	■
Commercially Operated Passenger Vessel Landing	■	■	■	■	■	■	■	■	■	■
Cruise Terminal Facilities and Operations	■	■	■	■	■	■	■	■	■	■
Cultural Uses	■	■	■	■	■	■	■	■	■	■
Derelict Water Craft Storage	■	■	■	■	■	■	■	■	■	■
Dry Boat Storage	■	■	■	■	■	■	■	■	■	■
Dry Dock Service	■	■	■	■	■	■	■	■	■	■
Ferry Craft and Water Transportation Landing	■	■	■	■	■	■	■	■	■	■
Fish Offloading/Transshipment Area	■	■	■	■	■	■	■	■	■	■
Fishing Tackle Rental and Sales	■	■	■	■	■	■	■	■	■	■
Fish-Related Cold Storage/Ice Production/Storage	■	■	■	■	■	■	■	■	■	■
Food Service/Restaurant (full-service)	7 ■	■	■	■	■	■	■	■	■	■
Food Service/Restaurant (limited-service)	■	■	■	■	■	■	■	■	■	■
Fresh Fish Market Operations	■	■	■	■	■	■	■	■	■	■
Fueling Facilities	■	■	■	■	■	■	■	■	■	■
Golf Course	■	■	■	■	■	■	■	■	■	■
Government Agency Facilities	■	■	■	■	■	■	■	■	■	■
Large-Scale Energy Generation	■	■	■	■	■	■	■	■	■	■
Logistics and Supply Chain Support Services	■	■	■	■	■	■	■	■	■	■
Manufacturing and Sale of Engines, Parts, Motors, Machines, Turbines, and Metal Articles	■	■	■	■	■	■	■	■	■	■
Marine and Towing Services	■	■	■	■	■	■	■	■	■	■
Marine Education and Training (non-municipal)	■	■	■	■	■	■	■	■	■	■
Marine-Related Assembly, Distribution, Manufacture, Processing, Repair, Servicing, and Testing of Products	■	■	■	■	■	■	■	■	■	■
Marine-Related Professional Services	■	■	■	■	■	■	■	■	■	■
Maritime-Related Office	■	■	■	■	■	■	■	■	■	■
Mitigation Banking	■	■	■	■	■	■	■	■	■	■

Land Uses

	Commercial Fishing	Commercial Recreation	Conservation Open Space	Institutional/Roadways	Marine Sales and Services	Marine Terminal	Maritime Services & Industrial	Recreation Open Space	Sportfishing	Visitor-Serving Marine Terminal
Offices Related to Commercial Fishing Association or Organizations	■	■	■	■	■	■	■	■	■	■
Overnight Accommodations	■	■	■	■	■	■	■	■	■	■
Performance Feature or Venue	■	■	■	■	■	■	■	3	■	■
Public Beaches	■	■	■	■	■	■	■	■	■	■
Pumpout and Disposal Facility	■	■	■	■	■	■	■	■	■	■
Railroad Tracks and Switching	■	■	■	■	■	■	■	■	■	■
Recreational Berthing Marina Support Services	■	■	■	■	■	■	■	■	■	■
Recreational Vehicle & Camping	■	■	■	■	■	■	■	■	■	■
Retail	■	■	■	■	■	■	■	■	■	■
Ship Chandlery	■	■	■	■	■	■	■	■	■	■
Sportfishing Facilities and Operations	■	■	■	■	■	■	■	■	■	■
Sportfishing Processing Operations (cannery prohibited)	■	■	■	■	■	■	■	■	■	■
Steel Fabrication, Foundry, and General Metal Manufacturing	■	■	■	■	■	■	■	■	■	■
Storage	■	■	■	■	■	■	■	■	■	■
Storage and Maintenance of Marine Machinery/Equipment	■	■	■	■	■	■	■	■	■	■
Terminal Facilities and Operations	■	■	■	■	■	■	■	■	■	■
Vessel/Sailing School	■	■	■	■	■	■	■	■	■	■
Water-Oriented Retail	■	■	■	■	■	■	■	■	■	■
Yacht Club	■	■	■	■	■	■	■	■	■	■

Land Use Table - Notes

- 1 Food service/restaurant (full service) is allowed as a secondary use if it does not occupy ground floor areas and does not involve access or operations that conflict with commercial fishing.
- 2 Aquaculture (including fish laboratories and testing) is allowed as a secondary use only if part of a permanent shared facility with commercial fishing.
- 3 Performance Feature or Venue allowed as a primary use if open to the general public 85 percent of the year.

Water and Land Use Considerations:

Primary and Secondary Uses listed in Tables 3.6.2 and 3.6.3 shall not be considered an exhaustive list of all uses that may be allowed within a water or land use designation.

Supportive and Accessory Uses:

Additional uses that are accessory to and/or support the operation and function of allowed uses, may be permitted.

Specific Use Standards

To address unique uses and key issues within the District, the following standards have been developed that apply District-wide.

Baywide Standards

1. Permit development consistent with the policies identified for each planning district, subdistrict, or planning area.
2. Water and land uses or activities that are not specifically listed in Tables 3.6.2 and 3.6.3 be deemed compatible within a designation when the District determines the following:
 - a. The use is similar in character, and compatible, with other listed uses within the designation; and
 - b. The use is consistent with the character and/or standards of the planning district, subdistrict, or planning area character.
3. Institutional uses and public facilities are permitted in any designation to serve the needs related to public health, safety, general welfare, and administration of the District.
4. Existing golf course uses shall be limited to the Commercial Recreation designation within the Coronado Bayfront Planning District (PD10). New golf course uses, and expansion of the existing golf course are prohibited. This standard is not intended to prohibit visitor-serving commercial attractions or restaurant uses that may include golf course-like amenities, such as driving ranges, limited putting greens, or similar amenities.
5. Commercial attractions are allowed within the Commercial Recreation land use designation to support a complete and diverse visitor experience. The following requirements apply to these uses:
 - a. Site commercial attractions to increase the use of, and be integrated with, the waterfront experience;
 - b. Site commercial attractions so that they are supported by mobility linkages, traffic management, collaborative parking facilities, and pedestrian amenities to support multi-modal access throughout Tidelands;
 - c. Support visitor-serving major attractions that increase and uphold the waterfront as a visitor destination; and
 - d. Major attractions may exceed the size, scale, and design of adjacent and proposed development if they are unique and iconic, and they can be integrated with the landscape setting and character of surrounding or proposed commercial development and public areas. Such designs and exceptions shall be evaluated on a development-by-development basis.

6. Activating features such as shade structures must maintain 65 percent visual porosity from 3 feet to 8 feet above the ground unless they are a retail or food and beverage pavilion. Play features are excluded from this requirement, and would be designed on a case-by-case basis.
7. Activating features such as retail or food pavilions must conform to the following standards:
 - a. Intent - Activating features in the form of pavilions for food and beverage are intended to be walk-up style with primarily outdoor seating and limited indoor seating;
 - b. Setbacks - Pavilions are prohibited in promenades;
 - c. Maximum allowable square footage - Enclosed space of up to 1,200 square feet per pavilion; walk-up areas and outdoor seating area shall not apply to this square footage calculation;
 - d. Area coverage - The aggregate of enclosed structures, canopies, or roof structures shall cover no more than 10 percent of Recreation Open Space area. Coverage shall be calculated on a subdistrict-basis;
 - e. Space between pavilions - There shall be a minimum of 60 feet of clear space between individual permanent structures;
 - f. Placement - Pavilions should be spread out along the waterfront;
 - g. Seating - Associated outdoor seating shall be available to the public (non-customers); and
 - h. Parking - Pavilions shall not require parking (new or dedicated); users may utilize existing or proximate parking within walking distance.
8. Wayfinding systems should provide visual cues to manage public circulation such as maps, directions, and symbols to help guide people to their destination and provide information regarding their surroundings. Wayfinding systems should:
 - a. Be in obvious and accessible locations;
 - b. Be designed and placed to minimize visual impacts; and
 - c. Shall not be billboards or large-scale dynamic or flashing digital signs.

Planning Area Standards

9. Planning Areas allow for a unique arrangement of the use designations described by specific standards within the planning district sections. As development is implemented in planning areas consistent with the established standards, adjustments, or revisions to the District-wide or planning district water and land use maps shall not be required.

Recreation Open Space Standards

10. All Recreation Open Space shall be available to the public during park hours, except for permitted temporary special events.
11. All Recreation Open Space that is included in a leasehold shall be publicly accessible approximately 85 percent of the year.
12. Where Recreation Open Space is required, all open space counted toward the required minimum shall be fully accessible to the public. Calculation of required open space in planning districts, subdistrict, and planning areas shall be limited to meaningful public realm components. Public realm spaces such as streets, dedicated outdoor dining areas, and other pedestrian ways that are in designated Commercial Recreation areas, do not qualify as Recreation Open Space designated areas.
13. Allow visually and physically accessible rooftop open space with the intent of providing users with a new and unique experience of the Bay with the following conditions:
 - a. Two acres of rooftop open space is equivalent to one acre of ground level open space (2:1 ratio) to qualify and satisfy the Recreation Open Space requirements. Rooftop open space shall not count as the five-acre contiguous open space requirement in the planning area.
 - b. Rooftop open space shall be physically and visually connected to the ground plane in multiple locations.
 - c. Public access, including Americans with Disabilities Act, shall be provided from the public right-of-way as well as through interior spaces of buildings.

Visual Access Standards

14. Visual access shall be maintained by the following standards:
- a. Maintain all Accessway Corridors, View Corridor Extensions, and Scenic Vista Areas , including street terminus areas, clear of obstructions including buildings and structures. No buildings or associated architectural features, such as awnings, signage, or structural cantilevers shall be permitted to protrude into these protected view areas. The following features may be located within Accessway Corridors, View Corridor Extensions, and Scenic Vista Areas, provided they maintain adequate access and do not fully obstruct views:
 - i. Directional and wayfinding signage
 - ii. Public art and education installations (permanent or temporary);
 - iii. Promenade and amenities within Recreation Open Space areas;
 - iv. Shuttle and/or transit facilities;
 - v. Bicycle and pedestrian facilities, including bike racks, and fixed or movable seating;
 - vi. Guardrails, bollards, walls or fences for safety or security purposes; and
 - vii. Boats, vessels and associated amenities if they are in the water.
 - b. Parking may be permitted in Accessway Corridors, View Corridor Extensions, and Scenic Vista Areas, on a case-by-case basis, where parking currently exists or new at-grade parking is limited to a surface parking only (not structured parking).
 - c. Landscape improvements and trees may be provided in Accessway Corridors, View Corridor Extensions, and Scenic Vista Areas, and should be selected, sited, and designed to minimize view blockage at maturity. Any landscaping or trees places in Accessway Corridors, View Corridor Extensions, and Scenic Vista Areas shall be maintained to minimize view blockage.

Accessway Standards

15. Pathways (including walkways and bikeways) shall follow planning district standards or, if standards do not exist, be sized to provide for the anticipated volume of pedestrian and bicycle users.
16. Promenades shall be waterside accessways, with minimum dimensions and building setbacks consistent with the standards identified for each planning district, subdistrict, or planning area, and measured from the shoreline except for:
 - a. Promenades are not required when infeasible due to geographic or site constraints and/or inconsistent with public safety, security, or protection of sensitive coastal resources or when any of the following conditions apply:
 - i. Where protection of coastal wetlands and marine ecosystems and habitats are not compatible with public access;
 - ii. Where direct public access is not possible due to safety hazards, significant infrastructure obstruction(s), or vessel access requirements;
 - iii. Within planning districts, subdistricts, and planning areas where coastal-dependent industrial and shipping uses are the priority use; and
 - iv. Within beach areas, where promenades shall be located to provide access without constraining usable beach area.
 - b. When at least one of the above conditions apply and where a promenade cannot be provided:
 - i. Develop alternative accessway routes that maintain pedestrian and bike connectivity, at locations specified within planning districts, subdistricts, and planning area; and
 - ii. Mark alternative accessways with wayfinding signage to support connectivity.
17. Promenades may cantilever over the water to extend the walkway with the following conditions:
 - a. Cantilevered walkways may be permitted on a case-by-case basis when impacts are avoided or mitigated.
 - b. May count towards required Recreation Open Space or Commercial Fishing land designated areas only to the point where the Mean Higher High Water intersects with existing shoreline protection.
 - c. Areas between the Mean Higher High Water and Mean Sea Level may only receive 50 percent credit towards required area for that designation.

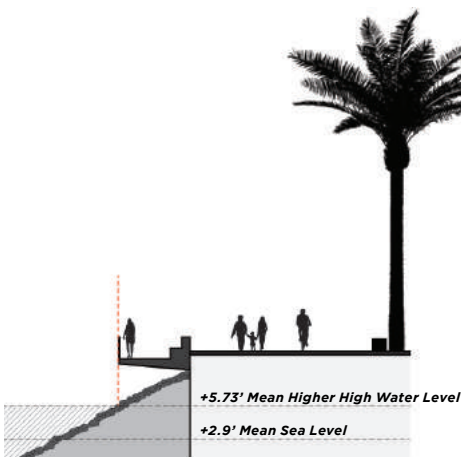


Figure 3.6.2 - Cantilevered Promenade

18. Major redevelopment or new development that is located waterside shall incorporate a landscape buffer between the structure(s) or facilities and the promenade (i.e., promenade buffer). Structure(s) or facilities may be located in the landscape buffer under the following conditions:

- a. Up to 10 percent of the landscape buffer's total area may contain the structure or facility footprint(s). The area of the landscape buffer is measured by the linear length of the water-facing parcel line multiplied by the required landscape buffer width as identified in the planning district, subdistrict, or planning area standards.
- b. The structure(s) or facility footprints may intrude into the buffer up to 50 percent of the designated buffer width (measured from the promenade to the development line.)
- c. The area of the structure(s) or facility footprint in the landscape buffer must be replaced by contiguous, waterside, publicly accessible open space landward of the promenade and directly adjacent to the promenade buffer at a ratio of 2 to 1. This open space may count towards any applicable minimum recreation open space for a subdistrict or planning area.
- d. Multiple level structures located in the landscape buffer shall include a 25-foot building setback for portions of the structure 35-feet above finished grade.

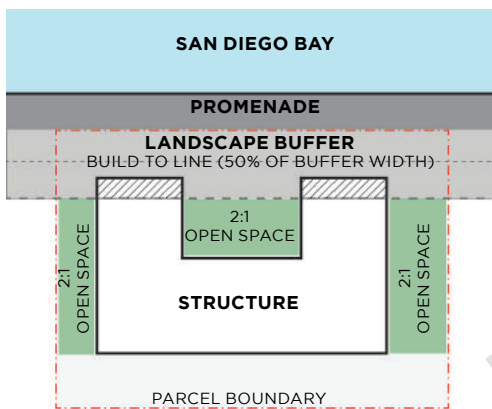


Figure 3.6.3 - Landscape Buffer

Airport 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 including: San Diego International Airport, Naval Air Station North Island, and Naval Outlying Landing Field Imperial Beach. These ALUCPs are herein incorporated by reference, as part of the Port Master Plan. To ensure consistency with the ALUCPs, the District must submit all amendments and updates to the Port Master Plan to the ALUC for a consistency determination.

Additionally, the District will coordinate as appropriate, with the Federal Aviation Administration on proposed developments that meet the notification criteria as defined by Code of Federal Regulations Title 14, Part 77.

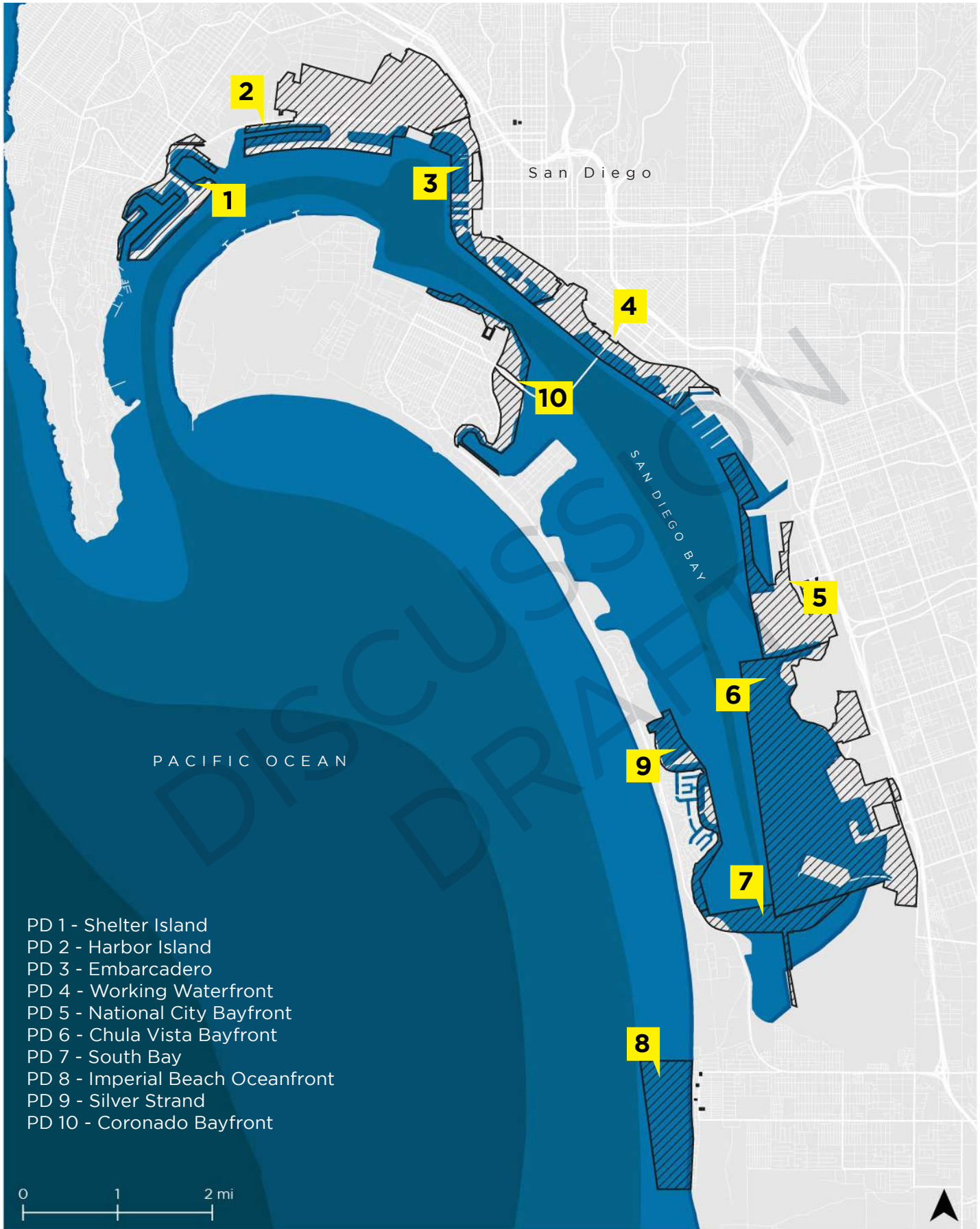


Figure PD4.0 - Tidelands consist of ten planning districts.

Planning Districts

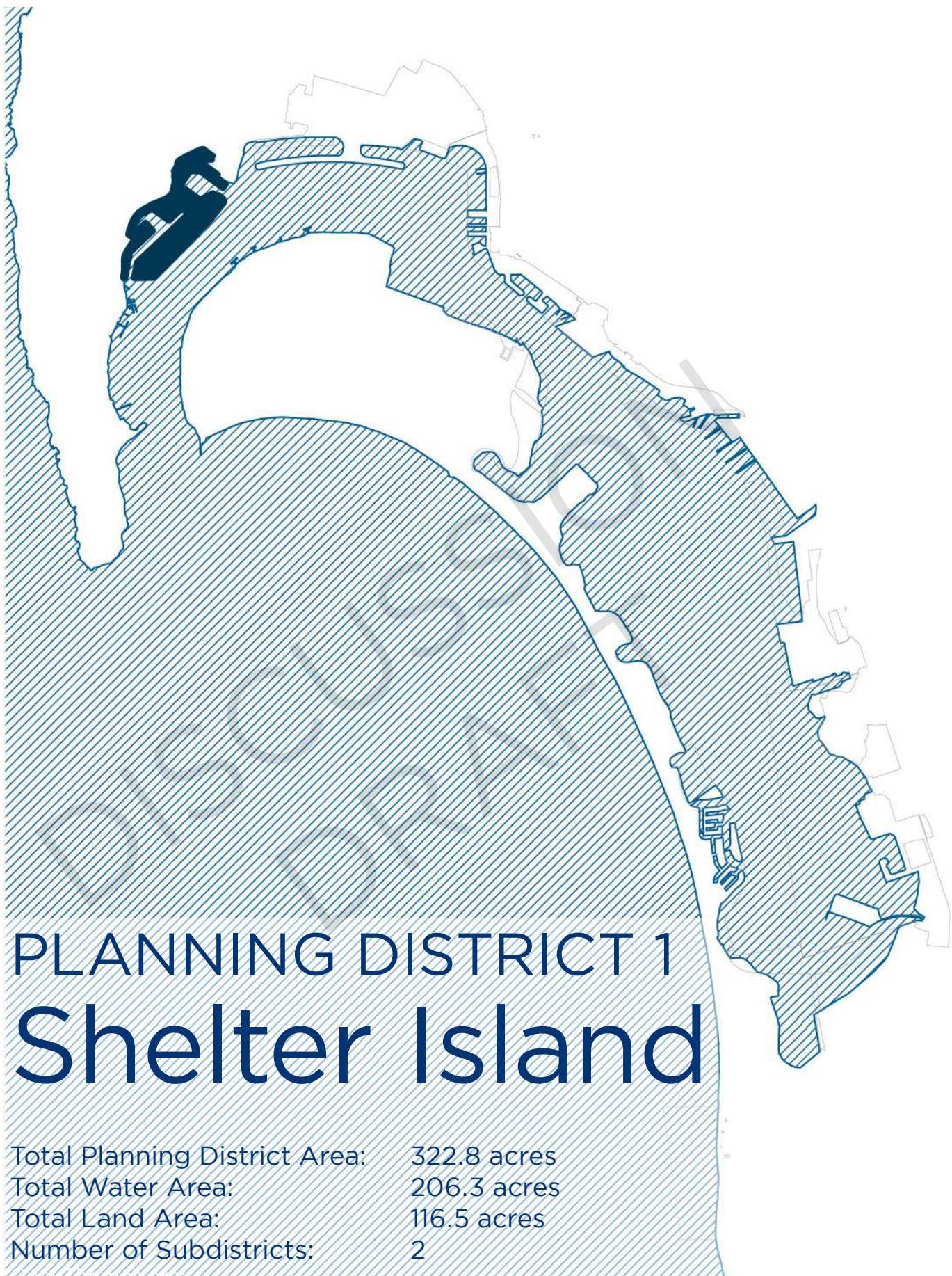
4

This section describes the current character of each planning district and subdistrict, as well as associated standards for future improvements and development. All goals and policies within each element still apply. Together the element goals and policies and planning district standards create a comprehensive blueprint to achieve the Port Master Plan's objectives.

The District's jurisdiction is divided into ten planning districts that group Tideland properties into identifiable and functional units. Planning district boundaries conform closely to the boundaries of established municipal jurisdictions following logically grouped geographic areas. Each planning district section includes:

- An overview of the planning district's setting, current character, and proposed characteristics.
- Standards that provide planning district, subdistrict, and planning area requirements for existing uses, activation, management, and development activities to supplement the baywide element policies.
- A list of projects falling within the appealable category pursuant to Coastal Act Section 30715.
- A table summarizing water and land use acreages.
- A water and land use map that identifies designated water and land uses, as well as the general location of Scenic Vista Areas, View Corridors Extensions, and walkway within each planning district.

this page left intentionally blank



PLANNING DISTRICT 1: SHELTER ISLAND



Figure PD1.1 - 2019 aerial of Shelter Island Planning District

Planning District Setting

The Shelter Island Planning District includes over five miles of waterfront lined with a diverse assortment of water and land uses including commercial fishing, sportfishing, recreational berthing, marine sales and services, and commercial recreation uses. Open space and visitor-serving amenities include a linear recreational park along the Bay with a shoreline pathway and recreation areas, complemented by the La Playa Trail and Kellogg coastal access on the basin side, and the Shelter Island Boat Launch on the Bay side. Point Loma, a predominately residential neighborhood, is located adjacent to this planning district. Defined by the unique shape of the land, this planning district is separated between two subdistricts: East Shelter Island and West Shelter Island.

Planning District Character

Located on the south side of the Point Loma Peninsula, the Shelter Island Planning District is the entrance to the Bay and is conveniently located near vibrant upland communities, military installations, and the Cabrillo National Monument. An easily accessible location to visit and enjoy, the Shelter Island Planning District provides views of the Bay, interconnected with the comprehensive open space network. Shelter Island Shoreline Park provides for optimal opportunities for activated public realm space along the water's edge. Located at Shelter Island point, the Yokohama Friendship Bell, a large bronze bell housed in a pagoda structure, commemorates the sister city relationship between San Diego and Yokohama, Japan. Shelter Island has historical ties to the boating and fishing community and is representative of how Public Trust uses can be integrated and add value to one another.

Planning District Characteristics

Improvements in the Shelter Island Planning District should be complementary to existing uses and activities with coastal-dependent marine and maritime uses integrated with the broad range of commercial recreation opportunities such as hotels, restaurants, and retail. The envisioned developments may include improvements to commercial fishing facilities, sportfishing facilities, and recreational berthing facilities such as dock maintenance and potential vessel slip reconfiguration and expansion. Additionally, maintenance to existing anchorages could occur to better serve the boating community. The District plans to explore activation of the waterfront with mobility hubs and additional water-based transfer points and transient docking.

The characteristics for the Shelter Island Planning District include:

- Strong water-dependent marine services and commercial fishing industries that provide for long-term economic viability and growth.
- A vibrant waterfront that provides direct shoreline access and a variety of land- and water-based development and recreation activities that attract visitors and business investment on Shelter Island.
- Enhanced public access, mobility, and wayfinding solutions that increase convenient and safe access to, from, and throughout Shelter Island.

STANDARDS

The following standards apply to all water and land development and improvement within Shelter Island Planning District, unless it is infeasible due to geographic or site constraints and/or inconsistent with public safety, security, or protection of sensitive coastal resources. The Shelter Island Water and Land Use map may be used as a reference by the District to interpret the location of use designations or standards, as needed.

SHELTER ISLAND PLANNING DISTRICT



PD1.1 Coordinate with the adjacent jurisdiction to narrow Scott Street from four travel lanes without a center left-turn lane to two travel lanes with a center left-turn lane. Use the excess roadway to implement a multi-use path along the southeast side of Scott Street.



Figure PD1.2 - Shelter Island water and land-based mobility system



PD1.2 Enhance multi-modal connectivity and access to Shelter Island by:

- a. Coordinating with the adjacent jurisdiction to implement a multi-use path, connecting Shelter Island to Spanish Landing Park.
- b. Shortening pedestrian crossing distances and calm traffic by providing curb extensions at pedestrian crossing locations, where physically feasible.



PD1.3 Maintain temporary anchorages for transient recreational vessels.



PD1.4 Evaluate the demand for off-street public parking in the existing public parking lots along Shelter Island, and if appropriate, allow for consolidation of public parking into centralized locations, such as mobility hubs or centralized parking facilities.



PD1.5 Implement a planning district-wide bayfront circulator system to enable connectivity throughout the Shelter Island area to and from the Local Gateway Mobility Hub.



PD1.6 Major redevelopment and new development shall increase physical and visual accessibility to the water by providing overlooks and step-down areas that enable users to touch the water.



PD1.7 Design and implement major redevelopment, new development, and other improvements to orient open space toward the Bay and where feasible adjacent to the Bay.



PD1.8 Building height should be compatible, but does not need to be in conformance, with adjacent jurisdiction standards



PD1.9 Any illegal encroachments onto the District's jurisdiction may be subject to an enforcement action. The result of the enforcement 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.



PD1.10 The District shall not maintain, replace, or repair any illegal encroachment.

West Shelter Island Subdistrict



PD1.11 Allow for sand replenishment or nourishment projects to maintain and enhance beach areas at Kellogg Coastal Access and Shelter Island Shoreline Park.



PD1.12 Major redevelopment and new development in the Commercial Recreation land use designation shall provide and/or contribute to a minimum 12-foot wide continuous promenade along the water's edge.



PD1.13 Accessway Corridors are intended to provide physical and visual access to the basin or Bay, in areas designated for Commercial Recreation land use.

- a. Accessway Corridors shall have a minimum 20-foot-wide multi-use path.
- b. At least one Accessway Corridor should occur on every lease premises or development site in order to provide a connection from the basin side to Shelter Island Drive. If a lease premises or development site is greater than one-quarter mile in length along the basin, then a minimum of two Accessway Corridors should be provided.
- c. The following amenities shall be permitted within the Accessway Corridor: street furniture including fixed or movable seating, bike racks, planters, plants less than 3-feet in height, public art, educational installations, directional and wayfinding signage, and shuttle and/or transit facilities.
- d. Tree planting shall be permitted if located on either edge of the Accessway Corridor to frame and maintain 50 percent visual porosity through the middle of the accessway.
 - i. All trees canopies shall begin at a minimum of 8-feet above ground.
- e. No building or associated architectural features such as awnings, projecting signs, or structural cantilevers shall be permitted in an Accessway Corridor.
- f. The following obstructions may be permitted if they do not restrict physical and/or visual access to the waterfront or Accessway Corridor: guardrails, bollards, walls or fences less than 3-feet in height.



PD1.14 Expand the water-based transit system by introducing and maintaining a water-based transfer point on the existing public pier on Shelter Island Drive and Shelter Island Boat Launch Ramp, as depicted on in Figure PD1.2.



PD1.15 Maintain transient docking and a water-based transfer point at the existing yacht club parcel on western Shelter Island Drive, as depicted on Figure PD1.2.



PD1.16 Expand and maintain the water-based transit system by introducing transient docking and a water-based transfer point at the opening of Shelter Island Yacht Basin, as depicted on Figure PD1.2.

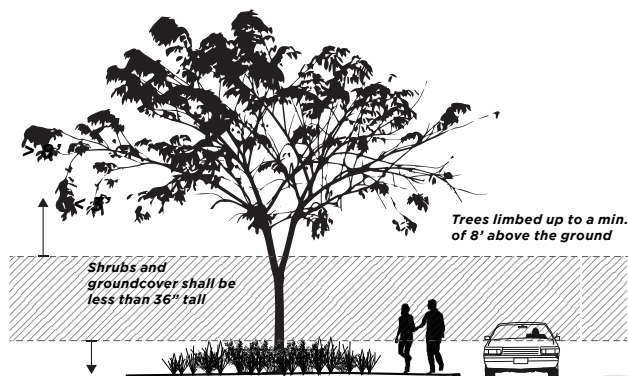
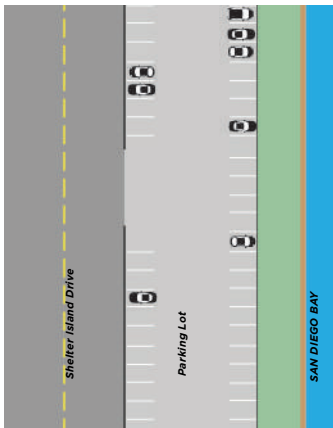
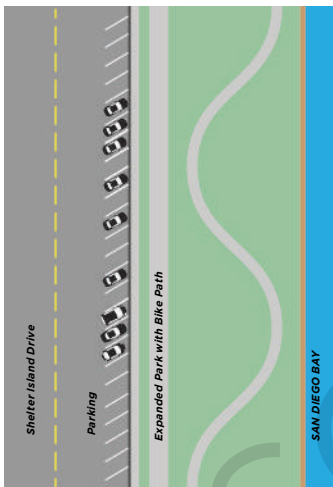


Figure PD1.3 - Clear zone in planting areas



Existing



Conceptual

Figure PD1.4 - Redesign Shelter Island Drive to expand open space and mobility options



PD1.17 Increase safe access to and from the Yokohama Friendship Bell through enhanced pedestrian crossings.

PD1.18 Reconfigure the Shelter Island Drive gateway and entry corridor, as a pedestrian-oriented “Main Street” linking Shelter Island to the adjacent jurisdiction by:

- Adding gateway signage and wayfinding features to the entrance of Shelter Island; and
- Enhancing the current walkway on the south side of the island to include bike lanes.

PD1.19 Redesign Shelter Island Drive to optimize open space, improve circulation, and optimize on-street parking by:

- Narrowing the street by reducing drive lane width to maximize Recreation Open Space to the southeast of Shelter Island Drive;
- Enhancing the current walkway on the southside of Shelter Island to include bike lanes; and
- Expanding on-street parking which may include restriping to convert parallel parking to diagonal parking at both sides of Shelter Island Drive.

PD1.20 Provide a Connector Mobility Hub located on the western portion of Shelter Island Drive, as depicted on Figure PD1.2. The mobility hub should connect to the nearby water-based transfer point by providing wayfinding and pathway connections.

PD1.21 Develop additional activating features on Shelter Island.

PD1.22 Allow for and do not impede nonprogrammed recreational activities, beach, and shoreline park uses.

PD1.23 Establish and preserve View Corridor Extensions, as depicted on the Shelter Island Planning District Water and Land Use map:

- Talbot Street;
- Shelter Island Drive at Anchorage Lane;
- Bessemer Street;
- McCall Street; and
- Nichols Street.

PD1.24 Establish and preserve the following Scenic Vista Areas, as depicted on the Shelter Island Planning District Water and Land Use map:

- View of the Bay from Shelter Island Drive;
- View of the Bay and Pacific Ocean from Shelter Island Point; and
- View of the Bay from Kellogg Beach.

PD1.25 Allow for new hotel rooms with associated retail, restaurant, and/or meeting space at existing hotel facilities and new hotel development in the Commercial Recreation land use designation along Shelter Island Drive.



PD1.26 Allow for a mix of commercial uses within the Commercial Recreation land use designation along Shelter Island Drive.



PD1.27 Allow for enhancements or modifications to the existing anchorage area to support transient vessel berthing.



PD1.28 Allow for maintenance and slip modifications of existing recreational marinas to support changes to waterside facilities and boating needs.



PD1.29 The existing San Diego Harbor Police Department facility located at the west end of the West Shelter Island subdistrict may continue to operate as a non-conforming use regardless of the requirements of Section 2.1.7 until such time the facility is accommodated at another location.

SPECIFIC AREA STANDARDS

A. La Playa Piers



PD1.30 No new private residential or quasi-private residential/public piers are permitted.



PD1.31 Except for the La Playa Yacht Club Pier, all piers and docks in this West Shelter Island subdistrict that are private residential or quasi-private residential shall be removed, within two years of certification of this Port Master Plan.

B. La Playa Trail

The La Playa Trail is an existing bayside nature trail located in the Shelter Island Yacht Basin from Talbot Street to Qualtrough Street and continues southwest to eventually connect to Kellogg coastal access. The Talbot Street trailhead is envisioned to provide urbanized linkages in order to allow for an extension of the trail along Anchorage Lane and connect along Rosecrans Avenue heading east.



PD1.32 The La Playa Trail shall be protected for the benefit of natural resources and public coastal access. In the event erosion occurs, the La Playa Trail shall be maintained, and if feasible, allow for relocation of the trail landward towards the District's jurisdictional boundary.



PD1.33 Establish dedicated step-down areas or other shoreline design features that enable users to touch the water along the La Playa Trail



PD1.34 The La Playa Trail shall remain unpaved and not be expanded to more than six feet in width, in order to maintain the atmosphere and character of a natural trail.



PD1.35 Along La Playa Trail, allow for pedestrian amenities and public safety features.



PD1.36 Preserve the cultural La Playa Trail marker, located at the Talbot Street trailhead, as an important part of history of the La Playa Trail.



PD1.37 Enhance the Talbot Street trailhead, with activating features such as additional seating, public art, and shade structures.



PD1.38 Create a walkway on Anchorage Lane with a minimum width of 12 feet, or wider where physically feasible, from east of the Talbot Street trailhead to Shelter Island Drive.



PD1.39 Encourage coordination with adjacent jurisdictions to enhance accessibility to La Playa Trail through signage and additional access connections and maintain connections to the publicly accessible Kellogg coastal access.

Sequence Standards

The following steps outline a phased sequence of actions for the West Shelter Island subdistrict in order to increase and activate Recreation Open Space. While not all subcomponents of each step must be performed, the steps are anticipated to occur in the order presented.

Sequence Step 1: Reconfigure Shelter Island Drive right-of-way:



PD1.40 Reconfigure Shelter Island Drive right-of-way between the roundabout (directly west of the Shelter Island boat launch) and the Friendship Bell roundabout shall be reconfigured to allow for diagonal parking on the east and west sides and shared bike lanes.

Sequence Step 2: Relocate Parking



PD1.41 Relocate existing off-street parking into diagonal parking to enable the expansion of Recreation Open Space.

Sequence Step 3: Expand and activate Recreation Open Space created from reconfiguration of Shelter Island Drive:



PD1.42 Expand and activate Recreation Open Space created from reconfiguration of Shelter Island Drive. The Recreation Open Space located on the west side of Shelter Island Drive should:

- Link together a series of outdoor rooms with the intent of creating a cohesive waterfront experience; and
- Introduce up to five activating features; and
- Provide a continuous 20-foot wide waterside promenade, inclusive of a 6-foot-wide amenity zone on the landside. If not physically possible because of existing features such as roadways, the promenade shall be not less than 16-feet in such areas, ensuring that seating and other amenities do not visually impact the user experience along the Bay.

Shelter Island Planning Area (PA-1)

At 5.3 acres, this planning area is an overlay designation to emphasize a gateway entry feature and mobility hub. The planning area standards are in addition to the District-wide standards and were specifically developed to allow flexibility in the redistribution of uses through standards that range from prescriptive to permissive. The planning area Recreation Open Space standard sets a minimum threshold for Recreation Open Space to ensure preservation of open space is a priority.

Proposed development should plan and design for a balance of uses that improve the year-round experience of Shelter Island for all visitors. Considerations should include maximizing coastal access in balance with the protection of the environment and natural resources. Development within this planning area may include visitor-serving commercial activities, including overnight accommodations, restaurant, retail, attractions and other activating uses, along with access serving roadways, configured in a manner that maintains physical and visual connections to the Bay.

The 5.3 acres should be allocated as follows:

- a. Recreation Open Space at a minimum of 1.3 acres;
- b. Commercial Recreation up to 1.2 acres;
- c. Marine Sales and Services at a minimum of 2.0 acres along Shelter Island Drive; and
- d. Industrial/Roadway at approximately 0.8 acres.



PD1.43 Provide a promenade connecting Shelter Island Drive to the adjacent yacht club parcel along the waterside.



PD1.44 Allow and encourage reconfiguration of Anchorage Lane to create a larger consolidated development parcel.



PD1.45 Provide a Local Gateway Mobility Hub in the planning area with an integrated water-based transfer point as depicted on Figure PD1.2.



PD1.46 Limit surface parking to a maximum of 40 spaces once a mobility hub is developed.



PD1.47 Introduce an activating feature at the intersection of Anchorage Lane and Shelter Island Drive to provide access to the water and celebrate the maritime industry through visual access to the existing marina.

PD1.48 Establish and preserve the View Corridor Extension at Shelter Island Drive along Anchorage Lane.



PD1.49 Establish and preserve the Scenic Vista Areas on the water's edge in this planning area, as depicted on the Shelter Island Planning District Water and Land Use map.



PD1.50 Intensify and reconfigure Marine Sales and Service land uses for increased business and visitor-serving activity.



PD1.51 Development within this planning area may include visitor-serving commercial activities, including restaurant, retail, and other activating uses, along with access serving roadways, configured in a manner that maintains physical and visual connections to the Bay.

East Shelter Island Subdistrict



PD1.52 Allow the intensification of Commercial Fishing and Sportfishing water and land use designations by improving water- and land-side structures and facilities to be more efficient for operational needs.



PD1.53 Allow for the potential expansion of the Commercial Fishing Berthing area with additional slips, infrastructure, and associated dredging activities.



PD1.54 Maintain existing transient docking and a water-based transfer point located at the opening of America's Cup Harbor, as depicted on Figure PD1.2.



PD1.55 Provide a Connector Mobility Hub located along North Harbor Drive, integrated with the existing transient docking and water-based transfer point, adjacent to Point Loma Marina Park, as depicted on Figure PD1.2.



PD1.56 Maintain existing transient docking and water-based transfer point, adjacent to Point Loma Marina Park, as depicted on PD1.2.



PD1.57 Parking serving a variety of uses in this subdistrict may be managed by a parking program and/or incorporated into a facility to improve efficiency.



PD1.58 Establish and preserve View Corridor Extensions, along the following roadways as depicted on the Shelter Island Water and Land Use map:

- Carleton Street;
- Dickens Street; and
- Garrison Street.



PD1.59 Establish and preserve the following Scenic Vista Areas as depicted on the Water and Land Use Map:

- View of America's Cup Harbor and the Bay from America's Cup Harbor; and
- View of the Bay from Shelter Island Drive.



PD1.60 Allow for maintenance and slip modifications of existing recreational marinas to support changes to waterside facilities and boating needs, excluding the Marine Sales and Services Berthing area.



PD1.61 Promote the visibility of sportfishing and commercial fishing activities from the landside.



PD1.62 Any non-commercial fishing vessels may temporarily berth in a Commercial Fishing Berthing water use designation subject to termination upon 72-hour notice when a commercial fishing vessel desires to berth and there is otherwise not available capacity.



PD1.63 Encourage Marine Sales and Services land uses to develop additional facilities to create a vibrant waterfront experience.



PD1.64 Allow for new hotel development with associated mix of commercial uses within the Commercial Recreation land use designations along Shelter Island Drive and Harbor Drive.



PD1.65 Allow for additional retail and associated restaurant space at existing restaurant facilities and new retail and associated restaurant space in Commercial Recreation land use designations along Shelter Island Drive and Harbor Drive.

APPEALABLE PROJECTS

For development categories pursuant to Coastal Act Section 30715, additional projects pertaining to the maintenance, removal, demolition, and/or modernization of existing infrastructure, commercial facilities, and recreation facilities shall be permitted. This shall apply to facilities such as, but not limited to: upland connecting roadways; offices not principally devoted to District administration activities; overnight accommodations; non-water-oriented retail, which may include retail with restaurant space; commercial fishing facilities; and, recreational marina-related facilities.

Table PD1.1: PD1 Appealable Projects

	Upland Connecting Roadways	Non-District Administration Office	Overnight Accommodations	Non-Water-Oriented Retail	Commercial Fishing Facilities	Recreational Marina-Related Facilities
West Shelter Island	■		■	■		■
East Shelter Island	■		■	■	■	■

West Shelter Island Subdistrict

Upland Connecting Roadways	Reconfigure Shelter Island Drive to more efficiently accommodate vehicular traffic while allowing for modifications to public parking and enhancements to pedestrian and bicycle facilities.
Overnight Accommodations	Up to 1,300 net new hotel rooms with associated visitor-serving retail, restaurant and/or meeting space.
Non-Water-Oriented Retail	Up to 70,000 net new square feet of non-water-oriented retail and/or non-water-oriented retail with restaurant space.
Recreational Marina-Related Facilities	Dock maintenance, vessel slip reconfiguration and enhancement in the water basin, including an increase or decrease of up to 10 percent in vessel slips.
	Enhancements or modifications to the existing anchorage area supporting transient vessel berthing.

East Shelter Island Subdistrict

Upland Connecting Roadways	Up to 300 net new hotel rooms with up to 6,000 net new square feet of associated meeting space.
Overnight Accommodations	Up to 150,000 net new square feet of non-water-oriented retail and/or non-water-oriented retail with restaurant space.
Non-Water-Oriented Retail	Infrastructure improvements and enhancements to the existing landside commercial fishing facility, as well as the potential expansion of the commercial fishing berthing area with additional slips, infrastructure and associated dredging activities.
Recreational Marina-Related Facilities	Dock maintenance, vessel slip reconfiguration and enhancement in the water basin, including an increase or decrease of up to 10 percent in vessel slips, excluding the Marine Sales and Services Berthing area.

Planning Area 1 (PA-1)

Upland Connecting Roadways	Reconfigure portions of Scott Street and Harbor Drive within the District's jurisdiction to more efficiently accommodate vehicular traffic while allowing for enhancements to pedestrian and bicycle facilities.
	Relocate Anchorage Lane to create a larger consolidated redevelopment site within the Planning Area.
Non-Water-Oriented Retail	Up to 20,000 net new square feet of visitor-serving non-water-oriented retail development that places primary frontages along Shelter Island drive. Development may include non-water-oriented retail with restaurant space.

