



PORT MASTER PLAN



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Port Master Plan

SAN DIEGO UNIFIED PORT DISTRICT



Board of Port Commissioners - 2024

| | | |
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Includes all Port Master Plan Amendments through 2023

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 I | 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 Jan 2016 |
| National City Street Closures | 2016-141 | 09 Aug 2017 |
| Bayside Performance Park Enhancements | 2018-020 | 08 Nov 2018 |
| San Diego Bay Native Oyster Living Shoreline Pilot Project | 2021-032 | 10 Feb 2021 |

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**Appendix "A" and Appendix "B" are both available in the Office of the District Clerk as Document No. 60581*

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Re Adoption of Master Plan]
_____]

RESOLUTION 80-74

BE IT RESOLVED by the Board of Port Commissioners
of the San Diego Unified Port District, as follows:

That the Master Plan of the Port District, as modified, and on
file in the office of the District Clerk as Document No. 12704 ,
is hereby adopted; provided, however, that the parcel of tide and sub-
merged lands bounded by the mean high tide line on the northeast, Crosby
Street and its extension into the Bay on the southeast, the pierhead line
on the southwest, and a line parallel to and northwesterly of Beardsley
Street on the northwest is hereby excluded from the action adopting the
Master Plan. Said Plan is subject to the requirements of Resolution
80-73 , adopted on March 18, 1980.

BE IT FURTHER RESOLVED that said Master Plan
shall be submitted to the State Coastal Zone Commission for certification.

ADOPTED this 18th day of March , 1980.

Presented By: DON L. NAY, Port Director

By: 

ASSISTANT PORT DIRECTOR

Approved: JOSEPH D. PATELLO, Port Attorney



SW
3/13/80

Rev. 3/28/80

NOTICE

This report and the information contained herein does not constitute, nor shall it be construed as a waiver of any right, title or interest, including sovereign interest, in any lands owned by or under the jurisdiction of the State of California, or any of its agencies, or any grantee in trust of sovereign lands, including but not limited to political corporations or subdivisions of the State.

"Tidelands," properly speaking, are lands between the lines of mean high tide and mean low tide, whereas "submerged lands" are those seaward of mean low tide and not uncovered in the ordinary ebb and flow of the tide. For literary convenience the term "tidelands" will refer to both types of property in the report.

Many terms in the report including tidelands, submerged lands, and granted lands are used in a non-technical nature and should not be construed as determination of the legal character of the lands involved.

The maps included in the report are for illustrative purposes only and are not intended to depict accurately ownership boundaries.