Table PD1.2: PD1 Water and Land Use Table

Water	acres
<i>Anchorage</i>	10.9
<i>Commercial Fishing Berthing</i>	11.1
<i>Marine Services Berthing</i>	16.7
<i>Navigation Corridor</i>	3.6
<i>Open Bay/Water</i>	45.5
<i>Recreational Berthing</i>	107.9
<i>Sportfishing Berthing</i>	10.6
Subtotal, Water	206.3

Land	acres
<i>Commercial Fishing</i>	2.5
<i>Commercial Recreation</i>	55.1
<i>Institutional/Roadway</i>	17.7
<i>Marine Sales and Services</i>	10.6
<i>Recreation Open Space</i>	26.3
<i>Sportfishing</i>	4.3
Subtotal, Land	116.5

Total **322.8 ac.**

DISCUSSION
DRAFT

this page left intentionally blank



PLANNING DISTRICT 2

Harbor Island

Total Planning District Area:	382.8 acres
Total Water Area:	195.2 acres
Total Land Area:	187.6 acres
Number of Subdistricts:	4

PLANNING DISTRICT 2: HARBOR ISLAND

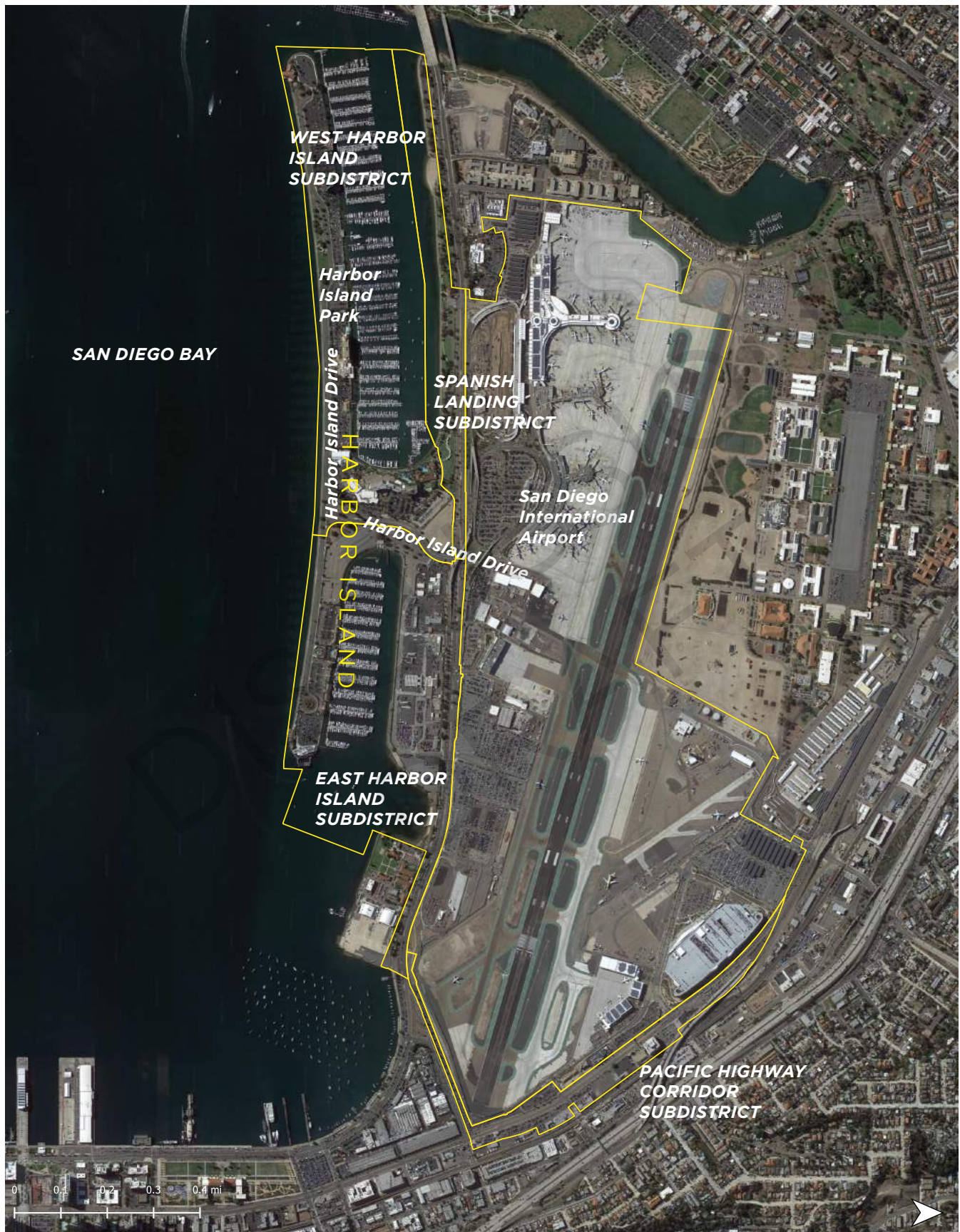


Figure PD2.1 - 2019 aerial of Harbor Island Planning District

Planning District Setting

With nearly five miles of waterfront, the Harbor Island Planning District is lined with an assortment of visitor-serving commercial and recreational uses. It is conveniently located across from the San Diego International Airport and nestled between Downtown San Diego and the Point Loma Peninsula, with proximity to regional roadways and freeways. Harbor Island Park, located on the bay side of the planning district, and Spanish Landing Park, located on the basin side of the planning district, connect people to the bayfront, providing pedestrian and bicycle pathways interconnecting along the District's comprehensive open space network.

The Harbor Island Planning District also includes the San Diego International Airport. While the District still owns and holds the Airport's underlying land in trust, the Airport, including all land uses, activities, and improvements, is under direct jurisdiction of the San Diego County Regional Airport Authority and the California Coastal Commission and hence, is excluded from the Port Master Plan.

The planning district consists of four subdistricts: Spanish Landing, West Harbor Island, East Harbor Island, and Pacific Highway Corridor.



Harbor Island Park

Planning District Character

Harbor Island Planning District is a prominent entry point to San Diego and Downtown San Diego, introducing San Diego as a high quality destination for visitors to explore. Views of the Bay can be enjoyed from the shoreline parks, shoreline path and play areas, and the restaurants that are located on the water's edge on the western and eastern tips of the island.

Planning District Characteristics

Improvements in the Harbor Island Planning District should complement existing coastal-dependent and coastal-related marine and visitor-serving uses.

Enhancements envisioned in this planning district should include an entry gateway and continuous promenade, punctuated by activated spaces, providing visitor-serving hospitality, restaurants, recreational opportunities, and convenient public coastal access to and from the water. In addition, development and associated multi-modal transportation improvements should capitalize on the proximity to the Airport and aim to attract business investment focused on commercial recreation development.

The characteristics for the Harbor Island Planning District include:

- An entry gateway that highlights the unique visitor-serving, public access, and recreational opportunities available throughout Tidelands.
- A planning district that is primed to attract business investment focused on commercial recreation development.
- Mobility improvements that capitalize on the planning district's proximity to the San Diego International Airport, Downtown San Diego, and regional transportation systems.



Harbor Island

STANDARDS

The following standards apply to all water and land development and improvements within the Harbor Island Planning District, unless it is infeasible due to geographic or site constraints and/or inconsistent with public safety, security, or protection of sensitive coastal resources. The Harbor Island Planning District Water and Land Use map may be used as a reference by the District to interpret the location of use designations or standards, as needed.

HARBOR ISLAND PLANNING DISTRICT



PD2.1 Provide a continuous 15-foot wide promenade with the following conditions:

- a. If not physically possible as a result of existing features such as roadways, the promenade shall be as wide as possible, but not less than 12 feet in width in order to emphasize visual and physical connections to the bay.
- b. The promenade through the Harbor Island Planning District shall be a multi-use path.



PD2.2 Accessway Corridors in this planning district are intended to provide both physical and visual access to the basin or bay, in areas designated for Commercial Recreation land uses and shall be consistent with the following:

- a. Accessway Corridors shall have a minimum 20-foot-wide walkway.
- b. At least one Accessway Corridor should occur on every lease premises or development site in order to provide a connection from the basin side to Harbor Island Drive. If a lease premises or development site is greater than one-quarter mile in length along the basin, then a minimum of two Accessway Corridors should be provided.
- c. The following amenities shall be permitted within the Accessway Corridor: street furniture including fixed or movable seating, bike racks, planters, plants less than 3 feet in height, public art, educational installations, directional and wayfinding signage, and shuttle and/or transit facilities.
- d. Tree planting shall be permitted if located on either edge of the Accessway Corridor to frame and maintain 50 percent visual porosity through the middle of the accessway Corridor.
 - i. All trees canopies shall begin at a minimum of 8 feet above ground.
- e. No building or associated architectural features such as awnings, projecting signs, or structural cantilevers shall be permitted in an Accessway Corridor.
- f. The following obstructions may be permitted if they do not restrict physical and/or visual access to the waterfront or Accessway Corridor: guardrails, bollards, walls, or fences less than 3 feet in height.



PD2.3 Integrate mobility and transit improvements that utilize this planning district's proximity to the San Diego International Airport, Downtown San Diego, and regional transportation systems.



PD2.4 Implement a planning district-wide bayfront circulator system to enable connectivity throughout the Harbor Island area to and from the mobility hubs within the planning district with available connections to the San Diego International Airport.



PD2.5 Ensure parking is consistent with the following standards:

- a. All parking shall be located on the non-waterside of the development parcel and consolidated to take up the least amount of land.
- b. When a parcel is located between the basin and the road, preference shall be given to locating parking on the road-side of the parcel partially underground or in a structure, with landscaping or other feature of interest that aids to mask the parking.



PD2.6 Integrate an entry gateway that highlights the unique visitor-serving, public access, and recreational opportunities available within Harbor Island.



PD2.7 Expand existing water accessible areas by providing overlooks, step-down areas, or other shoreline design features that enable users to touch the water.



PD2.8 Provide activating features to introduce new activities and support existing amenities throughout the Commercial Recreation and Recreation Open Space land use designations. These activating features should be located within one-quarter to one-half mile walking distance from each other.



PD2.9 Public realm space associated with new development should be located adjacent to the shoreline with corresponding walkways to access the water.



PD2.10 Provide a 24-foot-wide landscape buffer between the promenade and all land-side development and/or land-side structures. See Water and Land Use Element, Specific Use Regulations for landscape buffer standards.



PD2.11 Within any development parcel, buildings shall be limited to 65 percent of the parcel's water adjacent frontage, to maintain visual porosity through the development to the water's edge.

- WATERFRONT CIRCULATOR
- BIKE LANE
- T EXISTING TRANSIENT DOCKING
- W EXISTING WATER-BASED TRANSFER POINT
- T POTENTIAL TRANSIENT DOCKING
- W POTENTIAL WATER BASED TRANSIT LANDING
- R POTENTIAL WATER-BASED TRANSFER POINT
- L POTENTIAL LOCAL GATEWAY MOBILITY HUB

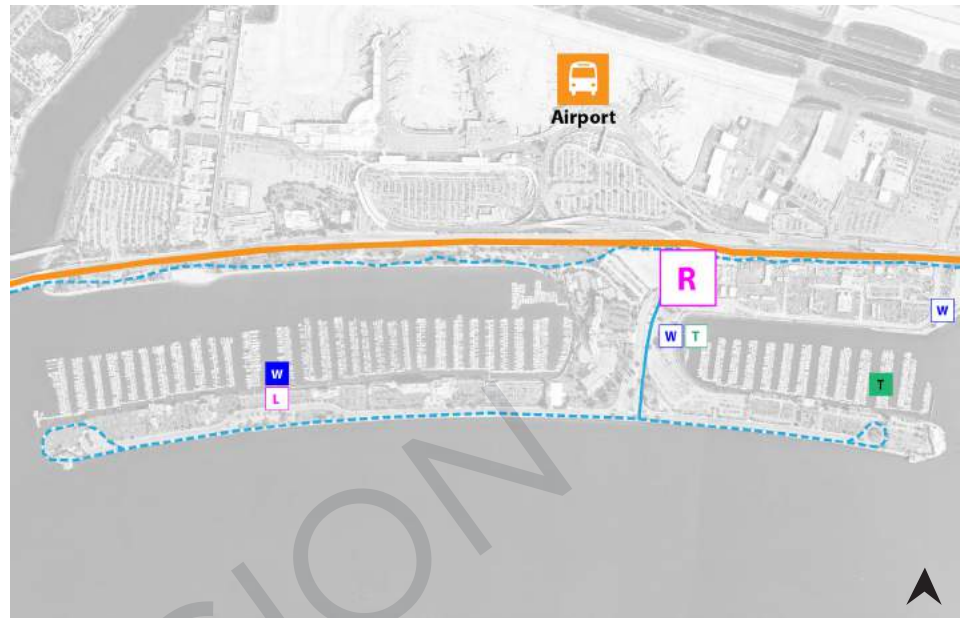


Figure PD2.2 - Harbor Island water and land-based mobility system

Spanish Landing Subdistrict



PD2.12 Establish and maintain bicycle and pedestrian connection(s) between Spanish Landing Park and Harbor Island Park.



PD2.13 Expand existing water accessible areas and maintain or enhance existing beach areas by providing step-down areas or other shoreline design features that enable users to touch the water.



PD2.14 Establish and preserve the following Scenic Vista Areas, as depicted on the Harbor Island Planning District Water and Land Use map:

- a. View of the bay from the western edge of Spanish Landing Park;
- b. View of the basin from the middle of Spanish Landing Park; and
- c. View of the western basin from the eastern edge of the Spanish Landing subdistrict.



PD2.15 Allow or a mix of commercial uses in the Commercial Recreation land use designations.

West Harbor Island Subdistrict



PD2.16 Maintain the existing water-based transfer point on the basin side of the subdistrict, as depicted on Figure PD2.2.



PD2.17 Introduce one Local Gateway Mobility Hub on readily available parcels located within a one-quarter to one-half mile walking distance of major destinations. The mobility hub should connect to the nearby water-based transfer point by providing wayfinding and pathway connections



PD2.18 Enhance multi-modal connectivity and access along Harbor Island Drive by:

- Narrowing Harbor Island Drive to introduce a dedicated cycle track and expand Recreation Open Space;
- Reconfiguring on-street public parking to maximize efficiency;
- Providing continuous walkways with amenity zones along the waterfront; and
- Enhancing pedestrian connections between North Harbor Drive and Harbor Island Drive through provisions such as high visibility crosswalks, designated controlled crossings, and curb extensions to reduce crossing distances.



PD2.19 Establish and preserve the following Scenic Vista Areas, as depicted on the Harbor Island Planning District Water and Land Use map:

- View of the bay from the western edge of the West Harbor Island subdistrict;
- View of the bay from Harbor Island Park; and
- View of the bay from where the vertical connection in the middle of the planning district meets the promenade.



PD2.20 Allow for maintenance and slip modifications of existing recreational marinas to support changes to waterside facilities and boating needs.



PD2.21 Allow for additional hotel rooms with a mix of commercial uses at existing hotel facilities near Harbor Island Park



PD2.22 Allow for a mix of commercial uses and hotel development within the Commercial Recreation land use designation adjacent to the Spanish Landing subdistrict.

Sequence Standards

The following steps outline a phased sequence of actions for the West Harbor Island subdistrict in order to increase and activate Recreation Open Space. While not all subcomponents of each step must be performed, the steps are anticipated to occur in the order presented.

Sequence Step 1: Reconfigure Harbor Island Drive right-of-way:

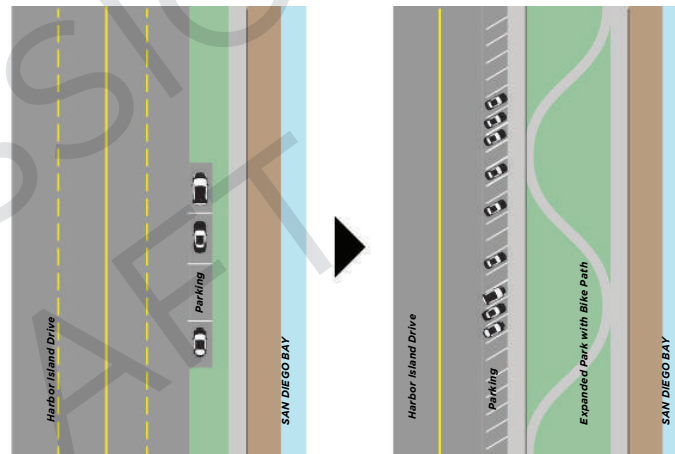


PD2.23 Reconfigure Harbor Island Drive right-of-way between the roundabout and western terminus to allow for diagonal parking on the east and west sides and dedicated bike lanes.



Sequence Step 2: Relocate Parking

PD2.24 Relocate existing off-street parking into diagonal parking in parking cutouts to enable the expansion of Recreation Open Space.



Existing

Conceptual

Figure PD2.3 - Reconfigure Harbor Island Drive to expand open space and mobility options

Sequence Step 3: Expand and activate Recreation Open Space created from reconfiguration of Harbor Island Drive:



PD2.25 The Recreation Open Space located on the west side of Harbor Island Drive shall:

- Link together a series of garden rooms with the intent of creating a cohesive waterfront experience;
- Introduce up to five activating features; and
- Provide a continuous 20-foot wide promenade, inclusive of a 6-foot-wide amenity zone on the landside. If not physically possible as a result of existing features such as roadways, the promenade shall be not less than 16-feet in such areas, ensuring that seating and other amenities do not visually impact the user experience along the bay.

East Harbor Island Subdistrict



PD2.26 Maintain established anchorages and if feasible, temporary anchorages for transient vessels



PD2.27 Maintain the existing transient docking and water-based transfer point on the basin-side of the subdistrict (M), as depicted on Figure PD2.2.



PD2.28 Expand the water-based transit system by introducing a water-based transfer point in the eastern portion of the subdistrict, as depicted on Figure PD2.2.



PD2.29 Re-configure North Harbor Drive by:

- Narrowing Harbor Drive.
- Implementing a transit right-of-way along the south side of North Harbor Drive, east of Harbor Island Drive. The transit right-of-way will ultimately connect between the San Diego International Airport and the San Diego Convention Center.
- Implementing a dedicated cycle track along the south side of North Harbor Drive, adjacent to the transit right-of-way. This dedicated bike facility will ultimately connect between Shelter Island and the Martin Luther King Promenade, located in Downtown San Diego.
- Expanding pedestrian linkages along North Harbor Drive resulting from the reconfiguration of the roadway.



PD2.30 Establish and preserve the following Scenic Vista Area, as depicted on the Harbor Island Planning District Water and Land Use map:

- View of the bay from the easternmost edge of the Commercial Recreation land use designation in the East Harbor Island subdistrict; and



PD2.31 Allow for maintenance and slip modifications of existing recreational marinas to support changes to waterside facilities and boating needs.



PD2.32 Allow for new hotel rooms with associated retail, restaurant, and/or meeting space.

East Harbor Island Planning Area (PA-2)

At 38.7 acres, this planning area is an overlay designation intended to redevelop underutilized and vacant areas into a distinctive and attractive waterfront. The planning area standards are in addition to the District-wide standards and were specifically developed to allow flexibility in the redistribution of uses through standards that range from prescriptive to permissive. The planning area Recreation Open Space standard sets a minimum threshold for Recreation Open Space to ensure preservation of open space is a priority.

Proposed development should plan and design for a balance of uses that improve the year-round experience of Harbor Island for all visitors. Considerations should include maximizing coastal access in balance with the protection of the environment and natural resources.

This planning area should be allocated as follows:

- Recreation Open Space at approximately 12.4 acres;
- Institutional/Roadway at approximately 3.1 acres; and
- Commercial Recreation at approximately 23.2 acres.



PD2.33 Provide at least one non-motorized watercraft launch point in publicly accessible Recreation Open Space.

PD2.34 Expand the water-based transit system by introducing two water-based transfer points within the planning area, as depicted on Figure PD2.2.



PD2.35 Incorporate one regional gateway mobility hub within a one-quarter to one-half mile walking distance to major attractions or destinations. The mobility hub should connect to the nearby water-based transfer point by providing wayfinding and pathway connections.



PD2.36 Coordinate with the City of San Diego, San Diego International Airport, and other regional agencies to enable transit connections to the Airport. This may include establishing and contributing to a regional impact fee fund to enable regional mobility solutions.



PD2.37 Establish and preserve the following Scenic Vista Area, as depicted on the Harbor Island Planning District Water and Land Use map:

- a. View of the basin, bay, and Embarcadero Planning District from the eastern edge of Planning Area 2.



PD2.38 Expand existing water accessible areas by providing overlooks, step-down areas, or other shoreline design features that enable users to touch the water.



PD2.39 Introduce up to six activating features enhance the overall pedestrian experience and extend users stay on the waterfront. Activating features shall be dispersed throughout the Recreation Open Space within a one-quarter to one-half mile walking distance from each other.



PD2.40 Public realm spaces such as streets, dedicated outdoor dining areas, and other walkways that are not located in designated Recreation Open Space, shall be encouraged and allowed but do not qualify as Recreation Open Space.



PD2.41 Placement of buildings shall be integrated with shoreline fronting public spaces.



PD2.42 Recreation Open Space shall be a minimum of 12 acres within the planning area and shall be established commensurate with the development of Commercial Recreation areas.

- a. The lessee, occupant and/or permittee shall develop the Recreation Open Space on the corresponding development site prior to the issuance of the first certificates of occupancy for the commercial development on the development site.
- b. Recreation Open Space to be provided within the overlay shall include a minimum of five contiguous acres as a single park space that is situated adjacent to the shoreline on the east end of this planning area.
- c. Encourage temporary activities and experimental programming in this planning area by maintaining a minimum of two acres of flexible open space as part of the 12 acres of Recreation Open Space.



PD2.43 Development shall be well-connected and located adjacent to, or with visual connectivity to, the waterfront and shall provide walkways linkages connecting to promenades and public spaces.



PD2.44 Development may include a consolidated Port of San Diego Administrative Headquarters and/or Harbor Police facilities potentially providing water access.



PD2.45 Development within this planning area may include visitor-serving commercial activities, including overnight accommodations, restaurant, retail, attractions and other activating uses, along with access serving roadways, configured in a manner that maintains physical and visual connections to the bay.



PD2.46 Phased development within the planning area must be coordinated with existing or proposed development within and outside the planning area to integrate public realm, public open space, and mobility linkages and hubs to ensure a cohesive, contiguous open space, and mobility network.

Pacific Highway Corridor Subdistrict



PD2.47 Reconfigure Pacific Highway to improve accessibility and efficiency for vehicles, transit, bicycles, and pedestrians.



PD2.48 Allow for development of lower cost overnight accommodations with a mix of commercial uses within the Commercial Recreation land use designation near the District's Administration Building.

DISCUSSION
DRAFT

APPEALABLE PROJECTS

For development categories pursuant to Coastal Act Section 30715, additional projects pertaining to the maintenance, removal, demolition, and/or modernization of existing infrastructure, commercial facilities, and recreation facilities shall be permitted. This shall apply to facilities such as, but not limited to: upland connecting roadways; offices not principally devoted to District administration activities; overnight accommodations; non-water-oriented retail, which may include retail with restaurant space; commercial fishing facilities; and, recreational marina-related facilities.

Table PD2.1: PD2 Appealable Projects

	Upland Connecting Roadways	Non-District Administration Office	Overnight Accommodations	Non-Water-Oriented Retail	Commercial Fishing Facilities	Recreational Marina-Related Facilities
Spanish Landing				■		
West Harbor Island	■		■	■		■
East Harbor Island	■		■	■		
Pacific Highway Corridor	■		■			

Spanish Landing Subdistrict

Non-Water-Oriented Retail	Up to 90,000 new square feet of non-water-oriented retail and/or non-water-oriented retail with restaurant space.

West Harbor Island Subdistrict

Upland Connecting Roadways	Reconfigure Harbor Island Drive to more efficiently accommodate vehicular traffic while allowing for additional public parking, a dedicated cycle track, increased recreation open space and promenade enhancements.
Overnight Accommodations	Up to 1,650 net new hotel rooms with associated visitor-serving retail, restaurant space, and/or meeting space.
Non-Water-Oriented Retail	Up to 25,000 net new square feet of non-water-oriented retail and/or non-water-oriented retail with restaurant space.
Recreational Marina-Related Facilities	Dock maintenance, vessel slip reconfiguration and enhancement in the water basin, including an increase or decrease of up to 10 percent in vessel slips.

East Harbor Island Subdistrict

Upland Connecting Roadways	Reconfigure Harbor Drive to more efficiently accommodate vehicular traffic while allowing for a dedicated transit lane, a dedicated cycle track, and pedestrian enhancements.
Overnight Accommodations	Up to 500 new hotel rooms with associated visitor-serving retail, restaurant and/or meeting space.
Recreational Marina-Related Facilities	Dock maintenance, vessel slip reconfiguration and enhancement in the water basin, including an increase or decrease of up to 10 percent in vessel slips.
	Enhancements or modifications to the existing anchorage area supporting transient docking.

Planning Area 2 (PA-2) Appealable Projects

Upland Connecting Roadways	New roadways created in association with redevelopment of the planning area.
Overnight Accommodations	Up to 1,300 new hotel rooms with associated visitor-serving retail, restaurant, and/or meeting space.

Pacific Highway Corridor Subdistrict

Upland Connecting Roadways	Reconfiguration of portions of Pacific Highway within the District's jurisdiction to improve efficiencies for vehicle, transit, bikes and pedestrians.
Overnight Accommodations	Up to 1000 new beds (or equivalent in rooms) with associated visitor-serving retail, restaurant and/or meeting space.

Table PD2.2: PD2 Water and Land Use Table

Water	acres
<i>Anchorage</i>	9.1
<i>Navigation Corridor</i>	40.1
<i>Open Bay/Water</i>	35.5
<i>Recreational Berthing</i>	110.5
Subtotal, Water	195.2

Land	acres
<i>Commercial Recreation</i>	100.0
<i>Institutional/Roadway</i>	47.0
<i>Maritime Services and Industrial</i>	4.1
<i>Recreation Open Space</i>	36.5
Subtotal, Land	187.6

Total **382.8 ac.**

DISCUSSION
DRAFT

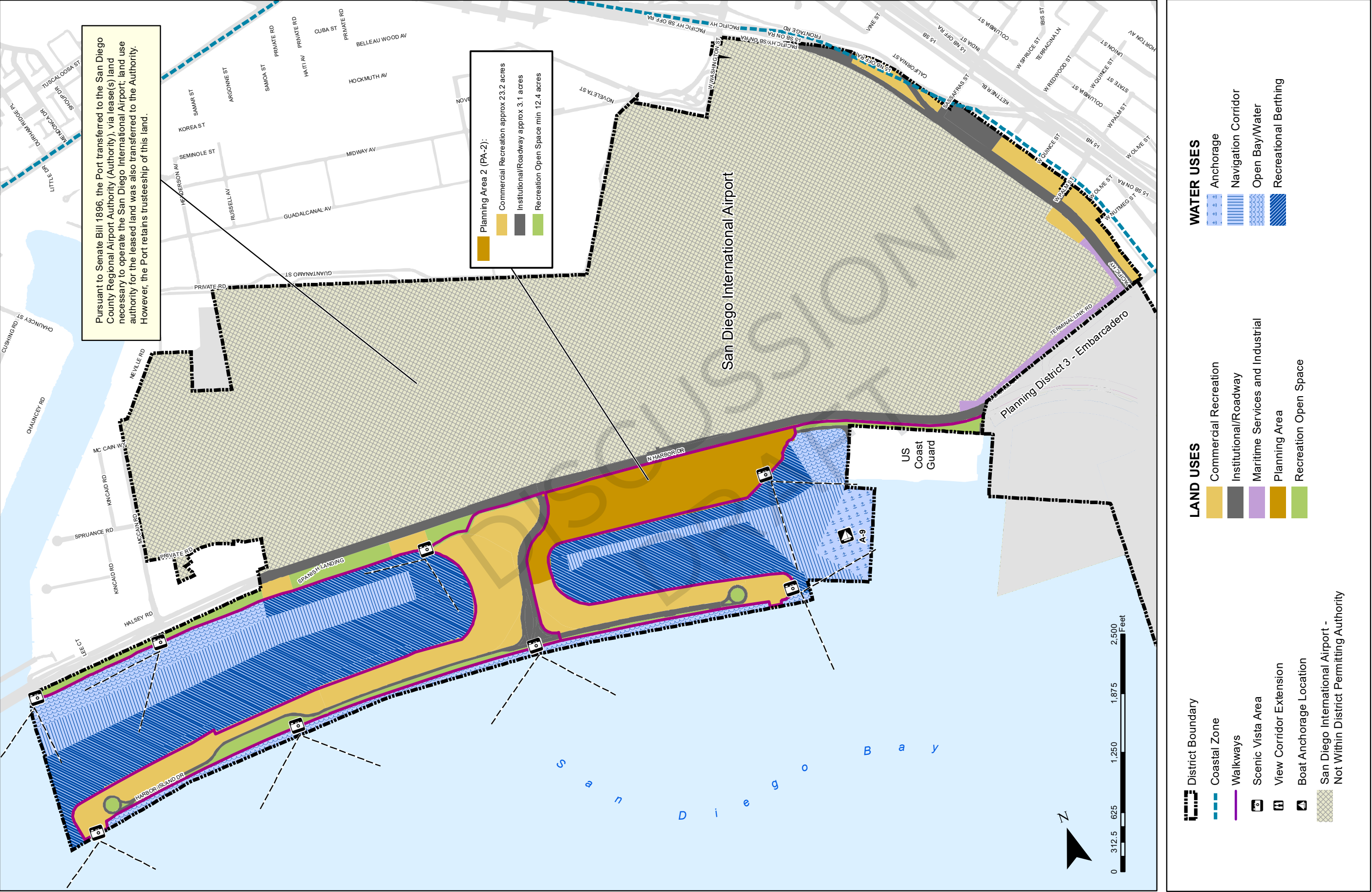
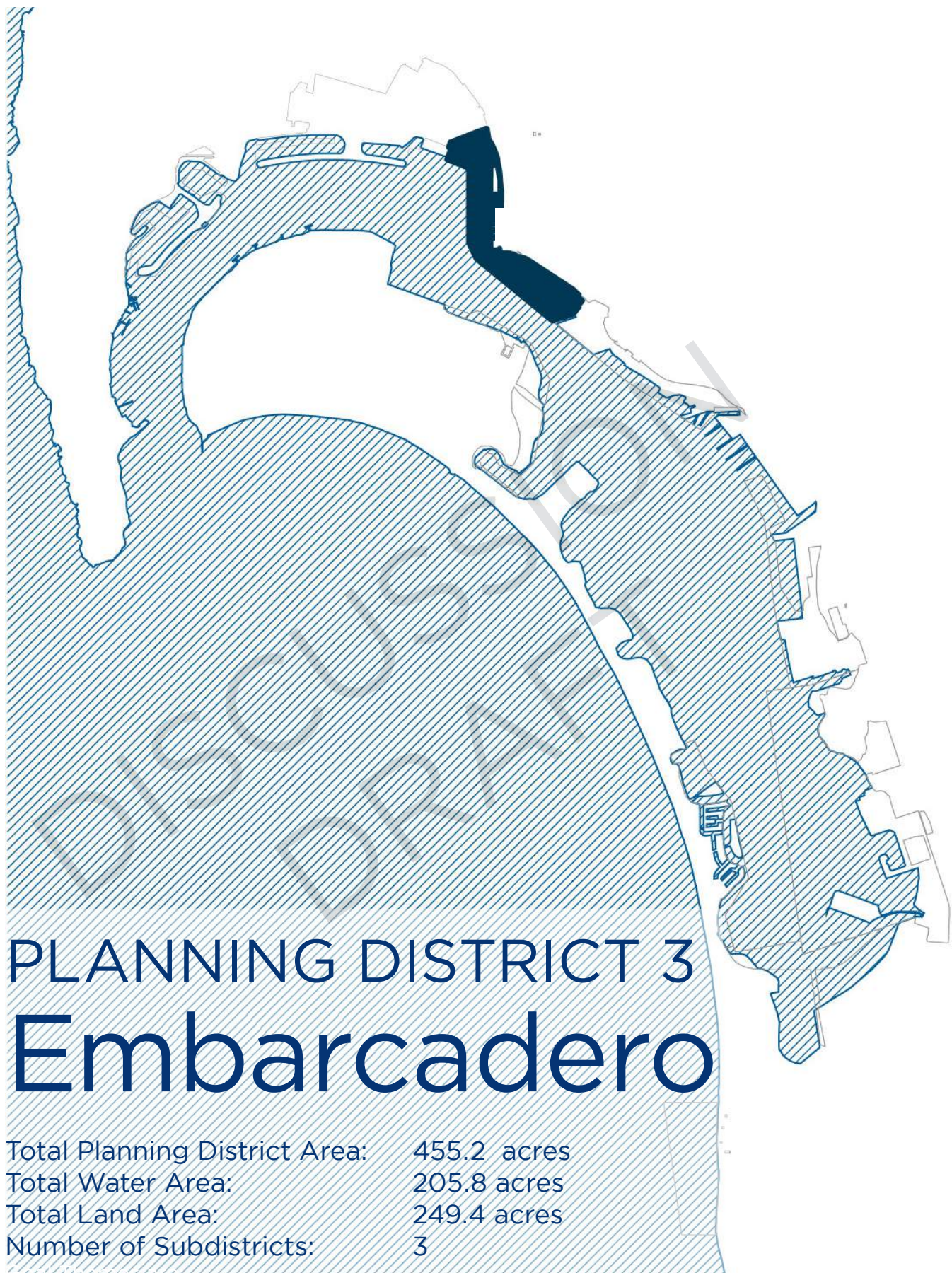


Figure PD2.4 - Water and Land Use Map Harbor Island

this page left intentionally blank



Total Planning District Area:	455.2 acres
Total Water Area:	205.8 acres
Total Land Area:	249.4 acres
Number of Subdistricts:	3

PLANNING DISTRICT 3: EMBARCADERO



Figure PD3.1 - 2019 aerial of Embarcadero Planning District

Planning District Setting

The Embarcadero Planning District is home to more than four miles of waterfront lined with an assortment of commercial, visitor-serving, recreational, and industrial uses. Conveniently located south of the San Diego International Airport, and adjacent to Downtown San Diego, it has close proximity to regional roadways and freeways.

The Embarcadero Planning District consists of three distinct subdistricts: North Embarcadero, Central Embarcadero, and South Embarcadero.

Planning District Character

An entryway to San Diego, the Embarcadero is a vibrant planning district with broad regional recreation opportunities, bayfront access, tourism, and economic value. This waterfront area combines visitor- and marine-serving uses with pier-side maritime activities that showcase and celebrate the history of San Diego's waterfront, including commercial fishing, maritime museums, recreational boating, and recreation open space.

Each subdistrict in the Embarcadero Planning District provides meaningful waterfront gathering places and access to a broad mix of water- and land-based entertainment, recreation, hospitality, and visitor destinations.



North Embarcadero

PD3

Planning District Characteristics

This planning district balances visitor-serving uses and traditional maritime functions, both of which contribute to the vibrant fabric of the area and extend the waterfront user experience. Additional activating features would occur in open space areas here. Harbor Drive is re-imagined with a reduced width and enhanced multi-modal transit opportunities. In this planning district, the District envisions additional visitor-serving uses, including overnight accommodations, retail and restaurants on the landside, and new over-water space on the waterside. Modernization of the cruise ship terminals is encouraged to increase waterside arrivals into the Embarcadero Planning District. Mobility hubs are proposed to be located at regular intervals in this planning district. New and enhanced opportunities for transient docking and berthing are encouraged. Additionally, enhancement and/or expansion to waterside commercial fishing facilities could occur to better serve the commercial fishing industry.

The characteristics of the Embarcadero Planning District include:

- A “front door” to San Diego for travelers arriving by sea, land, or air, offering a vibrant mix of visitor-serving commercial and recreational activities, and internationally-recognized attractions that showcase and celebrate the history of San Diego’s waterfront.
- Celebrated water areas that support historic ship, water-based transit vessel, recreational vessel, and commercial fishing berthing, and that preserve deep-water dependent cruise ship berthing.
- An active experience that provides people meaningful waterfront gathering places and access to a broad mix of water- and land-based entertainment, recreation, hospitality, and visitor destinations.

STANDARDS

The following standards apply to all water and land development, and improvements within the Embarcadero Planning District, unless it is infeasible due to geographic or site constraints and/or inconsistent with public safety, security, or protection of sensitive coastal resources. The Embarcadero Planning District Water and Land Use map may be used as a reference by the District to interpret the location of use designations or standards, as needed.

EMBARCADERO PLANNING DISTRICT-WIDE



PD3.1 Allow for water-based transfer points throughout the Embarcadero Planning District to support water-based transit and transient docking.



PD3.2 Provide connections between water-based transfer points, bayfront circulator, and mobility hubs by requiring pedestrian and bicycle linkages and wayfinding signage.



PD3.3 All pedestrian and bicycle crossings shall include the following to increase safety and prioritize active transportation users:

- a. High visibility crosswalks, which may include vibrant paint colors and on-the-ground lighting;
- b. Designated controlled crossings at key areas; and
- c. Curb extensions to reduce crossing distances.



PD3.4 Provide a bayfront circulator to offer transit services along Harbor Drive to connect between mobility hubs, transient docking, water-based transfer points, existing and future waterfront attractions, the San Diego International Airport, and the Convention Center. All major redevelopment and new development, as well as development with previously issued Coastal Development Permits requiring fair share participation in the Waterfront Summer Shuttle shall:

- a. Advertise the bayfront circulator online and onsite, and, if a fee system is established, financially participate in the baywide circulator by paying a fair share contribution to operate the baywide circulator.
- b. At key locations as determined by the District, provide or coordinate with the District for a stop for the bayfront circulator.
- c. Once the bayfront circulator is in place, the Waterfront Summer Shuttle may cease.

- WATERFRONT CIRCULATOR
- BIKE LANE
- T EXISTING TRANSIENT DOCKING
- W EXISTING WATER-BASED TRANSFER POINT
- T POTENTIAL TRANSIENT DOCKING
- W POTENTIAL WATER-BASED TRANSIT LANDING
- R POTENTIAL REGIONAL HUB
- L POTENTIAL LOCAL GATEWAY MOBILITY HUB



Figure PD3.2 - Embarcadero water and land-based mobility system



PD3.5 When considering parking demand in this planning district, identify potential off-site public parking locations in which the parking demands for the Embarcadero Planning District uses can be consolidated. Off-site parking may be in mobility hubs, which may include a consolidated parking structure, within or outside of Tidelands.



PD3.6 Accommodate supporting public-serving amenities and functions including parking and tenant-servicing through an established curbside management program.



PD3.7 Provide flexible and dynamic spaces to create a vibrant and active waterfront.



PD3.9 Encourage and allow temporary activities and experimental programming.



PD3.10 Expand existing water accessible areas by providing overlooks, step-down areas, or other shoreline design features that enable users to touch the water.



PD3.11 The promenade along the Embarcadero Planning District shall be a multi-use path.



PD3.12 Dedicated bicycle facilities, such as cycle tracks, bike lanes, or bike paths shall qualify as Recreation Open Space.





PD3.13 To ensure visual connectivity from and to the Bay, future vegetation in Recreation Open Space shall be limited as follows:

- a. All shrubs and ground covers shall be a maximum of three feet in height.
- b. All trees shall be trimmed such that canopies are maintained at a minimum height of eight feet above ground.

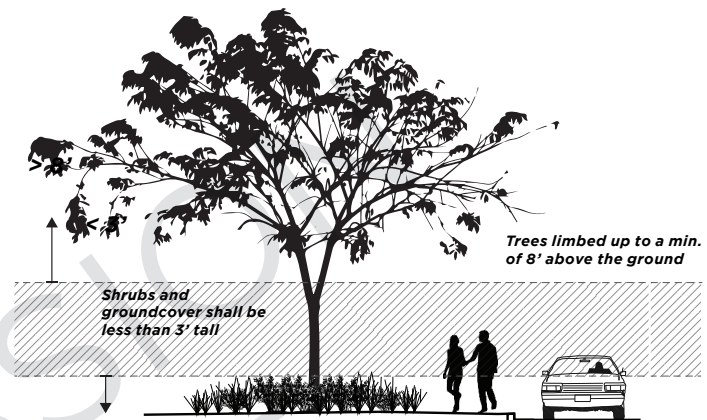


Figure PD3.3 - Clear zone in planting areas



PD3.14 As Recreation Open Space is implemented, service/loading for all existing and future bayfront amenities and tenants shall be accommodated, where feasible.



PD3.15 Public realm spaces such as streets, dedicated outdoor dining areas, and walkways that are in designated Commercial Recreation areas, do not qualify as designated Recreation Open Space areas.



PD3.16 Water-facing ground-floor building uses shall be activating primary uses.



PD3.17 No buildings or associated architectural features such as awnings, signage, or structural cantilevers shall be permitted to protrude into Accessway Corridors, View Corridor Extensions, and Scenic Vista Areas.



PD3.18 Building height should be compatible, but does not need to be in conformance, with adjacent jurisdiction standards.



PD3.19 Require major redevelopment and new development to maintain as architectural scale and height that is consistent with existing adjacent development, and the following parameters:

- a. Development and improvements shall be context-sensitive in size, scale, and design, in character with adjacent development; and
- b. Development and enhancements should result in comprehensive, integrated development of commercial and public areas in a consistent landscaped setting.

North Embarcadero Subdistrict

The North Embarcadero Subdistrict provides a waterside experience with a broad mix of commercial and recreational activities, cruise ship berthing, water-based museums, and cultural facilities in the form of historic ship berthing, water-based transit vessel berthing, and recreational vessel berthing, while preserving the historic commercial fishing priority uses.



PD3.20 Expand the water-based mobility system by introducing up to one water-based transfer point and transient docking south of the Grape Street Piers, as depicted on Figure PD3.2.



PD3.21 Maintain existing transient docking and water-based transfer points adjacent to the waterside promenade south of the San Diego County Administration Building and north of Navy Pier, as depicted Figure PD3.2.



PD3.22 Introduce up to one Regional Mobility Hub and one Local Gateway Mobility Hub appropriately spaced from each other located within a one-quarter mile walking distance of major attractions. If mobility hubs are located on parcels with existing public and/or private parking, existing parking shall be accommodated within the mobility hub, in addition to any relocated or new parking required by the development. The mobility hubs should connect to the nearby water-based transfer points by providing wayfinding and pathway connections.



PD3.23 Remove public on-street parking on Harbor Drive (along the west side of the street) and relocate it to a mobility hub. The mobility hub shall also have short-term parking and ADA parking.



PD3.24 Prioritize the District's acquisition of the lease premises or development site at 1220 Pacific Highway to enable any future development to reconnect B Street between Pacific Highway and Harbor Drive and to introduce a Local Gateway Mobility Hub. This can be one of the mobility hubs recommended in the North Embarcadero Subdistrict. During cruise operations, the reconnected B Street can be used for truck and other staging associated with cruise operations.



PD3.25 Maximize public access to the waterfront and views of the Bay along the entire length of the North Embarcadero subdistrict with pathways connecting the length of the waterfront and both the east and west sides of Harbor Drive.



PD3.26 Establish and preserve the following View Corridors Extensions, as depicted on the Embarcadero Water and Land Use map:

- Hawthorn Street;
- B Street;
- West Broadway; and
- E Street.



PD3.27 Establish and preserve the following Scenic Vista Areas, as depicted on the Embarcadero Water and Land Use map:

- a. View of the Bay from the Crescent along Harbor Drive;
- b. The Window to the Bay between Grape Street and Ash Street;
- c. The Window to the Bay pier (see PD3.28);
- d. The public viewing platform north of Broadway Pier;
- e. View of the Bay from Broadway Pier; and
- f. View of the Bay from Navy Pier.



PD3.28 Prioritize adding and/or increasing Recreation Open Space located west of Harbor Drive over Recreation Open Space located east of Harbor Drive. Add and/or increase Recreation Open Space in this area by:

- a. Maximize the quantity of Recreation Open Space located west of Harbor Drive, while maintaining or exceeding the quality of the completed Recreation Open Space improvements between Navy Pier and the B Street Pier.
- b. Construct a 30,000 square foot public pier known as the “Window to the Bay” pier south of the existing Grape Street Piers and north of Ash Street.
 - i. This new pier shall be designated Recreation Open Space, with up to one activating feature located on the pier.
 - ii. The pier shall also include up to 12,000 square feet of public transient docking opportunities, as well as a new water-based transfer point.
- c. To provide users with visual and physical relief from paved surfaces, excluding the promenade, Recreation Open Space areas shall include a minimum of 40 percent of the surface area as soft surfaces. Soft surfaces include, but are not limited to, decomposed granite and planting areas including such materials as mulch and turf.



PD3.29 Allow for additional hotel rooms at the existing hotel facility south of the County Administration Building.



PD3.30 Allow for hotel development with a mix of commercial uses in Commercial Recreation land use designations along North Harbor Drive.

SPECIFIC AREA STANDARDS

A. Grape Street Piers



PD3.31 The two existing Grape Street Piers utilized for commercial fishing uses will remain with the potential to be expanded or improved in the future to allow the continuation of this high-priority use.



PD3.32 The existing Grape Street Pier utilized for commercially operated passenger vessels will also remain to allow for the continuation of this water-dependent, visitor-serving use.

B. Broadway Pier



PD3.33 Encourage pedestrian access on the pier on non-cruise ship days.



PD3.34 During cruise ship calls at Broadway Pier, manage Broadway Plaza (the area landward of the Broadway Pier) to ensure pedestrian safety, facilitate vehicle access to Broadway Pier, and allow public access consistent with security regulations.



PD3.35 Improve the pedestrian experience on Broadway Pier, while maintaining maritime operations, by re-surfacing the pier to enhance the materiality of the pier surface to an equivalent quality to the completed North Embarcadero open space improvements between Navy Pier and the B Street Pier.



PD3.36 Allow for up to 12 public meetings and 40 non-profit events per year, without disrupting maritime operations.



PD3.37 Allow for a mix of commercial uses on Broadway Pier within the existing pavilion.

DIS DRAFT



C. Navy Pier

PD3.38 Convert Navy Pier into a Navy Pier Park. Honor the important role the military has played in shaping the region through the design of Navy Pier Park.



PD3.39 Upon competition of a Local Gateway Mobility Hub within a one-quarter mile walking distance to Navy Pier, convert Navy Pier into Recreation Open Space for the entire pier, while maintaining accessibility and service requirements for the Midway Museum.

In the interim, a minimum of one acre of temporary Recreation Open Space may be developed at the western end of the pier with a 30-foot-wide continuous promenade along the perimeter of the pier, both of which shall be integrated into the Navy Pier Park once developed. This interim configuration shall allow for approximately 500 parking spaces to remain on the pier, conditioned on the demolition of the existing headhouse on the pier, until the Local Gateway Mobility Hub is developed.



PD3.40 Emphasize pedestrian gathering spaces in locations with physical and visual connectivity to the water when contemplating the location and disposition of Recreation Open Space.



PD3.41 Introduce up to three activating features in the Navy Pier Park.



PD3.42 Develop elevated overlooks as part of the Navy Pier Park that provide users with a unique view of the Bay.

D. Planning Area 3 (PA-3)

At three acres, this planning area is an overlay designation intended to allow flexibility in the future build-out of the Grape Street Parcel. Due to its location in a busy thoroughfare on the way to (via Hawthorn Street) and from (via Grape Street) the San Diego International Airport, this planning area is not well-suited for a large quantity of Recreation Open Space. This planning area includes a mix of Commercial Recreation and Recreational Open Space and is envisioned to be the location of a Regional Mobility Hub with access via Pacific Highway.

The planning area should be allocated as follows:

- Recreation Open Space at a maximum of 0.5 acres; and
- Commercial Recreation at a minimum of 2.5 acres.

	Standards Applicable to PA-3
	PD3.43 Orient at least 50 percent of the Recreation Open Space towards Harbor Drive and the Bay.
	PD3.44 Buildings should be designed with active frontages that face the roadways.
	PD3.45 Any rooftop Recreation Open Space shall be publicly accessible approximately 85 percent of the year.
	PD3.46 Incorporate a multi-story Regional Mobility Hub with structured parking and a mix of commercial uses and office space that are integrated and visually compatible with the other uses on the site. This may include establishing and contributing to a regional impact fee fund to enable regional mobility solutions.
	PD3.47 Allow for development of overnight accommodations with a mix of commercial uses.

SEQUENCE STANDARDS

Increasing and activating Recreation Open Space, creating a pedestrian-friendly environment, and providing for flexible mobility solutions is a high priority for the North Embarcadero Subdistrict. A phased sequence of actions and development is likely needed to achieve this ultimate vision and to minimize undue costs and interruptions to the public realm and businesses. The recommended sequence of these actions is noted below as either “Sequence Step 1,” “Sequence Step 2,” or “Sequence Step 3.” While not all subcomponents of each “sequence step” must be performed, the sequence steps are anticipated to occur in the order presented.

	Sequence Step 1: Consolidate Parking
	PD3.48 Consolidate parking by relocating existing off-street parking into mobility hubs to enable the reconfiguration of Harbor Drive.
	PD3.49 Establish a pedestrian and transit network that will enable visitors to easily and efficiently access destinations along the North Embarcadero to reduce overall parking demand



Sequence Step 2: Reconfigure Harbor Drive right-of-way:

PD3.50 Reconfigure Harbor Drive right-of-way:

- Harbor Drive between Grape Street and G Street shall be configured from landside to waterside with the following mobility components: north/south vehicle lanes; parallel parking, landscape, and where feasible, bayfront circulator stops; dedicated transit right-of-way; landscape; and a dedicated north/south cycle track.
- All motorized mobility modes shall be located to the east of the existing curb line on the west side of Harbor Drive between G Street and Laurel Street.
- Only accommodate dedicated short-term, 30 minutes or less, and longer-term ADA accessible parking, passenger, taxi, and ride-share loading areas, and tenant servicing on the west side of Harbor Drive through the establishment of a curbside management program. A minimum of 800 linear feet of flexible curb length, with no contiguous section having a length exceeding 120 linear feet shall be implemented.
- Emphasize the pedestrian experience, while providing the opportunity for a traditional waterfront drive that celebrates the North Embarcadero.

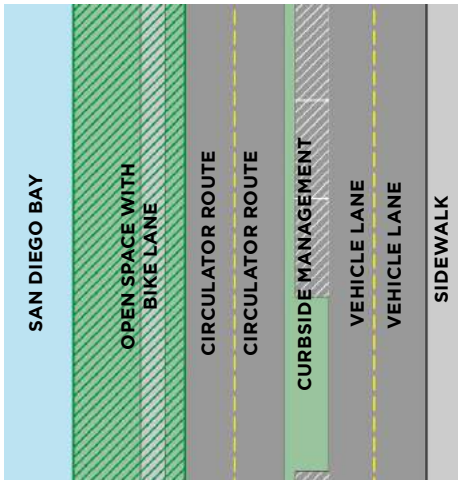


Figure PD3.4 - Harbor Drive Mobility Mode Relationships

Sequence Step 3: Expand and activate Recreation Open Space created from reconfiguration of Harbor Drive:

PD3.51 Expand and activate Recreation Open Space created from the reconfiguration of Harbor Drive (Sequence Step 3):

- The Recreation Open Space located on the west side of Harbor Drive shall:
 - Link together a series of garden rooms with the intent of creating a cohesive waterfront experience.
 - Protect maritime operations when implementing the Recreation Open Space.
 - Introduce up to ten activating features.
 - Provide a continuous 30-foot-wide promenade, inclusive of a 6-foot-wide amenity zone on the landside. If not physically possible because of existing features such as roadways, the promenade shall be not less than 16 feet in such areas, ensuring that seating and other amenities do not visually impact the user experience along the Bay. The amenity zone may include plantings, site furnishings, signage, and other visitor-serving amenities located on the non-waterside of the promenade
- The waterfront Recreation Open Space between Grape Street and Ash Street shall be designated as a waterfront destination park with the intent of drawing users to the waterfront.

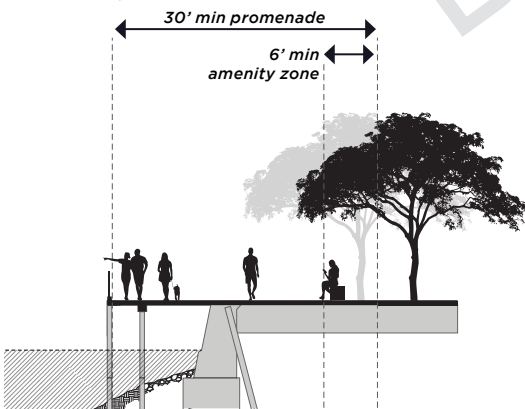


Figure PD3.5 - Promenade Width

Central Embarcadero Subdistrict

The Central Embarcadero Subdistrict envisions the future redevelopment of the Seaport Village area as an entertainment district that increases visitor-serving opportunities through new overnight accommodations; retail, restaurant, and office uses; commercial attractions; and enhanced public spaces and recreation areas that emphasize the site's proximity to the waterfront. Much of the subdistrict is situated within Planning Area 5, however, commercial fishing facilities and existing commercial uses, such as restaurants and retail establishments located outside of the planning area boundary are envisioned to remain



PD3.52 Expand the water-based mobility system by introducing up to two water-based transfer points and transient docking at the following potential locations, as depicted Figure PD3.2:

- The Open Bay designated water area west of the G Street Mole may provide opportunities for transient docking and water-based transit opportunities.
- A new Recreational Open Space pier to be constructed between Market Pier and Marina Park North may also provide additional transient docking and water-based transit opportunities.

PD3.53 Maintain transient docking and water-based transfer point at the existing marina in the basin east of Embarcadero Marina Park North, as depicted on Figure PD3.2.



PD3.54 Reconfigure Harbor Drive right-of-way:

- Harbor Drive shall be configured from landside to waterside with the following mobility components: vehicle lanes; parallel parking, landscape, and where feasible, bayfront circulator stops; dedicated transit right-of-way; landscape; and a dedicated cycle track.
- Accommodating dedicated near-term parking, 30 minutes or less, and longer-term ADA accessible parking, passenger, taxi, and ride-share loading areas, and tenant servicing on the west side of Harbor Drive through the establishment of a curbside management program.
- Emphasizing the pedestrian experience, while providing the opportunity for a traditional waterfront drive that provides visual access to the Embarcadero Planning District.



PD3.55 Improve the efficiency and safety of the intersection at G Street and Harbor Drive by consolidating the two existing cross-walks into a single crossing with vehicular traffic to be signalized at that intersection.



PD3.56 Coordinate with the adjacent jurisdiction to determine the feasibility of closing Market Street between Harbor Drive and Columbia Street, and providing a pedestrian scramble or roundabout at the Harbor Drive/Market Street intersection.



PD3.57 Establish and preserve the following View Corridor Extensions, as depicted on the Embarcadero Planning District Water and Land Use map:

- a. G Street;
- b. Harbor Boulevard;
- c. Pacific Highway; and
- d. Kettner Boulevard.



PD3.58 Establish and preserve the following Scenic Vista Areas, as depicted on the Embarcadero Planning District Water and Land Use map:

- a. View of the Bay from Tuna Harbor;
- b. View of the Bay from the corner of Central Embarcadero Subdistrict; and
- c. View of the Bay from Embarcadero Marina Park North.



PD3.59 Cantilevered areas are allowed as an extension of the adjacent land area when impacts are avoided or mitigated and:

- a. May count towards required Commercial Fishing areas, only to the point where the Mean Higher High Water intersects with existing shoreline protection.
- b. Areas between the Mean Higher High Water and Mean Sea Level may only receive 50 percent credit towards required Commercial Fishing areas.



PD3.60 Allow for the Sportfishing designated water area west of the G Street Mole to be improved for vessel berthing.



PD3.61 Recreation Open Space shall total a minimum of 17 acres within the subdistrict.



PD3.62 Allow for the redevelopment of attractions and commercial uses, including the existing restaurant on the G Street Mole, while preserving existing open space areas.

SPECIFIC AREA STANDARDS

A. Piers



PD3.63 Allow for up to 40,000 square feet in new pier(s) located adjacent to the west side of G Street Mole and/or between the existing Market Pier and Embarcadero Marina Park North. Piers must be publicly accessible and for high-priority coastal-dependent uses, such as commercial fishing.

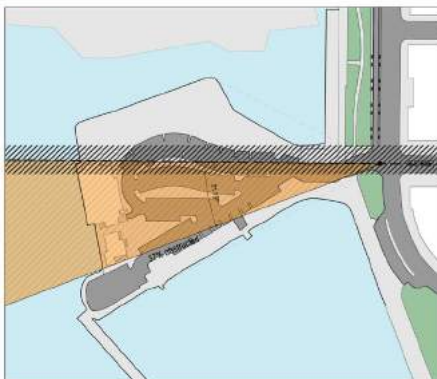


Figure PD3.6 - Publicly accessible pier zones

B. G Street Mole



PD3.64 On the G Street Mole, bayside physical access should be provided where feasible. If such access is infeasible, emphasis shall be placed on visual access. Current blockage of 37 percent is permitted to remain, but total visual blockage shall not exceed 50 percent and only if the increase in view blockage is to further enable the Commercial Fishing land use.



Existing Structures - 37% Obstructed



Option A - 50% Obstructed



Option B - 50% Obstructed

Figure PD3.7 - G Street Mole visual and physical access options



- PD3.65** Protect the functionality of the existing high-priority coastal-dependent commercial fishing activities and services located at G Street Mole by locating landside support operations immediately next to associated berthing areas, and by:
- Commercial Fishing designated land areas shall be preserved at 3.5 acres, resulting in a total of 3.99 acres for the subdistrict.
 - Enhancements to commercial fishing areas may include improved off-loading and fish processing facilities; storage, office, and operations support areas; areas supportive of a dockside market; improved pedestrian viewing and access areas; dedicated parking for fishermen; and potential secondary uses deemed compatible with commercial fishing operations, such as aquaculture and restaurant uses subject to established limitations and standards.
 - The existing commercial fishing processing facility located adjacent to Tuna Harbor is allowed to remain in place as a non-conforming use, regardless of the requirements of Section 2.2.6 – Nonconforming Uses and Structures, until such time as a new processing facility is constructed within the Commercial Fishing designated land area on G Street Mole.



- PD3.66** Due to access constraints, landside support operations, such as parking, passenger or fish loading/offloading, and vessel servicing, for potential Sportfishing Berthing to be located west of the G Street Mole, shall be conducted at an offsite location appropriately designated for these supportive activities.

C. Planning Area 4 (PA-4)

At 31.5 acres, this planning area is an overlay designation intended to allow for flexibility in the exact placement and configuration of commercial uses and required public spaces to facilitate the redevelopment vision for the Seaport Village area. The redevelopment is intended to create a destination recognized world-wide that attracts visitors from the region, the state, and the world with a variety of retail and restaurant uses, a range of overnight accommodations, coastal-dependent Blue Economy space, an education center, opportunities to interact with the water, and attractions such as an aquarium, spire, and event center. Improved access to the area may include modifications to the Pacific Highway and Kettner Boulevard connections to Harbor Drive, in addition to the creation of a mobility hub to provide sufficient parking for the area and connections to transit opportunities.

Future development of the planning area must consider and allow for the continued functionality of existing high-priority coastal-dependent commercial fishing operations, as well as existing commercial establishments not included in the planning area. The standards referenced below are specific to this planning area and are required in addition to all other applicable policies and standards.

The planning area should be allocated as follows:

- Commercial Recreation at approximately 13.5 acres;
- Institutional/Roadways at approximately 3.0 acres.; and
- Recreation Open Space at minimum of 15.0 acres.

Standards Applicable to PA-4



PD3.67 Construct a minimum of one Local Gateway mobility hub on parcels located within a one-quarter mile walking distance of major attractions. The mobility hub should connect to the nearby water-based transfer point by providing wayfinding and pathway connections.



PD3.68 Allow for modifications to the Pacific Highway and Kettner Boulevard connections to Harbor Drive.



PD3.69 Recreation Open Space shall total a minimum of 15 acres within the planning area and shall be established commensurate with the development of Commercial Recreation areas by:

- a. The lessee, occupant and/or permittee shall develop the Recreation Open Space on the corresponding development site prior to the issuance of the first certificates of occupancy for the commercial development on the development site.
- b. Recreation Open Space to be provided within the Planning Area shall include a minimum of five acres included as a single contiguous park space.
 - i. Within the 5-acre contiguous park space, temporary activities and experimental programming is allowed and encouraged by maintaining a minimum of 2.25 acres of flexible open space.
 - ii. The remaining acreage shall be well-connected and located adjacent to, or with visual connectivity to, the waterfront.
 - iii. Pathways and/or promenades shall connect all the Recreation Open Space, including the five-acre contiguous park space to other Recreation Open Space in the planning area.



PD3.70 Allow non-motorized watercraft launch points in Recreation Open Space, to promote water-based uses.

PD3.71 Expand existing water accessible areas by providing overlooks, step-down areas, or other shoreline design features that enable users to touch the water.

PD3.72 Provide a continuous 30-foot-wide promenade, inclusive of a 6-foot amenity zone on the landside. If not physically possible because of existing features such as roadways, the promenade shall not be less than 24 feet in such areas, ensuring that seating and other amenities do not visually impact the user experience along the Bay. The amenity zone may include plantings, site furnishings, signage, and other visitor-serving amenities located on the non-waterside of the promenade

PD3.73 Promenades through the Central Embarcadero shall be multi-use and shall service both bicycles and pedestrians.

PD3.74 Promenades may cantilever over the water to extend the walkway when impacts are avoided or mitigated with the following conditions:

- May count towards required Recreation Open Space areas only to the point where the Mean Higher High Water intersects with existing shoreline armoring.
- Areas between the Mean Higher High Water and Mean Sea Level may only receive 50 percent credit towards required Recreation Open Space.

PD3.75 Introduce up to six activating features that are compatible and complementary with the existing and proposed retail amenities with the intent to enhance the overall pedestrian experience and extend users stay on the waterfront. Activating features shall be dispersed throughout the Recreation Open Space within a one-quarter mile walking distance from each other.

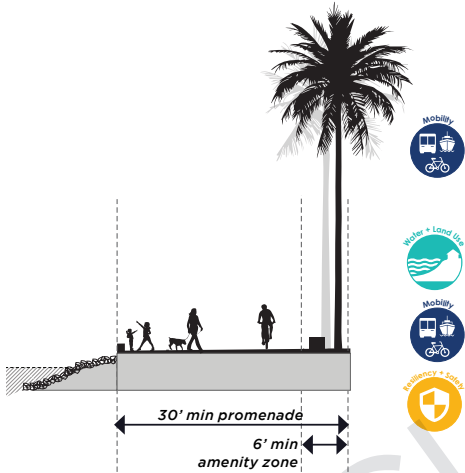


Figure PD3.8 - Promenade Width

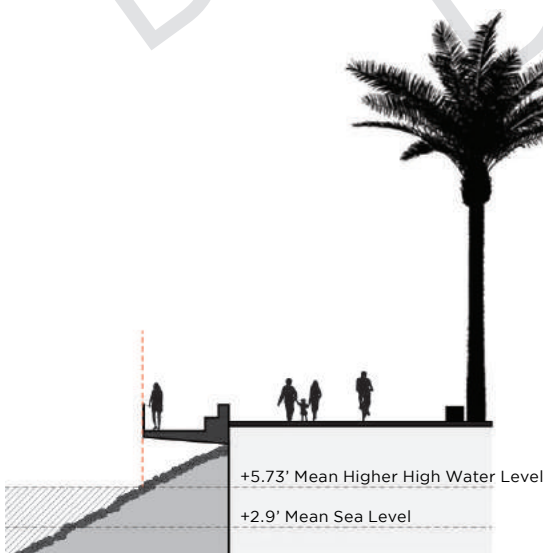


Figure PD3.9 - Cantilevered Promenade



PD3.76 Allow for a mix of commercial uses and office space within this planning area.

PD3.77 Allow for hotel development with a mix of commercial uses and major attractions within the planning area.

PD3.78 Water-facing ground-floor building uses shall be activating primary uses. For multi-level structures, secondary uses are not allowed at ground level.

PD3.79 Allow visually and physically accessible rooftop open space with the following conditions:

- Two acres of rooftop open space is equivalent to one acre of ground level open space (2:1 ratio) to qualify and satisfy the Recreation Open Space requirements. Rooftop open space shall not count as the five-acre contiguous open space requirement in the planning area.
- Rooftop open space shall be physically and visually connected to the ground plane in multiple locations.
- Public access, including access consistent with ADA standards, shall be provided from the public right-of-way as well as through interior spaces of buildings to any rooftop open space.

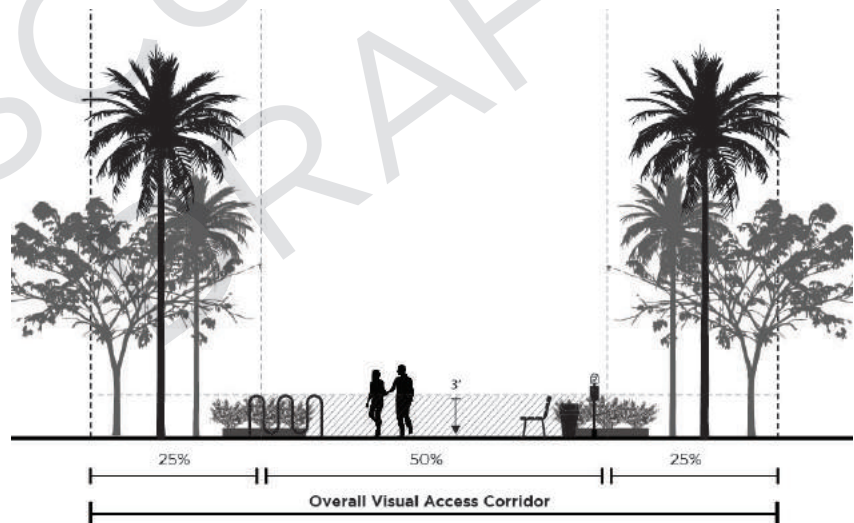


Figure PD3.10 - Permitted visual obstructions

- PD3.80** Introduce an Accessway Corridor that connects visually and physically between Pacific Highway and the Market Pier. Accessway Corridors are intended to provide physical and visual access to the water or Bay.
- a. The Accessway Corridor shall have a minimum 60-foot-wide multi-use path.
 - b. The following amenities shall be permitted within the Accessway Corridor: street furniture including fixed or movable seating, bike racks, planters, planting less than 3 feet in height, public art, education installations, directional and wayfinding signage, shuttle and/or transit facilities.
 - c. Tree planting shall be permitted if:
 - i. Located on either edge of the Accessway Corridor to frame and maintain 50 percent visual porosity through the middle of the accessway.
 - ii. All trees shall be limbed up to a minimum of 8 feet above ground.
 - d. No building or associated architectural features such as awnings, signage, or structural cantilevers shall be permitted in an Accessway Corridor.
 - e. The following obstructions may be permitted if they do not restrict physical and/or visual access to the waterfront or Accessway Corridor: guardrails, bollards, walls, or fences less than 3 feet in height.

D. Planning Area 5 (PA-5)

At 7.2 acres, this planning area is an overlay designation intended to allow for flexibility in the placement of two berthing designations: Industrial and Deep-Water Berthing and Recreational Berthing. Future recreational marinas in the area are envisioned to be situated around a new Recreation Open Space pier to be located between the existing Market Pier and Embarcadero Marina Park North (see policy PD3.63 above). The allowance of new recreational marinas must prioritize the provision of deep-water berthing.

The Planning Area should be allocated as follows:

- Industrial and Deep-Water Berthing at a minimum of 1.0 acres; and
- Recreational Berthing at approximately 6.2 acres.

Standards Applicable to PA-5

A minimum one-acre of Industrial and Deep-Water Berthing must be provided within this overlay area to maintain the existing deep-water functions. Deep-water Berthing areas shall be maintained on the south side of the Market Pier until such time a new pier with an associated one-acre area of berthing suitable for deep-water vessels is constructed.

South Embarcadero Subdistrict

The South Embarcadero Subdistrict provides a mix of commercial and recreational uses, including a regional convention center, supporting hotels and space for cultural performances. Waterside experiences range from water-based transit vessel berthing to recreational vessel berthing and fishing opportunities. Increasing and activating Recreation Open Space is a high priority for the South Embarcadero Subdistrict and will continue to provide space for public gathering, special events, and recreation activities. Any new or enhanced commercial development would complement and integrate with the Recreation Open Space. As an extension of Downtown San Diego, pedestrian connections to downtown San Diego are envisioned to be enhanced with pedestrian-scale improvements such as lighting and plantings.

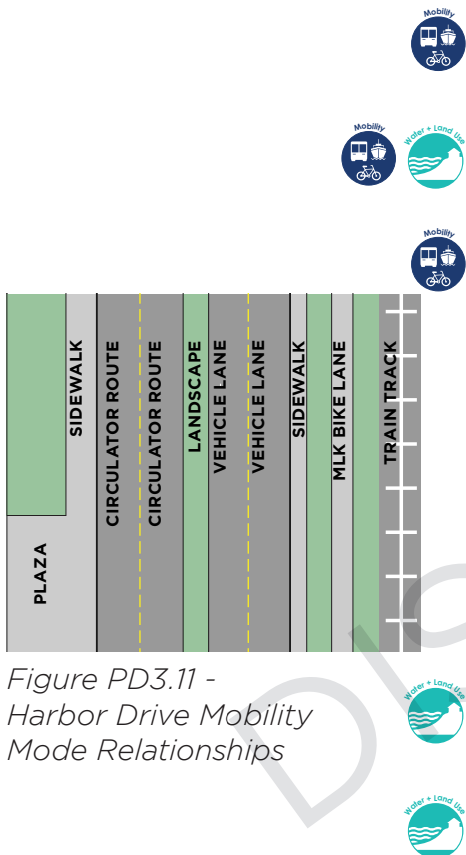


Figure PD3.11 -
Harbor Drive Mobility
Mode Relationships



PD3.81 Maintain transient docking and water-based transfer points south of Embarcadero Marina Park South, as depicted on Figure PD3.2.



PD3.82 Allow for maintenance and slip modifications of existing recreational marinas to support changes to waterside facilities and boating needs.



PD3.83 Reconfigure Harbor Drive right-of-way:

- a. Enable the addition of the bayfront circulator.
- b. Harbor Drive shall be configured from landside to waterside with the following mobility components: vehicle lanes; parallel parking, landscape, and where feasible, bayfront circulator stops; and a dedicated transit right-of-way.
- c. Accommodate dedicated near-term parking, 30 minutes or less, and longer-term Americans with Disabilities Act parking, passenger, taxi, and ride-share loading areas, and tenant servicing on the waterside of Harbor Drive through the establishment of a curbside management program.



PD3.84 Establish and preserve the Park Boulevard View Corridor Extension, as depicted on the Embarcadero Planning District Water and Land Use map.



PD3.85 Establish and preserve the following Scenic Vista Areas, as depicted on the Embarcadero Planning District Water and Land Use map:

- a. View of the marina basin from the Convention Center; .
- b. View of the Bay from the Embarcadero Marina Park South; and
- c. View of the Bay from the South Embarcadero public access mole pier.

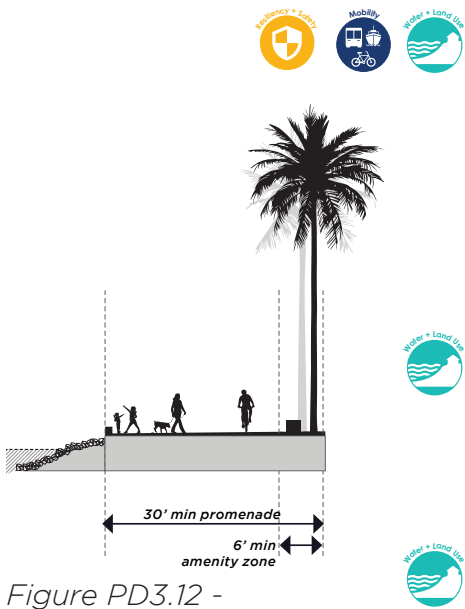


Figure PD3.12 -
Promenade Width



Figure PD3.13-
Embarcadero Marina Park
South flexible programing
approximate location



PD3.86 Provide a continuous 30-foot-wide promenade, inclusive of a 6-foot amenity zone on the landside. If not physically possible because of existing features such as roadways, the promenade shall not be less than 24 feet in such areas, ensuring that seating and other amenities do not visually impact the user experience along the Bay. The amenity zone may include plantings, site furnishings, signage, and other visitor-serving amenities located on the non-waterside of the promenade.

PD3.87 A permanent performance and event venue in Embarcadero Marina Park South shall be allowed. The venue shall remain open to the public 85 percent of the year, except for the performance stage, back-of-house facilities, pavilions, and the box office, which will be unavailable to the public at all times

PD3.88 No physical or visual barriers to public access shall be present during the 85 percent of the year that the permanent venue is open to the public. Community, low cost or no cost events shall occur at the permanent performance and event venue.

PD3.89 Allow for and encourage temporary activities and experimental programming in Embarcadero Marina Park South by maintaining a minimum of 2.5 acres of flexible open space. The remainder of the park, excluding the space used for a permanent performance and event venue, shall be enhanced and reconfigured to create a more usable park area and improve public access with the following conditions:

- Enhancements should include replacing the basketball court materials and equipment, replacing fitness equipment as needed, refurbishing the public outdoor gazebo, and refurbishing the public restrooms.
- Reconfigurations can include reconfiguration of the parking lot and landscaped medians to add four new parking spaces.

PD3.90 Introduce up to six activating features within Embarcadero Marina Park South and along the promenade. Activating features shall be dispersed throughout the Recreation Open Space within a one-quarter mile walking distance from each other.

PD3.91 Expand existing water accessible areas by providing overlooks, step-down areas, or other shoreline design features that enable users to touch the water

PD3.92 Encourage non-motorized watercraft launch points in publicly accessible Recreational Open Space.

PD3.93 Enhance the South Embarcadero public access mole pier by adding perimeter railings and seating, and other improvements required to make the pier publicly accessible.

Planning Area 6 (PA-6)

At 16.1 acres, this planning area is primarily intended to allow for flexibility in the configuration of Recreation Open Space within this area. This planning area could accommodate the Convention Center Expansion (Expansion Development), or redevelopment of the existing Fifth Avenue Landing site with commercial and marina uses (Commercial Development); the two development options have differing acreages of Recreation Open Space, Institutional/Roadway, and Commercial Recreation, as noted below.

This planning area is proposed to have a range of required Recreational Open Space between 7.1 to 8 acres.

Note that the BPC has not considered the proposed redevelopment of the existing Fifth Avenue Landing site, but such a consideration will likely occur prior to the selection of the Project Description for the Program Environmental Impact Report for the PMPU and hence, this planning area will likely be modified.

Convention Center Expansion

- a. Recreation Open Space at a minimum of 11.1 acres, of which up to 6.3 acres can be on the rooftop.
- b. Commercial Recreation at approximately 8.7 acres.
- c. Industrial/Roadway at approximately 2.6 acres.

Redevelopment of the Fifth Avenue Landing Site

- a. Recreation Open Space at a minimum of 7.2 acres, of which up to 1.9 acres can be on the rooftop.
- b. Commercial Recreation at approximately 7.3 acres.
- c. Industrial/Roadway at approximately 3.5 acres.

Standards Applicable to PA-6

PD3.94 Park Boulevard, bayward of Harbor Drive, will serve to orient visitors, whether by vehicle or by foot, and draw them to the waterfront.

PD3.95 Maintain a water-based transit center.

PD3.96 Any modifications to the Park Boulevard corridor shall consider a balance of enhancements that provide visual and physical linkage to the Bay, such as low-scale landscaping, artwork, pedestrian-scale lighting, and furnishings with the following conditions:

- a. Enhancements could include a combination of open lawn, landscaped areas (including low-scale shrubbery), artwork, enhanced concrete paving, pedestrian-scale lighting, and furnishings (e.g., benches).
- b. Tree planting shall be permitted if:
 - i. Located on either edge of the corridor to frame the View Corridor Extension.
 - ii. All trees shall be limbed up to a minimum of 8 feet above ground.





PD3.97 Improve the pedestrian experience on the exposed exteriors to parking garages and parking garage ramps by providing treatments, such as public art and/or decorative vertical landscaping



PD3.98 Introduce at least one activating feature within this planning area, sited to face the promenade.



PD3.99 Provide at least two rooftop Scenic Vista Areas facing the Bay.



PD3.100 Provide a combination of ground-level and rooftop park space, which together, total a minimum of 7.2 acres.



PD3.101 Consider a public access bridge over Convention Way to connect the elevated areas of the Convention Center to the waterside promenade.



PD3.102 Any rooftop park space shall be publicly accessible approximately 85 percent of the year.



PD3.103 Allow hotel development and a mix of commercial uses within this planning area.



PD3.104 Consider an expansion to the San Diego Convention Center that includes the addition of:

- a. Exhibit area, meeting rooms, ballrooms, support spaces, infrastructure upgrades, landscape improvements, and a small amount of visitor-serving uses such as retail.
- b. An approximately 5-acre park on the rooftop of the expansion.
 - i. At least six access points from the ground-level shall be included.
 - ii. Include a total of five Scenic Vista Areas facing the Bay.
 - iii. The park shall be completed prior to issuance of a final Certificate of Occupancy for the San Diego Convention Center expansion.



PD3.105 Convention Way may be reconfigured to provide for a consolidated development parcel or parcels.



PD3.106 Intensify and reconfigure the layout of Recreation Open Space and Commercial Recreation area for increased visitor-serving activity.

APPEALABLE PROJECTS

For development categories pursuant to Coastal Act section 30715, additional projects pertaining to the maintenance, removal, demolition, and/or modernization of existing infrastructure, commercial facilities, and recreation facilities shall be permitted. This shall apply to facilities such as, but not limited to: upland connecting roadways; offices not principally devoted to District administration activities; overnight accommodations; non-water-oriented retail which may include retail with restaurant space; commercial fishing facilities; and recreational marina-related facilities.

Table PD3.1: PD3 Appealable Projects

	Upland Connecting Roadways	Non-District Administration Office	Overnight Accommodations	Non-Water- Oriented Retail	Commercial Fishing Facilities	Recreational Marina-Related Facilities
North Embarcadero						
Central Embarcadero						
South Embarcadero						

DISCUSSION
DRAFT

North Embarcadero Subdistrict

Upland Connecting Roadways	Reconfigure Harbor Drive to more efficiently accommodate vehicular traffic while allowing for: parallel parking, landscape, or bayfront circulator stops; dedicated transit right-of-way; landscape; and a dedicated cycle track.
Overnight Accommodations	Up to 1,400 net new hotel rooms with associated visitor-serving retail, restaurant, and/or meeting space.
Non-Water-Oriented Retail	Up to 4,500 net new square feet of non-water-oriented retail and/or non-water-oriented retail with restaurant space.
Commercial Fishing Facilities	Enhancement and/or expansion of net new 0.2-acre of the existing Grape Street Piers utilized for commercial fishing operations.
Recreational Marina-Related Facilities	New 12,000 square foot transient dock associated with the new Window to the Bay Pier.
	Enhancements and/or modifications to the existing anchorage area supporting transient docking.

Planning Area 3 (PA-3) Appealable Projects

Non-District Administration Office	Up to 10,000 square feet of office space in association with a mix of commercial uses in the development, including recreation open spaces areas and a mobility hub.
Overnight Accommodations	Up to 500 new beds (or equivalent in rooms) in association with a mix of commercial uses in the development, including recreation open spaces areas and a mobility hub.
Non-Water-Oriented Retail	Up to 15,000 square feet of non-water-oriented retail and/or non-water-oriented retail with restaurant space in association with a mix of commercial uses in the development, including recreation open spaces areas and a mobility hub.

Central Embarcadero Subdistrict

Upland Connecting Roadways	Reconfigure Harbor Drive to more efficiently accommodate vehicular traffic while allowing for: parallel parking, landscape, or bayfront circulator stops; dedicated transit right-of-way; landscape; and a dedicated cycle track.
Commercial Fishing Facilities	Up to 40,000 square feet of commercial fishing related landside facilities including new cantilevered areas to improve functionality of fish offloading and berthing operations, along with enhancements and potential increases to commercial fishing berthing infrastructure in Tuna Harbor. Newly constructed facilities may also include restaurant use and improvements to pedestrian access.
Recreational Marina-Related Facilities	Berthing to support up to 25 new recreational and sportfishing vessels associated with the redevelopment of the Central Embarcadero subdistrict.

Planning Area 4 (PA-4) Appealable Projects

Upland Connecting Roadways	Modifications to Pacific Highway and Kettner Boulevard in association with the redevelopment of the planning area.
Non-District Administration Office	Up to 170,000 square feet of office in association with a mix of commercial uses in the development(s) within the Central Embarcadero subdistrict.
Overnight Accommodations	Up to 2,000 net new hotel rooms as part of mix of commercial uses in the development(s) that may include up to 250,000 net new square feet of associated visitor-serving retail and/or restaurant with associated office space, and attractions such as an observation tower, aquarium, and/or museum.
Non-Water-Oriented Retail	Up to 45,000 square feet of non-water-oriented retail and/or non-water-oriented retail with restaurant space in association with visitor-serving attractions, including a museum.

Planning Area 5 (PA-5) Appealable Projects

Recreational Marina-Related Facilities	Up to 50 new berthing slips associated with a new recreational marina with a reservation of 1-acre of berthing area for deep-water vessels.

South Embarcadero Subdistrict

Upland Connecting Roadways	Reconfigure Harbor Drive to more efficiently accommodate vehicular traffic while allowing for parallel parking, landscaped or bayfront circulator stops, and a dedicated transit right-of-way.
Recreational Marina-Related Facilities	Dock maintenance, vessel slip reconfiguration, and enhancement in the water basin, including an increase or decrease of up to 10 percent in vessel slips. Improvements may also include relocation of the existing Water Transportation Center.

Planning Area 6 (PA-6) Appealable Projects

Overnight Accommodations	Up to 1,500 net new hotel rooms associated visitor-serving retail, restaurant, and/or meeting space.

Table PD3.2: PD3 Water and Land Use Table

Water	acres
<i>Anchorage</i>	23.2
<i>Commercial Fishing Berthing</i>	16.2
<i>Industrial and Deep-Water Berthing</i>	38.2
<i>Navigation Corridor</i>	39.9
<i>Open Bay/Water</i>	3.6
<i>Recreational Berthing</i>	83.8
<i>Sportfishing Berthing</i>	0.9
Subtotal, Water	205.8
Land	acres
<i>Commercial Fishing</i>	4.8
<i>Commercial Recreation</i>	101.8
<i>Institutional/Roadway</i>	47.2
<i>Maritime Services and Industrial</i>	24.6
<i>Recreation Open Space</i>	58.9
<i>Visitor-Serving Marine Terminal</i>	12.1
Subtotal, Land	249.4
Total	455.2 ac.

The Embarcadero Planning District (PD3) water and land use map options prepared pursuant to past commitments the District has with the Coastal Commission, and also with the San Diego Navy Broadway Complex Coalition and Lane Field San Diego Developers that obligate the District to study specific land use configurations as part of the PMPU, are included in Appendix B.

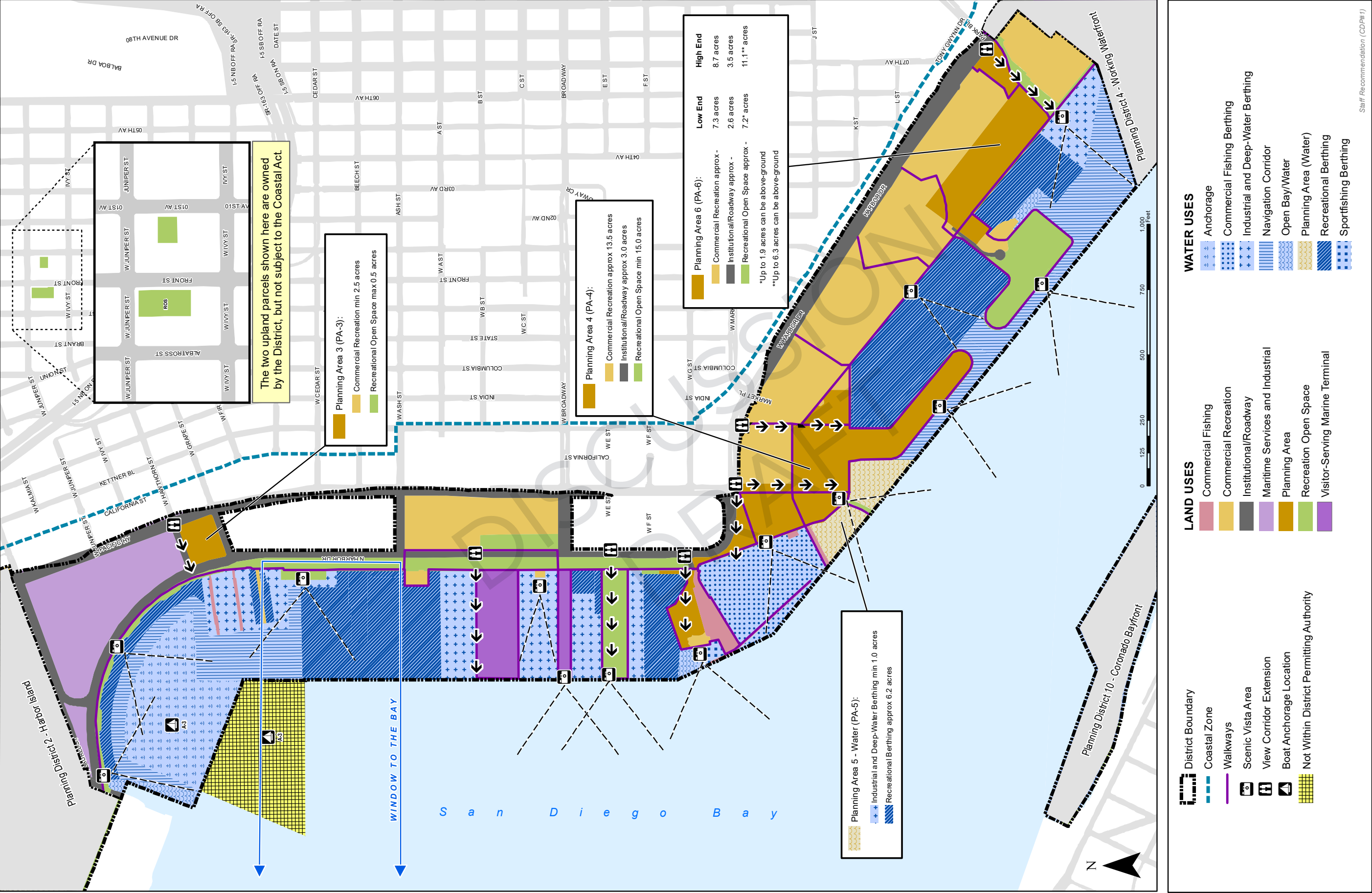


Figure PD3.14 - Water and Land Use Map Embarcadero

this page left intentionally blank



PLANNING DISTRICT 4

Working Waterfront

Total Planning District Area:	367.9 acres
Total Water Area:	114.5 acres
Total Land Area:	253.4 acres
Number of Subdistricts:	3

PLANNING DISTRICT 4: WORKING WATERFRONT



Figure PD4.1 - 2019 aerial of Working Waterfront Planning District

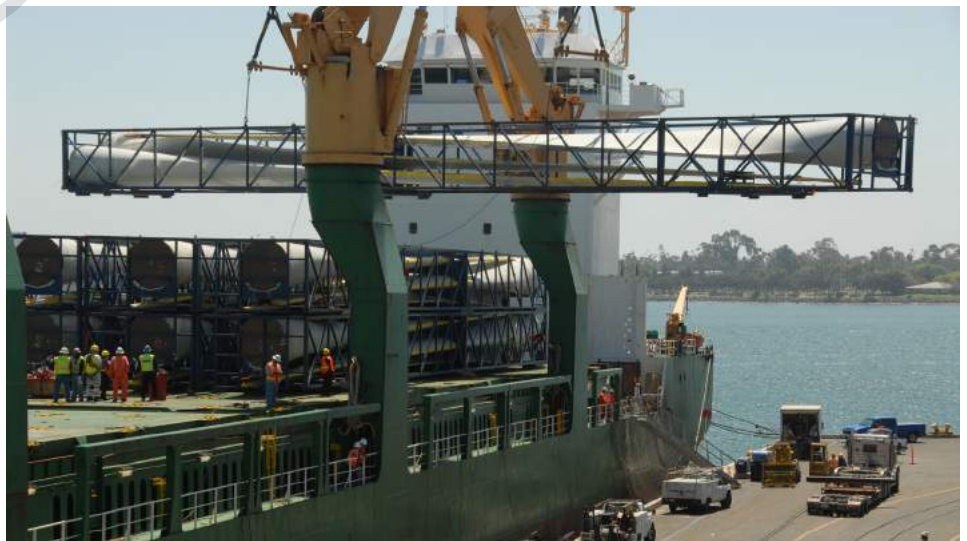
Planning District Setting

Located south of downtown San Diego, the Working Waterfront Planning District largely serves as a strategic regional, state, and federal port of entry. This planning district supports maritime trade operations and water-based commerce with a competitive and sustainable freight movement system. The Tenth Avenue Marine Terminal includes eight deep-water berths that can accommodate four large ships at any given time and facilitates a variety of cargo. Historically, the terminal has focused on the following cargo types: dry bulk, liquid bulk, refrigerated and non-refrigerated containers, and multi-purpose/break bulk. Additionally, several maritime services and industrial uses that support regional commerce and the U.S. Navy, such as shipbuilding and ship repair are located along Harbor Drive south of the Tenth Avenue Marine Terminal.

Cesar Chavez Park, nestled between the terminal and the maritime services and industrial uses, was developed in collaboration with the City of San Diego's adjacent Barrio Logan community. Cesar Chavez Park and the adjacent Cesar Chavez Pedestrian Pier provide valuable waterfront recreation and public access as visitor-serving amenities along the District's comprehensive open space network.

This planning district is divided into three subdistricts: Tenth Avenue Marine Terminal, Cesar Chavez Park, and Harbor Drive Industrial.

Offloading at the Tenth Avenue Marine Terminal



Planning District Character

The Working Waterfront Planning District is a highly productive consolidation of marine terminal and maritime services and industrial land uses, facilitating maritime trade and providing large-scale coastal-dependent industrial activities with direct access to heavy rail service and deep-water berthing. This planning district includes water and land uses supporting a range of coastal-dependent trade activities that provide high quality jobs in goods movement, and shipbuilding and repair for maritime and national defense interests.

Cesar Chavez Park and Cesar Chavez Pedestrian Pier are enhanced with enticing views of the working waterfront maritime activities, Coronado Bridge, and the Bay.

Planning District Characteristics

The Working Waterfront Planning District should be complementary to existing coastal-dependent and coastal-related uses integrated with expansion and enhancement opportunities. The envisioned enhancements in this planning district include such items as a coordinated multi-jurisdictional effort to implement roadway improvements and optimize terminal gate operations, along with terminal growth, consistent with the Tenth Avenue Marine Terminal Redevelopment Plan. Additionally, aquaculture and blue technology opportunities may be developed in this planning district where they are compatible with marine terminal and related activities.

For Cesar Chavez Park, complementary activating commercial uses and activating features are envisioned to be incorporated in open space areas to enhance park visitors' experiences and improve physical and visual access to the water.

The characteristics for the Working Waterfront Planning District include:

- A modernized marine terminal facility located at Tenth Avenue that optimizes the terminal as a vital, global gateway for imports and exports, while remaining flexible and responsive to future market conditions.
- Upgraded facilities and a competitive and sustainable freight movement system that handles cargo in an efficient, safe, and environmentally responsible way.
- Enhanced infrastructure that provides convenient and safe access to jobs and identified public coastal access opportunities within the Working Waterfront Planning District.
- A premier and high-performing center for shipbuilding and ship repair for the defense and maritime industries.

STANDARDS

The following standards apply to all water and land development and improvement within the Working Waterfront Planning District, unless it is infeasible due to geographic or site constraints and/or inconsistent with public safety, security, or protection of fragile coastal resources. The Working Waterfront Planning District Water and Land Use map may be used as a reference by the District to interpret the location of use designations or standards, as needed.

WORKING WATERFRONT PLANNING DISTRICT



PD4.1 Maintain and expand public access provided by the Bayshore Bikeway and walkways to Cesar Chavez Park and the Cesar Chavez Pedestrian Pier.



PD4.2 Coordinate with adjacent jurisdictions to identify potential off-Tidelands public parking locations, which may include mobility hub(s), that could address the parking demands for the Working Waterfront occupants, tenants, and permittees.