NOTICE OF PLAN MODIFICATION

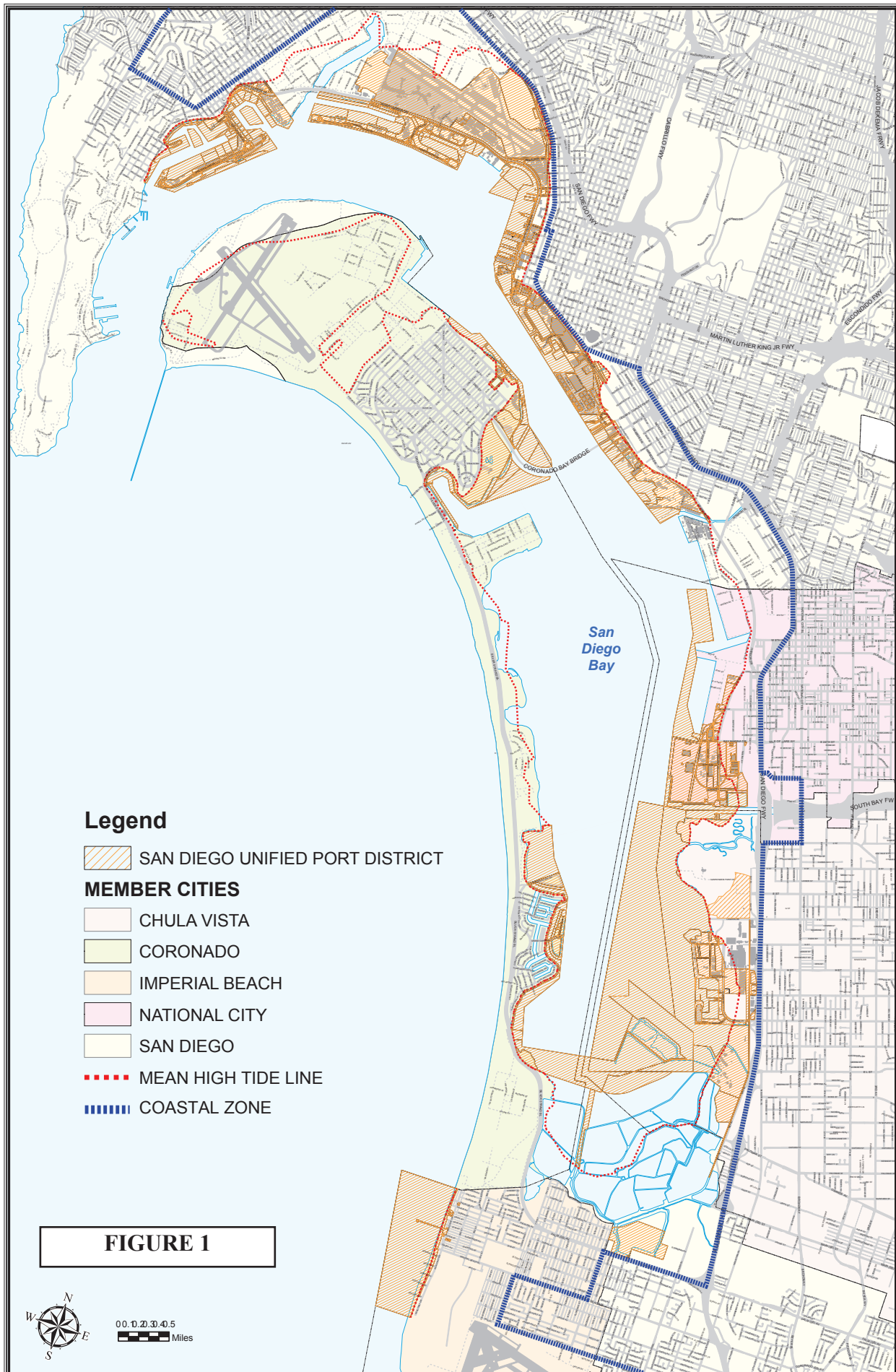
The Port Master Plan for the San Diego Unified Port District has been prepared and adopted by the District's Board of Port Commissioners in accordance with the provisions of the California Coastal Act. As required by Section 30714 of the Act, The California Coastal Commission has certified the majority of the plan. Certain parts of the plan, however, were not certified and specific modifications were required of other parts. The Board agreed to the modifications suggested by the Coastal Commission, with some slight changes, and the Coastal Commission certified the Port Master Plan, as modified, on January 21, 1981.

The Board of Port Commissioners is now authorized to grant coastal development permits with two exceptions: any projects on the 5.4 acre Crosby Street site in Planning District 4, and commercial recreational development projects on the Coronado tidelands in Planning District 6 require a permit from the State Coastal Commission.

The map and text contained in this document reflect the Port Master Plan as originally submitted for certification. Readers are referred to Appendix C, attached to the back of this document, for the modifications mentioned above. Where the changes are not clearly evident, interpretation may be provided by the Planning Department of the Port District.

(Readers are referred to subsequent amendments as outlined on page "ii," which have been certified by the California Coastal Commission dealing with matters discussed above.)

(Rev. 3/9/99)



SECTION I

INTRODUCTION



State Enabling Legislation, which provided for the creation of the San Diego Unified Port District, contains, in Section 19, the provision that:

The Board (Board of Port Commissioners) shall draft a master plan for harbor and port improvement and for the use of all tidelands and submerged lands, which shall be conveyed to the district pursuant to the provisions of this act... The board may from time to time modify the master plan...

In the case of the Port District Master Plan, guidelines pertaining to the plan's content are indicated in the enabling legislation establishing the Port District. Section 2 expresses State policy as being "to develop the harbors and ports of this state for multiple purpose use for the benefit of the people." Section 19 states that the Master Plan shall be a "... plan for harbor and port improvement and for the use of all of the tidelands and submerged lands..."