PD4.3 Collaborate and partner with other entities, such as agencies, employers, operators, occupants, tenants, and permittees to identify and implement multi-modal improvements and coordinated strategies for:

- a. Enhanced freight movement to, from, and along the I-5 and I-15 corridors;
- b. Optimized freight facilities and logistics;
- c. Flexible transit and parking solutions for employees and users;
- d. Improved passenger vehicle circulation; and
- e. Increased pedestrian and bicycle safety in the area.



PD4.4 Coordinate with adjacent jurisdictions to enhance all pedestrian and bicycle crossings, including to and from Barrio Logan Trolley Station and to and from Cesar Chavez Park, to increase safety and prioritize active transportation users through the provision of:

- a. High visibility crosswalks;
- b. Designated controlled crossings; and
- c. Curb extensions to reduce crossing distances.



PD4.5 Require District occupants, tenants, and permittees to use the existing or future truck haul route(s) for goods movement to, from, and through this planning district.



PD4.6 Retain and promote freight rail usage and accessibility to support marine terminal functions.



PD4.7 Maintain industrial trade operations, capabilities, and associated facilities, including those dependent on deep-water access and berthing.



- PD4.8** Enhance the viability of industrial trade operations, capability, and associated facilities, including those dependent on deep-water access and berthing by:
- Continuing and promoting maritime trade operations, and supporting facilities requiring deep-water access;
 - Maintaining deep-water berthing and maritime trade operations immediately adjacent to the ship navigation channel; and
 - Considering and potentially implementing strategic pier extension/infill to enable the expansion of maritime functions, including increased berthing capacity.



- PD4.9** Allow for and site aquaculture and blue technology uses in a manner that is compatible with and prioritizes Marine Terminal and Industrial and Deep-Water Berthing land and water use designations

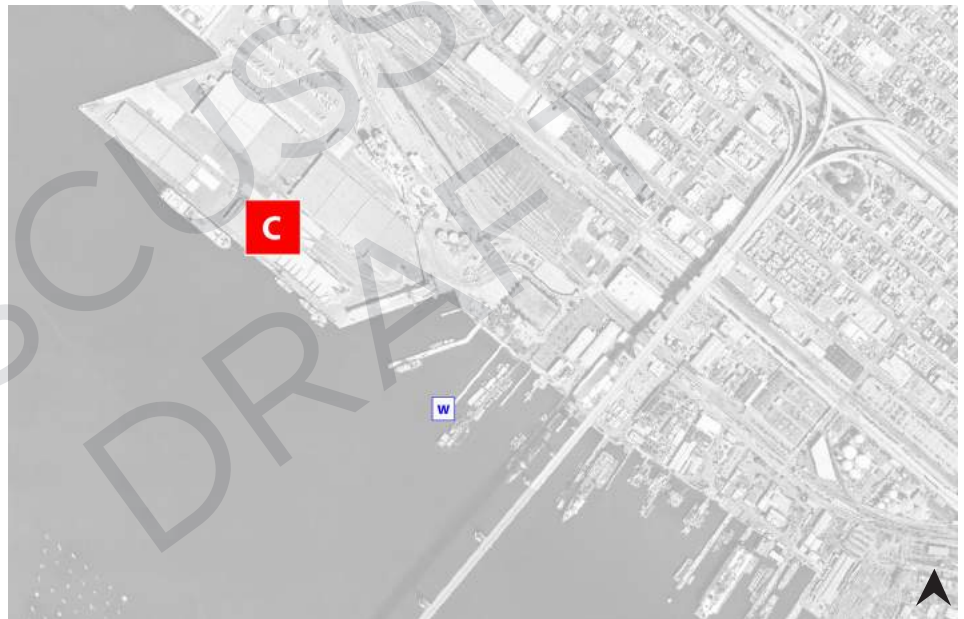


Figure PD4.2 - Working Waterfront water and land-based mobility system

Tenth Avenue Marine Terminal & Harbor Drive Industrial Subdistricts



PD4.10 Explore and develop shore power or other available technologies and/or improvements to reduce criteria air pollutants and greenhouse gas emissions.



PD4.11 Allow for protective shoreline development for Tenth Avenue Marine Terminal, which is a coastal-dependent use.



PD4.12 Encourage and allow for sustainable freight and shipping methods and technologies at Tenth Avenue Marine Terminal, and maintain consistency with the California Sustainable Freight Action Plan or similar future plan by:

- Implementing a vessel speed reduction program for future operations, occupants, tenants and permittees at the Tenth Avenue Marine Terminal.
- When a major redevelopment or new development occurs on the terminal, requiring electric cargo handling equipment upgrades and infrastructure to support the upgrades if technologically available.



PD4.13 Consider implementation of transportation alternatives, such as improvements and expansion of on-terminal rail facilities, to reduce the number of on-road trucks and/or to help facilitate the movement of goods.



PD4.14 Incorporate environmental performance standards identified in the Programmatic Environmental Impact Report for the Tenth Avenue Marine Terminal Redevelopment Plan.



PD4.15 Where feasible, implement best available and feasible control technologies for conveyor systems and bulk discharge unloader for future dry bulk operations associated with Tenth Avenue Marine Terminal.



PD4.16 Support efficiencies in terminal site utilization, advanced technology and management systems, and upgrading of equipment, including for efficient operations, goods movement, and environmental benefits.

Cesar Chavez Park Subdistrict



PD4.17 Preserve the size and location of Cesar Chavez Park and the Cesar Chavez Pedestrian Pier as a vital public coastal access to Portside Communities (See Environmental Justice element for definition) and allow for public access enhancements.



PD4.18 Protect Cesar Chavez Park and the Cesar Chavez Pedestrian Pier from temporary coastal flooding and inundation through adaptive shoreline strategies such as continued maintenance and enhancement of existing shoreline protection.



PD4.19 Partner with transportation authority agencies and rail owners and operators to facilitate linkages from Cesar Chavez Park to the Barrio Logan Trolley Station, where feasible.



PD4.20 Expand the water-based transit system by introducing a water-based transfer point at the Cesar Chavez Pedestrian Pier, as depicted on Figure PD4.2.



PD4.21 Expand existing water accessible areas by providing overlooks, step-down areas, or other shoreline design features that enable users to touch the water, provided appropriate barriers are included to ensure public safety in adjacent waterways.



PD4.22 Establish and preserve the following Scenic Vista Areas, as depicted on the Working Waterfront Planning District water and Land Use map:

- a. View of the Bay from the promenade along Cesar Chavez Park north of the Cesar Chavez Pedestrian Pier; and
- b. View of the Bay from the western edge of the Cesar Chavez Pedestrian Pier.



PD4.23 Major redevelopment or new development shall not lead to a net loss of Recreation Open Space in this subdistrict.



PD4.24 Support incorporation of safe, activating commercial uses and activating features within the Recreation Open Space area.



PD4.25 Incorporate interpretive signage and wayfinding within the Scenic Vista Area on Cesar Chavez Pedestrian Pier to guide safe public viewing of the waterfront.

Cesar Chavez Pedestrian Pier



APPEALABLE PROJECTS

For development categories pursuant to Coastal Act Section 30715, additional projects pertaining to the maintenance, removal, demolition, and/or modernization of existing infrastructure, commercial facilities, and recreation facilities shall be permitted. This shall apply to facilities such as, but not limited to: upland connecting roadways; offices not principally devoted to District administration activities; overnight accommodations; non-water-oriented retail, which may include retail with restaurant space; commercial fishing facilities; and, recreational marina-related facilities.

Table PD4.1: PD4 Appealable Projects

	Upland Connecting Roadways	Non-District Administration Office	Overnight Accommodations	Non-Water-Oriented Retail	Commercial Fishing Facilities	Recreational Marina-Related Facilities
Tenth Avenue Marine Terminal	■					
Cesar Chavez Park						
Harbor Drive Industrial	■					

Tenth Avenue Marine Terminal Subdistrict

Upland Connecting Roadways	Reconfigure portions of Harbor Drive within the District's jurisdiction in order to implement roadway improvements supporting improved efficiency and safety for vehicular traffic, goods movement, and pedestrian and bicycle facilities.

Harbor Drive Industrial Subdistrict

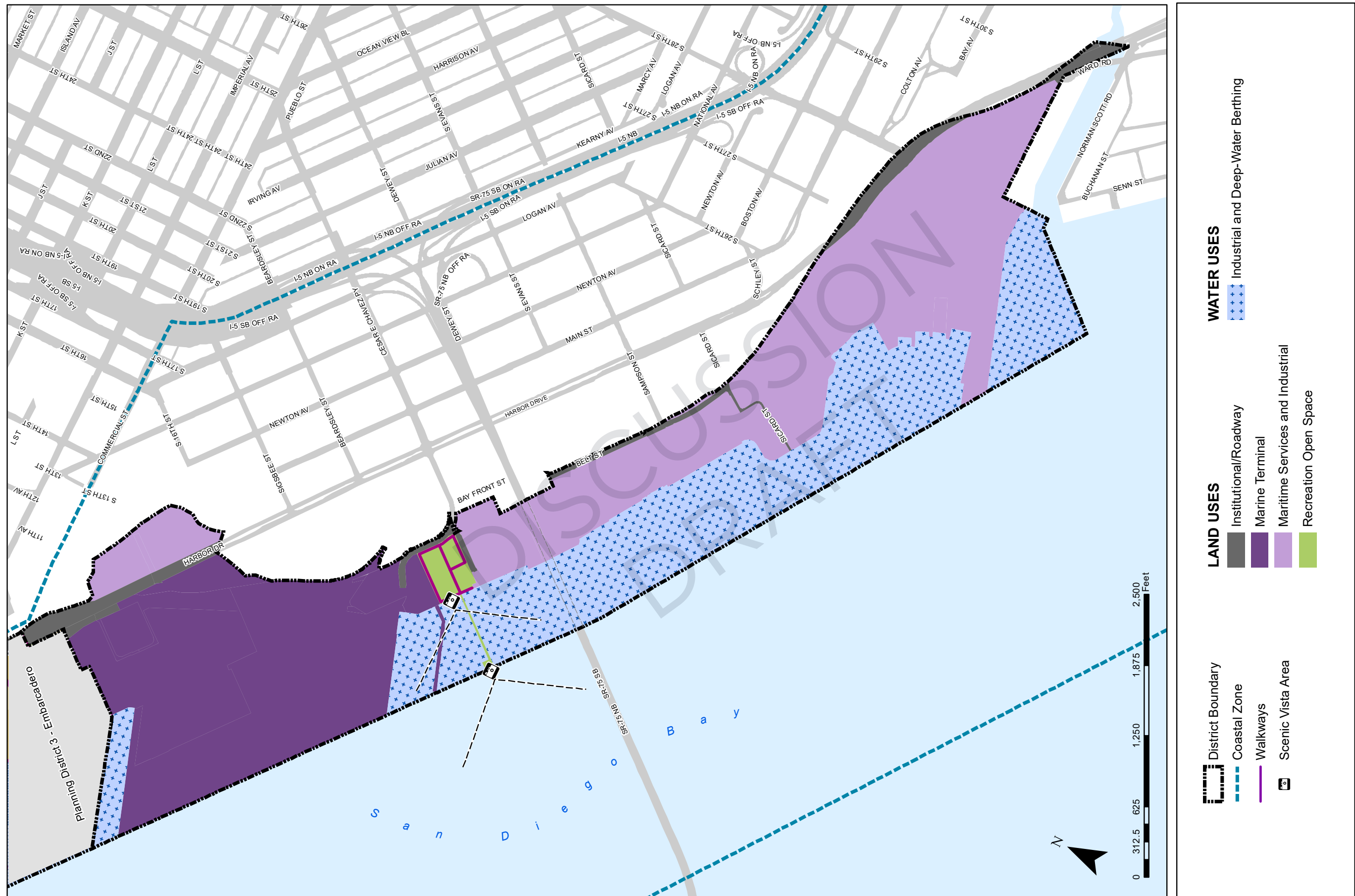
Upland Connecting Roadways	Reconfigure portions of Harbor Drive within the District's jurisdiction in order to implement roadway improvements supporting improved efficiency and safety for vehicular traffic, goods movement, and pedestrian and bicycle facilities.

Table PD4.2: PD4 Water and Land Use Table

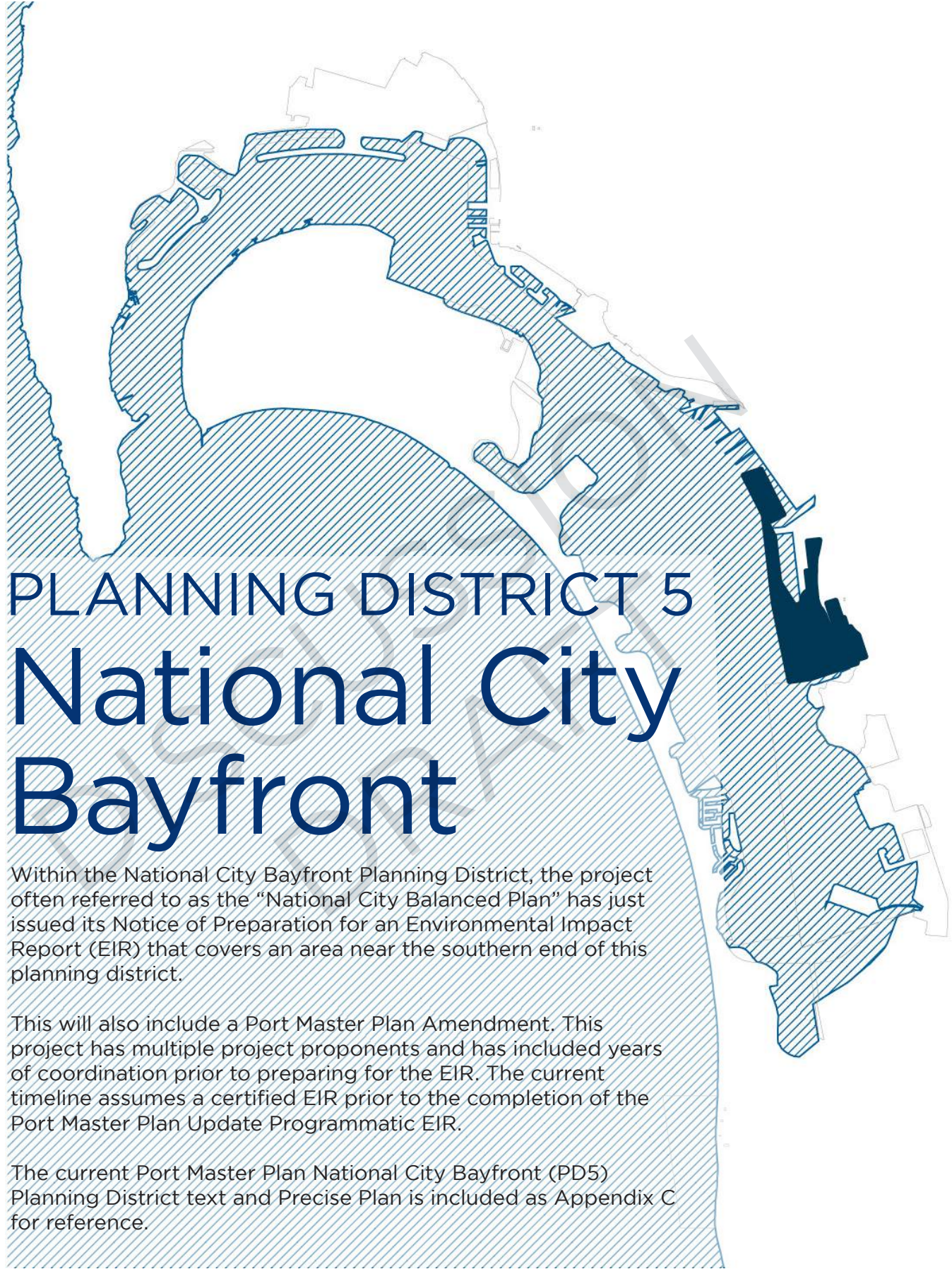
Water	acres
<i>Industrial and Deep-Water Berthing</i>	114.5
Subtotal, Water	114.5
Land	acres
<i>Institutional/Roadway</i>	15.8
<i>Marine Terminal</i>	105.6
<i>Maritime Services and Industrial</i>	127.4
<i>Recreation Open Space</i>	4.6
Subtotal, Land	253.4
Total	367.9 ac.



Tenth Avenue Marine Terminal



this page left intentionally blank

A map of the National City Bayfront Planning District 5. The map shows the coastline of National City, with the bayfront area highlighted in blue diagonal hatching. A large, dark blue, irregular shape is overlaid on the map, representing the project area. The text "PLANNING DISTRICT 5" is in a smaller, blue, sans-serif font, and "National City Bayfront" is in a larger, bold, blue, sans-serif font. A large, faint, diagonal watermark "DRAFT" is visible across the map.

PLANNING DISTRICT 5

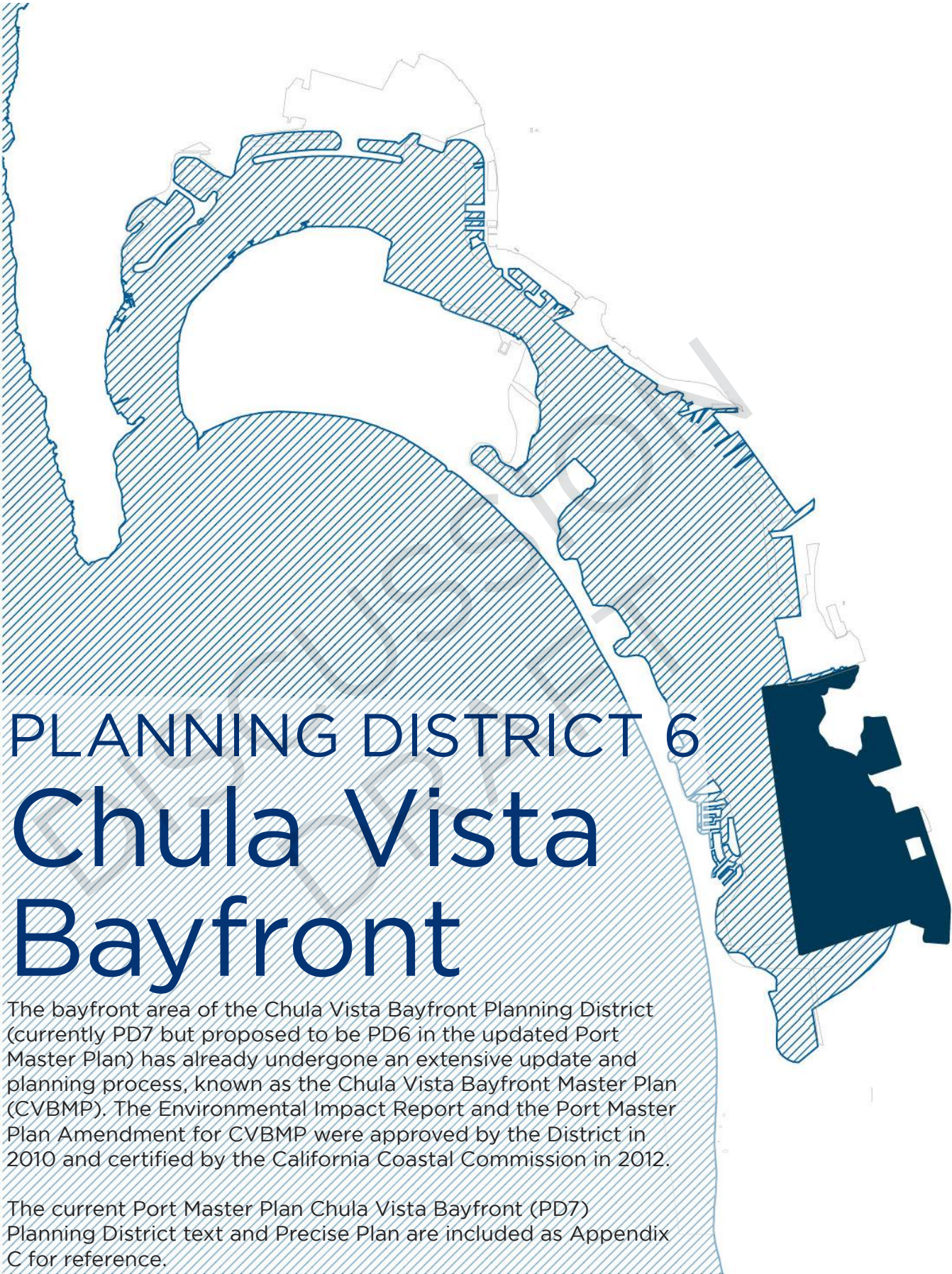
National City Bayfront

Within the National City Bayfront Planning District, the project often referred to as the “National City Balanced Plan” has just issued its Notice of Preparation for an Environmental Impact Report (EIR) that covers an area near the southern end of this planning district.

This will also include a Port Master Plan Amendment. This project has multiple project proponents and has included years of coordination prior to preparing for the EIR. The current timeline assumes a certified EIR prior to the completion of the Port Master Plan Update Programmatic EIR.

The current Port Master Plan National City Bayfront (PD5) Planning District text and Precise Plan is included as Appendix C for reference.

this page left intentionally blank

A map of the Chula Vista Bayfront Planning District 6. The district is outlined in blue and filled with a blue diagonal hatching pattern. A large, dark blue silhouette of the entire Chula Vista city area is positioned to the right of the district map, with the district's area highlighted in a lighter shade of blue. The text 'PLANNING DISTRICT 6' is written in a bold, blue, sans-serif font above the main title. The main title 'Chula Vista Bayfront' is in a larger, bold, blue, sans-serif font.

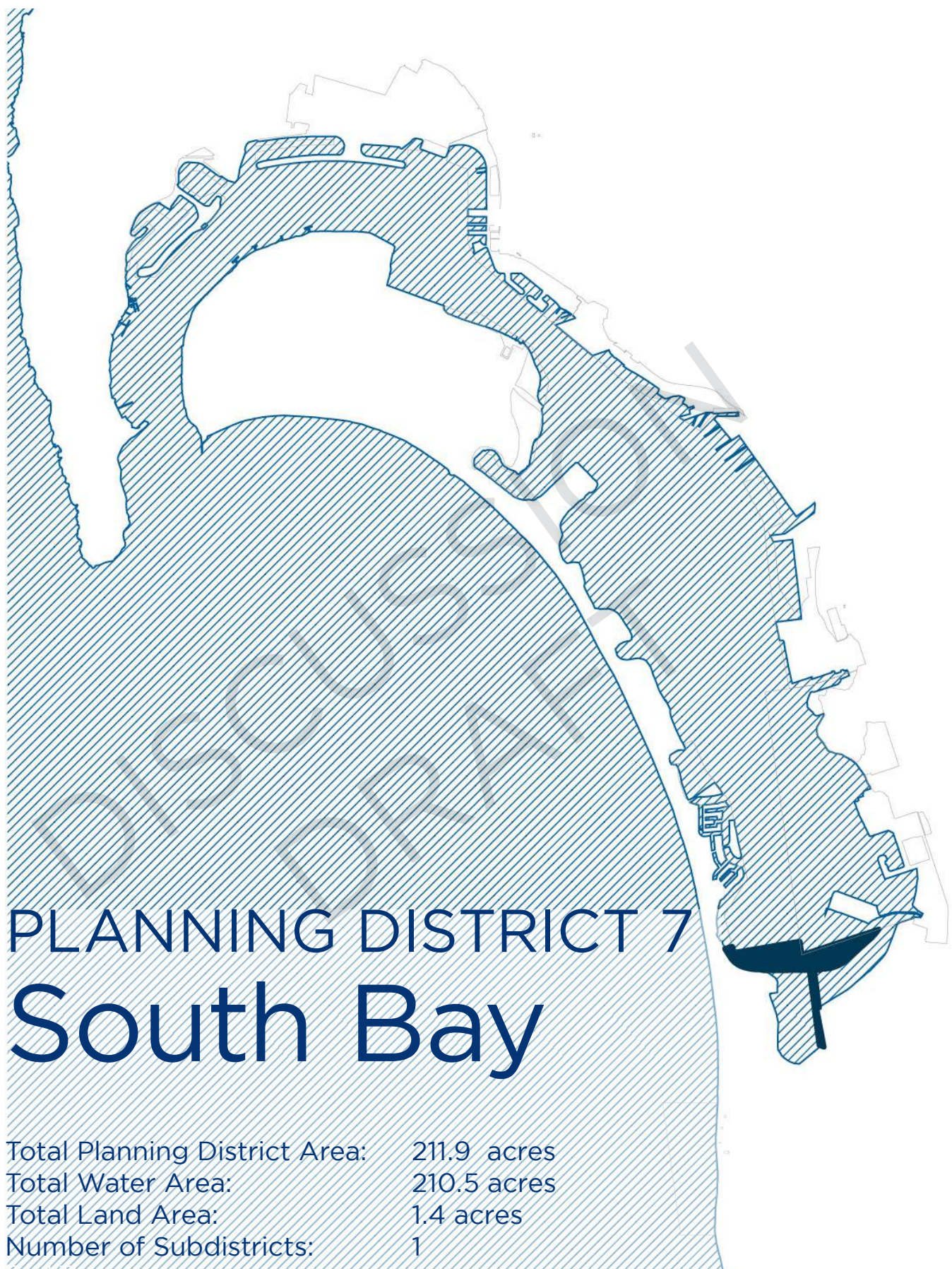
PLANNING DISTRICT 6

Chula Vista Bayfront

The bayfront area of the Chula Vista Bayfront Planning District (currently PD7 but proposed to be PD6 in the updated Port Master Plan) has already undergone an extensive update and planning process, known as the Chula Vista Bayfront Master Plan (CVBMP). The Environmental Impact Report and the Port Master Plan Amendment for CVBMP were approved by the District in 2010 and certified by the California Coastal Commission in 2012.

The current Port Master Plan Chula Vista Bayfront (PD7) Planning District text and Precise Plan are included as Appendix C for reference.

this page left intentionally blank

A map of Planning District 7 South Bay. The map shows a large body of water, South Bay, with a hatched pattern. The surrounding land areas are outlined in blue. The text 'PLANNING DISTRICT 7' is written in a large, bold, blue font across the middle of the map. Below it, the text 'South Bay' is written in a larger, bold, blue font. At the bottom left, there is a table with four rows of data. The map is oriented with North at the top.

PLANNING DISTRICT 7

South Bay

Total Planning District Area:	211.9 acres
Total Water Area:	210.5 acres
Total Land Area:	1.4 acres
Number of Subdistricts:	1

PLANNING DISTRICT 7: SOUTH BAY



Figure PD7.1 - 2019 aerial of South Bay Planning District

Planning District Setting

The South Bay Planning District comprises the water and land areas at the southerly end of the Bay that support uses in the Conservation/Intertidal water use designation and a portion of the Bayshore Bikeway. The topography is uniformly flat, and the water is shallow.

Planning District Character

A diverse range of natural resources and ecosystems occur within this planning district and in the adjacent San Diego Bay National Wildlife Refuge. A portion of this planning district connects the Bayshore Bikeway which provides vital access and scenic connections around the Bay.

Planning District Characteristics

Complementary uses such as opportunities for habitat conservation, restoration, enhancement, and mitigation banking, as well as aquaculture and blue technology may be feasible in this planning district. Additionally, a strong emphasis is placed on improving public coastal access opportunities through views and linkages for the enjoyment of the Bay's natural beauty, where achievable.

The characteristics for the South Bay Planning District include:

- Conservation, mitigation banking, and management efforts that contribute to the overall marine and biological health of southern San Diego Bay.

STANDARDS

The following standards apply to all water and land development and improvements within the South Bay Planning District, unless it is infeasible due to geographic or site constraints and/or inconsistent with public safety, security, or protection of sensitive coastal resources. The South Bay Water and Land Use map may be used as a reference by the District to interpret the location of use designations or standards, as needed.

SOUTH BAY PLANNING DISTRICT

- 

PD7.1 Allow for habitat restoration, habitat replacement, and habitat enhancement to improve the quality of coastal resources and ecosystems.
- 

PD7.2 Protect coastal wetlands and marine ecosystem areas within this planning district.
- 

PD7.3 Identify and potentially establish opportunities for mitigation banking, as appropriate.
- 

PD7.4 Maintain connections between the Bayshore Bikeway and Tidelands within the planning district.
- 

PD7.5 Coordinate bayfront access and uses with resource management agencies and the adjacent jurisdictions.
- 

PD7.6 Allow aquaculture and blue technology activities where complementary to adjacent natural resources and where impacts are limited or mitigated.

APPEALABLE PROJECTS

For development categories pursuant to Coastal Act Section 30715, additional projects pertaining to the maintenance, removal, demolition, and/or modernization of existing infrastructure, commercial facilities, and recreation facilities shall be permitted. This shall apply to facilities such as, but not limited to: upland connecting roadways; offices not principally devoted to District administration activities; overnight accommodations; non-water-oriented retail, which may include retail with restaurant space; commercial fishing facilities; and, recreational marina-related facilities. There are no appealable projects within this planning district.

Table PD7.1: PD7 Water and Land Use Table

Water	acres
Conservation/Intertidal	210.5
Subtotal, Water	210.5
Land	acres
Institutional/Roadway	1.4
Subtotal, Land	1.4
Total	211.9 ac.

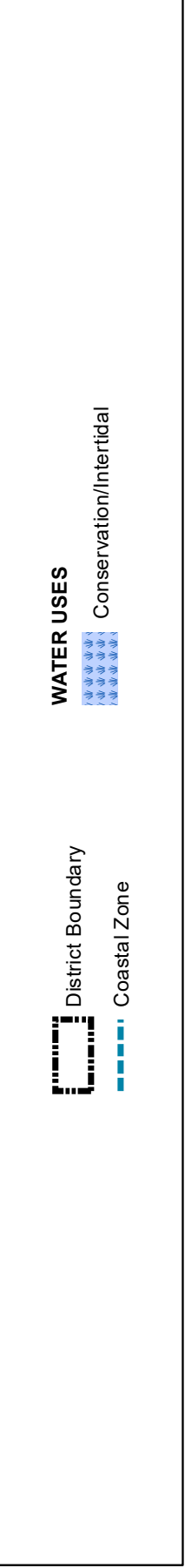
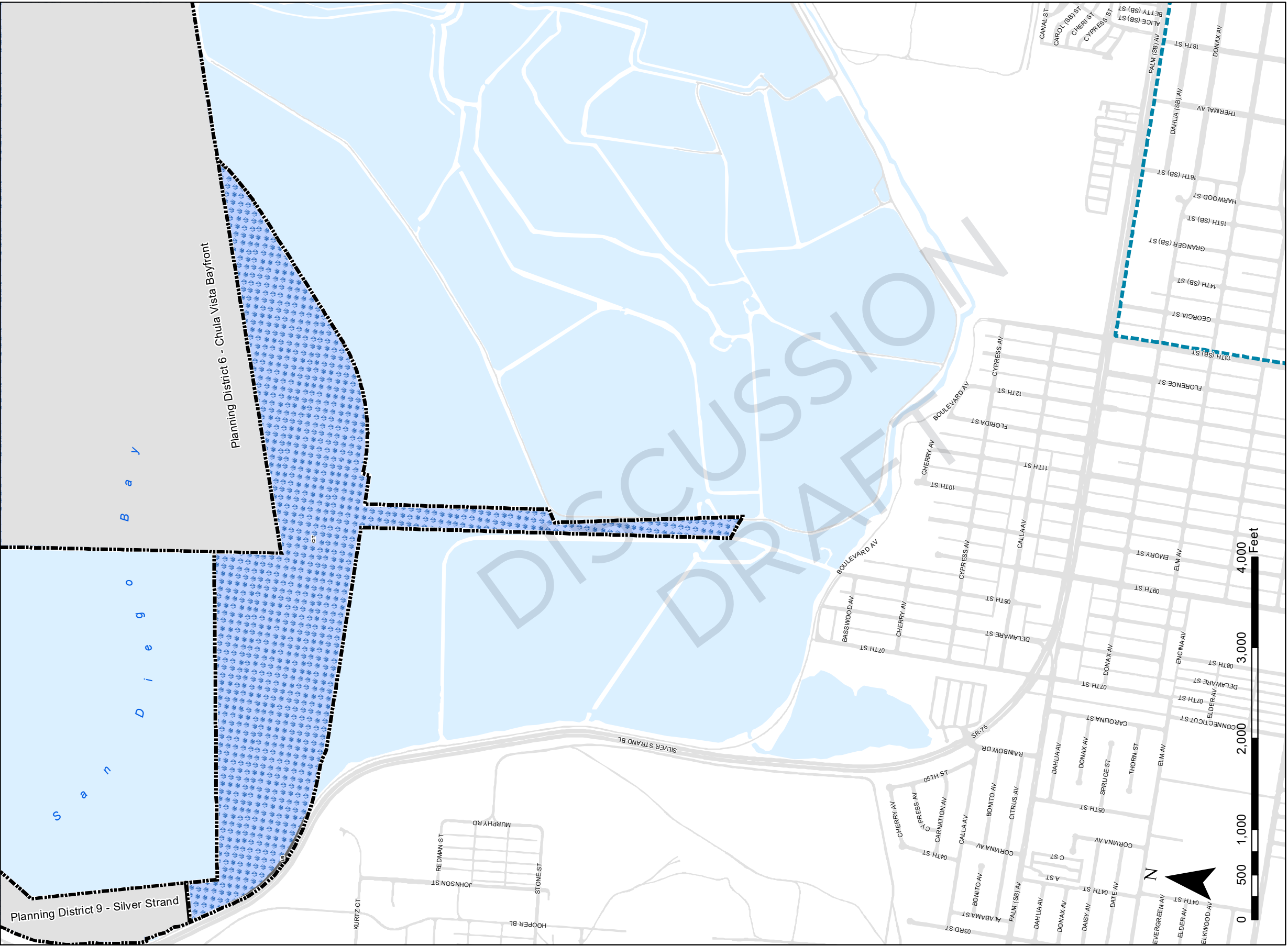
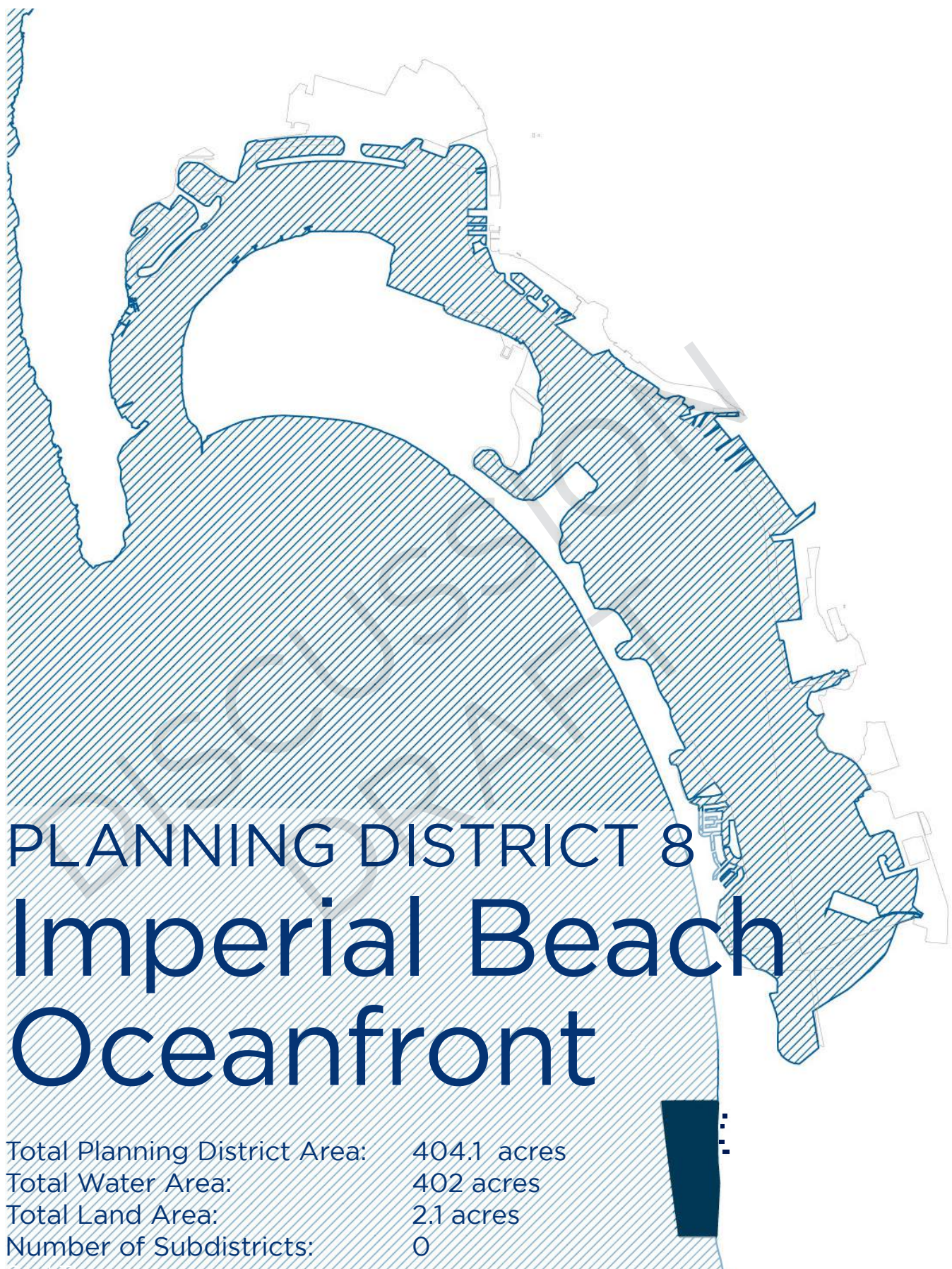


Figure PD7.2 - Water and Land Use Map South Bay

this page left intentionally blank



PLANNING DISTRICT 8

Imperial Beach

Oceanfront

Total Planning District Area:	404.1 acres
Total Water Area:	402 acres
Total Land Area:	2.1 acres
Number of Subdistricts:	0

PLANNING DISTRICT 8: IMPERIAL BEACH OCEANFRONT



Figure PD8.1 - 2019 aerial of Imperial Beach Oceanfront Planning District

Planning District Setting

The Imperial Beach Oceanfront Planning District includes retail, restaurant, and open space uses. Key features of the planning district include the Pacific Ocean shoreline along Imperial Beach, the Imperial Beach Municipal Pier, Dunes Park, and state-granted Pacific Ocean tidelands and submerged lands.

Planning District Character

The sandy ocean beach is a prominent public amenity and natural physical asset. Public access along the shoreline includes beach and water-based recreational activities, community beach festivals, and special events. The Imperial Beach Municipal Pier is a key amenity providing visitors with fishing opportunities, expansive views, and commercial recreation facilities.

Planning District Characteristics

It is envisioned that the Imperial Beach Municipal Pier uses would potentially be expanded to include additional commercial recreation facilities on or adjacent to the pier. Redevelopment of existing commercial space is envisioned to better support existing amenities such as fishing supplies, food and beverage, and other visitor-serving concessions. Additionally, restaurant space at the western end of the pier could be improved and expanded to provide functional public accessways as an activated commercial space.

In order to maintain beach public access, sand replenishment and restoration projects could occur in collaboration with other agencies and adjacent jurisdictions. Aquaculture uses are envisioned in open water areas, where compatible with water-based recreation activities and navigation.

The potential redevelopment of the Palm Avenue and Elkwood Avenue parking lots with commercial recreation uses is also envisioned. The District would provide adequate public parking to meet waterfront and pier area development parking demand and may reconfigure or consolidate public parking, as needed. Activating features and amenities could be included in Dunes Park to enhance the visitor experience by adding value to the public realm along the shoreline.

The characteristics for the Imperial Beach Oceanfront Planning District include:

- Expanded development, amenities, and services that support visitors and provide for a variety of visitor-serving commercial and recreational activities.
- Continued safe public access to, and use of, the pier and open water.

STANDARDS

The following standards apply to all water and land development and improvement within the Imperial Beach Oceanfront Planning District, unless it is infeasible due to geographic or site constraints and/or inconsistent with public safety, security, or protection of sensitive coastal resources. The Imperial Beach Oceanfront Water and Land Use map may be used as a reference by the District to interpret the location of use designations or standards, as needed.

IMPERIAL BEACH OCEANFRONT PLANNING DISTRICT

-  **PD8.1** Allow for and participate with the City of Imperial Beach and other resource agencies to implement suitable and cost-effective beach erosion control, sand replenishment, and redistribution of sand.
-  **PD8.2** Maintain a 150-foot-wide pier safety zone on either side of the pier to separate swimmers, surfers, and water craft from the potential hazards of submerged obstructions, collisions with pier pilings, and entanglement with fishing hooks and lines.
-  **PD8.3** Provide adequate public parking along the waterfront and pier area development.
-  **PD8.4** If parking needs evolve, coordinate with adjacent jurisdictions to potentially reconfigure or consolidate parking to address those parking needs.
-    **PD8.5** Maintain and improve public access to the shoreline, oceanfront, and Imperial Beach Municipal Pier through wayfinding signage, safe accessways, and adequate lighting.
-   **PD8.6** Effectively manage existing public on-street and off-street parking to provide convenient access to the oceanfront and the pier.
-    **PD8.7** Provide bicycle parking that is visible and convenient at night at the Imperial Beach Municipal Pier and Plaza.
-  **PD8.8** Maintain existing public amenities at Dunes Park at Daisy Avenue.
-  **PD8.9** Allow for the siting of activating features within Dunes Park.
-  **PD8.10** Allow for a mix of commercial uses in Commercial Recreation land use designations throughout this planning district.
-  **PD8.11** Allow for beach and water-based recreational activities, and community and special events.
-  **PD8.12** Preserve the Scenic Vista Areas on the Imperial Beach Pier, as depicted on the Imperial Beach Oceanfront Planning District Water and Land Use map.
-    **PD8.13** Coordinate with the City of Imperial Beach regarding:
- Ocean access and use;
 - Emergency services, lifeguard services, and emergency vehicle beach access at necessary access points, including emergency access at Elder Avenue;
 - Beach safety and user management; and
 - Solutions for cross-border pollution and contamination issues.



PD8.14 At the appropriate time, redevelop the Palm Avenue and Elkwood Avenue parking lots as Commercial Recreation uses that support visitor needs such as a mix of commercial uses while consolidating public parking.



PD8.15 Allow aquaculture uses in Open Water designated areas, where compatible with water-based recreation activities within this planning district.



PD8.16 Upgrade visitor-serving uses at Imperial Beach Municipal Pier as a public destination and prominent viewing area. Upgrades may include:

- Remodel of the Pier Plaza building to combine tenant spaces and upgrade amenities;
- Development that serves beach visitors, such as small retail merchants, seasonal stands, and recreational equipment rental along the length of the Pier;
- Improve the western end of Imperial Beach Municipal Pier with visitor-serving uses by providing functional public accessways as an activated commercial space including a mix of commercial uses; or
- Expand the Imperial Beach Municipal Pier, as needed and as feasible, to provide additional public and shoreside open space in the area.



PD8.17 Implement visitor-serving plaza enhancements that invite gatherings and activities:

- Maintain the public services building on the south edge of Pier Plaza; and
- Maintain the existing Pier Plaza open space and public access..



Imperial Beach Plaza

APPEALABLE PROJECTS

For development categories pursuant to Coastal Act Section 30715, additional projects pertaining to the maintenance, removal, demolition, and/or modernization of existing infrastructure, commercial facilities, and recreation facilities shall be permitted. This shall apply to facilities such as, but not limited to: upland connecting roadways; offices not principally devoted to District administration activities; overnight accommodations; non-water-oriented retail, which may include retail with restaurant space; commercial fishing facilities; and, recreational marina-related facilities.

Table PD8.1: PD8 Appealable Projects Table

	Upland Connecting Roadways	Non-District Administration Office	Overnight Accommodations	Non-Water-Oriented Retail	Commercial Fishing Facilities	Recreational Marina-Related Facilities
Imperial Beach Oceanfront						

Imperial Beach Oceanfront	
Non-Water-Oriented Retail	Up to 18,000 net new square feet of non-water-oriented retail and/or non-water-oriented retail with restaurant space.

Table PD8.2: PD8 Water and Land Use Table

Water	acres
Open Bay/Water	402.0
Subtotal, Water	402.0
Land	acres
Commercial Recreation	1.0
Institutional/Roadway	0.1
Recreation Open Space	1.0
Subtotal, Land	2.1
Total	404.1 ac.

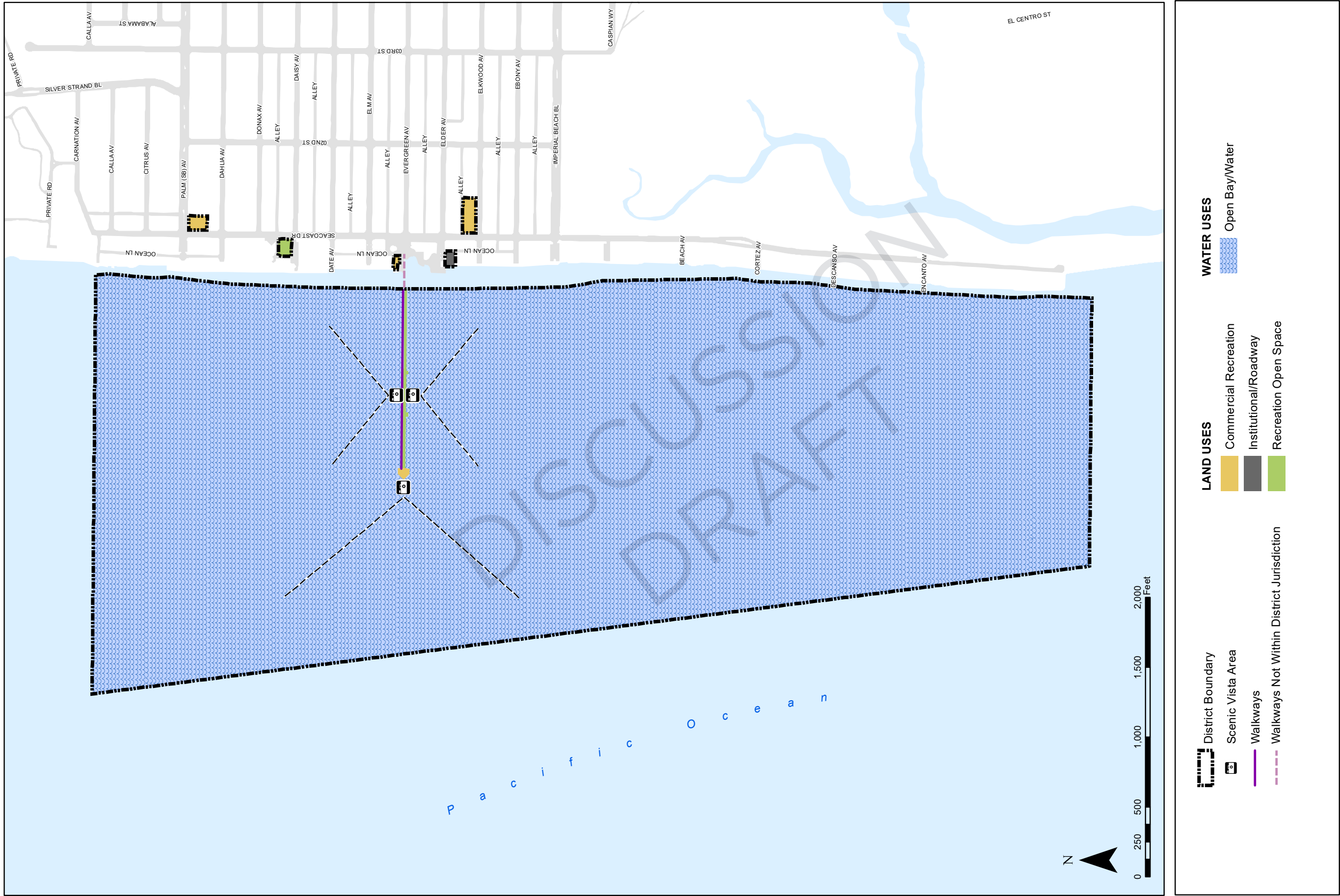


Figure PD8.2 - Water and Land Use Map Imperial Beach Oceanfront

this page left intentionally blank



PLANNING DISTRICT 9

Silver Strand

Total Planning District Area:	231.7 acres
Total Water Area:	199.1 acres
Total Land Area:	32.6 acres
Number of Subdistricts:	3

PLANNING DISTRICT 9: SILVER STRAND



Figure PD9.1 - 2019 aerial of Silver Strand Planning District

Planning District Setting

The Silver Strand Planning District is in the southwest corner of the Bay, east of Silver Strand State Beach. This planning district provides public access and recreation to the Bay and shoreline parks surrounding the Coronado Cays residential marina development. The Silver Strand Planning District is characterized by a natural shoreline, a hotel with associated marina, a yacht club, open space, and existing private-use residential piers. Boat navigation corridors extend from Coronado Cays to the Bay. The Silver Strand Planning District is divided into three subdistricts: State Park Basin, Crowne Isle, and Grand Caribe Isle and South Cays.

Planning District Character

A diverse range of outdoor recreational activities occur within the Silver Strand Planning District from walking along nature trails, enjoying expansive views of the Bay, and bird watching opportunities. Additional outdoor activities include boating, kayaking, and other non-programmed recreational uses. Natural wildlife habitat, with native plants, is one of the highlights that visitors can enjoy along the water's edge.

Planning District Characteristics

The Silver Strand Planning District should be complementary to existing uses and activities and is envisioned to have a strong emphasis on establishing additional recreation open space, which complements the scale and character of development adjacent to the area.

Improvements in this planning district should encourage enhancement, preservation, and conservation of habitats and potential mitigation banking opportunities. Complementary uses such as opportunities for aquaculture and blue technology may be feasible in this planning district.

Dock maintenance and vessel slip reconfiguration may occur, as well as limited expansion of recreational marina facilities for continued use of visitor-serving waterside facilities and potential waterside transportation opportunities. Further, maintenance to existing anchorages could occur to better serve the boating community.

The characteristics of the Silver Strand Planning District include:

- Context sensitive shoreline areas, water and land connections, visitor-serving commercial and recreation activities, and water areas that provide for the enjoyment of the Bay and water-based recreational activities by all people.
- Enhanced wayfinding and convenient connections throughout Tidelands, the Bayshore Bikeway, and Silver Strand State Beach.

STANDARDS

The following standards apply to all water and land development and improvement within the Silver Strand Planning District, unless it is infeasible due to geographic or site constraints and/or inconsistent with public safety, security, or protection of sensitive coastal resources. The Silver Strand Water and Land Use map may be used as a reference by the District to interpret the location of use designations or standards, as needed.

SILVER STRAND PLANNING DISTRICT



PD9.1 Coordinate with adjacent jurisdictions to maintain connections between the Bayshore Bikeway and Tidelands.



PD9.2 Support limited small-scale development in Commercial Recreation land use designations, compatible with existing development in the planning district and in the adjacent areas by:

- a. Requiring building height is compatible, but does not need to be in conformance, with adjacent jurisdiction standards.
- b. Designing development and improvements to be context-sensitive in design with the Coronado Cays community and views to the Bay.



PD9.3 Require that all structural improvements that solely benefit the Coronado Cays be paid for by the residents or structural improvements that partially benefit the residents include a fair-share contribution by the residents upon the creation of fee program.

DISCUSSION DRAFT

State Park Basin Subdistrict



PD9.4 Allow for the redevelopment of the Crowne Cove Anchorage (A7), as an extension of Silver Strand State Beach.



PD9.5 Establish and preserve the Scenic Vista Area at Crowne Cove, as depicted on the Silver Strand Planning District Water and Land Use map.

Crowne Isle Subdistrict



PD9.6 Maintain the existing transient docking and water-transfer point located south of the existing hotel parcel, as depicted on Figure PD9.2.



PD9.7 Allow for new hotel rooms with associated meeting space at the existing hotel facility.



PD9.8 Piers and docks adjacent to residences off Tidelands may be altered, destroyed, or removed, when environmental impacts are avoided or mitigated; provided, however, no increase in over-water coverage shall occur and there is no existing direct public access from the landside.



PD9.9 Allow for maintenance and slip modifications of existing recreational marinas to support changes to waterside facilities and boating needs.



PD9.10 Provide a Connector Mobility Hub located south of the existing hotel parcel, integrated with the existing transient docking and water-based transfer point, as depicted on Figure PD9.2. The mobility hub should connect to the nearby water-based transfer point by providing wayfinding and pathway connections.

- BIKE LANE
- T EXISTING TRANSIENT DOCKING
- W EXISTING WATER-BASED TRANSFER POINT
- C POTENTIAL CONNECTOR MOBILITY HUB

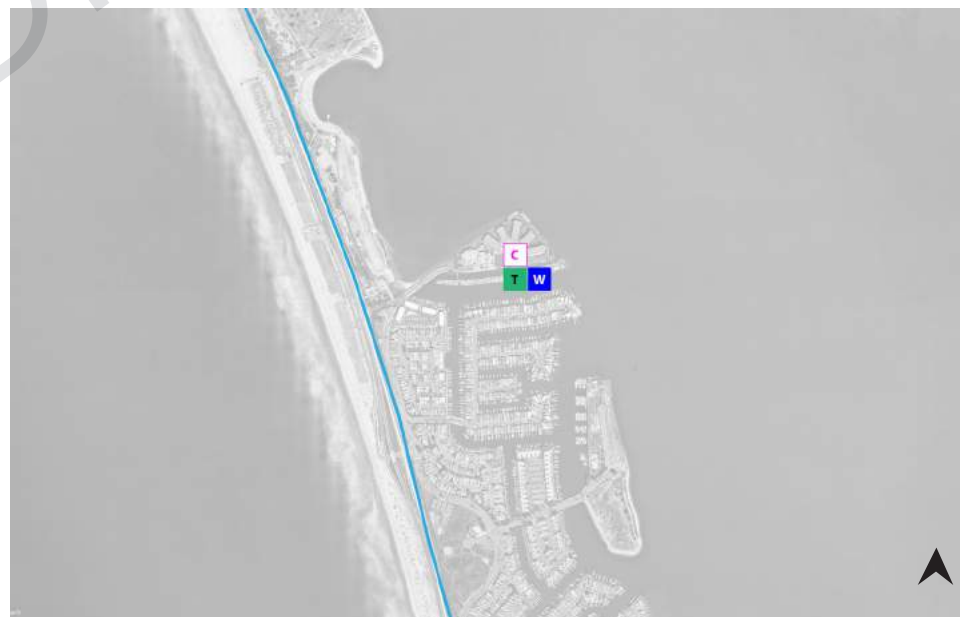


Figure PD9.2 - Silver Strand water and land-based mobility system

PD9

Grand Caribe Isle and South Cays Subdistrict



PD9.11 Investigate and potentially create mitigation banking in Conservation/Inter-tidal areas.

PD9.12 Support improvements and maintenance of pathways, including:

- Providing a minimum 12-foot-wide paved or unpaved promenade, beginning north of Grand Caribe Causeway, that extends along the bayside and loops around to the north basin-side of the subdistrict.
- Maintaining the current continuous unpaved pathway on the east edge of Grand Caribe Isle, south of Grand Caribe Causeway, not to exceed 6-feet in width.



PD9.13 Expand Grand Caribe Shoreline Park, starting north of Grand Caribe Causeway as illustrated on the Silver Strand Planning District Water and Land Use map, in a manner that is complimentary to adjacent natural open space and sensitive coastal resource areas.



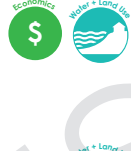
PD9.14 Support programmed uses and special events, as well as non-programmed uses at Grand Caribe Shoreline Park.



PD9.15 Encourage non-programmed recreational activities and amenities along the shoreline.



PD9.16 Establish and preserve the Scenic Vista Area at Grand Caribe Shoreline Park, as depicted on the Silver Strand Planning District Water and Land Use map.



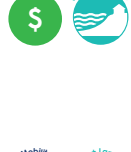
PD9.17 Support limited small-scale water-oriented development that is in character with the scale and size of the surrounding development in the Commercial Recreation land use designation on Grand Caribe Isle, west of Caribe Cay North Boulevard.



PD9.18 When appropriate, develop public restroom facilities at Grand Caribe Shoreline Park north of Grand Caribe Causeway.



PD9.19 Support aquaculture and blue technology opportunities complementary with the existing water and land uses within the planning district.



PD9.20 Piers and docks adjacent to residences off Tidelands may be altered, destroyed, or removed, when environmental impacts are avoided; provided, however, no increase in over-water coverage shall occur and there is no existing direct public access from the landside.



PD9.21 Allow for maintenance and slip modifications of existing recreational marinas to support changes to waterside facilities and boating needs.

APPEALABLE PROJECTS

For development categories pursuant to Coastal Act Section 30715, additional projects pertaining to the maintenance, removal, demolition, and/or modernization of existing infrastructure, commercial facilities, and recreation facilities shall be permitted. This shall apply to facilities such as, but not limited to: upland connecting roadways; offices not principally devoted to District administration activities; overnight accommodations; non-water-oriented retail, which may include retail with restaurant space; commercial fishing facilities; and, recreational marina-related facilities.

Table PD9.1: PD9 Appeable Projects Table

	Upland Connecting Roadways	Non-District Administration Office	Overnight Accommodations	Non-Water-Oriented Retail	Commercial Fishing Facilities	Recreational Marina-Related Facilities
State Park Basin						
Crowne Isle						
Grande Caribe Isle and South Cays						

State Park Basin Subdistrict

Recreational Marina-Related Facilities	Development of existing Crown Cove Anchorage (A7) in support of transient vessel berthing.

Crowne Isle Subdistrict

Overnight Accommodations	Up to 360 net new hotel rooms with associated meeting space.
Recreational Marina-Related Facilities	Dock maintenance, vessel slip reconfiguration and enhancement in the water basin, including an increase or decrease of up to 10 percent vessel slips.

Grand Caribe Isle and South Cays Subdistrict

Recreational Marina-Related Facilities	Dock maintenance, vessel slip reconfiguration and enhancement in the water basin, including an increase or decrease of up to 10 percent in vessel slips if associated with the existing yacht club.
	Small-scale water-oriented or marina-related development that is in character with the scale and size of the surrounding development.

Table PD9.2: PD9 Water and Land Use Table

Water	acres
<i>Anchorage</i>	3.9
<i>Conservation/Intertidal</i>	18.8
<i>Navigation Corridor</i>	22.6
<i>Open Bay/Water</i>	127.8
<i>Recreational Berthing</i>	26.0
Subtotal, Water	199.1

Land	acres
<i>Commercial Recreation</i>	20.8
<i>Institutional/Roadway</i>	2.8
<i>Recreation Open Space</i>	9.0
Subtotal, Land	32.6

Total **231.7 ac.**

DISCUSSION
DRAFT

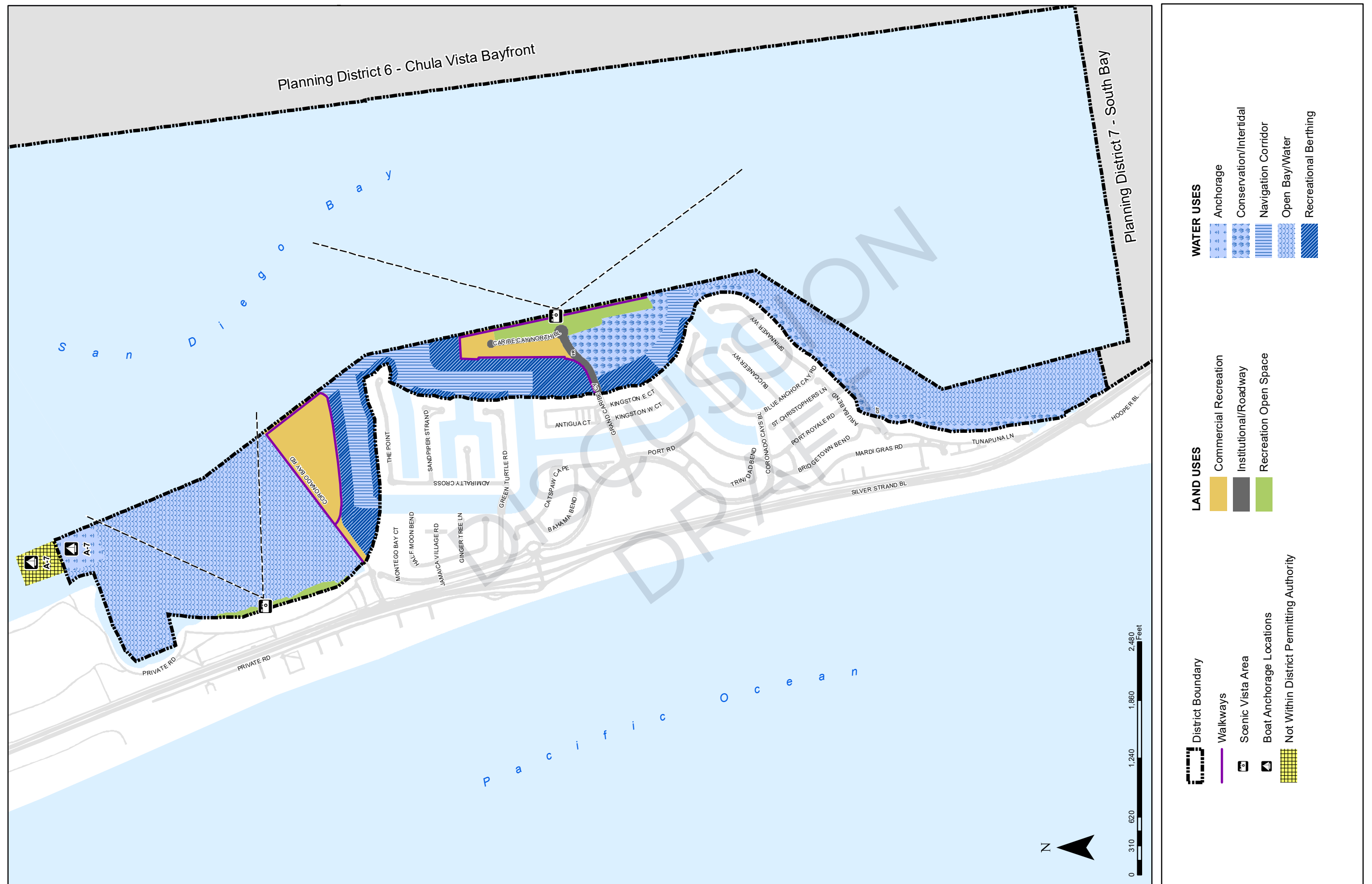


Figure PD9.3 - Water and Land Use Map Silver Strand

this page left intentionally blank



PLANNING DISTRICT 10

Coronado Bayfront

Total Planning District Area:	272.7 acres
Total Water Area:	102.9 acres
Total Land Area:	169.8 acres
Number of Subdistricts:	2

PLANNING DISTRICT 10: CORONADO BAYFRONT

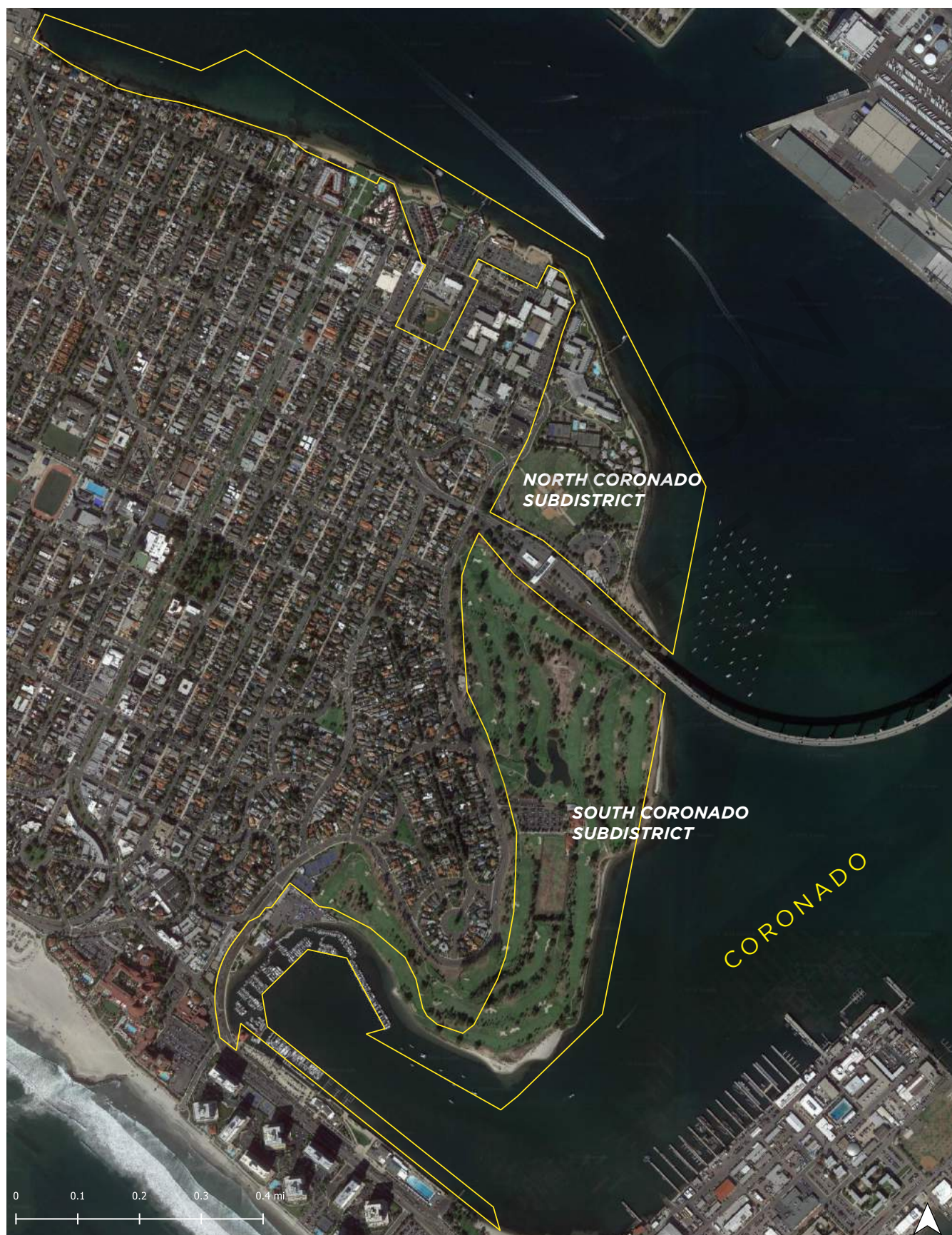


Figure PD10.1 - 2019 aerial of Coronado Bayfront Planning District

Planning District Setting

This planning district is characterized by visitor-serving Open Space and Commercial Recreation areas that maintain strong relationships to the surrounding Coronado neighborhoods managed by the City of Coronado. Recreational boating, including marinas and anchorages, are prominent in this planning district, as well as opportunities for motorized and non-motorized boating. The ferry landing on the east side of the planning district provides public water-based transit to and from downtown San Diego. The golf course and a marina and yacht club in Glorietta Bay are under long-term commitments with the City of Coronado. Tidelands Park provides a variety of opportunities for recreation including play fields, a public beach, and a skate park. Promenades and walkways around the various Commercial Recreation and Recreation Open Space areas provide public access and connections to the water throughout this planning district.

The Coronado Bayfront Planning District contains two subdistricts, North Coronado and South Coronado, which are separated by the San Diego-Coronado Bridge.

Planning District Character

The Coronado Bayfront Planning District is a recreational jewel on the Bay, providing strong public access to the shoreline, coastal-dependent activities, and passive and active open space, as well as recreational opportunities. With commanding views of the Bay and San Diego skyline, this planning district contains several popular attractions such as the Coronado Ferry Landing and shoreline promenade. The Coronado Bayfront Planning District provides diverse opportunities for east-facing views of the Bay and the San Diego waterfront.

Planning District Characteristics

The character of this planning district should have a strong emphasis on visitor-serving uses that activate the area and complement the scale and character of the adjacent City of Coronado, including hotels, retail, and restaurants. Additional activating features could occur in Open Space areas in this planning district. Enhancements in this planning district should encourage a variety of water- and land-based activities that attract visitors and investment, while expanding public access for exploration and enjoyment of the waterfront. The District envisions expansion of slips throughout the planning district to allow for increased opportunities for boat berthing, as well as additional water-based transit opportunities. Additionally, maintenance to existing anchorages could occur to better serve the boating community.

The characteristics of the Coronado Bayfront Planning District include:

- Celebrated recreational open space areas, bayfront access, water-based activities, and visitor amenities that encourage a variety of ways for people to enjoy the Coronado bayfront.
- Enhanced physical and visual connections among the City of Coronado, Tidelands, and water areas.
- New and expanded commercial recreation development that provides for long-term economic vitality.

STANDARDS

The following standards apply to all water and land development and improvements within the Coronado Bayfront Planning District, unless it is infeasible due to geographic or site constraints and/or inconsistent with public safety, security, or protection of fragile coastal resources. The Coronado Bayfront Planning District Water and Land Use map may be used as a reference by the District to interpret the location of use designations or standards, as needed.



Glorietta Bay boat launch

CORONADO BAYFRONT PLANNING DISTRICT



PD10.1 Allow for water access for a variety of vessels, including but not limited to kayaks, water taxis, ferries, transient boating use, and pleasure craft.



PD10.2 Maintain continuous Coronado Bayfront public coastal access provided by the Bayshore Bikeway and walkways.



PD10.3 Coordinate with adjacent jurisdictions to maintain connections between the Bayshore Bikeway and the District.



PD10.4 Support aquaculture in Open Bay areas, if compatible with existing habitat and water-based recreation activities and adjacent water and land use designations.



PD10.5 Expand existing water accessible areas by requiring major waterside redevelopment and new development to provide overlooks and step-down areas, as well as maintain existing beach areas, that enable users to touch the water.



PD10.6 Allow for maintenance and slip modifications of existing recreational marinas to support changes to waterside facilities, boating needs, and changes in slip numbers.



PD10.7 Design and implement major redevelopment and new to orient open space toward the Bay and, where feasible, adjacent to the Bay.



PD10.8 Encourage water-facing ground floor building uses to be activating uses when such uses are proposed.



PD10.9 Building height should be compatible, but does not need to be in conformance, with adjacent jurisdiction standards.



PD10.10 Require major redevelopment and new development to maintain a low-profile architectural scale and height, consistent with existing adjacent development, and the following parameters:

- a. Design all major development and development to be context-sensitive in size, scale, and design, in character with adjacent development; and
- b. All major development and development should result in comprehensive, integrated development of commercial and public areas in a consistent landscaped setting.

North Coronado Subdistrict



PD10.11 Maintain the existing transient docking and water-based transfer points in the subdistrict, as depicted on Figure PD10.2.



PD10.12 Introduce a Local Gateway Mobility Hub near the Ferry Landing or located within a one-quarter mile of major destinations. The mobility hub should connect to the nearby water-based transfer points by providing wayfinding and pathway connections.

- Public parking and parking that serves the commercial uses should be consolidated into a single parking facility, which is integrated with the mobility hub.



PD10.13 Provide wayfinding signage to direct pedestrians and bicyclists to the ferry landing.



PD10.14 Establish and preserve View Corridor Extensions, along the following roadways:

- Orange Avenue;
- B Avenue;
- C Avenue;
- Second Street; and
- Third Street.



PD10.15 Establish and preserve the following Scenic Vista Areas, as depicted on the Coronado Bayfront Planning District Water and Land Use map.

- View of downtown San Diego from the sandy beach located north of the foot of Orange Avenue; and
- View of the working waterfront from Coronado Tidelands Park.



PD10.16 Provide non-programmed recreation, beach, and shoreline park uses north of Orange Avenue, and at the shoreline between Orange Avenue and B Avenue.

T EXISTING TRANSIENT DOCKING

W EXISTING WATER-BASED TRANSFER POINT

B EXISTING PUBLIC BOAT LAUNCH

L POTENTIAL LOCAL GATEWAY MOBILITY HUB



Figure PD10.2 - Coronado Bayfront water and land-based mobility system



PD10.17 Require major redevelopment and new development to establish a promenade and a landscape buffer setback. The width of the promenade must be consistent with the minimums below:

- a. A 20-foot-wide promenade west of the Coronado Ferry Landing adjacent to the shoreline; and
- b. A 15-foot-wide promenade east of the Coronado Ferry Landing adjacent to the shoreline. This standard does not apply to the shoreline around the golf course where public access can be provided on the inland portion of the golf course for safety reasons.



PD10.18 Require major redevelopment or new development to improve or expand public access concurrently with development through safe connections with adequate wayfinding.



PD10.19 Allow additional hotel rooms with associated visitor-serving uses at the existing hotel facility directly north of Coronado Tidelands Park.



PD10.20 Allow for a mix of commercial uses and hotel development within the Commercial Recreation land use designation adjacent to the existing water-based transfer point.



PD10.21 Allow for development in Commercial Recreation designations that shall be oriented to maximize public views of the bay and provide direct access to promenades.



Coronado Tidelands Park

South Coronado Subdistrict



PD10.22 Maintain established anchorages and if feasible, temporary anchorages for recreational vessels.



PD10.23 Maintain the existing water-based transfer point in the subdistrict, as depicted on Figure PD10.2.



PD10.24 Establish and preserve the following Scenic Vista Areas, as depicted on the for Coronado Bayfront Water and Land Use Map:

- a. View of the Coronado bridge from Centennial Park; and
- b. View overlooking Glorietta Bay from the yacht club.



PD10.25 Establish a continuous pathway around Glorietta Bay.

In addition to the Port Master Plan, Glorietta Bay within the South Coronado subdistrict is subject to the Glorietta Bay Master Plan. All the public improvements contemplated for this area have been constructed.

DISCUSSION
DRAFT

APPEALABLE PROJECTS

For development categories pursuant to Coastal Act Section 30715, additional projects pertaining to the maintenance, removal, demolition, and/or modernization of existing infrastructure, commercial facilities, and recreation facilities shall be permitted. This shall apply to facilities such as, but not limited to: upland connecting roadways; offices not principally devoted to District administration activities; overnight accommodations; non-water-related retail, which may include retail with restaurant space; commercial fishing facilities; and, recreational marina-related facilities.

Table PD10.1: PD10 Appealable Projects Table

	Upland Connecting Roadways	Non-District Administration Office	Overnight Accommodations	Non-Water-Oriented Retail	Commercial Fishing Facilities	Recreational Marina-Related Facilities
North Coronado		■	■	■		■
South Coronado						■

North Coronado Subdistrict

Overnight Accommodations	Up to 350 net new hotel rooms with associated meeting space.
Non-District Administration Office	Up to 10,000 square feet of office space in association with a mix of commercial uses.
Non-Water-Oriented Retail	Up to 60,000 square feet of non-water-oriented retail and/or non-water-oriented retail with restaurant space in association with a mix of commercial uses.
Recreational Marina-Related Facilities	Dock maintenance, vessel slip reconfiguration, and enhancement in the water basins, including up to 12 net new vessel slips.

South Coronado Subdistrict

Recreational Marina-Related Facilities	Dock maintenance, vessel slip reconfiguration and enhancement in the water basin, including an increase or decrease of up to 10 percent in vessel slips.
	Enhancements or modifications to the existing anchorage area supporting transient vessel berthing.

Table PD10.2: PD10 Water and Land Use Table

Water	acres
<i>Anchorage</i>	4.9
<i>Open Bay/Water</i>	71.5
<i>Recreational Berthing</i>	26.5
<i>Subtotal, Water</i>	102.9

Land	acres
<i>Commercial Recreation</i>	129.7
<i>Institutional/Roadway</i>	6.5
<i>Recreation Open Space</i>	33.6
<i>Subtotal, Land</i>	169.8

Total **272.7 ac.**

DISCUSSION
DRAFT

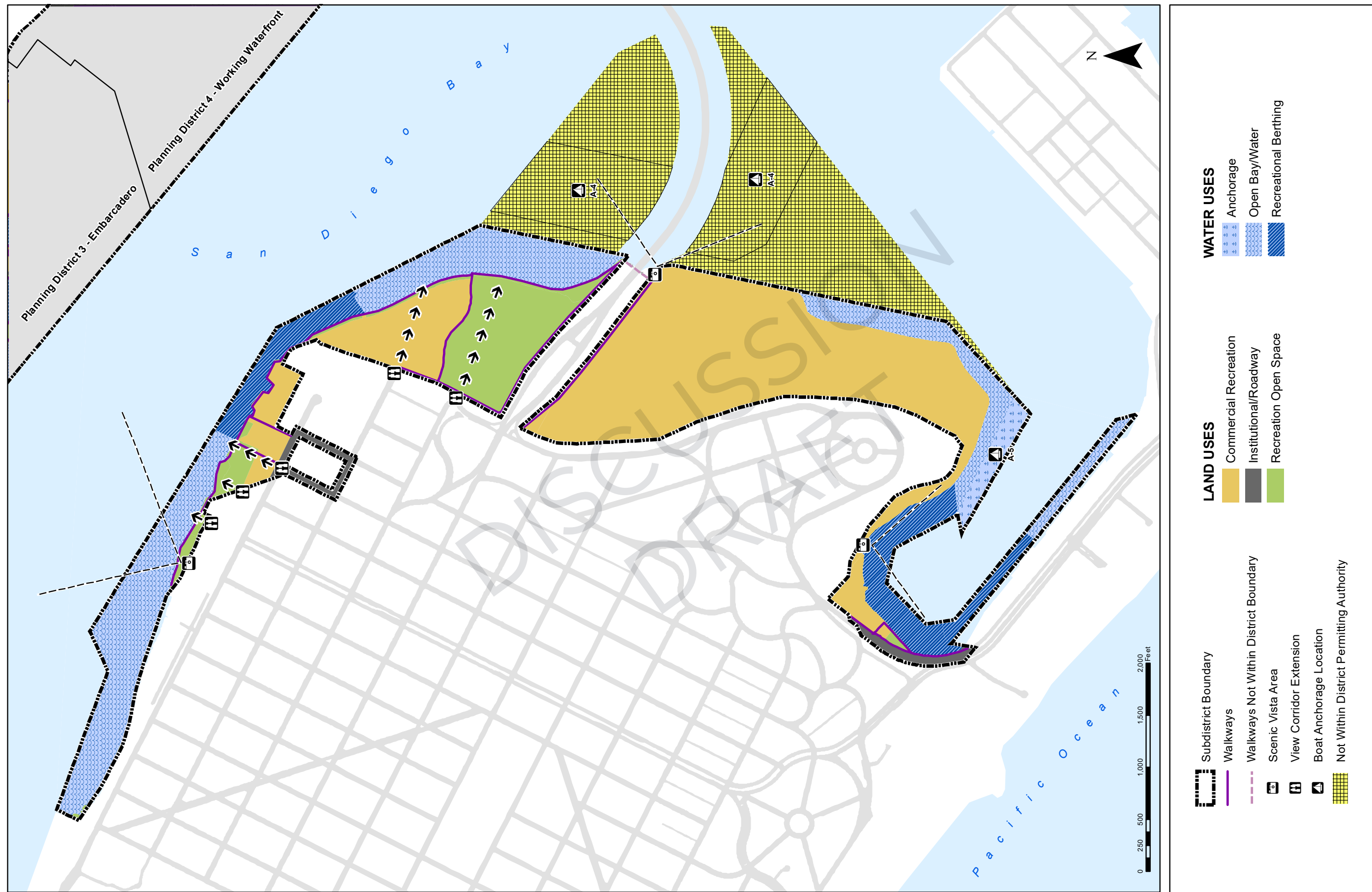


Figure PD10.3 - Water and Land Use Map Coronado Bayfront

this page left intentionally blank

Appendix

Definitions

A

DISCUSSION
DRAFT

DISCUSSION
DRAFT

DEFINITIONS

Accessway	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.
Accessway Corridor	A combination of Accessways and View Corridor Extensions that provide both physical and visual access.
Activating Features	Activating features or uses attract visitors to, and extend users stay on Tidelands. All uses in the Commercial Recreation land use designation are considered activating. Additional activating features are permitted in other land use designations and can be defined as either activating commercial features or activating recreational features. All activating features can be temporary or permanent 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 recreational 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, art, media installations, or similar activities.
Adjacent Jurisdictions	Federal, state, or local agencies or municipalities whose jurisdictional boundaries are located adjacent to District tidelands.
Airport-Related Commercial	Commercial uses supporting airport operations. These uses include but are not limited to food and beverage services, retail, and other uses that are available to airport visitors and employees, such as car rental services.
Airport-Related Industrial	Industrial uses supporting the airport operations. These uses include but are not limited to fueling and storage.
Amenities	Features that enhance a visitor's experience while visiting Tidelands, especially for pedestrians and bicycles. These can be located within the public realm or comprehensive open space network for the comfort and use of visitors. Improvements include, but are not limited to, pedestrian-scaled lighting, pedestrian buffer (hardscape or softscape), seating (in a variety of forms), bicycle racks or other bicycle comfort features, water fountains, rest rooms, shade structures, directional or wayfinding features, or appropriately scaled play or interactive structures, or other similar features.

Amenity Zone

A public realm space, subject to policies, within District Tidelands that provides pedestrian and bicycle amenities.

Anchorage Areas

Areas suitable for vessels to anchor within an Anchorage Area also includes space for sufficient access to the area or surrounding navigable waters, and appropriate area for natural movement of moored vessels.

Appealable Projects

Pursuant to the California Coastal Act, Section 30714(b), a requirement for certification is a port master plan must provide for any of the development listed as appealable (consistent with California Coastal Act Section 30715). The Appealable Projects List is provided within each planning district and each development is described in enough detail to be able to determine their consistency with the policies of Chapter 3 (commencing with Section 30200) of the California Coastal Act. Approvals for appealable category development projects by the port governing body may be appealed to the California Coastal Commission (Public Resources Code Sections 30711 and 30715). Appealable Projects List is separate from a 'Project' as defined by CEQA; see definition of 'Project'.

Aquaculture

Aquaculture, also known as fish or shellfish farming, refers to the propagation, cultivation, maintenance, and harvesting of aquatic plants and animals in all types of water environments including ponds, rivers, lakes, the ocean and man-made "closed" systems on land. Aquaculture includes the production of food fish, sport fish, bait fish, ornamental fish, crustaceans, mollusks, algae, sea vegetables and other plant species, and fish eggs for the aquarium trade and in a range of food, pharmaceutical, nutritional or biotechnology products. Aquaculture is a priority coastal-dependent use, as described in the California Coastal Act.

Aquaculture may include the production of seafood from hatchery fish and shellfish which are grown to market size in ponds, tanks, cages, or raceways. Stock restoration or "enhancement" is a form of aquaculture in which hatchery fish and shellfish are released into the wild to rebuild wild populations or the creation of habitats to support native populations, such as oyster reefs. Fish laboratories and testing, as well as fish offloading/ transshipment are also important aspects of aquaculture.

Bayfront	A strip of land alongside a bay.
Bayshore Bikeway	A regional corridor that will eventually extend 24 miles around San Diego Bay, providing a vital and scenic connection to major bayfront employers, as well as tourist and recreational destinations.
Beneficial Water Uses	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	A location such as a floating dock, slip, side tie, mooring and the related area (berthing area or space) adjacent to or around it, allocated to tie up and/or store a boat.
Best Available Science	Best Available Science is the informational standard mandated for decision making. To achieve high-quality science, scientists construct their studies using what is known as the scientific process, which typically includes the following elements: a clear statement of objectives; a conceptual model, which is a framework for characterizing systems, stating assumptions, making predictions, and test hypotheses; a good experimental design and a standardized method for collecting data; statistical rigor and sound logic for analysis and interpretation, clear documentation of methods, results, and conclusions; and peer review.

Best Management Practices (BMP)	Schedules of activities, prohibitions of practices, operation and maintenance procedures, and other management practices to prevent or reduce environmental impacts, such as the conveyance of pollution in stormwater and urban runoff, as well as, treatment requirements and structural treatment devices designed to do the same.
Bike Lanes	A type of dedicated bike facility, bike lanes are one-way facilities located on either side of a roadway. They provide a striped lane designated for the exclusive or semi-exclusive use of bicycles. These are commonly referred to as Class II Bike Lanes.
Biodiversity	The variety of plant and animal life in the world or in a particular habitat, a high level of which is usually considered to be important and desirable.
Biologically Engineered (aka Bio-Engineered)	Redefining the existing ecological or biological network of interactions
Blue Economy	The sustainable use of ocean resources for economic growth, improved livelihoods, and jobs while preserving the health of the ocean.
Blue Technology	A specialized sector of the maritime industry focused on technological advances to promote and restore the health of the ocean and marine waters. Blue Technology uses and activities may include land-side facilities such as office space to support coastal-dependent businesses and activities, warehouse-type space with ancillary offices to conduct applied research, equipment development, scientific testing and research, software development, and other similar activities. Blue Technology activities include but are not limited to: ocean protection technologies such as in-water treatment systems to reduce contamination; ocean conservation efforts such as in-water monitoring using sensor technology and autonomous systems; ocean based renewable energy technologies including (wind, solar, tidal, and current); and clean power research activities for energy efficiency in maritime operations.
Boardwalk	A walkway or promenade along a beach or waterfront.
Boat Brokerage and Sales	A business representing yacht or boat sellers and/or buyers during sale or purchase of the boat, parts, and/or equipment.
Boat Launch	A slope between the shore and the water by which vessels or boats can be moved to and from the water.
Boat Rental	Payment to an individual business or chartering company for the temporary use of boats or vessels.

Buffers

Undeveloped areas of natural vegetation that protect critical shoreline and transitional habitats from excessive land- and water-based disturbance and development. A buffer area should be an integral component of any proposed development project located within or adjacent to an area designated as Conservation Open Space, Conservation/Inter-Tidal, or any other area with sensitive coastal resources. Site-specific and species-specific buffer zones and setback areas should be of sufficient size for the habitat and type of disturbance.

California Coastal Plan

As defined in the California 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.

Cantilevered Walkway

A structure anchored only on the shore and projecting over the water that supports a walkway.

Cargo Handling and Associated Equipment

Equipment (bulk loaders, container cranes, etc.) for the handling and movement of bulk goods and containers.

Catastrophic Event

Tornadoes, hurricanes, earthquakes, tsunamis, unintentional fire, flooding or 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 unoccupiable or not usable for its intended purpose. Economic or fiscal conditions or market fluctuations shall not constitute a catastrophic event.

Clean Transportation and Sustainable Freight Strategies	Strategies aimed at improving freight efficiency, transitioning to zero-emission vehicles and technologies, and increasing the competitiveness of California's freight system.
Coastal & Marine Research	Activities dedicated to the study and understanding of marine environments, resources, and ecosystems.
Coastal Act Approval	A Coastal Development Permit or Coastal Act exclusion issued by the District or if appealed, issued by the California Coastal Commission.
Coastal Development Permit	A permit for any development within the Coastal Zone that is required pursuant to subdivision (a) of Section 30600 of the California Coastal Act and as applicable to ports pursuant to Chapter 8 of the California Coastal Act.
Coastal Zone	As defined in the California Coastal Act Section 30103, section a: "Coastal zone" means that 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-Dependent	Any development or use which requires a site on, or adjacent to, the sea or Bay to be able to function at all (Section 30101 of the California Coastal Act)
Coastal-Related	Any use that is dependent on a coastal-dependent development or use (Section 30101.3 of the California Coastal Act).
Co-benefits	Additional or multiple benefits.
Commercial Fishing	Commercial fishing means fishing, duly authorized under applicable state and/or 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.

Commercial Fishing Facilities and Operations

Allow for facilities and operations related, and complementary, to commercial fishing activities involving land side support, including, without limitation, 24-hour, 365-day truck access and parking, that must be located adjacent to commercial fishing berthing areas.

Commercial Fishing land and water use areas are designated for the promotion and protection of these priority coastal-dependent uses. An active or bona fide commercial fisherman is defined as one of the following: (A) having \$10,000 annually in California Department of Fish and Wildlife tickets; or (B) having at least 60 days fishing time in a bona fide commercial fishery per year. Uses that provide for consumer or business services, involving the sale, lease, or rental of new or used goods to the public, and/or entertainment purposes.

Commercial/Retail

Vessels that carry multiple paying passengers for bay- and/or ocean-related activities, which include but are not limited to, wildlife viewing, sportfishing, and water transit.

Commercially Operated Passenger Vessels

Areas expressly designed and built exclusively to host conferences, exhibitions, meetings, seminars, and training sessions.

Conference Center or Convention Center or Meeting Space

Conference Centers or Convention Centers are typically larger facilities and Meeting Spaces may be smaller versions that have limited space to conduct these activities.

Conservation

The protection and management of natural resources that best reflect environmental stewardship for present and future generations.

Cruise Terminal Facilities and Operations

Areas and activities for the express purpose of passenger boarding, passenger handling, and shore-powering infrastructure to accommodate cruise ships.

Cultural Uses

Programming, production, presentation, and exhibition of any of the arts and cultural disciplines. This designation could also include museums.

Curbside Management

Programed organization and the physical treatment of dedicated stretches of curb lengths, designed to better manage and optimize the operations for a variety of users who all require the use of the same curb space. Curbside management users would include, but are not limited to, third party transportation companies, commercial loading, passenger loading, transit / shuttle stops and temporary parkers. Curbside management would be controlled through informational signage, pavement marking, and metering.

Dedicated Bike Facility	Right-of-way and/or a transportation facility that is solely dedicated to bicycles. Dedicated bike facilities include Class II Bike Lanes and Class IV Cycle Tracks.
Dedicated Transit Lanes	Roadways that are solely dedicated for the use of public transit vehicles, including, but not limited to, buses and trolleys.
Deep Water Berth	A place with sufficient depth of water where vessels anchor.
Derelict Water Craft Storage	Areas dedicated to the storage of water vessels that have been abandoned, lost, or stolen. Includes marine debris storage that complies with California Division of Boating and Waterways regulations.
Development or New Development	On land or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading removing, dredging, mining, or extracting of any materials; change in the density or intensity of use or activity of land; change in the intensity of use or activity of water, or of access thereto; and the construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, 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, Section 30106).
Development Parameters	Specific criteria for development, facilities, or an activity. These may include criteria such as minimum and maximum widths, heights, square footages, setbacks, etc.
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.
Disadvantaged Areas	An area disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation with concentrations of people that are of low-income, high unemployment, low levels of home ownership, high rent burden, sensitive populations, or low levels of educational attainment.

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 and Dine

A location, typically a dock or a pier, that is made available to the public, by reservation and/or on a first come, first served basis, for short-term recreational boat berthing near dining facilities; not for the purposes of overnight berthing for recreational boaters and/or berthing of commercial vessels.

Dry Boat Storage

Areas dedicated for the long-term storage of vessels on land. Not for repair purposes.

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 Service

These types of services may occur in or out of water and include, but are not limited to, vessel building, dockside facilities maintenance, 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.

Ecological Buffer	An upland, wetland, and/or riparian area that protects and/or enhances aquatic 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)
Ecosystem	A unit of land or water comprising populations of organisms considered together with their physical environment and the interacting processes between them.
Ecosystem Services	Benefits that people derive from ecosystems. Examples of ecosystem services include, but are not limited to, carbon sequestration, water filtration, and plant pollination.
Eco-Tourism	A form of tourism involving travel to natural, often threatened, environments intended to support conservation efforts, educate visitors, and to observe wildlife. Ecotourism activities could include but are not limited to, bay or ocean tours and wildlife viewing.
Environmental Justice	The fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. 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.
Environmental Sensitive Area	An area dedicated to the placement of art pieces, information, and other materials.
Feasible	As defined in the California Coastal Act, capable of being accomplished in a successful manner within a reasonable period, considering economic, environmental, social, and technological factors (California Coastal Act, Section 30108). For the purpose of the Port Master Plan, consideration of legal factors are part of the definition.
Finished Grade	The final elevation and contour of the ground after cutting or filling and conforming to the proposed design.
Fish Laboratories and Testing	Facilities containing laboratory testing equipment in support of marine research to ensure the health of marine species.
Fish Offloading/Transshipment Area	Areas dedicated for the offloading and movement of fish and fish-related products from boats/vessels to processing and/or storage locations.