Section 4 provides definition to the purpose of the District and to the Master Plan contents:

"A port district for the acquisition, construction, maintenance, operation, development, and regulation of harbor works and improvements, including rail, water, and air terminal facilities, for the development, operation, maintenance, control, regulation, and management of the Harbor of San Diego upon the tidelands and lands lying under the inland navigable waters of San Diego Bay, and for the promotion of commerce, navigation, fisheries, and recreation thereon..."

Additional explanation on the utilization of tide and submerged lands can be found in Section 87 of the Act.

Adoption of the Master Plan by the Board of Port Commissioners occurred in January of 1964. A rather extensive master plan revision program was culminated in 1972 with the adoption of a new planning document. Updates of the plan also occurred in 1975 and 1976. The California Coastal Act of 1976 provided further incentive for bringing the plan into conformance with the appropriate provisions of that Act.

Purpose of The Master Plan

This document is intended to provide the official planning policies, consistent with a general statewide purpose, for the physical development of the tide and submerged lands conveyed and granted in trust to the San Diego Unified Port District. The planning policies are expressed graphically on the official Master Plan and Precise Plan Maps and in written form in this document. Eleven plan maps are included: a map of the bay illustrating Land and Water Use allocations containing provisions for utilizing land and water areas for commercial, industrial, recreation, public facilities, conservation, and military; a bay map showing Circulation and Navigation systems involving highways, regionally significant arterials, belt-line railroads, bridges, ship navigation corridor and terminals, and air terminal facilities; and nine maps pertaining to subareas of the bay illustrating Land and Water Use allocations that are planned for each area. Specific planning policies for the subareas have been provided in those sections of this document that deal with each of the nine Planning Districts.

The Port's Planning Jurisdiction, illustrated in **Figure 1**, consists of tidelands 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

rights. While the Master Plan study area includes all of the bay and its hinterland, the actual plan area addresses only the 5,480 acres of Port tidelands.

The **Usefulness of the Plan** relates directly to its status as an official statement of public policy adopted by the Board of Port Commissioners. It serves a number of useful purposes, which include use by the Port Board as a reference indicating needed policy changes and as a guide for policy decisions; by the Port staff as a basis for capital improvements programming and for rendering services; by other governmental agencies as necessary information leading to coordinated efforts; and to individuals as an accurate source of information, as an indication of new opportunities for private action and investment, and as a basis for protecting existing development.

Plan Certification and Appeals

The Port District Master Plan is to be submitted to the California Coastal Commission for review and certification as to conformance with the Coastal Act. After plan certification, either in its entirety or in part, coastal development permit authority for projects occurring within the San Diego Unified Port District's jurisdiction resides with the Board of Port Commissioners. For those portions of the plan not certified, the uncertified areas will remain under the permit authority of the California Coastal Commission.

Coastal Act Port Master Plans are to be prepared and adopted by the port governing body. The county and the port member cities are to incorporate the certified Port Master Plan into their own local coastal programs. Port Master Plans are to contain the following plan elements: 1) land and water use; 2) port facilities; 3) environmental inventory, impact analysis and mitigation; 4) a listing of appealable projects; and 5) provision for public hearings and public participation in port planning and development decisions.

All Port District tidelands are covered by the Coastal Act; some are regulated by the provisions of Chapter 8 (Ports) and some by Chapter 3 (Coastal Resources Planning and Management Policies). Areas excluded from Chapter 8 are wetlands, estuaries and existing recreation areas, which have been delineated by the Coastal Commission on maps derived from the original Coastal Plan prepared in 1976. Certain

developments, which would normally be located in port developments, are specifically designated by the Act as appealable, the appeal being based on whether the development is in conformance with applicable policies of Chapter 3. If these projects are appealed by anyone, final review of the project is returned to the California Coastal Commission. A substantial portion of the Port District Master Plan deals with appealable developments. A listing of development projects, covering both appealable and non-appealable categories, is provided in the discussion for each of the nine Planning Districts.

Public Hearings and Public Participation

The public planning process is concerned with finding solutions for problems that have arisen or may arise from land use situations. The process of seeking solutions to public problems on a general, long range and comprehensive basis involved public hearings and public participation in Port District planning and development decisions.