Fish Processing Operations [Cannery prohibited]	Facilities for the processing of fish and fish products between the time fish are caught or harvested, and the time the final product is delivered to the customer. These locations may handle fish, which includes the preliminary processing of raw fish and the manufacture of fish products for sale and consumption.
Fishing Tackle Rental and Sales	Establishments dedicated to the sale and/or rental of gear and equipment used for fishing.
Fish-Related Cold Storage/Ice Production/Storage	Facilities containing equipment for cold storage, ice production, and storage of fish and fish-related products, supporting commercial fishing activities.
Food Service/Restaurant (full-service)	Establishments primarily engaged in providing food services to patrons who order and are served while seated (i.e., waiter/waitress service) and pay after eating.
Food Service/Restaurant (limited-service)	Establishments primarily engaged in providing food services where patrons generally order or select items and pay before eating.
Fresh Fish Market Operations	A marketplace for selling fish products, which can be dedicated to wholesale trade between fishermen and fish merchants, or to the sale of seafood to individual consumers, or to both. This use also includes associated food service, retail and wholesale fish operations.
Fresh Fish Sales and Storage	Establishments intended to store and sell fresh fish.
Fueling Dock	A floating structure used to dispense fuel and related service to boats.
Fueling Facilities	A facility that sells fuel and engine lubricants for vessels/boats on water (a marine fueling station) and motor vehicles on land.
Garden Room	A garden room is a non-programmed outdoor space that is primarily soft-surfaced with ample seating and extensive planted areas. Garden Rooms are intimate, nonprogrammed spaces intended as respite from more heavily programmed open spaces located throughout the waterfront.
Golf Course	A golf course is the grounds where the game of golf is played.

Government Agency Facilities	Public structures or areas for administrative, maintenance, and/or operations purposes, for government agencies including, but not limited to, U.S. Customs, U.S. Coast Guard, U.S. Navy, and Public Safety (non-municipal Police, Fire).
Habitat	The place or environmental 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.
Intensification of Use	Any change or expansion of a use which will result in an increase in occupancy above permitted levels; an increase in production output or throughput, if there is a permit limit on said output or throughput; a need for additional parking; or any other change or expansion that is likely to result in a new or increased significant environmental or substantial coastal resource impact.
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.
Landscape Buffer	A landscape buffer is the area between a promenade and a structure(s) or facilities. The landscape buffer is intended to create a more open-air experience for users on the promenade.
Large-Scale Energy Generation	Projects with the purpose of producing over 100 KW or greater of electricity for consumption.
Lease	A written agreement by and between the District and a third-party for use of District Tidelands or other granted lands that complies with all applicable regulations and laws. For avoidance of doubt, leases include, but are not limited to ground leases, leases, Tidelands Occupancy and Use Permit, any subleases requiring District consent or similar agreements.
Linkages	A connection point where systems converge.
Liquid Bulk	A liquid commodity that is transported in large quantities. An example of liquid bulk includes fuels for vessels and the San Diego International Airport.

Liquid Bulk Handling (receipt and distribution)	The physical transfer and storage of liquid bulk from vessels to vessels or freight to vessel through pipelines. This may also include bunkering and storage.
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.
Logistics and Supply Chain Support Services	Processing, administration, maintenance, or repair facilities supporting cruise terminal or cargo terminal operations of transporting cargo and people.
Long-Term Leases	A lease with term of five years or more in duration.
Lower Cost Visitor and Recreational Facilities	Facilities serving the needs of visitors to District Tidelands, 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; overnight accommodations with kitchenettes, free Wi-Fi, free or reduced cost breakfast, and free parking; campgrounds, yurts, RV parks, or tent campsites that are intrinsically lower cost.
Major Attractions	Places whose main purpose is to allow public access for entertainment, interest, or education. May include heritage, amusement/entertainment, recreation, or commercial. Activating features are a subset of Attractions, but with a size threshold for structures.

Major Redevelopment Major Redevelopment or Reconstruction	Other than reconstruction of a nonconforming structure after a catastrophic event as specified in Section 2.1.7, cumulative demolition, modification, renovation, retrofit or replacement of 50% or more of major structural components or cumulative redevelopment of 50% or more of a development site. For the purpose of this definition, “cumulative” means the sum of all demolition, modification, renovation, retrofits, redevelopments and replacements over time starting with the date of the Port Master Plan Update is effective to individual major structural components or a development site. These terms are used for purposes of compliance with Section 2.1.7. Action that cumulatively demolishes, renovates, or replaces 50 percent or more of a 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 Towing Services	A person or company that is engaged in providing the assistance of physically moving and transporting marine vessels or boats from one place to another.
Marine Education & Training (non-municipal)	Non-municipal education services focused on marine-related industries. Not associated with municipal schools, districts, or other municipalities.
Marine-Related Office	A facility dedicated to offices for maritime-related transport, operation, and commercial uses.
Merchant Marine	United States civilian mariners and merchant vessels that engage in commerce or goods transportation and services in and out of United States’ navigable waters. In times of war, the United States Merchant Marine can be called upon to deliver military personnel and material for the military.
Mid-block Pedestrian Crossing	A pedestrian roadway crossing that is not adjacent to, or aligned, with a controlled intersection. May or may not be aligned with a vertical connection.
Mitigation Banking	A wetland, stream, or other aquatic resource area that has been restored, established, enhanced, or (in certain circumstances) preserved for providing compensation for unavoidable impacts to aquatic 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.

Mobile Fueling Systems	Fueling apparatus that can re-locate to areas of need for fueling purposes for both land vehicles and water vessels.
Mobility Hub	A connection point in which visitors and workers accessing Tidelands are provided the opportunity to change from one mode of travel to another, as necessary, to reach their destination. A mobility hub includes, but is not limited to, landside modes such as personal auto; transit; rideshare; biking; walking; micro-mobility options; as well as waterside modes such as transient docking and water-based transfer points that support a water-based transit network, such as water taxis and/or ferries.
Multi-Modal	Using, providing for, or accommodating more than one mode of travel.
Native Vegetation	Vegetation that is local to the area and which originated, or was produced naturally in the region and not introduced directly or indirectly by humans.
Nature Trail	An unpaved walkway.
Nonconforming Structure	A structure that was lawfully erected prior to the adoption, revision or amendment of the Port Master Plan, but that does not conform with standards currently prescribed in the Port Master Plan.
Nonconforming Use	A use of structure, water or land that was legally established and maintained prior to the adoption, revision or amendment of the Port Master Plan, but does not conform to the land and/or water use designation currently prescribed in the Port Master Plan.
Non-Port Administration Office	Establishments that may operate on District Tidelands but are not directly related to District operations.
Non-Water Oriented Retail	An establishment conducting retail commercial activities that are not directly related to boating activities.
Occupant; lessee	The third-party or entity that has entered a lease with the District.
Overnight Accommodations	Land of water areas allowing for temporary overnight accommodation rented to a person for less than 180 consecutive days. Examples of overnight accommodations include, but are not limited to, hotels, hostels, and low-cost visitor facilities.
Parcel	A District-defined piece of real estate.

Pathways	A type of accessway that can be used by pedestrians and/or bicycles.
Pavilions	A type of activating feature that is a permanent or temporary structure providing commercial recreational services, retail/restaurant services, concessions, or entertainment..
Pedestrian Scramble	Traffic signal phase that temporarily stops all vehicular traffic from entering an intersection to allow for pedestrians and cyclists to cross the intersection in all directions, including diagonally, at the same time.
Performance Feature or Venue	A building, pavilion, stage, tent, or similar facility which is used for the programming, production, presentation, exhibition for arts or culture.
Permittee	Any person or entity that is issued 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 Area	A Planning Area allows flexibility in the arrangement of two or more different land use designations within a specific boundary, subject to specified Development Standards for that boundary as identified in the applicable Planning District. Each Planning Area has its own unique set of Development Standards, and identifies acreages and uses that provides flexibility in how they are allocated.
Planning District	The District's jurisdiction is divided into 10 planning districts that group Tideland properties into identifiable and functional units. Planning district boundaries conform closely to the boundaries of established municipal jurisdictions and/or census tracts.
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 even be leased. Similar to a deck, but a platform is always over water or riprap.

Port Border Tidelands Community	Communities, which tend to have poor water quality and suffer from transboundary environmental pollution in and around the Tijuana River Valley.
Portside Community	Communities downwind from industrialized, waterfront uses and activities and tend to have poor air quality.
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 Project List’.
Promenade	A dedicated lateral Multi-Use Path providing pedestrian, or shared pedestrian and bicycle, connectivity parallel and adjacent to the waterfront.
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 Realm	The space around, between and within buildings that are publicly accessible, including streets, squares, parks, and open spaces. These areas and settings support or facilitate public life and social interaction.
Public-Private Partnership	A partnership between a government agency and private entity that share the responsibility for a project or service delivery.
Pump out and Disposal Facility	Fixed (i.e., non-mobile) facilities with infrastructure, such as plumbing, pumps, storage tanks, or piping that facilitate the proper disposal of sewage from motorized recreational vessels.
Railroad Tracks and Switching	Areas dedicated to the use of railroad infrastructure, including the mechanisms necessary to ensure switch tracks at key crossings, directing freight in the appropriate direction.

Reconfiguration	The arrangement or rearrangement of parts into a different form or combination.
Recreational Marina	Coastal water area designated and used exclusively for the mooring of recreational vessels including mooring slips and service facilities located on mooring slip docks.
Recreational Marina - Related Facilities	Ancillary and supportive uses and areas related to supporting recreational marinas.
Recreational Vehicle & Camping	Areas dedicated for the parking and/or placement of tents, recreational vehicles (i.e. campers, motorhomes, trailers), and motor vehicles for overnight accommodations.
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	Redevelopment has the same meaning as development or new development.
Remediation (Environmental Remediation)	The removal of pollution or contaminants from environmental media such as soil, groundwater, sediment, or surface water.
Roadways	An accessway solely dedicated for the use of vehicular traffic. Examples of roadways include, but are not limited to, general lanes and dedicated transit lanes.
Salt Pond	A human-made feature along the coastline that forms a vital buffer zone between terrestrial and marine ecosystems.
Scenic Vista Area	A point of visual public access providing a public vantage point for a scenic vista, as identified on Planning District Water and Land Use Maps

Sensitive Coastal Resources	Resources that, pursuant to the California Coastal Act Section 30525 section d have: “sensitive resource values,” meaning those fragile or unique natural resources 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 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.
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.
Setback	The minimum distance required to be maintained between two structures or between a structure and a leasehold line/premises or development area boundary.
Shade Structure	Temporary or permanent non-habitable structures that allow light and air to pass through.
Shared Parking	A parking facility that serves, or is utilized by, two or more developments or uses. An example of a shared parking facility is that shared parking spaces between entities could be utilized during different peak-hour times to result in overall reduction in the total number of required parking spaces.
Ship Chandlery	A retail dealer specializing in supplies and/or equipment for ships.
Shoreline Protective Device	Protective structures, such as seawalls, revetments, riprap, breakwaters, groins, bluff retention devices, deep piers/caissons, bulkheads, or other artificial structures built for the purpose of protecting land or structures against erosion.
Sidewalk	A dedicated walkway providing pedestrian connectivity adjacent and parallel to a roadway.
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

There are many ways that sportfishing can be defined, as it may be interpreted to include any type of fishing in which the act of fishing is conducted for sport, such as recreational fishing. For the purposes of this plan, the definition of sportfishing does not encompass this broader interpretation and centers on the concept of passengers paying for a sportfishing excursion on a licensed sportfishing vessel pursuant to regional, state, and federal regulations.

A sportfishing vessel carries all necessary permits and licenses as required under regional, state, and federal law, and is operating in the act of sportfishing while carrying a paying passenger for sportfishing. Sportfishing vessels are a type of commercially operated passenger vessel.

Sportfishing Facilities and Operations

Areas dedicated to the operations necessary to accommodate sportfishing and containing the necessary facilities to support this use.

State Tideland 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.

Storage

Areas dedicated to the storage of cargo, equipment, and/or other items used to support activities or operations with authorized water and land uses in a given area.

Structure

Includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, electrical power transmission and distribution line, in-water improvements, and/or anything that resulted from the permanent placement or erection of any solid material on land or in the water, including without limitation building materials or landscaping.

Subdistrict	A discrete area within a Planning District.
Transient Vessel Docking	Short-term boat docking which allows vessels access for dock and dine and passenger pick-up and loading.
Transit	Also referred to as public transportation, public transit, water transit, or mass transit, it means shared passenger-transport services which are available for use by the public. These include, but are not limited to, buses, trolleys, and ferries.
Transit Facilities	Areas that include supportive uses for transit needs.
Transportation Network Companies	Private vendors who provide transportation services.
Transshipment Areas	Areas that provide space for off-loading goods from one ship and loading them onto another ship to be further carried to the final port of discharge. Transshipment is usually necessary to change the means of transport during the journey (e.g., from ship transport to road transport) or to combine small shipments into a large shipment.
Upland Connecting Roadway	A roadway that continues into Tidelands to and from adjacent jurisdictions.
View Corridor Extension	View terminus at the end of a street or accessway allowing visual and physical access.
Visual Access	The ability to view the water and other scenic coastal resources from District tidelands, including from View Corridor Extensions and Scenic Vista Areas.
Visual Porosity	Visual porosity describes the amount of unobstructed visual access or continuous views a user has through a particular space to the waterfront. Visual obstructions that decrease visual porosity include any structures, utilities or infrastructure, furnishings, vegetation or other permanent or temporary features.
Walkways	A pathway solely dedicated for the use of pedestrians. Examples of walkways include, but are not limited to, sidewalks and nature trails.
Water Dependent/ Water Related	See coastal-dependent and coastal-related.
Water Transit Vessel	A water vessel used to carry passengers, vehicles, and/or cargo to different locations across a water body. An example of a water transit vessel is a ferry craft.

Water-based Transit	Transportation services available to the public (operated publicly or privately) that travel within and outside of San Diego Bay. These services pick up and offload passengers at water-based transfer points such as docks, piers and/or landings. Waterside transit services include water taxis and ferry services.
Water-based Transfer Point	A place for discharging and taking on passengers, vehicle, and/or cargo. An example of a water transit transfer point is a ferry landing.
Waterfront Destination Park	A Waterfront Destination Park is a large, highly-programmed activating park on the waterfront. A Waterfront Destination Park should include a single large flexible space that can be programmed for diverse temporary uses, events or activities or can also include a series of smaller spaces that can be combined into a single contiguous area for temporary uses, events or activities.
Water-Oriented Retail	A place for discharging and taking on passengers, vehicle, and/or cargo. An example of a water-based transfer point is a ferry landing.
Waterways	A route by water that provides access to or through a destination. Examples of waterways include, but are not limited to, main shipping channels, open bay, and ferry routes.
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.
Wharf	A structure built on the shore of or projecting into a body of water, so that deep-water-dependent vessels may be moored alongside to load or unload or to lie at rest.
Window to the Bay	A designated stretch of waterfront, consistent with location-specific policy, free of visual obstructions (structural or otherwise) that create an uninterrupted 'window' to the Bay. Windows to the Bay, as identified on the Planning District Maps, protect public access to the scenic qualities of the District Tidelands coastal areas.
Yacht Club	A sport club specifically related to yachting.

Appendix

B

These Embarcadero Planning District (PD3) Water and Land Use map options have been prepared pursuant to past commitments the District has with the Coastal Commission, and also with the San Diego Navy Broadway Complex Coalition and Lane Field San Diego Developers that obligate the District to study specific land use configurations as part of the PMPU Programmatic EIR.

DISCUSSION
DRAFT

this page left intentionally blank

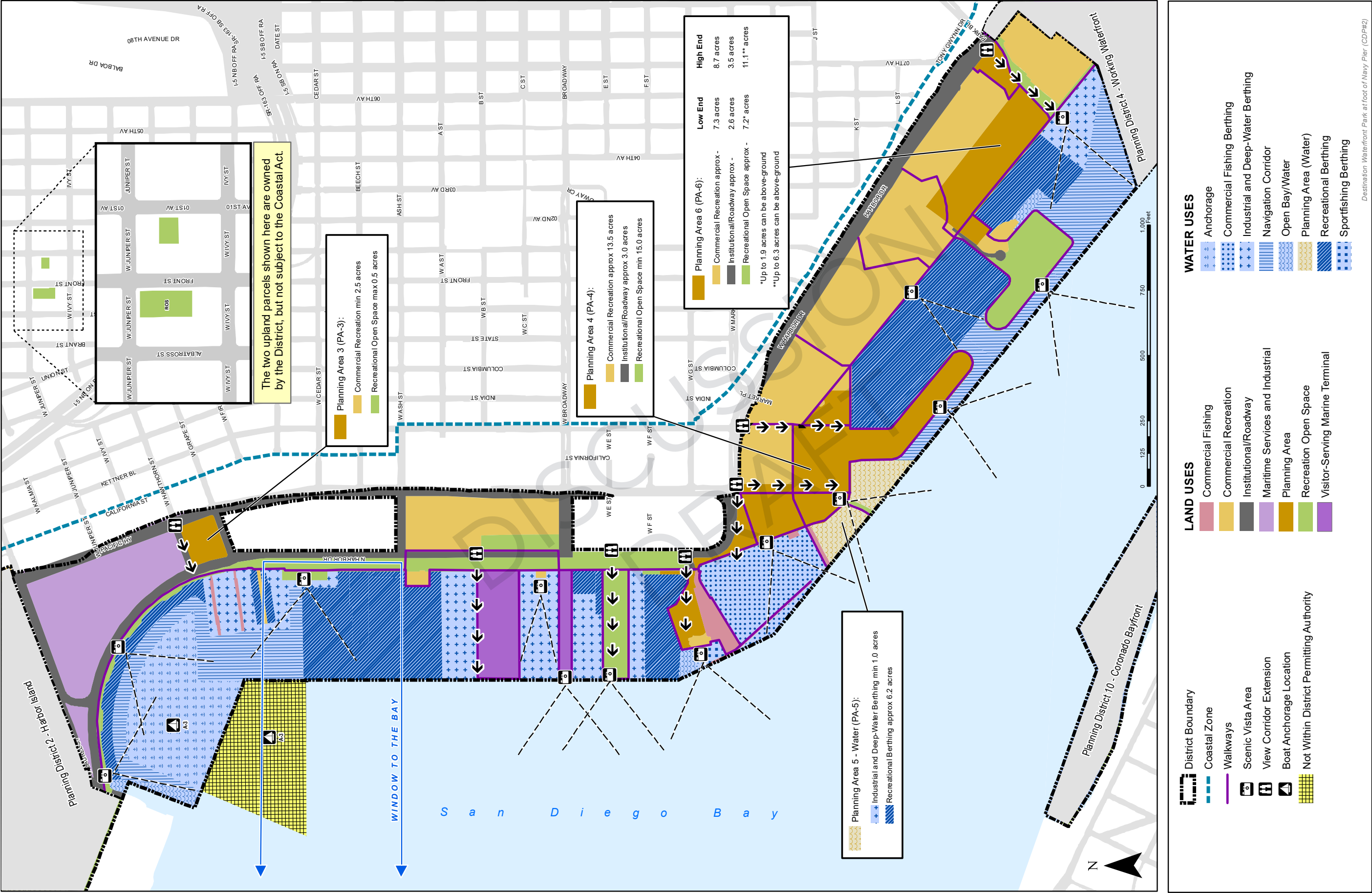


Figure B.1 - Water and Land Use Map Embarcadero - Desitnation Waterfront Park at foot of Navy Pier (CPD#2)

Destination Waterfront Park at foot of Navy Pier (CDP#2)

Water and Land Use Map - Embarcadero

this page left intentionally blank

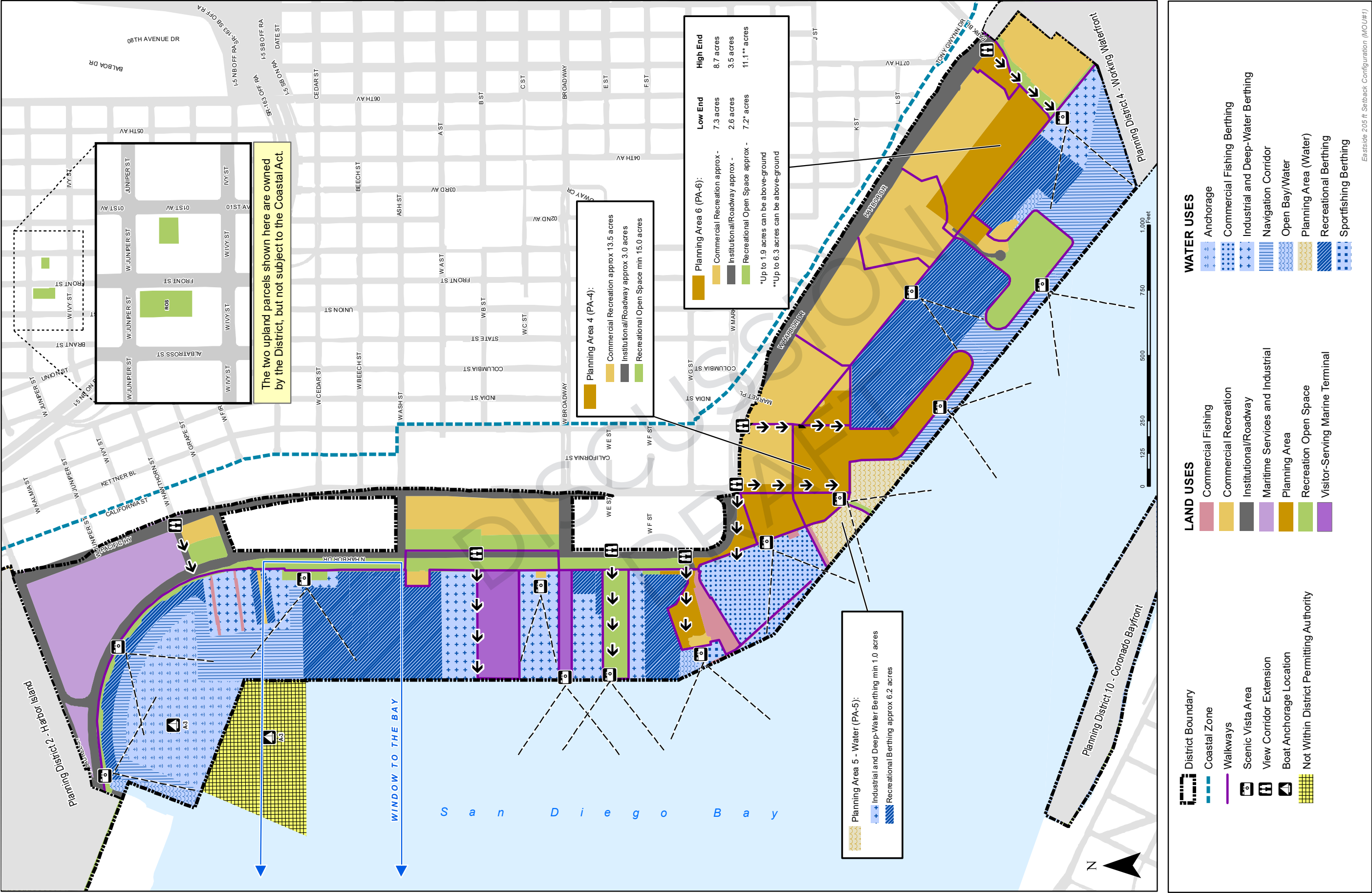


Figure B.2 - Water and Land Use Map Embarcadero - Eastside 205' Setback Configuration (MOU#1)

Eastside 205' Setback Configuration (MOU#1)

Water and Land Use Map - Embarcadero

this page left intentionally blank

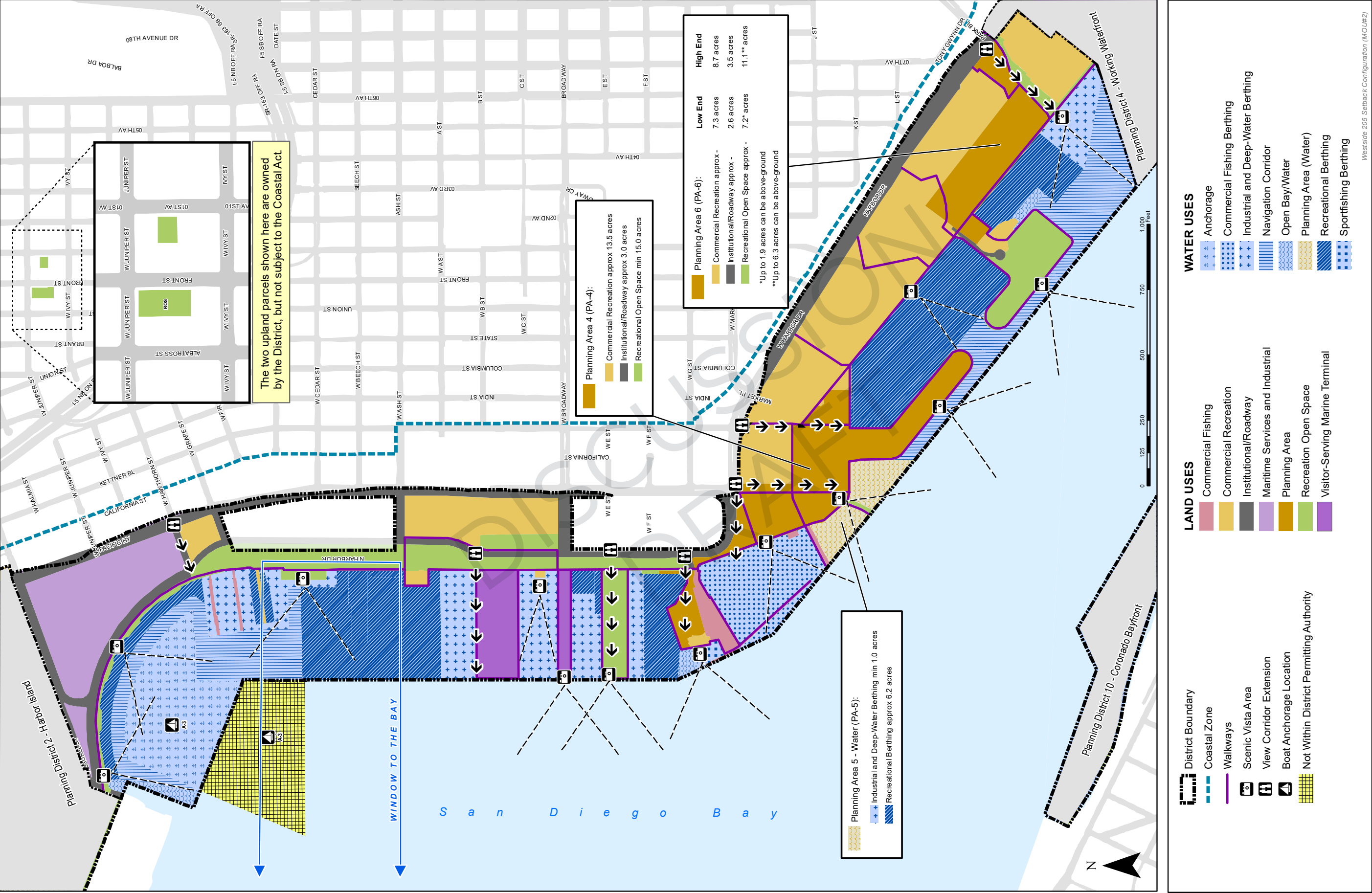


Figure B.3 - Water and Land Use Map Embarcadero - Westside 205' Configuration (MOU#2)

Westside 205' Setback Configuration (MOU#2)

Water and Land Use Map - Embarcadero

this page left intentionally blank

Appendix

Excerpts from current Port Master Plan for the
National City Bayfront and Chula Vista Bayfront
planning districts.

C

DISCUSSION
DRAFT

this page left intentionally blank



PORT of
SAN DIEGO



PORT MASTER PLAN

SECTION III

MASTER PLAN INTERPRETATION

The Port District Master Plan is unlike the typical city or county master plan, which has two broad categories of policies for guiding and coordinating development; one category dealing with publicly owned land and another category for privately owned land. The Port District Master Plan deals primarily with land, which the State Legislature has conveyed to the Port District to act as trustee for administration, and upon which the Port District has regulatory duties and proprietary responsibilities.

The extent of the tidelands conveyed to the Port District is indicated in **Table 3**. These tidelands, totaling approximately 5,483 acres, are the area to which the Master Plan relates. A summary, in tabular form, of the proposed land and water use allocations is indicated in **Table 4**.

Development and Conservation Strategy

The basic direction of development and conservation efforts in the coastal zone is, where feasible, to protect, maintain, enhance, and restore the overall quality of the man-made and natural coastal zone environment. Port development seeks to minimize substantial adverse environmental impacts; minimize potential traffic conflicts between vessels in the port; give highest priority to the use of existing land space within harbors for port purposes; and provide for a full array of beneficial activities including recreation and wildlife habitat uses. A balanced approach also takes into account the social and economic needs of the people of the State.

It may be necessary to locate in the coastal zone developments that may have significant adverse effects on coastal resources in order to insure that inland as well as coastal resources are preserved and that orderly economic development proceeds within the State.

The effective mechanism for producing improvements on Port tidelands is felt to lie in the expenditure of public money by the Port District on capital improvements for those fundamental improvements which are essential for balanced development of the tidelands, and which do not appeal to private investors. Direct Port District involvement will be of the type tending to stimulate the private sector into the inducement of private investments on tidelands in a manner that conforms to Port District plans.

Dredging, Filling and Shoreline Protection

Bay and shoreline modifications have played and will continue to play a significant role in the utilization and maintenance of San Diego Bay. All of the State tidelands now under Port District trusteeship were at one time submerged lands. The State of California has laid claim to almost all of the submerged lands in the State and, as a matter of planning policy for Port District tidelands, has encouraged the development of these tidelands for the purposes of commerce, navigation, fisheries and recreation. The tidelands that exist today as land or navigable waters do so as a result of dredging and filling activities rather than as a result of a natural process.

TABLE 3: EXISTING TIDELANDS AND SUBMERGED LANDS CONVEYED OR GRANTED TO THE SAN DIEGO UNIFIED PORT DISTRICT

	SAN DIEGO	NATIONAL CITY	CHULA VISTA	CORONADO	TOTALS
Shoreline (in miles).....	16.6	2.8	4.8	8.9	33.1
Tidelands * (in acres).....	1,550.8	396.0	209.7	313.2	2,469.7
Submerged Lands (in acres).....	868.0	286.1	1,479.8	379.4	3,013.3
Total (in acres)	2,418.8	682.1	1,689.5	692.6	5,483.0

* Includes 421.3 acres of salt ponds.

Tideland development takes place in an aquatic environment, subject to the rigors of ocean water, wind, wave and tidal action. Although San Diego Bay is offered a degree of protection from the ocean by land barriers, conditions within the bay caused by both weather and ship activity create needs for protective boat basins and shoreline erosion controls.

A comprehensive program for shoreline erosion protection and enhancement has been integrated into the Master Plan. The shoreline protection program's aims are to stabilize filled areas, maintain navigable channels and berthing areas, protect and reestablish wildlife habitat, protect coastal facilities and property values, retain and maximize the use of

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

LAND USE	ACRES	WATER USE	TOTAL ACRES	ACRES	% of TOTAL
COMMERCIAL.....	457.9	COMMERCIAL	388.8.....	846.7.....	15%
Marine Sales and Services.....	9.1	Marine Services Berthing.....	17.7		
Airport Related Commercial	38.0				
Commercial Fishing.....	8.3	Commercial Fishing Berthing	18.8		
Commercial Recreation	398.2	Recreational Boat Berthing	341.2		
Sportfishing.....	4.3	Sportfishing Berthing.....	11.1		
INDUSTRIAL.....	1163.8	INDUSTRIAL	212.0.....	1375.8.....	24%
Aviation Related Industrial.....	152.9	Specialized Berthing	164.8		
Industrial Business Park.....	69.5	Terminal Berthing	47.2		
Marine Related Industrial.....	323.7				
Marine Terminal	149.6				
International Airport	468.1				
PUBLIC RECREATION.....	407.5	PUBLIC RECREATION	681.1.....	1088.6	19%
	[413.7*]			[1094.8*]	
Open Space.....	66.9	Open Bay/Water.....	681.1		
Park/Plaza	211.0				
	[217.2*]				
Golf Course	97.8				
Promenade.....	31.8				
CONSERVATION	485.3	CONSERVATION.....	1084.6.....	1569.9.....	28%
Wetlands.....	375.8	Estuary.....	1084.6		
Habitat Replacement.....	109.5				
PUBLIC FACILITIES.....	246.5	PUBLIC FACILITIES	387.9.....	634.4.....	11%
Harbor Services.....	2.6	Harbor Services	10.5		
City Pump Station.....	0.4	Boat Navigation Corridor.....	274.3		
Streets	243.5	Boat Anchorage.....	25.0		
		Ship Navigation Corridor	53.9		
		Ship Anchorage.....	24.2		
MILITARY	25.9	MILITARY.....	125.6.....	151.5.....	3%
Navy Fleet School	25.9	Navy Small Craft Berthing.....	6.2		
		Navy Ship Berthing	119.4		
TOTAL LAND AREA.....	2776.7	TOTAL WATER AREA.....	2880.0		
MASTER PLAN LAND AND WATER ACREAGE TOTAL.....				5656.7**	100%

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

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

shoreline recreational areas, and enhance options for revenue producing activities. Modernization of storm drains may include incidental minor dredging and filling, which will avoid or mitigate any potential adverse effects. Dredging, filling and shoreline protection projects are discussed in the plan text and are specifically identified in the project list for each Planning District.

Planning Policies for Site Selection

The short supply of developable waterfront sites and the increasing competitive demand has served to stimulate the development of evaluation techniques for assessing a potential user's need for a waterfront location. The determination of need is a major criterion in arriving at a decision on site leasing. In descending order of need, the following categories are established.

Water Dependent Uses require waterside sites and direct access to the water to function. For such uses, the land activity is directly related to a water activity and requires navigable channels and specialized facilities at the land-water interface. Examples of these include boat and ship building and repair, marinas, marine terminals, fishing piers, swimming beaches, and commercial fishing and sportfishing berthing and tending areas. Also included in the water dependent use category are conservation activities which require wildlife habitat consisting of waterside sites, wetlands, and shallow water that is needed to maintain the ecosystem including commercially valuable and scientifically rare and endangered plant and animal species.

Water Linked Uses do not require a waterside site but must be located in close proximity to the water to capitalize on the benefits derived as a result of reduced material handling cost, reduced on-site storage requirements, faster deliveries, a reduction of industrial or other unusual types of traffic on public roads, and special service to water dependent uses. Uses of this type that might be cited as examples include boat sales, sailmaking, fish markets, canneries, fishing tackle sales, and marine hardware sales.

Waterfront Enhancing Uses do not require waterfront sites but can, with special effort, lend enhancement to the waterfront. Such uses draw from

the water dependent and water linked use activities as well as from other activities. Examples include restaurants, hotels and public recreation areas providing facilities for golf, field sports and passive recreation.

TABLE 5: PORT DISTRICT SHORELINE BY ACCESS CLASSIFICATION

	<i>SHORELINE LENGTH</i>	
	<i>Miles</i>	<i>Percentage</i>
Class I.....	10.22	30.88
Class II.....	8.26	24.95
Class III.....	8.61	26.01
Class IV	6.01	18.16
TOTAL	33.10	100.00

Public Access to the Shoreline

The total existing shoreline around San Diego Bay, starting and ending at the City of San Diego boundary across the harbor entrance, approximates 54.01 miles in length. The proprietary interests controlling the entire bay shoreline have been identified in the Introduction (see Table 2).

The San Diego Unified Port District has been granted tidelands with a shoreline frontage approaching 33.1 miles, a length equivalent to 61.3 percent of the total bay shoreline. This Master Plan makes provision for differing degrees of physical and visual access to the shoreline in a manner that is consistent with the activities being conducted on the land and water areas involved, and the proprietary interests of the private land owners, lessees, and public rights and needs. Maximum access to the shoreline is encouraged except where security or public safety factors would negate. The location and size of public accessways are guided by considerations for the availability of other recreational areas and support facilities, the proximity to users, the size and physical characteristics of the site and the potential impact the accessway has on the nature, intensity and ownership of existing and planned uses, both on site and in adjacent developments. Major visual access points and physical accessways to public recreational areas are indicated by symbol on the plan maps. In order to pursue the development of physical accessways, the following access categories are established (see Table 5).

Class I applies to shoreline areas proposed for or developed by the Port District for public recreational purposes, including the provision for on-site parking. Public use in this category occurs on property that is unleased, user fees are not involved, and planning policy maximizes direct physical access to and along the shoreline and to public recreational areas. Class I areas usually involve those use categories shown on the Land and Water Use Maps of the Precise Plans as public park, promenade, boat launching ramps, fishing piers, and bicycle corridors. About 10.22 miles or 30.88 percent of the total shoreline under the jurisdiction of the Port District is in Class I.

Class II applies to undeveloped shoreline, the property is generally unleased, and may be small, scattered parcels somewhat isolated, irregular in shape and difficult to develop. While a user fee is usually not involved, planning policy encourages limited use to meet the restraints of the limited carrying capacity of the natural resource area involved. Class II applies to those shoreline areas shown on the Land and Water Maps of the Precise Plans as habitat replacement, wetlands, salt ponds, and in one instance (Kellogg-La Playa Beach) as open space. Of the total shoreline under the jurisdiction of the Port District, 8.26 miles or 24.95 percent is in Class II.

Class III involves leased, developed shoreline areas upon which private or public investment has constructed commercial recreational facilities. The lessee promotes recreational related uses to the user-fee paying public and public access is best controlled by the management of the development. On the maps of the Precise Plans, Class III applies to those shoreline areas shown as sportfishing, recreational boat berthing, specialty shopping, golf course, and commercial recreation. The Commercial Recreation category includes restaurants, which draw substantial numbers in all age groups involved in dining for pleasure; hotels, marinas, and yacht clubs. Approximately 8.61 miles or 26.01 percent of the total shoreline under the jurisdiction of the Port District is in Class III.

Class IV applies to non-recreational areas developed with public or private funds to accommodate industrial activities, military bases, and sea or air transportation facilities. General public access is prohibitive due to security and

public safety reasons although, when possible, visual access is encouraged for viewing the more interesting aspects of industrial or transportation activities, which contribute to the image of a working port. Class IV areas are shown on the Precise Plan maps as marine terminal, marine related industrial, aviation-related industrial, and Navy Fleet School. Of the total shoreline over which the Port District has jurisdiction, approximately 6.01 miles or only 18.16 percent is allocated to Class IV.

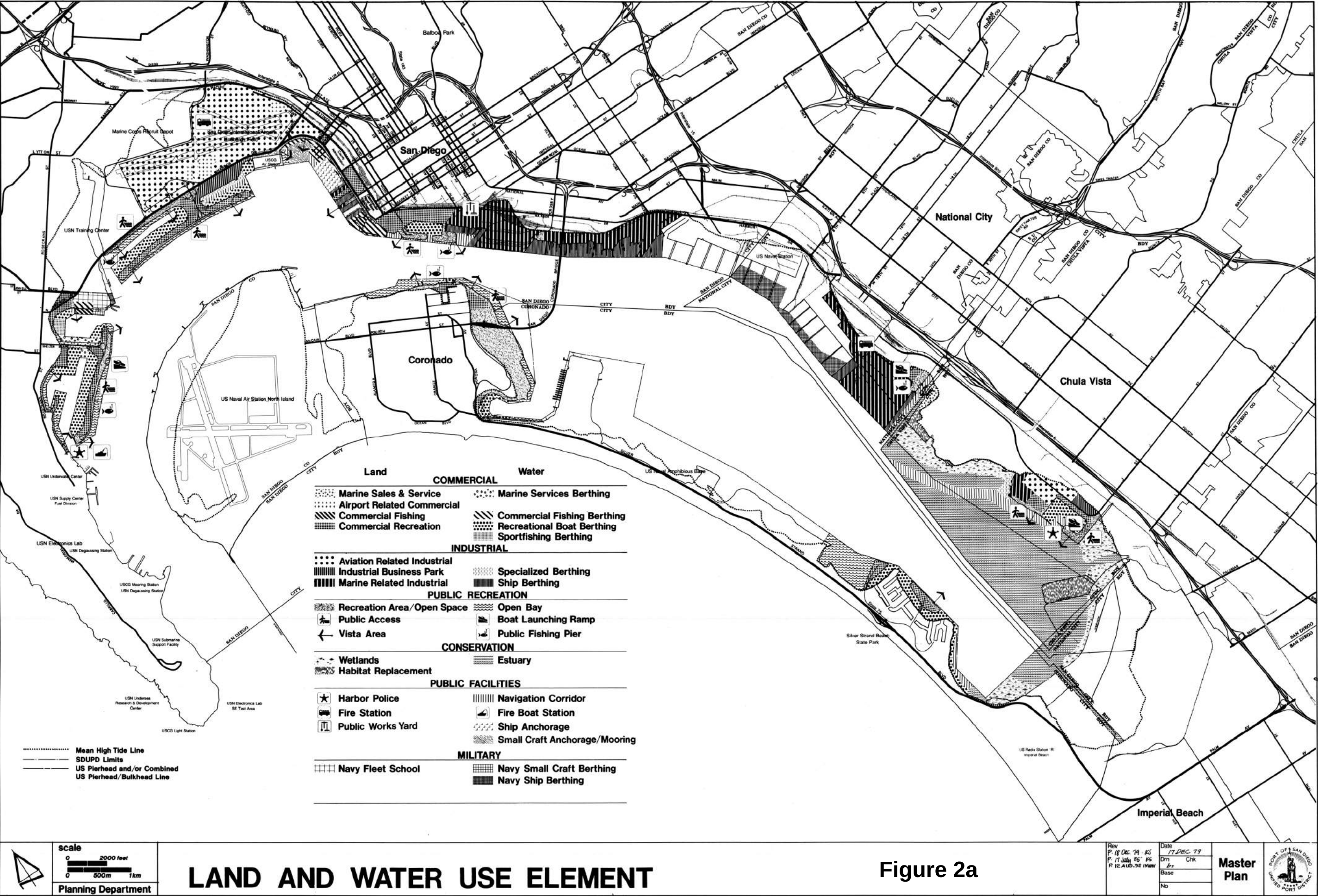
Artwork and environmental educational materials along the accessways to the Bay shoreline are encouraged as enhancements to the waterfront experience, consistent with maintaining the functionalities of the accessways.

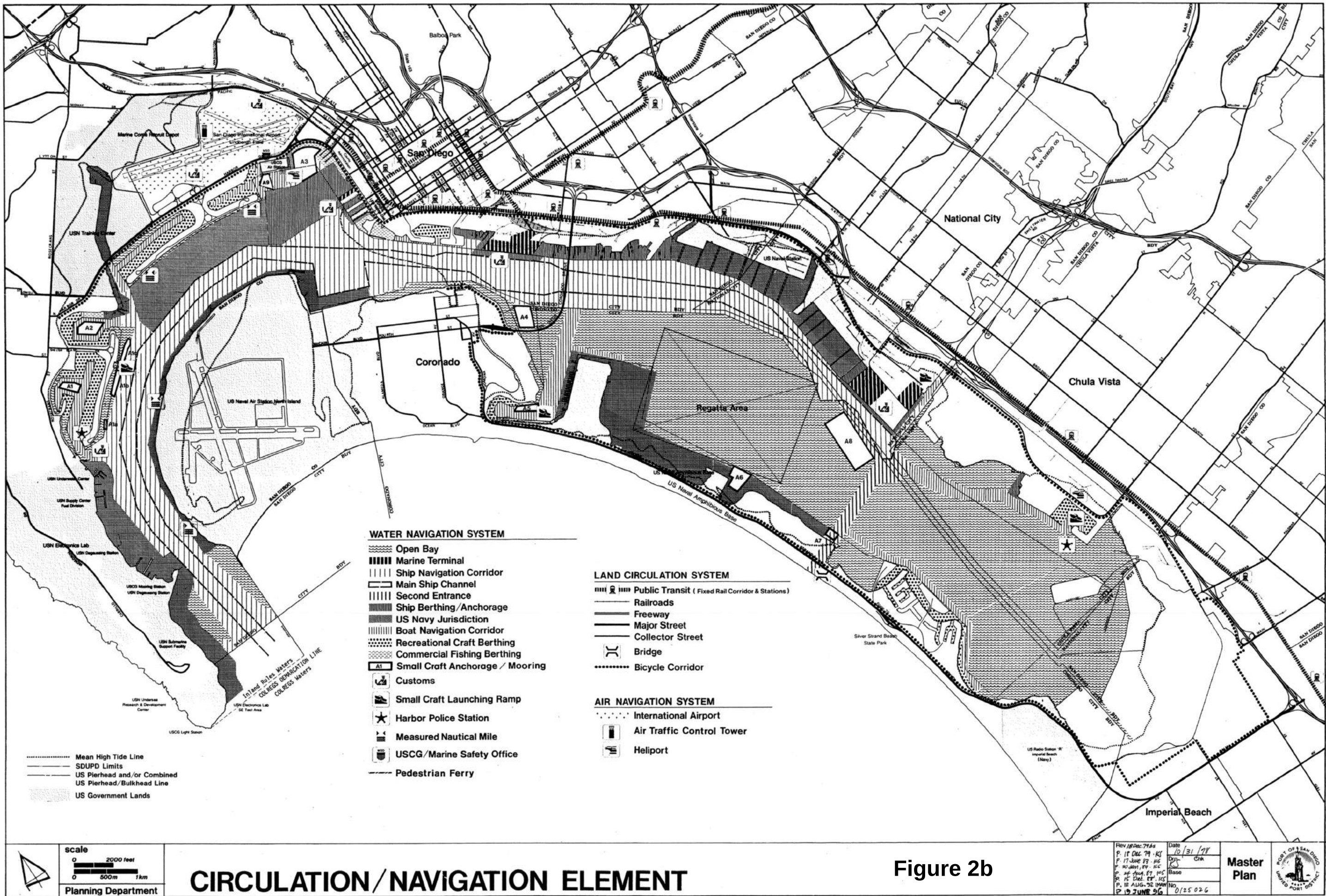
In addition to the many miles of public access to San Diego Bay, citizens of our metropolitan area and tourists enjoy 70 miles of public ocean beaches and 26 miles of public park shoreline in Mission Bay. This area has public access to the shoreline which is unique in the world.

Permitted Uses

Permitted uses for all Port District tidelands are identified in terms of the land and water use designations, which are defined in this Master Plan document. Although specific uses have been listed, the intent is to indicate compatible use groups. Specific uses that are currently not listed may be included in a use group if similar in character and compatible. The plan making process has been based on a definitive sequence of studies and activities that consider the physical, environmental, social, economic, and political determinants of land use. The proposed land and water use allocations set forth in the plan reflect a balanced distribution of activities for the entire bay, evolved after considerable consideration of many factors and issues.

Works of art and environmental educational materials in permanent or temporary placements are a permitted use in all terrestrial public and leased Port District planning sub-areas excluding wetlands and other environmentally sensitive habitats, and provided the art and educational materials are consistent with maintaining the functionalities of the accessways.





Commercial



Land Use Objectives & Criteria

Each commercial area on District lands should have:

- convenient access from major arterials or transportation terminals and ample on-site parking for patrons.
- a unifying design theme enhancing the overall aesthetical qualities of the site and insuring compatible land and water uses benefiting the unique aspect of commercial activities at bayside locations.
- a minimization of the competitive hazard to existing or potential business in the general vicinity.
- a clustering of commercial activities enhancing cumulative attraction wherein complementary and similar units have high incidence of customer interchange and draw more business by being together.

Master Plan Interpretation

Commercial areas, occupying approximately 360 acres of land and 415 acres of water, have been designated in the **Land and Water Use Master Plan Map** in a total of seven major land and water use classifications. These classifications and map delineations include land area for airport oriented commercial activities; land area for commercial fishery operations along with commercial fishing fleet berthing in water areas; land based commercial-recreation areas; water areas for sportfishing berthing and recreational marinas including boat repair

facilities. Existing and proposed commercial areas are delineated on the Map to define the general location of commercial areas. More definitive delineations of the exact limits of commercial areas are provided on Planning District maps.



The **Airport Related Commercial** area delineated on the Land and Water Use Element Map is easily accessible to the Interstate freeway system, established airport related firms, and to the airport terminal complex. This category of land use is linked to Lindbergh Field, which is discussed under the heading of aviation-based transportation systems, and to aviation related industrial uses discussed on *page 21*.

Part of this commercial area, located on Pacific Highway between Sassafras and Laurel Streets, is close to but removed from the major flow of traffic to the airport terminal. Thus some traffic associated with airport related commercial uses can be routed away from the terminal. While this use area is exposed to aircraft noise, the proposed land uses are dependent upon the airport, and should have better tolerance of this annoyance.

Established airport related commercial activities in the area provide the nucleus for further clustering and expansion. Activities typically associated with this use category include travel service; airline ticket offices; airline administration; aviation service leasing, training and sales; travel insurance; air freight; flight food preparation; restaurants; lounges; customs broker; weather information service; pilot briefing information services; and automobile rentals.



The **Commercial Fishing** area is intended to meet the needs of the bona fide commercial fishing fleet for: marinas, berthing and moorings, net mending and the minor repair of fishing equipment; the loading of stores and provisions; fish unloading and transshipment; and fresh fish market operations involving restaurants, retail and wholesale operations, including some limited accessory fresh fish processing activities that are not associated with

visual, odor and water pollution. Fish cannery and fish reduction activities are considered as marine oriented industrial uses and are excluded from this commercial classification, although it is recognized that the uses are functionally linked. Other uses associated with the commercial fishing developments include marine management and advisory services, marine custom brokerage, fueling docks, fishing consultants, and fishing organization offices.

In the San Diego region, there are approximately 40 species of fish, crustaceans and mollusks in the California waters market fishery. The most significant proportion of San Diego landings taken from California waters is currently centered around Pacific bonito, albacore, sea urchin, rockfish, white sea bass, shark, yellowtail and swordfish. Abalone and spiny lobster are also significant fisheries but have been declining in annual catch. Some fishermen suggest a growth potential in San Diego for wet fish processing involving hake, squid, anchovy and mackerel. Fish landings from waters south of the state have shown significant irregularities but steady decline year-to-year in both species of fish and total catch. The long-range tuna seiners, many of which use San Diego as homeport, follow the worldwide migration of the fish and the fish landings are also widely scattered. None of the tuna catch is shipped to San Diego for processing.

The number of commercially licensed fishermen in California went through a marked decline in the 1950's; a slow, small increase in the 1960's; and an increase in the 1970's so that by 1976, the statewide total had returned to the levels of the early 1950's. Despite this turnaround, there are fewer commercial fishermen per capita than in 1950. The licensed commercial fishing population in San Diego County, which numbered 2044 in 1978, represents less than 15 percent of the statewide commercial fishing population and is growing at half the rate of the statewide total. Unlike the statewide figure, the San Diego total has not returned to the level of the early 1950's.

The composition of the California commercial fishing fleet shows several changes since the 1950's. Statewide, commercial fishing vessels under 25 feet in length have made the most dramatic increase and comprised about 40 percent of the statewide fleet in 1975. These smaller vessels fall into a trailerable classification and, locally, the most sizable portion

of the lobster and crab fleet vessels are about 18 to 22 feet in length. Many are launched at public launching ramps during the fishing season, and in off-season are dry stored. Statewide, over one-third of the total licensed commercial fishing fleet ranges in length from 26 to 40 feet, and about one-fifth are 41 to 65 feet in length. That portion of the statewide fleet over 66 feet in length has decreased from nine percent in 1950 to just over four percent in 1975. Unlike the statewide fleet, the portion of the San Diego fishing fleet that is in the over 66 feet length range, since 1950, made up approximately 25 percent of the local total. This unusual grouping in the longer length category is primarily due to the purse seiner fleet.

Locally, vessels licensed for commercial fishing include charter sportfishing and recreational craft without commercial fishing equipment, as well as commercial fishing vessels. Approximately one-third of the vessels licensed locally for commercial fishing and used exclusively in commercial fishing are granted a preferential property tax assessment rate, although this number still includes some sportfishing and research vessels. It is noted that during a four year period prior to 1978, an annual total of under 230 locally licensed commercial fishing vessels, exclusive of research, party sportfishing and tuna seiners, have been found to be exclusively used in commercial fishing and granted a preferential tax assessment rate.

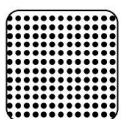
Berthing areas exclusively set aside for the market fishing boats, including baitboats, need to be: protected from wave and wake action, be accessible over low rise piers or floats; located within convenient proximity to fuel and ice supply; provided with dockside fresh water, electricity, trash containers, gear working areas, unloading areas, and hoist; supported with shoreside facilities for marina management, restrooms, equipment storage facilities, pumpout and disposal facilities for waste oil, and automobile parking; and gated and lighted for security. Transshipment areas provide space for fish bucket storage, weighing facilities, inspection area and loading of motor transport for distant canneries. Berthing and offloading areas for transshipment purposes that go beyond that currently provided can be adequately accommodated at the marine terminals. Berthing needs for the tuna seiners include 25-foot-deep water and pier structures strong enough

to support fire trucks and salt delivery trucks. Net tending areas with a minimum-size smooth surface of 50 to 175 feet located parallel to the seiner berths are considered desirable.

It is the intent of this Plan to encourage the development of the local fish market fishery. Facilities for the commercial fishing industry are not to be reduced or eliminated unless the demand for the facilities no longer exists or adequate alternative space has been provided. Berthing, fresh market fish unloading, and net mending activities are encouraged to be exposed to public view and to be a part of the working port identity.

The commercial fishing areas delineated on the Master Plan's Land and Water Use Map, and given more precise location and explanation in the Precise Plans, encourage the efficient use of coastal waterfront space by identifying sites best suited to meet the needs of the short-range market fishing boats, the deep draft vessels of the long-range tuna seiners, the preservability of fish products, and the high cost of preserving and transporting unprocessed fresh fish.

The commercial fishing activity is provided for in the Master Plan, with an allocation of about 61 acres of water and 14 acres of land. Sites provided include, in Planning District 1, the Shelter Island Commercial Basin; in Planning District 3, berthing along the seawall in the crescent area adjacent to Harbor Drive and around the "G" Street Mole where breakwater piers provide a protected fishing boat basin for 98 slips.



The **Commercial Recreation** area. Land use demand forecasts have established a basis for anticipating continued demand for commercial recreational type facilities due to trends drawn

from the convergence of numerous factors, of which the most significant are expendable income, paid holidays, leisure time, population, education, travel habits, and new modes of transportation. All of these are increasing while the average number of working hours is decreasing. It seems likely that activities associated with water-based pursuits will continue to be among the most popular. The trends are almost certain to have considerable repercussions

on the full range of leisure services. Tourism in the San Diego Bay region is a significant economic base activity, and at the national level, it figures highly in maintaining the balance of payment.

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

Commercial recreation allocations of the Land and Water Use Map include approximately 400 acres of land and about 352 acres of water area, including sportfishing and recreational craft berthing. The Commercial Recreation category includes hotels, restaurants, convention center, recreational vehicle parks, specialty shopping, pleasure craft marinas, water dependent educational and recreational program facilities and activities, dock and dine facilities (public boat docks located in proximity to a restaurant or other retail use where boaters may tie up and disembark for a short period of time to dine, shop, or enjoy other recreational activities), and sportfishing, which are discussed or illustrated in the various District Plans.

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

Hotels constitute a significant part of the local recreation industry and, as generators of ancillary business such as restaurants and specialty shops,

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

Specialty Shopping involves the planned assembly of stores, frequently operating within a unified building complex, designed to give patrons a varied selection of retail goods, personal services, and entertainment facilities. Activities typically found in specialty shopping areas include restaurants and the retail sale of ice cream, dessert items, beverages and sandwiches; artisan activities associated with the production and sale of hand-crafted gift items, and original works of art; professional office space; retail shops handling gifts, novelties, clothing, jewelry, and home furnishings; wholesale and retail fish sales, fish and seafood processing, and unloading docks for vessels and trucks. Characteristic of shopping centers, the specialty shopping developments allocated on tidelands are usually managed and operated as a unit. Shopping areas will feature a major open space format, separate pedestrian traffic from vehicular movement by emphasizing pedestrian mall and plaza developments improved with landscaping, sitting areas, fountains and sculpture. Specialty shopping areas are allocated in Precise Plans for Planning Districts 3, 6, and 7.

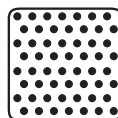
Pleasure Craft Marinas are encouraged to provide a variety of services for boats and boat owners. Services could possibly include in-season wet and dry berthing

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



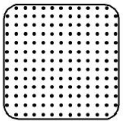
Recreational Vehicle / Camping

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



Recreational Boat Berthing.

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



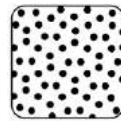
Sportfishing. Deep-sea sportfishing is big business in California and San Diego enjoys a major share of that activity. The local fleet takes a large portion of the State's total sportfishing catch of the larger sport fish – yellowtail, yellowfin, albacore, and giant sea bass. Sportfishing brings new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

The intensity of sportfishing activities reflects the cyclical nature of the sportfishing operations (half day and full day), and the seasonal nature of sportfishing for certain fish species that produces a winter slack season. The size of the local sportfishing fleet also increases two to three times during the peak period from April to September. Operating schedules for most boats provide for pre-dawn departures and return near or after sunset, which forces odd hour maintenance, refueling and store replenishment times. Sportfishers must unload catch, receive major repairs and spare parts, and on-load provisions in the short turn-around time between trips. Activities linked to sportfishing include fishing tackle rental and sales, fueling docks; bait barge facilities; catch processing and exchange; taxidermy services; lodging and transportation services; restaurant, food and beverage sales; and automobile parking.

Sportfishing boats in San Diego Bay, estimated at over 80 part time and full time vessels in 1978, have been centered in the Commercial Basin of Shelter Island. The typical sportfishing boat in San Diego Bay is over 65 feet in length with a beam of approximately 20 feet, a draft of about six feet or less, and a weight of approximately 60 gross tons. Fishermen capacity averages around 30 passengers per trip. All such vessels are inspected and certified by the U.S. Coast Guard as to their seaworthiness and their capacity. Capacity, although considering rail space, deck area and fixed seating, is ultimately based on the stability calculations of the vessel.

The bulk of the local fleet is open party or charter day and half-day boats, although long-range trips are available. Marketing efforts are being made to extend use of the boats throughout the entire year with diving trips, local whale watching excursions, and

natural history expeditions into Baja California. The longer and more specialized trips of from five to 16 days are becoming increasingly important. Current trends, stimulated by growth in the sportfishing industry and a desire to reach better fisheries farther off shore, are toward larger boats, more luxurious amenities, installation of better electronic support equipment, and improvements in propulsion systems. Vessels reaching sizes in excess of 100 gross tons will probably be discouraged by the U. S. Coast Guard regulations that are more stringent in terms of material inspection and certification, and in the qualifying of skippers, than for vessels under 100 gross tons. Uncertainties as to possible growth and even stability in the sportfishing operations have been affected by Mexican laws governing offshore fishing grounds and by the growing interest in reserving national fishery rights within a 200-mile limit.



Marine Sales and Services include activities such as ship chandlery; marine hardware and electronic sales; sailmaking and repair; boat covers; marine fueling stations; marine engine repair; boat building and repair; boat sales and rentals; sailing schools; temporary facilities supporting transient boats and regattas; diving and limited salvage operations; marine sign carving; nautical artifacts, and professional services such as marine architecture and marine engineering. Ancillary uses, when specifically provided for in the property lease, include fish transshipment and no more than 10% of the site may be used for walkup window-type food and beverage services with limited outdoor table seating provided such uses do not materially interfere with the function and operation of the primary Marine Sales and Services use. Considerable linkages exist between commercial and recreational boating activities and those services which supply, repair, outfit and provision them. Several of these activities have small space needs and if clustered together, can increase their attraction for marine service purchasers. Three major use categories in this division include boat sales, boat building and repair, and marine services berthing.

Boat Sales and rental activities involve primarily the dry storage and display of boats and yachts. The display of boats adds significantly to the nautical

atmosphere of the planning area and should be situated in such a manner to add to the visual character of the area without appearing cluttered. Boat display areas should be clearly designated as such, and landscaped and otherwise treated with screening and other design features to achieve a well ordered display area. Boat display areas should not be permitted to usurp on-site parking space, not to encroach upon sidewalks or parking strips. Land uses in this category include on-site parking, boat display areas, boat loading and unloading areas, and demonstration space. Related uses such as insurance agencies and financing facilities may be permitted but are encouraged to cluster with similar services in designated marine service complexes.

Boat Building and Repair facilities normally provide for small craft (under 65 feet) to differentiate them from heavy industrial shipyards. Boatyards can provide points of interest to passersby if their locations are evaluated with such objectives in mind. Screening and viewing treatments of the various boatyards should be an integral part of each boatyard design. Acceptable land uses associated with boatyards are: boat lift and marine railroad; yacht brokerage; the construction, maintenance, repair, painting and mooring of boats; sale and installation of marine engines, supplies, equipment, machinery and accessories on boats; sailmaking and canvas boat covers; assembly and repair areas; delivery areas and material storage areas; on-site parking; and administrative areas. Ancillary uses include marine service stations, the storage of oil and filters, and offices for fuel sales. Special use, frequently non-exclusive to the site, may involve fish off-loading by commercial fishing boats and fish sales offices when specifically provided for in the property lease. Painting, sanding and grinding areas should be located and screened to prevent the airborne distribution of particles to adjacent land and water areas. Boat repair activities are encouraged to be limited to craft of 65 feet or under to maintain the low profile and scale of the structures in the area.



Marine Services Berthing provides slips used to temporarily berth boats being serviced at boat building and repair yards, boat sales and rentals, fueling docks, and marine accessory sales.

When specifically provided for in lease permits, fish off-loading can occur. These berthing areas should be provided with navigable water to accommodate the largest recreational and commercial vessels. Natural flushing action, especially in the vicinity of the boat building and repair yards, is desirable. Pier structures should be built to accommodate larger vessels, and to provide sufficient access for delivery of parts and repair equipment. Leasing for the purposes of residential living afloat is prohibited by the Port District Act. Marine services berthing should be located adjacent to its associated land use wherever possible. The location of the land and water areas allocated to marine sales and services is illustrated on Land and Water Use Element Map and the Precise Plans for Districts 1, 6, and 7.

Industrial

Land Use Objectives & Criteria

Industrial activities on tidelands should:

- be located in convenient proximity to other industrial areas and to living areas from which there are interconnecting transit and thoroughfare routes.
- provide, under single ownership, a variety of reasonably level, well-drained sites on land that is either vacant or on developed lands that can be phased out economically for redevelopment.
- provide sites that are economical to develop and adequate for main buildings, accessory storage, off-street loading, off-street parking, and buffer strips.
- be designed to meet performance standards adequate to avoid nuisances, thereby insuring compatibility with surrounding uses.
- be limited to industrial uses which have a definite need for the availability of utilities, direct access to railroads and major thoroughfares, and the proximity of either airport or water frontage.
- provide substantial benefits to both local economic needs and to the regional hinterland.

Master Plan Interpretation

Industrial areas have been designated on the overall **Master Plan Land and Water Use Element Map** in four classifications; land area for Marine Related Industry, and corresponding water areas for Specialized Berthing; land areas for Aviation Related Industrial activities; and land area for Industrial-Business Park development. Marine Terminals, as a distinct use classification has been delineated in the Precise Plans; however, in the overall plan, terminals are grouped into the Marine Related Industry category. The Land and Water Use Element Map illustrates the allocation of industrial areas consisting of approximately 186 acres of water and 1,181 acres of land.



Marine Related Industry requires sites within close proximity to water bodies due to functional dependencies on

the industrial activity for direct access or for linkages to waterborne products, processes, raw materials or large volumes of water. Prime waterfront industrial sites are in relatively short supply and it is the intent of this Plan to reserve these sites for Marine Related Industry.



The primary users of marine related industrial areas are dependent upon large ships, deep water and specialized loading and unloading facilities, typically associated with shipbuilding and repair, processing plants and marine terminal operations. Industries linked to these primary industrial activities can be clustered together to capitalize on the benefits of reduced material handling costs, reduced on-site storage requirements, faster deliveries, and a reduction of industrial traffic on public roads.

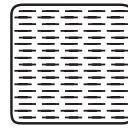
Existing, established marine-oriented industrial areas that have been devoted to transportation, commerce, industry and manufacturing are encouraged to modernize and to construct necessary facilities within these established areas in order to minimize or eliminate the necessity for future dredging and filling in new areas. However, expansion into new areas can be accommodated if existing sites

are pre-empted by other uses, alternative locations are infeasible, and a curtailment of the project would adversely affect the public welfare.

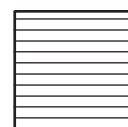
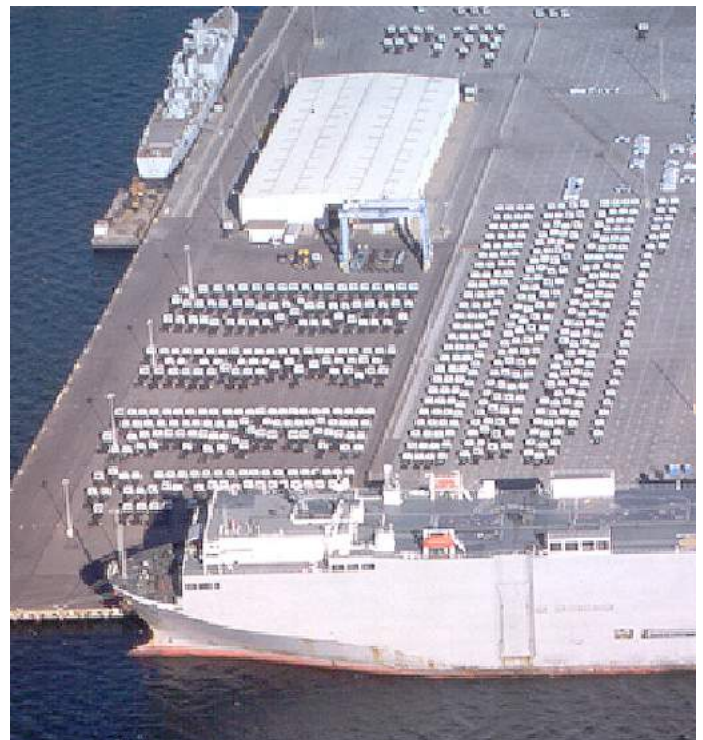
Activities suitable for the marine related industrial area include, but are not limited to, marine terminals, passenger terminals; railroad switching and spur tracks; cargo handling equipment such as bulkloader and container crane; berthing facilities; warehouses, silos, fueling facilities; bulk liquid storage tanks and pipelines; shipping offices and custom facilities; power generation plants; ship building, repair and conversion yards; marine rails, lifts and graving docks; steel fabrication and foundry; storage, repair and maintenance of marine machinery and construction equipment; kelp and seafood processing, canning and packaging; aquaculture; and marine related support and transportation facilities.

Although commercial mariculture uses relating to seafood production are not presently established on the bay, research and experimentation, which has been conducted in the region as well as on the bay, indicates that warm water stimulates the growth rate of certain marine organisms, such as shrimp and lobster. Assuming that economic viability of mariculture will be achieved, future sites for mariculture activities could be located within close proximity to the existing thermal discharge areas of power generation plants to take advantage of the available warm water. There seems to be some likelihood that future aquaculture activities could be conducted in man-made tanks located in enclosed buildings and in converted salt ponds. Areas of the bay designated on the Master Plan Map as Estuary and Salt Ponds also include aquaculture and resource-dependent uses.

Due to the fact that public access to the bay is necessarily limited in established industrial sectors, it is the intent of this Plan that, whenever feasible, industrial land and water users are encouraged to invite the public to view their operations and to share with the public that shoreline area not actually used for industrial purposes by permitting visual access to the bay. The development and redevelopment of marine related industrial areas requires careful consideration involving a balancing of the peculiar needs of the development with the concurrent need for shoreline access.



Specialized Berthing. Water area devoted to marine commercial and industrial uses including ship building and repair, water taxi, excursion and ferry craft, commercial fishing boat berthing as a priority use, cruise ship berthing, maritime museum exhibits and historic craft replicas, water intake and discharge, industrial and commercial launching, vessel loading and unloading, marine contractors, rigged vessels, barges, tugs/tow boats, breakwater, launch ramps and lifts, seawall margin wharves, and any other facility supporting the marine craft engaged in commercial and industrial uses. Specialized waterside structures, some of a temporary nature, are required to satisfy the special requirements of marine projects and marine-related industrial processes and activities. Typical specialized berthing includes dry docks, graving docks, heavy lift equipment, barge cranes, mooring dolphins, pile supported platforms, steel hatch decking, margin wharves, ship berths for a variety of cargo, such as roll on/roll off containers, bulk loading, and break bulk.



Marine Terminals and the harbor constitute one of the State's primary economic and coastal resources, functions as an essential element of the national maritime industry, and serves as a strategic facility

in the national defense system of the United States. This Southern California harbor is located ten miles northwest of the United States-Mexico border, and approximately 95 and 455 nautical miles southeast of Los Angeles and San Francisco, California, respectively. The Port's location, latitude 32°41'58" north and longitude 117°13'22" west, positions it to be the first and the last major port of call on the Pacific Coast for ships in the intercoastal, South and Central America and around-the-world trade routes.

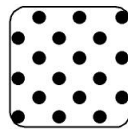
The Port is charged with the responsibility for providing the facilities for handling, marshalling and unloading/loading cargo. Cargo storage space includes long and short-term dry storage, warehouses, silos, cooler and freezer space, and open public storage areas. Warehouses have railroad connections and all are easily accessible to arterial highways. The Port provides railroad hopper car unloading facilities, a traveling bulk shiploader with conveyor boom, and a 40 long-ton, electric traveling container handling crane with hinged cantilevered boom.

San Diego is a landlord port rather than an operating port. Port, tug and port pilot, and terminal and stevedore services are provided by private companies. Diversified handling equipment is maintained by the operators, and special services are provided including packing and crating, forwarding, pool car distribution, carloading, weighing, stamping, marking and drayage. Port of San Diego operators enjoy a number of existing favorable conditions such as long experience and expertise in distribution, lack of congestion, negligible pilferage, low insurance rates, ample warehousing, and a climate which is ideal for year-round all weather operations. A more detailed description of the marine terminals is provided in Planning Districts 3, 4 and 5.

The continued increase in the worldwide demand for basic minerals and the potential depletion of land based supplies could stimulate more interest in ocean floor mining beyond that currently under way or that being considered for offshore oil and natural gas. The development of marine mining technology is well under way, although questions as to economic feasibility and national or political jurisdictions are unresolved. The ocean floor contains substantial deposits of manganese, copper, cobalt, nickel, precious metals, and phosphate which, if mined, will

need the land base support facilities of ports for the transportation, handling, storage, and stockpiling of materials on the way to processing. Planned marine terminal facilities are discussed in the Precise Plans for Planning Districts 3, 4 and 5.

Marine terminal facilities must respond to a number of design criteria, all related to the type of cargo being handled, the minimization of ship in-port time, and the accessibility of other transportation linkages. Two facets of maritime demand are especially pertinent to land and water allocation: ship's characteristics and ship's cargo. Ship's characteristics dictate the location of berthing and terminal facilities. Ship's cargo governs terminal size, design and spatial arrangements.



Aviation Related Industry is to be maintained around Lindbergh Field. Aerospace manufacturing has been a leading contributor to manufacturing activities in San Diego for several decades. Aviation related industrial activities are those closely linked to the airport due to the shipping of large quantities or highly specialized types of air cargo, and the servicing of aircraft. Activities include the manufacture and sale of aircraft, engines, parts, motors, machines, turbines and metal articles. Ancillary uses include training facilities, related meeting and class rooms, various offices, parking facilities, and storage areas. Aviation related industrial uses are influenced by several factors due to their proximity to the airport. These factors include direct and efficient access to high quality, high capacity highways; flat terrain; existing utilities; the availability of commercial, air cargo and privately owned business aircraft, and the convenience associated with proximity to major airport facilities. Also included in the aviation related industrial category are those manufacturing, industrial and warehousing activities that buffer the airport from adjacent areas and have compatibility with the airport through the use of noise attenuation techniques in buildings or operational procedures. Compatibility factors to consider include, but are not limited to, noise, vibration and electrical disturbances, as well as height limitations imposed on structures because of aircraft operations. For many industrial operations, the average noise level in the area is such that indoor manufacturing activities may be carried out with essentially no interference from aircraft noise.

Continuing efforts are needed to protect the function of the airport by controlling obstructions into the aircraft approach zones. Regulation and control is made more difficult since most of these areas are outside the Port District's jurisdiction. An additional thoroughfare to enhance access to the airport terminal is proposed around the northwest end of the airport runway.

The proposed aviation related industrial area delineated on the Land and Water Use Element Map occupies approximately 570 acres of land, and is composed primarily of the existing airport and aviation related industrial activities. Sites for this industrial use are located in Planning Districts 2 and 3.



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

Coastal dependent developments, including, but not limited to, Marine Related Industrial or Commercial uses, shall have priority over other developments on or near the shoreline. The development of industrial-business parks can be an asset to the bay region because of the stimulating effect such developments usually have on the local economy by attracting new businesses as well as retaining existing firms that might

otherwise leave the area. The industrial-business park area is reserved for the types of industrial activities associated with the manufacture, assembling, processing, testing, servicing, repairing, storing or distribution of products; wholesale sales; retail sales that are incidental to permitted uses; transportation and communication uses; parking; industrial, construction, government and business services; and research and development. The Industrial-Business Park classification will also integrate other land uses within the industrial environment. Such integration is prompted by recognition of the fact that the traditional industrial park, while carefully providing for efficient operation for industrial purposes, typically has ignored many community, employee and tenant needs. This use group would allow industrial, commercial, professional, business service, and recreation uses and facilities.

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

Public Recreation

Land Use Objectives & Criteria

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

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

Master Plan Interpretation

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

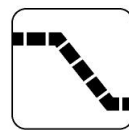
Recreation Area/Open Space is a category illustrated on the Land and Water Use Element Map to portray a wide array of active and passive recreational areas allocated around the bay. More

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



Park/Plaza is a use category designating landscaped urban type recreational developments and amenities. Users are generally drawn from the region

so that access to the site needs to link with regional and statewide roadways, regional bicycle ways, and regional mass transit, and provide adequate traffic facilities to handle large volumes of traffic and peak use demands. Parks and plazas encourage and accommodate public access to and along the interface zone of land and water. Recreational facilities frequently associated with parks include public fishing piers, boat launching ramps, beaches, historic and environmentally interpretive features, public art, cultural uses, vista areas, scenic roads, bicycle and pedestrian ways, water dependent educational and recreational program facilities and activities, small food and beverage vending, and other park-activating uses that are ancillary to the public uses. Maintenance of park and other landscaped areas shall be provided through integrated pest management and Best Management Practices to avoid or minimize the application of chemicals to such areas.



Promenade Promenade indicates the shoreline public pedestrian promenade-bicycle route system that is improved with landscaping, lighting,

directional and informational signage and other street fixtures, works of art, and seating. Many short trips, especially recreation related, can involve walking or bicycling rather than motorized transportation. There are many assumed benefits of walking and bicycling; it is inexpensive, exerts no adverse impact on the environment, contributes to the physical well-being of the individual, and affords an unfettered opportunity to enjoy the amenities of San Diego Bay. Where feasible, Class I bikeways should be provided consistent with SANDAG's regional Bayshore Bikeway system. A Class I bikeway shall include a minimum paved width of 8 feet separated from vehicular roadways.



Pedestrian and bicycle facilities located on tidelands should: insure physical access to the water's edge unless

safety, security or compatibility reasons negate; be accessible to parking and mass transit facilities; and link appropriate portions of the waterfront for continuous longitudinal access. A variety of route locations is encouraged to extend the pedestrian and bike environment through parks, commercial development and by the working port areas. Special provision for persons with disabilities shall conform to applicable Law.



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

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



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

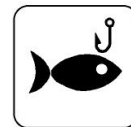


Open Bay a category allocated to water areas adjoining shoreline recreational areas, the boat launching ramp, fishing pier, vista areas and other public recreational facilities where the need for open water is related to the proper function of the shoreside activity. Multiple use of open bay water areas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



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

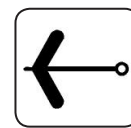
year for purposes of boating, fishing, regattas, and water skiing. The requirements for new or expanded launching ramps need to be carefully considered since boat access areas and parking areas for both car and boat trailer consume large land areas. While existing boat launching ramps are to continue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



Public Fishing Pier areas include the pier structures, necessary land support area adequate for parking and access, and the surrounding water area. Boating activities near the pier, which may interfere with fishing, are discouraged. Commercial activities relating to food and beverage, and bait and tackle sales and rental are generally associated with the activity. While pier site selections should be based on a number of criteria, including fish species surveys, fish habitat or artificial reef-like improvements are frequently desirable. Three existing piers are used by fishermen at all hours of the day and night currently. Three more piers are recommended in Planning Districts 2, 3 and 6. Fishing piers are indicated by symbol on the Land and Water Use Maps.



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



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

Conservation

Land Use Objectives & Criteria

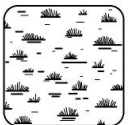
Natural marine resource utilization activities on tidelands should:

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

Master Plan Interpretation

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

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



Wetlands Wetland areas are undeveloped lands having high biological productivity that are alternately covered with water and exposed to air. Wetland delineations are conceptual in nature and may fluctuate with changing natural cycles.

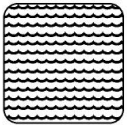
Wetlands may house unique forms of life, some species of which are considered rare or endangered. In any case, they are recognized in the plan as

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

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

The Wetlands designation may include required wetland buffers from delineated wetland areas. Where new development is proposed near an identified wetland, a buffer of at least 100 feet in width from the upland edge of wetlands and at least 50-feet in width from the upland edge of riparian wetlands habitat must be provided. Buffers should take into account and adapt for rises in sea level by incorporating wetland migration areas or other sea level rise adaptation strategies as appropriate. The CDFG and USFWS must be consulted in such buffer determinations and in some cases the required buffer, especially for salt marsh wetlands, could be greater than 100 feet. 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, to be located in the upper (upland) half of the buffer area. Such improvements should include interpretive and educational opportunities while allowing coastal access in a manner that will ensure the protection and preservation of these sensitive habitat areas.

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

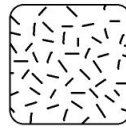


An **Estuary** is the confluence of a river with the ocean, especially an area of the sea at the lower end of a river. In the Master Plan, estuaries comprise the shallow, sub-merged areas of South San Diego Bay and are valuable in much the same way as are wetlands. The warm shallow water nurtures microscopic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

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

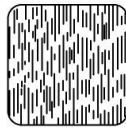
Development in estuaries is limited to new or expanded boating facilities (including entrance channels), intake and outfall lines, restoration work, nature study, aquaculture, and resource-dependent activities. Dredging and spoils disposal shall be planned and carried out to avoid significant disruption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

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



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

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



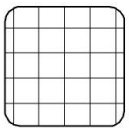
Habitat Replacement is delineated in Planning District 7 for the creation of a marsh island to be used to replace wildlife habitat removed during other development around the bay. Habitat replacement refers to the concept of recreating, as closely as possible, the type of environment conducive to the maintenance, protection and growth of wildlife species deemed important. This might include endangered species as well as environmentally significant wildlife.

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

Military

The utilization of urban land around San Diego Bay for military activities makes a substantial contribution to the function of national defense, to the associated economic base of the region, and in some instances toward the desirable objective of maintaining open space in the metropolitan area. There are 18 major naval installations in the metropolitan area. The military presence on San Diego Bay rates as the largest naval complex in the United States in that almost one-third of the total U. S. Navy fleet is home-ported here. Most of the military lands are owned by the Federal Government and only a small amount is leased tidelands, pursuant to long-term leases. It must be recognized, however, that significant changes in the characteristics of metropolitan urbanization and the corresponding needs of the civilian sector have prompted a reevaluation of those tideland areas currently owned by or leased to the Federal Government for military purposes. The military use on long term tidelands leases will continue and is shown on the Master Plan map in the following general use categories.

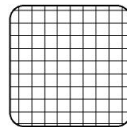
The Port District's Precise Land and Water Use Map shows only that portion of the military base located on leased tidelands. The Circulation/Navigation Map indicates the location of military lands around San Diego Bay and additional information is provided about military facilities on the bay in Section I of this document.



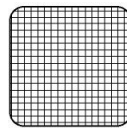
Navy Fleet School is delineated for the U. S. Navy held long-term lease area located in Planning District 1. The land area provides school facilities for the

Fleet Anti-Submarine Warfare Training Center Pacific (FLEASWTRACENPAC), which is the Navy's west coast center for training personnel in the operation, maintenance and tactical use of sonar and other anti-submarine weaponry.

Plans for the long term renovation of the entire Fleet Anti-Submarine Warfare Training Center, including tidelands, are contained in the Navy prepared ASW San Diego Master Plan.



Navy Small Craft Berthing is shown adjacent to the land parcel. If use of this water area were abandoned by the U.S. Navy, it would easily accommodate an expansion of berthing facilities for the commercial fishing fleet.



Navy Ship Berthing is shown in navigable water adjacent to the land parcel. No additional military land use or berthing areas on leased tidelands are planned.

Two military facility relocations are proposed in the Master Plan, both located in Planning District 3 and subject to negotiation with the U. S. Navy. These include 1) the Navy's Engineering Facilities Command Office located between Harbor Drive and Pacific Highway, and 2) Navy Field. Redevelopment of these sites is discussed in the Precise Plan.

Public Facilities

Land Use Objectives & Criteria

Public facilities on tidelands should:

- be located so as to not adversely affect adjacent properties and be designed so that the architectural theme is in harmony with the design theme of the Planning District.
- be provided for in advance of need.
- provide efficient and economical locations for emergency services along with up-to-date equipment and well trained personnel adequate to provide protection of life and property.
- contribute to a coordinated system of functional streets necessary for the safe, efficient and economical movement of people and goods within and through the tidelands.

Master Plan Interpretation

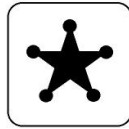
Public facilities are provided in response to those community needs that are related to factors of public health, safety and general welfare. As used in the Port Master Plan, the public facilities category includes both services and physical plant developments. The legends of the two Master Plan Maps and the nine Precise Plan Maps contain allocations of land and water, generally indicated by symbols, to portray numerous public facilities.



Harbor Services is a use category of the Precise Plan Map that identifies land and water areas devoted to maritime services and harbor regulatory activities of the Port District including remediation and monitoring.



Port Administration is proposed to continue at the present location on Pacific Highway and Sassafras Street. Additional space in the building which is in excess of Port District needs could be utilized by municipal public service agencies having limited public contacts, or for offices and perhaps as a computer center for air-oriented commercial uses. Some Port District management functions will continue at the airport, the marine terminals and on Shelter Island.



Harbor Police stations, indicated by symbols, are located so as to provide key sites for rendering assistance as required in San Diego Bay and for monitoring the bay entrances, waterborne circulation corridors, anchorages and berthing areas. Harbor Police Officers patrol assigned harbor or portland areas by boat, vehicle and foot for: the preservation of order;



enforcement of laws and ordinances; detection and prevention of crime; fire suppression and the protection of life and property; traffic control and law enforcement support for airport screening procedures; provision of information and assistance to the public; and such other duties as may be assigned. In the course of these duties, the officer is empowered to issue citations, make arrests, and appear in court. The existing station is to remain at the tip of Shelter Island, and a new Harbor Police station is proposed to be located so as to provide an overview of the proposed second entrance and most of the open water areas in the South Bay, if and when such a project is built by the Federal Government. Stations are allocated in Planning Districts 1 and 7.



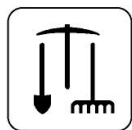
Fireboat Stations, manned by Harbor Police, provide bases for waterborne fire fighting capabilities and routine police

patrols centrally located to provide quick response travel time to the vessels and berthing areas located in San Diego Bay.

Station locations are illustrated by symbol on the Master Plan Land and Water Use Map and given more detailed locations in the Precise Plans. Stations are allocated in the northern, middle and southern portions of the bay.



Fire Stations are shown on the maps at their existing locations on portlands. These services are generally administered by local government units other than the Port District. No new use allocations are proposed for tidelands.



Maintenance Yard, an existing Port District facility located near the Tenth Avenue Marine Terminal, is seen as adequate during the planning period.



Comfort Stations are allocated throughout the bay area, located in public use areas primarily consisting of parks, promenades and plazas. In total numbers, comfort stations may be the most frequently built structures for public use on Port District tidelands. Comfort stations call for attention to location and to a design responding to heavy public use and, unfortunately, accompanying vandalism problems. The structures need to be easy to identify, pleasing in appearance, reflect compatibility with surrounding architectural features, safe, well lighted, easy to maintain and keep sanitary. Many comfort stations provide small storage and maintenance-related space to better accommodate ground keeping and maintenance functions. More precise locations are shown on the Precise Plan Maps.



The **U. S. Customs** and immigration facilities, although not functions administered by the Port District, are shown on the Master Plan Circulation Navigation Map and on the Precise Plan Maps due to their public service nature and usual association with

international transportation terminals. Customs areas are allocated at the air terminal, the general aviation facilities, and at marine terminals for cargo inspection and cruise ship movements. Customs services are available on call at several locations around the bay. It is anticipated that another U.S. Custom's facility may be needed in the South Bay if and when a second entrance is completed.



The **U. S. Coast Guard** designates federal activities for three Coast Guard mission areas centered on the U.S. Government owned land at the station on Harbor Drive, each of which performs different functions in the Port. The U.S. Coast Guard Captain of the Port and the Officer-in-Charge of Marine Inspection are co-located at the Marine Safety Office. This branch of the service works closely with many facets of the marine community. The Officer-in-Charge of Inspection is charged with the duties of vessel inspection and certification, documentation, casualty investigation and licensing of marine industry personnel. The Captain of the Port is responsible for assuring overall safety and security in the Port and promoting marine environmental quality, through enforcement of applicable federal laws and regulations. Facilities which handle certain materials designated as dangerous cargoes by federal regulations must meet strict standards enforced by the U.S. Coast Guard and undergo periodic inspections. The U.S. Coast Guard is directly involved in improvement projects relating to navigable waters, particularly as regards aids to navigation, dredging and ocean dumping.

The Coast Guard Group/Air Station is a separate command, located adjacent to the Marine Safety Office. This unit is primarily responsible for the mission areas of Search and Rescue, Enforcement of Laws and Treaties, and Aid to Navigation. The Air Station helicopter pad is restricted to use by government aircraft.

In addition to the three mentioned Coast Guard functions, there is also a Boating Safety Detachment located on land leased from the Port District in Planning District 1.

Circulation and Navigation System

The Circulation/Navigation Element Map graphically indicates the inter-dependence of three major modes of transportation dealing with movement on land, on water, and in the air. The provision of adequate access to and circulation within the San Diego Bay area is a key element in the success of economic activities, of the viability of public services and amenities, and the preservation of the area's environmental setting. The various modes of transport must be coordinated not only to the various land and water uses they support, but to each other to avoid incompatibilities, congestion, hazardous movements and unnecessary expenditures.

Land-Based Transportation System

The railroads and the regional highway system provide the land-based transportation network for the movement of people and goods in the region, and to the tidelands. Railroads, freeways, expressways, regionally significant arterials, local streets, and pathways provide travel modes for pedestrians, bicyclists, automobiles, fixed rail transit, bus transit, and the local and interregional trucking industry involved in work and recreation related trips. Current efforts directed toward maintaining the region's air quality and conserving energy promote an efficient movement of people and goods on a safe, complete and uncongested regional highway and rail system. The Circulation and Navigation Element Map illustrates a coordinated land-based transportation system that will continue to involve the Port District, the cities, and the regional transportation planning agency.

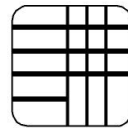


Regionally Significant Arterials

connect tideland areas with interstate, state and local transportation networks.

The most direct involvement of the Port District in roadway development is in the provision and maintenance of bridges, arterial roads, collector streets, local streets, and the provision of adequate parking facilities to tideland developments. Proposed extension, relocation or modification to regionally significant arterials which are located on tidelands include: the modification of Harbor Drive between Hawthorn and Market and the relocation of Harbor Drive between Market and Fifth Avenue, both in San

Diego; and a new entrance to the airport, subject to negotiation with the U. S. Navy, linking Washington Street and the Lindbergh Field terminal. Expenditure of Port District monies is anticipated in the construction of a bridge to extend Tidelands Avenue over the Sweetwater Flood Control Channel at some as yet undetermined future time. The proposed second entrance bridge is the responsibility of the State Highway Department and the U. S. Army Corps of Engineers.



Local Streets and Parking

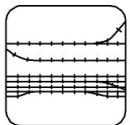
becomes a primary control of land use in the single mode circulation system, such as in the case of the automobile in Southern California. The location, type and amount of parking has a significant effect upon the planning area. Provision must be made to accommodate nighttime storage and daytime space demands appropriate to the size and type of traffic generators, shopping customs, habits of parking, and rate of turnover. Preliminary planning activities dealing with the possible expansion of public facilities or the renewal, extension, or modification of private lease agreements are to contain provision for automobile storage.

It is the intent of this Plan to seek a reduction in the total amount of land devoted to under-utilized parking lots. Emphasis is to be placed on the development of additional public parking facilities where there is a current deficiency. When the cyclical nature of an economic activity or a public recreational activity creates peak demands at different times, the joint use of the available leased parking space is encouraged among tenants.

Additional public parking lots within close proximity to the shoreline are to be considered suitable activities for waterside locations only if the use of the site will, in addition to providing needed parking space, (1) assist in maintaining vistas, and (2) will provide public access to the bay in an appropriately landscaped setting. Parking structures are not generally considered appropriate for waterside sites.

Roadway improvements will continue the maintenance of on-street parking standards at an eight-foot width for commercial areas and ten-foot

width for industrial streets. Traffic lanes at 12- and 15-foot widths for commercial and industrial streets, respectively, are to be continued. Parking facilities in sufficient quantity and located within close proximity to the activity they serve are stressed. As a guideline, parking ratios of one stall for every three seats for restaurants and other eating and drinking establishments, and five stalls for every 1,000 square feet of general commercial activity is encouraged. Parking need for multiple use complexes need evaluation on a case-by-case basis.



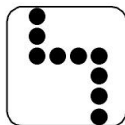
Railroad service is necessary for port and port related operations and development. Depending on the type of port and industrial operation, there should be ample nearby rail storage facilities, easy access for switching rail cars to and from the marine terminal or industrial area, and suitable rail trackage within the area to interface the movement of cargoes between ship and land carriers.

The port and marine related industrial developments on San Diego Bay are served by a transcontinental rail carrier, the Atchison Topeka and Santa Fe Railway (AT&SF). The AT&SF links San Diego to Los Angeles with freight and AMTRAK passenger service. A line haul carrier, the San Diego and Arizona Eastern Railway (SD&AE), a subsidiary of the Southern Pacific Company, has temporarily stopped service to the east along its line pending repairs to portions of the track damaged by a hurricane associated storm in 1976. The Metropolitan Transit Development Board (MTDB) has recently acquired a portion of the SD&AE rail line, and freight service is to be reinstated by a private operator under contract to MTDB. Reestablishment of this second rail link to the east, and the maintenance and improvement of rail freight service and facilities is essential in providing a well-balanced rail service to the port area.

Rail spurs serving the National City Terminal require expansion in a small area of the container yard. Rail service needs will require monitoring and evaluation in the future. Increased use at the Tenth Avenue Marine Terminal has necessitated that the switching yard adjacent to the bulkloader be expanded, particularly to handle "unit trains" for loading that could reach 40,000 tons per vessel. Consideration in planning transportation should also be given to the continued increased size of railroad cars and truck trailers.



Public Transit, consisting of the proposed bus transit system and the proposed fixed rail transit corridor with station locations, is delineated on the Circulation Navigation Element Map. In the San Diego Region, the planning, construction and operation of the proposed fixed rail line is under the direction of the Metropolitan Transit Development Board (MTDB). The planning and coordination of the bus service involves the Comprehensive Planning Organization and bus operations involve North County, San Diego, National City and Chula Vista transit operators. Interregional, frequently scheduled bus service is provided for most of the tideland areas, including buses with bicycle racks for trans-bay access. It is the intent of this Plan to encourage the provision or extension of the public transit system into the industrial, commercial and public recreational areas of the tidelands; and, where feasible, to encourage public transit service as a substitute for parking at tideland facilities. Joint utilization of the San Diego and Arizona Eastern Railway right-of-way for both public transit and freight service has been endorsed by the Board of Port Commissioners.



Pedestrian and Bicycle Routes are given a high development priority in this Plan. More specific information is provided in the Public Recreation section. The Bay Bicycle Route, which carries out regional planning policies emphasizing the commuter-work trip, involves the five cities around the bay, the Port District, and CALTRANS. The route is illustrated on the Circulation/Navigation Element Map. It is the intent of the Port District to work with other jurisdictions to complete the perimeter route. Bicycle facilities linking the Bay Route onto tidelands are encouraged to emphasize the recreation-related type trip.

Aviation-Based Transportation System



Lindbergh Field is one of the airport systems incorporated into the aviation element of the Regional Transportation Plan. The Port District is the operator of Lindbergh Field, San Diego's "downtown" international airport, which is convenient, accessible, and has a wide array of commercial and charter flights.

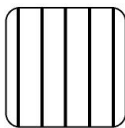
Following an exhaustive study and hearing process by CPO relative to the subject of airport relocation,

Lindbergh Field has been designated as the site most suitable to serve the commercial air transportation needs of the region through 1995. It is anticipated that some minor modifications will be made in the taxiways and parking aprons, lighting systems, rehabilitation to the East Terminal and blast fence, but that the main runway will probable remain substantially unchanged. This Plan proposes the development of improved access to the terminals from the east which involves improvements to the local arterial system, localized improvements to the Interstate highway system, improved access within the airport boundaries, and negotiation for property controlled by the military.



Heliport designations are indicated on the Circulation- Navigation Element Map; one at the Coast Guard facility and the other in the general vicinity of the Rohr plant in Chula Vista. Additional heliports should be considered in waterfront locations if sufficient public necessity is demonstrated in the future. The heliports require small areas, which frequently can benefit from being located close to major work centers. A location on the waterfront can help alleviate some of the noise problems by avoiding developed areas and by using a more desirable approach over the water.

Water-Based Transportation System



Ship Navigation Corridor illustrated with its functional linkages to anchorages and berthings on the **Circulation-Navigation Element Map**, provides adequate draft for ship maneuverability, safe transit and access to marine terminals, marine related industrial areas and military bases. Ship corridors must be maintained at adequate widths and depths to eliminate hazardous conditions in the harbor among ships, small craft and structures; to prohibit lost time and delays from groundings and to avoid environmental damage caused by maritime related accidents.

Incompatible aquatic activities, such as to swim, bathe, water ski, or use a surfboard or paddleboard in marked ship and boat channels is prohibited (UPD Code 8.27).

The Harbor and Channel Improvements project, first undertaken by the United States in San Diego

Harbor, was authorized by the River and Harbor Act of 30 August 1852. Subsequent improvements were authorized by a succession of acts dating from March 3, 1875, to October 17, 1940, and March 2, 1945.

The Federal project has provided for the protection of the harbor entrance with the 7,500-foot-long rubble mound Zuniga jetty, a major entrance channel 42-foot-deep, a central bay channel to a depth of 40 feet, a South Bay channel depth of 35 feet, and anchorage and turning basins ranging between 42 and 35 feet in depth. Since channel dredging operations require a substantial expenditure of public funds, it is the intent of this Plan to maintain deep draft berthing and marine related industrial sites immediately adjacent to the ship navigation channel. Marine related industrial sites, including marine terminals, are dependent upon this deep water.



Main Ship Channel, recently improved, provides a range of depths and widths for ship movement. The channel provides a depth of 42 feet mean lower low water (M.L.L.W.) and a width varying from 600 feet to 2000 feet, from the entrance to the U.S. Navy Aircraft Carrier Berth; then a 40-foot MLLW depth and varying widths from 600 feet to 1900 feet to the Tenth Avenue Marine Terminal; and continues at a depth of 35 feet and a width varying from 600 feet to 1350 feet down the bay to the National City Marine Terminal. Naval vessels of sizes up to cruisers and Essex class carriers (unloaded) can sail as far south as the Naval Station (NAVSTA) San Diego. The Coronado Bridge has three major spans over the bay, affecting navigation. Two of the spans are over the navigation channel, each with a vertical clearance of 195 feet M.H.W. and a clear width of 600 feet. The last span located at the pierhead line, provides vertical clearance of 175 feet at M.H.W. and a clear width of 500 feet. Only minor maintenance dredging has been needed in the past.

While existing ship channel depths and widths appear adequate for the foreseeable planning period, growing ship size is expected to continue placing greater demand on the need for deeper channels and expanded terminal areas in the long term future. As the draft of vessels using the National City Marine Terminal increases, there may be a requirement to provide a minimum channel depth of 40 feet all the way to the Sweetwater Channel and a renewed interest in a second entrance. Ship channels are navigable

waters of national interest, in which improvements generally involve the administrative functions of the U.S. Army Corps of Engineers, Congressional approval and Federal funding.



Second Entrance to San Diego Bay is a project with a long history of public debate and interest, some of which goes back to the 1930's.

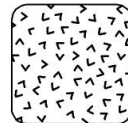
In 1963, the U.S. Army Corps of Engineers, Los Angeles District, made a reconnaissance study of a second entrance to San Diego Bay. One plan was based on constructing a ship channel from the bay southerly to the Tia Juana River Valley and thence westerly to the ocean. Another plan called for the entrance to be cut through the Silver Strand.

Based on federal criteria, the Tia Juana River Valley route proved to be economically not justified. The Silver Strand alternative, however, appeared to have a more favorable benefit versus cost ratio and warranted further study.

In 1966, further studies for an entrance through the Silver Strand including a model study were authorized. Model tests completed in 1968 at the Waterways Experiment Station showed that flushing characteristics of the bay would be improved with a second entrance. The model was of the fixed-bed type and did not lend itself to the study of littoral sand movement resulting from wave and current action. Again a number of alternate plans were considered, all based on commercial navigation and some Navy requirements. The most favorable turned out to be a 35-foot channel, 400 feet wide, crossed by a four-lane bridge with 154 feet of vertical clearance above Mean High Tide. This plan, however, also did not generate a favorable benefit versus cost ratio based on commercial and Navy benefits, primarily due to the substantial costs involved in the construction of the high bridge and its long approaches.

Subsequently, another alternative was suggested which would provide an entrance with a greatly diminished channel and reduced overhead bridge clearance. It was intended to accommodate principally recreational craft, the smaller Naval vessels, tuna boats and sportfishing vessels. cursory examinations indicated that a favorable benefit versus cost ratio might be developed. Where recreational benefits are

considered in a project, local interests are required to pay a correspondingly greater share of the total cost. If the second entrance were totally dependent on recreational benefits, local participation may be anticipated to amount to 50% of the cost of all navigation improvements and possibly all of the bridge costs. Owing to environmental unknowns, this Federal project is quiescent at present.



Ship Anchorage area for ocean-going ships is primarily the area north of "B" Street Pier but does include all the navigable waters of the harbor except designated channels, cable and pipeland areas, the special anchorages, and the Naval Restricted Areas.

Vessels anchoring in portions of the harbor, other than the areas excepted in the above paragraph, shall leave a free passage for other craft and shall not unreasonably obstruct the approaches to the wharves in the harbor.

Vessels are to comply with marine sanitation requirements and when anchored in undesignated anchorage areas, are to observe anchor lighting requirements.

The safety and security of any vessel berthed or at anchor within San Diego Bay is the responsibility of the owner or operator. Every owner or operator of a vessel has a responsibility to apprise themselves of weather conditions and storm warnings, and to take the necessary precautions to insure the safety of their vessel in the event of unusual tide and weather conditions.

(1) Special Anchorage for U.S. Government Vessels - Shoreward of a line extending from Ballast Point Light approximately 351°30' to the shore end of the Quarantine Dock. This anchorage is reserved exclusively for vessels of the U.S. Government and for authorized harbor pilot boats. No other vessels may anchor in this area except by special permission obtained in advance from the Commandant, Eleventh Naval District, San Diego, California.

(2) Nonanchorage Area - A lane between San Diego and Coronado bounded on the east by a line extending southerly from a point 410 feet west of United States Bulkhead Line Station 458 on the San Diego side of the bay to a point 350 feet west

of United States Bulkhead Line Station 522 on the Coronado side of the bay, and on the west by a line extending due north from the intersections of the west side of "E" Avenue with the south side of First Street, Coronado, and a line extending 225° from the intersection of the west side of Pacific Highway with the north side of Harbor Drive, San Diego. This area has submerged pipelines, power and communications cables. Vessels are not permitted to anchor in the area at any time.

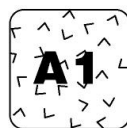


Nautical Mile Markers, while occupying little area, are of some importance to the water navigation system and are shown on the Master Plan Circulation/Navigation Element Map. The Navy maintains markers on North Island for its ships. Markers installed and maintained by the Port District are located on Harbor Island.



Boat Navigation Corridors are those water areas delineated by navigational channel markers or by conventional waterborne traffic movements.

Boat corridors are designated by their predominant traffic and their general physical characteristics (these channels are usually too shallow and too narrow to accommodate larger ships). Boat channels will be kept clear of encroaching water or land uses, which would deter waterborne circulation. These channels serve the navigation system in a manner similar to that provided by streets in a land-based circulation system. Boat corridors in 1978 provided for a fleet of more than 4000 pleasure craft permanently moored on the waters of the bay and provided corridors from the public launching ramps that launched thousands of pleasure craft out of almost 33,000 registered boats in San Diego County. New boat navigation corridors will be required to serve new marina developments. Maintenance dredging and improvements to existing channels, as required, are to be conducted.



Small Craft Mooring and Anchorage Areas have been planned to facilitate the retention and orderly management and development of a variety of functional, aesthetically pleasing facilities in carefully selected sites. The intent of the plan is to prohibit long term permanent or semi-permanent indiscriminate anchoring throughout the Bay in a manner so as not to interfere with short term uses of the bay for

fishing, sailing, and other social and recreational activity, including the rafting of vessels. Long term anchoring and mooring shall be limited to designated anchorages under local control of the jurisdictional authority of the Port District, U. S. Navy, and the State Department of Parks and Recreation. Long term users are encouraged to use marinas where there are secure moorings and shoreside support facilities which have been provided by private investors. Changes to Federal regulations pertaining to anchorages can be accomplished by complying with the established procedure, which permits the new regulations to go into effect after publication in the Federal Register.

The use or development of the proposed anchorages shall be at the discretion of the U.S. Navy (A-6), the State Department of Parks and Recreation (A-7), and the Port District (A-1 to A-5 and A-8). In the Port District's anchorages, the actual operation of the anchorage shall be conducted by the Port District or under a lease agreement to other governmental agency or to a private operator. Port funds or possibly private development monies are to be expended for the planning, construction and regulation of anchorages and moorings for use by vessels which are solely or primarily used for commerce, navigation, fisheries and recreation. The use of bay water areas for residential use, involving living aboard vessels as a primary place of residence, is discouraged as a matter of policy in accordance with state law.

Improvements and the level of service in anchorages are functional but greatly reduced from those provided in marinas. Anchorages are not as secure as marinas for keeping vessels at mooring station, require more water area per vessel stored, and do not have dockside utilities and access. Shoreside facilities for anchorages range widely, from natural shoreline to dinghy float, and may or may not include: dock and ramp; night lighting; potable water supply; disposal stations for trash, petroleum products and sewage; public telephone; limited automobile parking, and restrooms. The safety and security of vessels at anchor remain the responsibility of the vessel owner or operator who must keep apprised of weather conditions and storm warnings and take the necessary precautions to insure the safety of their vessels, other craft, and harbor improvements. The lower level of service and facilities in anchorages is frequently reflected in lower user fees and sometimes public subsidies.

In the Port District's jurisdiction, the primary basis for the management and regulation of intensively used anchorages will be by the establishment of a lease relationship with user fees and permits which specify duration of stay. Anchorages are to be made available to seaworthy, self-propelled vessels which are subject to periodic inspection that insures proper moorings, adequate fire fighting equipment, approved marine sanitation devices, and registration or documentation of vessel ownership. The management of anchorages is also to be conducted so as to maintain a program of flotsam and debris clean-up, regularly monitored water quality, and controls on overboard discharges.

The general locations of planned small craft anchorages are illustrated on the Circulation/Navigation Element Map and are identified in the following:

Anchorage A-1, the Shelter Island Yacht Basin Anchorage, contains about nine acres of water area. Approximately 20 vessels at single point anchoring can be accommodated. Use is by permit of Harbor Police for a period of less than 72 hours, within any seven-day period, for vessels participating in marine events. No shore landing is proposed for this low intensity of use anchorage. Additional information about this anchorage is presented in Section IV, the Shelter Island Planning District.

Anchorage A-1a, A-1b, and A-1c, collectively referred to as the Shelter Island Roadstead Mooring, is proposed to be developed with about 46 single swing point moorings grouped in three different locations bayward of Shelter Island. The total water area allocated for the anchorage is approximately 12.8 acres. The designated support facilities include a dinghy landing on the northeast corner of the existing beach and the restroom located at the small craft launching ramp. Section IV, Shelter Island Planning District, contains more information on this anchorage.

Anchorage A-2, the Shelter Island Commercial Basin Anchorage, is proposed to be redeveloped with fore and aft moorings to provide for about 170 vessels in the 15 acre area. The redevelopment effort will strive to accommodate in A-2 all existing vessels there that meet the anchorage regulations. New shoreside support facilities of about 34,000 square feet are planned on the northeastern side of the shoreline. Section IV, Shelter Island Planning District, contains more information on this anchorage.

Anchorage A-3, Laurel Street Roadstead, discussed in more detail in Section IV, Centre City Embarcadero Planning District, provides about 20 acres of water area for 50 vessels at anchor on single mooring buoys. Shoreside support facilities are provided by the floats, ramps, and restrooms at the Embarcadero Crescent.

Anchorage A-4, Bay Bridge Roadstead Anchorage, contains two 24-acre water areas to provide for phased development. At completion, single point mooring buoys will provide space for about 70 vessels. The anchorage landing is to be developed as part of the Tidelands Park project. More information on the proposed anchorage is found in Section IV, Coronado Bayfront Planning District.

Anchorage A-5, Glorietta Bay, is a 3.8-acre federally designated anchorage. With fore and aft anchoring by vessels ground tackle, about 20 vessels can be accommodated. All of the moorings in the anchorage are reserved for short-term use by cruising vessels. Anchorage use is by permit of Harbor Police for a period of time up to 72 hours, within any seven-day period. Section IV, Coronado Bayfront Planning District, contains more information about this anchorage.

Anchorage A-6, the Naval Amphibious Base (NAB) Anchorage, is proposed for an eight-acre water area adjoining the NAB Marina. The Commanding Officer, NAB, Coronado, through his authorized representative, the NAB Marina Manager, shall have sole authority to assign, control and limit use of the area. Only small craft belonging to U.S. Navy personnel on active duty and retired service members shall be authorized to use the area. The landing site is at NAB Marina.

Anchorage A-7, Crown Cove Anchorage, is a 4.4-acre water area proposed to be developed with fore and aft moorings for approximately 30 vessels. Control over this anchorage and adjacent park area will be exercised by the California Department of Parks and Recreation under a lease agreement with the U.S. Navy and the United Port District, as a normal part of the Department's administration of Silver Strand State Beach. A dinghy-landing site will be designated on the adjacent State Beach and will have those shoreside facilities provided by the State Beach.

Anchorage A-8, Sweetwater Anchorage, contains 200 acres of water area and can provide for about 250 vessels, depending on size, at single swing point anchorage with vessels ground tackle. Anchoring use, however, shall be incremental, the first phase to provide for up to 100 vessels, with any additional 100 vessel increments to be subject to further public hearings and consultation with District member cities. The landing and shoreside support services for the anchorage will be at the existing National City Small Craft Launch Ramp. Section IV, National City Bayfront Precise Plan, contains more information about this anchorage.

Anchorage A-9, Cruiser Anchorage, is a nine-acre water area which can accommodate approximately 30 transient craft using vessels ground tackle. The anchorage is to ultimately be marked with area boundary markers. It is located south of the United States Coast Guard Air Station near the East Harbor Island Basin. A small boat landing facility is located nearby on North Harbor Drive east of the Coast Guard Air Station. Public landside support facilities include rest rooms, public telephone, parking and a San Diego Transit bus stop. Section IV Precise Plans, Harbor Island / Lindbergh Field: Planning District 2, contains additional information about the use of this anchorage area. The use of this anchorage will be controlled by duly enacted regulations of the Board of Port Commissioners.



Derelict Craft Storage provides space for holding abandoned or drifting small craft that become hazards to navigation in the bay. Disposal of impounded vessels is governed by State Law. Sites are provided within close proximity to berthing concentrations for the north bay and proposed as part of a potential boating development in the south portion of the bay.

Pollution Contingency Plans

The Federal Water Pollution Control Act (section 311 [c] [2]) provides for the preparation, publication, revision and amendment of a National Contingency

Plan to protect the environment from the unplanned, sudden and usually accidental discharge of oil or hazardous substances that pose a threat to the public health or welfare. The National Plan calls for the establishment of a nationwide net of regional contingency plans within its framework. The San Diego Bay area is provided for in the O.S.C. Area Contingency Plan prepared and maintained by the U.S. Coast Guard, Office of the Captain of the Port, San Diego. This area includes the geographic area of San Diego County, San Clemente Island, and their coastal waters.

The main objective of the National Plan is to provide for a coordinated federal response capability at the scene of the discharge. The plan provides for a pattern of coordinated and integrated responses by departments and agencies of the Federal Government, promotes the coordination and direction of Federal and State response systems, and encourages the development of local governmental and private capabilities to handle such discharges. The State Operating Authority for oil spill cleanup is the California Department of Fish and Game, which is to have a spill contingency plan, intended to aid the Federal O.S.C. in cleanup operations. Although Federal law has preempted State or Local jurisdiction in some areas of pollution, State and local coordination and involvement in cleanup operations is encouraged by the Area Contingency Plan.

The Environmental Protection Agency has designated San Diego Bay waters less than 30 feet deep at mean low water as "no discharge" areas for sanitary waste. Discharge in areas with a depth greater than 30 feet is authorized only after treatment by an approved marine sanitation device.

While not part of the Federal plan, the Port of San Diego is involved in harbor maintenance, and removing navigation hazards and floating debris. The Port maintenance program includes the operation of a trash recovery vessel, nick-named the "Alligator", which skims up floating debris from the harbor; and boat and car patrols by Harbor Police.

NATIONAL CITY BAYFRONT:

PLANNING DISTRICT 5



Precise Plan Concept

The National City Bayfront is an established and developed marine industrial area. Continued use and intensification of the marine related use is anticipated for the duration of the planning period. Substantial areas are currently used for lumber storage, wood products and vehicle storage, manufacturing and distribution, which are dependent on close proximity to the Port's deep-water wharves. The plan proposes improvements to the Port related road transportation network. In addition, new public access and water-oriented recreational, educational, and commercial uses are focused on the development of a pleasure craft marina of approximately 250 slips.

Land and Water Use Allocations

The National City Bayfront planning area contains a total of roughly 420 acres, consisting of 250 acres of land and 170 acres of water (Table 14). The Master Plan assigns most of the land to Marine Related Industrial and Marine Terminal use, with Commercial Recreation, Park and Recreational Boat Berthing located north of the Sweetwater Channel.

National City Bayfront Planning Subareas

The subareas are listed on **Figure 16**.

Northern Industrial Area

The Northern Industrial Area is isolated from the water by the San Diego (32nd Street) Naval Station, which occupies all of the adjacent waterfront and forms the western and northern boundary of this subarea. The subarea contains a ship repair and lumber transport/storage yard. These uses, or similar ones, are expected to occupy this land into the foreseeable future.

Due to its distance from the water, its remoteness and its relatively small size, this subarea will remain a backup storage area for the marine terminal and other marine industries occupying water frontage. Permitted uses under the marine industrial designation might also include manufacturing, storage, transportation and distribution.

A new street section connecting Harbor Drive to Tidelands Avenue is proposed just north of this planning subarea. This street improvement will more directly link Harbor Drive with Tidelands Avenue; creating a north-south street to serve traffic in the National City waterfront area west of the I-5 freeway and enhancing access to the Civic Center freeway interchange.

Twenty Fourth Street Corridor

Just south of the northern industrial area is another small subarea, differing only in the type of development. It is dominated by a large shipbuilding yard, which has a narrow water access corridor. The two remaining uses are a fuel distribution yard and an office center for the vehicle importer.

The Master Plan considers this area for marine oriented industrial use, with which the present uses are compatible. Other activities appropriate for the area are mentioned in the Lumber Yard subarea.

National Distribution Center

The Port acquired 22.1 acres of property located at 1000-1022 Bay Marina Drive, formerly known as West 24th Street. This property is currently known as the National Distribution Center and will be used for Marine Related Industrial purposes.

Navy Berthing

The Port District has jurisdiction over a large amount of water west of the Naval Station which is now being used for military ship berthing. The Master Plan foresees continuing this use under the Navy Ship Berthing designation. No other use is considered appropriate under present circumstances.

Container Terminal

The National City Marine Terminal is one of only two marine terminals identified on the Master Plan Circulation/Navigation Element, and is the only one capable of significant expansion. At present, about

2,400 linear feet of berthing space is available, 1,400 feet along the north wharf and 1,000 feet along the west wharf. Water depth alongside the terminal is a minimum 35 feet at MLLW.

The north wharf is used for ship repair and the receipt of petroleum products, including fuel oil for the San Diego Gas and Electric Company. General cargo can also be handled; a 40,320 square-foot transit shed is available for covered cargo space.

The southerly half of the west wharf is presently a container and bulk-handling terminal. A high-speed container crane, having a capacity of 40 long tons and capable of handling 30 containers per hour, runs along this wharf. The 17-acre container handling and storage yard is serviced by a 33-ton rubber-tired bridge crane. Other facilities include a 32,500-square-foot stuffing and stripping space, paved storage for 2,280 containers (including electrical outlets for refrigerated containers), a steam container cleaning facility, maintenance shops, and scales. Two warehouses; one just over 100,000 square feet and another just under 200,000 square feet are accessible from either the north or west wharves.

The Master Plan proposes to extend the west apron wharf 2,400 feet to the south, then 1,000 feet

east to connect to the existing Sweetwater Wharf. (Most of this development will occur in Subarea 56, the Southwest Corner.) Total wharf space at the National City Marine Terminal would then be about 7,800 linear feet.

The wharf design would fill out the bulkhead almost to the U.S. Combined Pierhead and Bulkhead Line, adding about 12 acres of land to the marine terminal. Future dredging would increase the present 35-foot depth to 42 feet MLLW along the west wharf and 37 feet along the Sweetwater Wharf. Construction activities involve excavation, driving of concrete support piles, the placement of rock revetment, and construction of wharf dock and fender systems.

Other improvements contemplated include the installation of a second container crane, additional railroad siding, and paving of the remaining backup area. As a general cargo terminal, this facility could handle almost any commodity; however, it is anticipated that it would handle petroleum on the north wharf, and vehicles, containers, lumber, and other heavy cargo on the west wharf.

Improved highway access to the marine terminal is needed. An additional industrial accessway to Interstate 5 for north and south movements is recommended.

**TABLE 14: Precise Plan Land and Water Use Allocation
NATIONAL CITY: PLANNING DISTRICT 5**

LAND USE	ACRES	WATER USE	ACRES	TOTAL ACRES	% of TOTAL
COMMERCIAL	7.9	COMMERCIAL	14.6	22.5	5%
Commercial Recreation	7.9	Recreational Boat Berthing ...	14.6		
INDUSTRIAL	237.7	INDUSTRIAL	21.6	259.3	59%
Marine Related Industrial.....	153.7	Specialized Berthing	7.9		
Marine Terminal	84.0	Terminal Berthing	13.7		
PUBLIC RECREATION	4.2	PUBLIC RECREATION	2.2	6.4	1%
Park	4.2	Open Bay / Water	2.2		
PUBLIC FACILITIES.....	23.4	PUBLIC FACILITIES	11.9	35.3	8%
Streets	23.4	Boat Navigation Corridor	7.0		
		Ship Navigation Corridor	4.9		
		MILITARY	116.7	116.7	27%
		Navy Ship Berthing	116.7		
TOTAL LAND AREA.....	273.2	TOTAL WATER AREA.....	167.0		
PRECISE PLAN LAND AND WATER ACREAGE TOTAL				440.2	100%

Lumber Yards

The area in back of the National City Marine Terminal is used for storage, assembly and handling of lumber and wood products and other marine related industrial uses. A food cold storage locker is the only other uses. These uses display the benefits of water linkage with the marine terminal and require a considerable amount of space. Other activities appropriate for this area, as well as Subareas 51 and 52, include wood preserving, manufacturing of wood products, wholesaling of building supplies, ice manufacture, food processing, petroleum storage, freight distribution and associated or similar uses. Industrial performance standards are encouraged, especially landscaping and appearance treatments along Tidelands Avenue; however, such standards for development must be consistent with the functional needs of the industrial area and individual operations.

If additional backup cargo storage area is required because of expansion of the marine terminal, this area could be utilized for this purpose. Quay Avenue, between Bay Marina Drive and 28th Street, 28th Street, west of Quay Avenue, and 32nd Street west of Tidelands Avenue may also be closed to accommodate additional marine related operations.

Southwest Corner

South of the present marine terminal is a fill area reserved on the Master Plan for Marine Related Industrial use. Current use is about half for industrial production and about half vacant.

As mentioned in the description of the Container Terminal subarea, the Master Plan envisions the extension of the apron wharf from the container crane along the Pierhead/Bulkhead Line to the Sweetwater Channel where it would follow the Bulkhead Line to the present Sweetwater Wharf.

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

Sweetwater Wharf

Sweetwater Wharf designates that part of the National City Marine Terminal located on the Sweetwater Channel. It is linked administratively to the container terminal (Subarea 54). It has a 1,400-foot-long wharf and is used almost exclusively for landing shipments of lumber and vehicles. This

use is planned to continue into the future with a possibility of other products being shipped through the Sweetwater Wharf.

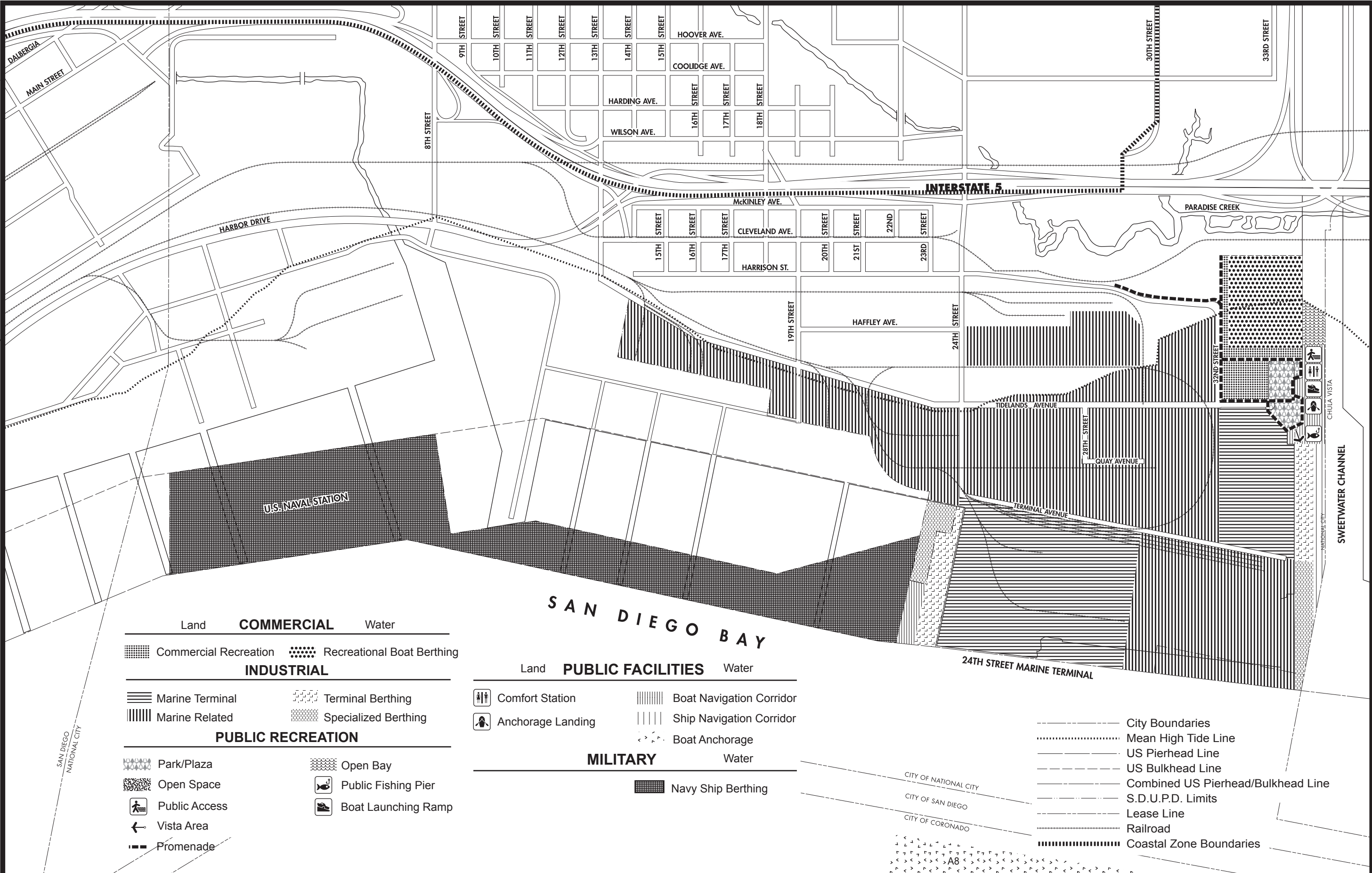
Launching Ramp

This public recreation area includes a park lawn area, a public fishing pier, a boat launch ramp and a parking area serving the entire site. The park provides picnic tables, a shoreline promenade with seating, open and shaded lawn areas and walkways leading to the fishing pier. The boat launch has 8 lanes for boating access, a restroom and a dock facility on the Sweetwater Channel. An aquatic center facility including restrooms, locker rooms, offices, classrooms, watercraft storage, paved exterior activity areas, security walls, fencing, lighting, and landscape improvements is located east of the boat launch. Public restrooms are located northwest of the boat launch and are accessible to the Pepper Park, launch ramp, and landing users. Continued heavy use of this public recreation area is anticipated for active yachting, instructional turf play and the more passive activities of fishing, picnicking and sightseeing.

Anchorage A-8, the Sweetwater Small Craft Anchorage, occupies a water area of approximately 200 acres. Although sheltered from the waves of the open ocean by the Silver Strand, the anchorage is exposed to long fetches inside the harbor. Approximately 250 vessels at single swing point anchorage using vessel ground tackle can be accommodated; however, use shall be incremental, the first phase to provide for up to 100 vessels, with any additional 100 increments to be subject to further public hearings and consultations with District member cities. About 30 percent of the spaces are to be reserved for short-term use by transient ocean cruising vessels. The boundaries of the anchorage are proposed to be identified by marker buoys and shown on bay charts. Control over the anchorage is to be exercised by the Port District. The existing National City small craft launching ramp provides landing and shoreside support services consisting of automobile parking, restrooms, public telephone, drinking water, trash disposal, and docking facilities.

Marina

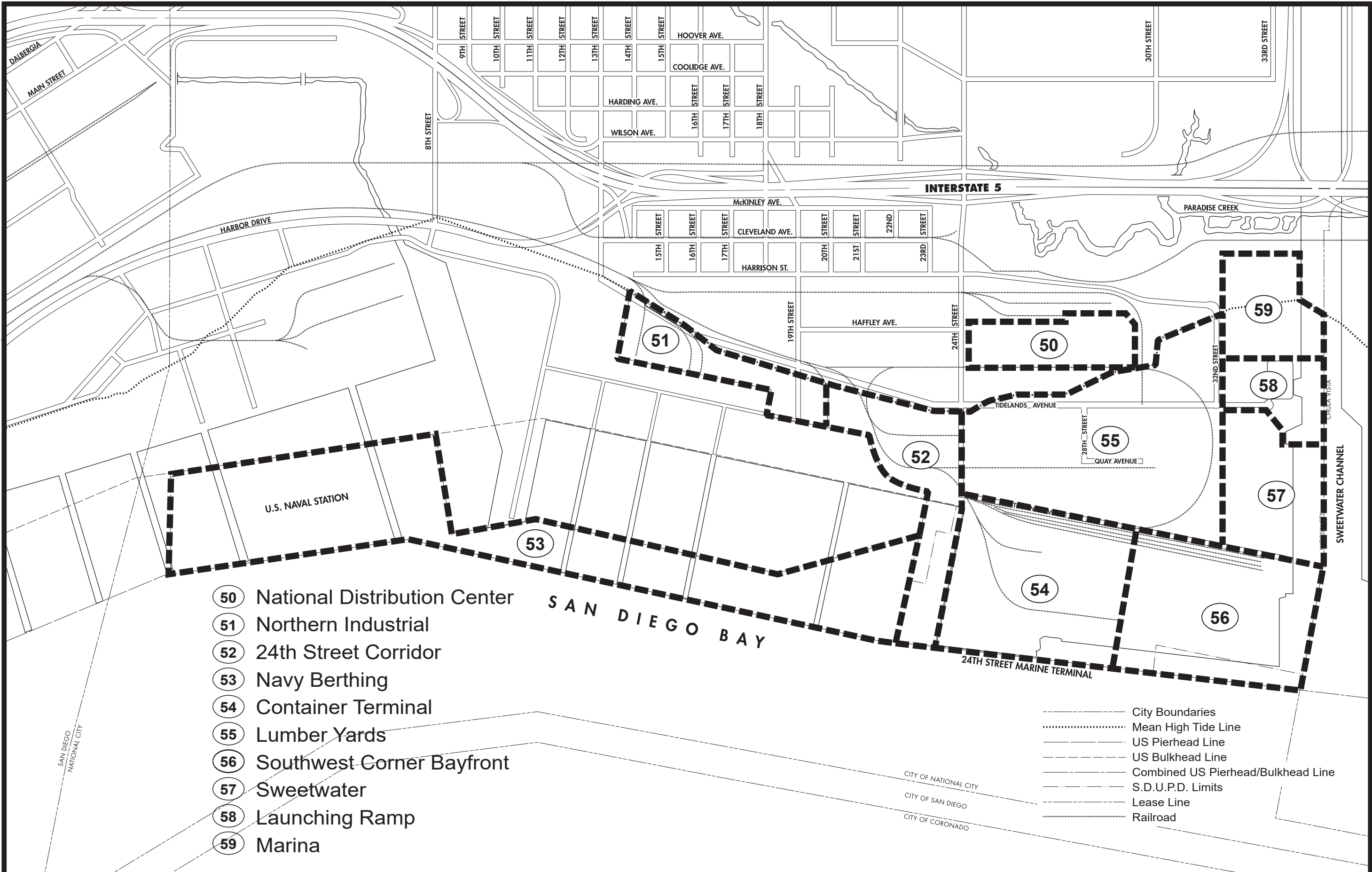
The commercial recreation area shown on the Planning District Map is designed to accommodate the needs of workers in the nearby industrial area, people enjoying the nearby recreational park, and the adjacent marina and attendant commercial facilities. Uses could include a restaurant or coffee shop, convenience store, bait and tackle shop, boat slips and dry storage, lodging and other business activities consistent with



Land		COMMERCIAL		Water	
	Commercial Recreation		Recreational Boat Berthing		
INDUSTRIAL					
	Marine Terminal		Terminal Berthing		
	Marine Related		Specialized Berthing		
PUBLIC RECREATION					
	Park/Plaza		Open Bay		
	Open Space		Public Fishing Pier		
	Public Access		Boat Launching Ramp		
	Vista Area				
	Promenade				

Land		PUBLIC FACILITIES		Water	
	Comfort Station		Boat Navigation Corridor		
	Anchorage Landing		Ship Navigation Corridor		
			Boat Anchorage		
MILITARY					
			Navy Ship Berthing		

	City Boundaries
	Mean High Tide Line
	US Pierhead Line
	US Bulkhead Line
	Combined US Pierhead/Bulkhead Line
	S.D.U.P.D. Limits
	Lease Line
	Railroad
	Coastal Zone Boundaries



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

on improved access to Interstate 5. The additional traffic and increased activity in this presently isolated property would greatly enhance its attractiveness for commercial enterprise.

The location and design of the commercial area, and possibly even its market feasibility, is dependent

TABLE 15: Project List

**NATIONAL CITY BAYFRONT:
PLANNING DISTRICT 5**

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

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

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.

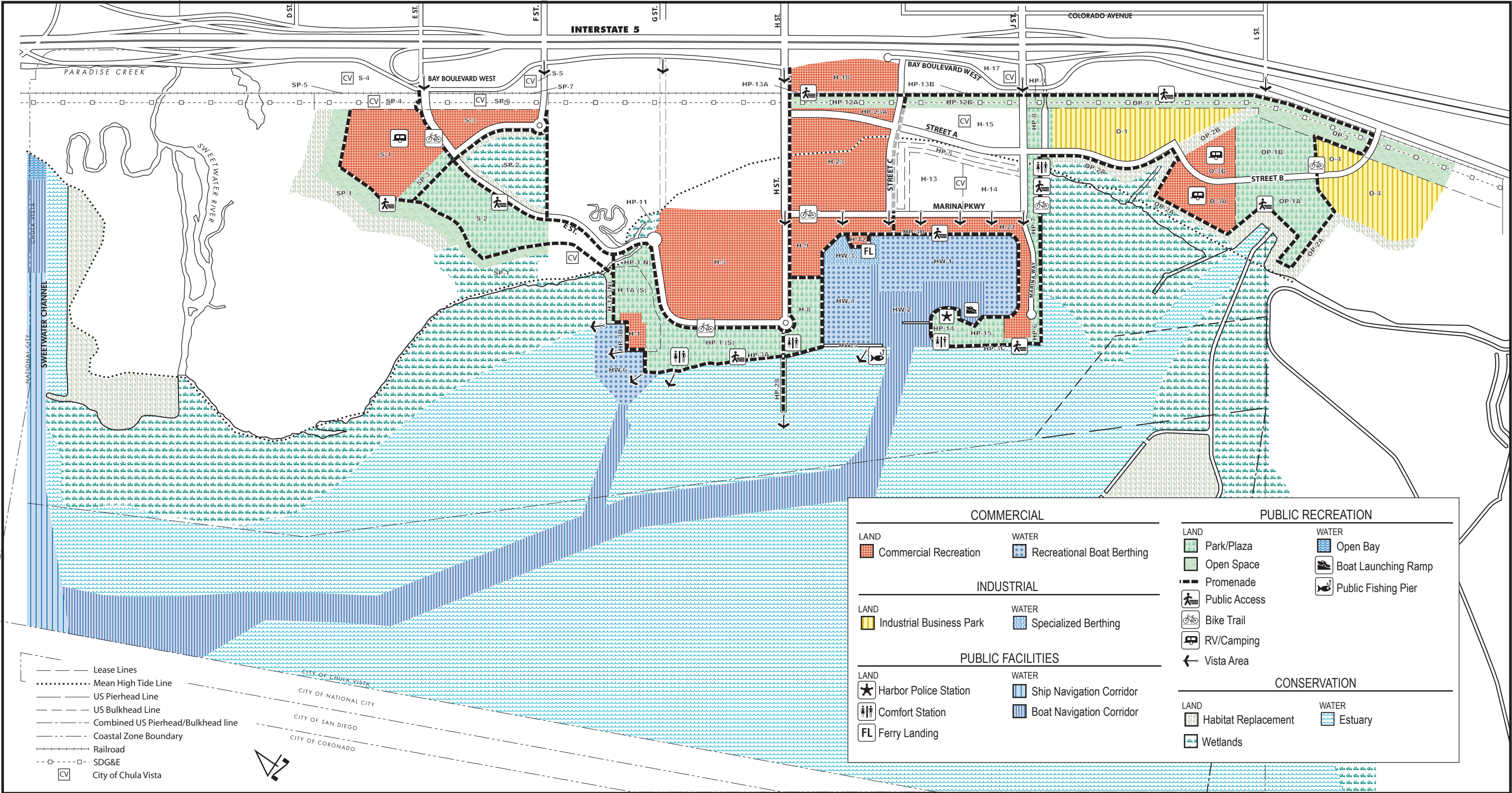
There are a multitude of existing and proposed recreational opportunities within the planning district. Recreation boating marinas have been developed to meet part of the increasing regional demand for recreational boating and wet storage marinas. An RV park provides short-term parking spaces for visitors 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

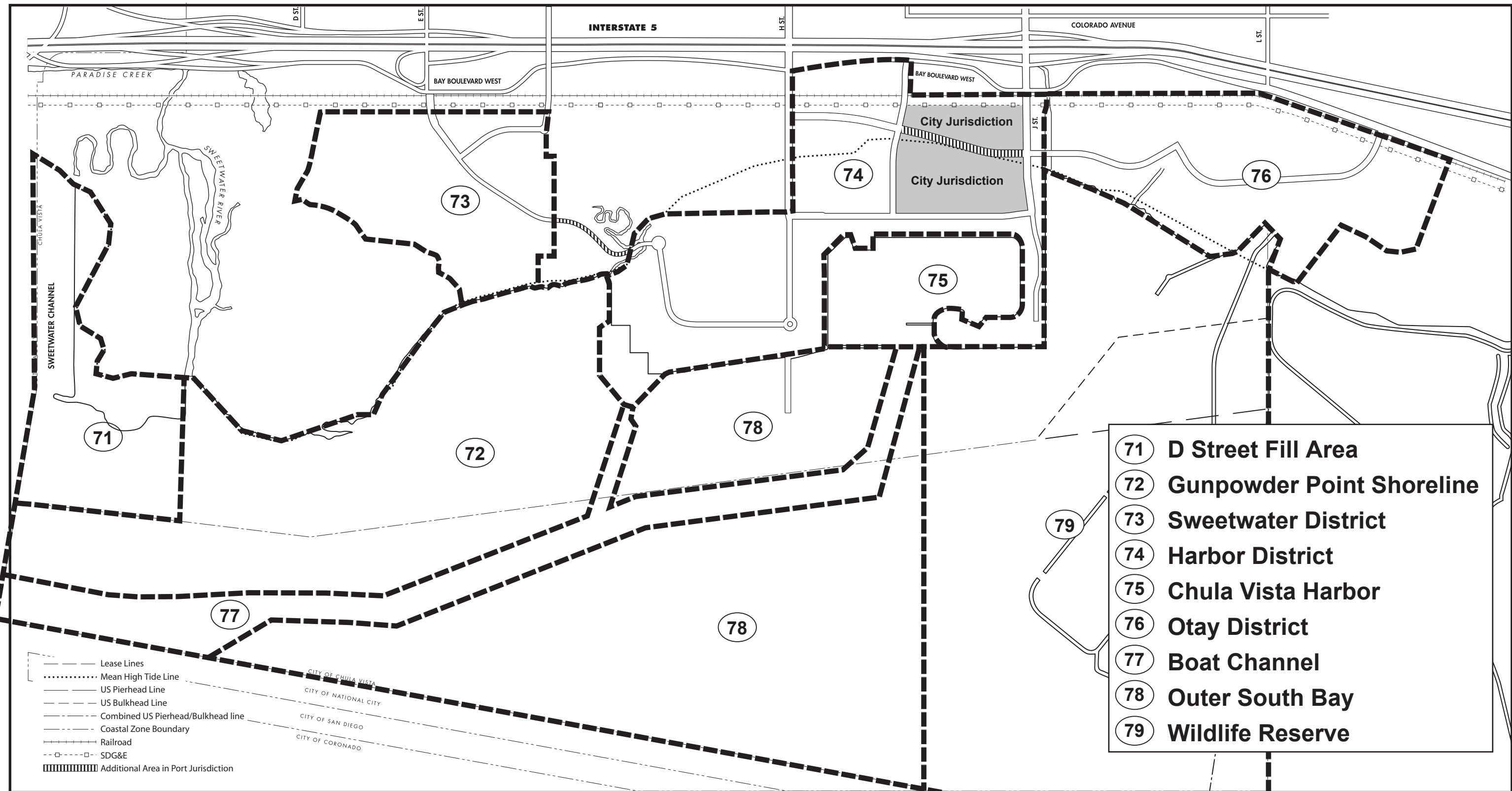
that is fully accessible to the public and seamlessly connects the bayfront to the region. This open space system will create a comprehensive greenbelt linkage throughout the entire planning district with a continuous pedestrian walkway, or "baywalk", and a bicycle path that would tie into the regional 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.





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