The Port District, due to its basic purpose and organizational structure as a special district, utilizes governmental processes and hearings, and citizen participation and involvement in a little different manner than the more familiar general purpose form of government, such as a city or county. This difference is noteworthy in the activities related to the Board of Port Commissioners.

Board of Port Commissioners serves as the policy making body of the District and gives overall direction to the District's operational and administrative staffs in accordance with the multi-faceted interests of the overall District and each city. The Commissioners serve without pay. They are appointed to a four-year term by the City Councils of the cities included in the District - San Diego, National City, Chula Vista, Imperial Beach, and Coronado. The Commissioners, representative of the cities, are selected in an appointive process conducted in a public forum, involving public hearings and citizen participation. Commissioners are representative of the positions the City Councils select in appointment. The Commissioners report back to the City Councils and, in some instances, the Commissioners' reports are scheduled at the public meetings of the City Councils. These meetings with local officials and

citizens provide opportunities for communication that can be integrated into Port programs by the Commissioners. The Port District has the potential benefit of drawing on governmental planning resources from five separate city governments, including their political leaders, their expert staffs, and their functioning citizen committees on localized planning issues. Commissioners, as part of their typical activities, interact with citizen groups when functioning as speakers at luncheons, meetings and panel discussions.

The Board of Port Commissioners conducts regularly scheduled public meetings to conduct Port District business. Agendas are prepared for each meeting and copies are provided prior to the meeting to the press and to others interested. There are at least five reporters regularly assigned by the local news media to cover Port District functions. The public meetings are open to public participation. Public testimony is accepted on specific items at the time the item is considered by the Board.

When the Board of Port Commissioners determines that a public hearing is required on a particular project or matter, public notice of the meeting is placed in a newspaper of local circulation and notices are mailed to known interested parties. Minutes of the Board of Port Commissioners' meetings provide a public record of discussions, staff reports and actions taken. Minutes are made available to the interested public and agencies upon request.

On-Going Public Information Programs dealing on a daily basis with District activities and projects are conducted through the Port District staff. The Community and Government Affairs Department informs local citizens through several programs: an annual report including a newspaper insert of several hundred thousand copies published and distributed throughout the County; talks, movies and slide shows involving at least 150 individual presentations each year; publishing a monthly newsletter; tours of Port facilities for elementary and secondary school students; responses to inquiries about the District by annual distribution of about 125 special response kits and specific responses to letters and telephone inquiries originating with students doing papers, citizens and graduate level academic research institutions; and cooperative activities with the news media providing information, data and notification of pending plans and hearings.

Other Port District departments are also involved in providing lectures on Port and related matters at the college level, and for programs of continuing education and professional development; representation to the regional planning agency's citizen advisory committees involved in matters relating to land use planning, transportation, energy, air quality and water quality; advisory roles to community planning groups involved in preparing plans for areas adjacent to the Port's areas; and working members of community festivals and historic associations.

The District's Planning Program contributes to public information, informed citizen participation and public hearings by providing reports and findings at the conclusion of certain planning sequences. Informational documents available for public review and comment include at least four publications: Background Report, Alternative Plans, Preliminary Plan, and Environmental Assessment or Environmental Impact Report.

Background Reports provide factual information about the physical, social, economic, and governmental circumstances of the San Diego area, and documents many of the assumptions, conclusions and analyses made during the fact-finding phase of the planning process. These include the fourteen studies earlier conducted to prepare the Port Master Plan and at least three additional reports for specific Planning Districts, as well as some updating of information. These reports have been made available to interested parties.

Alternative Plan reports set forth several alternative land and water use plans that are developed from the information collected in the background reports and studies. The plans illustrate the range of choice and varying degrees of flexibility available for the development of the plan area. The alternative plans are submitted to the Board of Port Commissioners; to individual tenants and tenant associations; to civic groups, the general public, developers, governmental agencies, and to the Port District staff for review and evaluation. As a result of this review and after thoughtful consideration, a Preliminary Plan is prepared.

The Preliminary Plan is submitted to the Board of Port Commissioners for consideration and public review. Plan adoption requires public notice, public

hearing, and a two-thirds vote of the Board of Port Commissioners. Copies of the planning documents are made available to the public in a number of locations, including the Port Administration Building, local libraries, and at city planning departments of the District's member cities. In addition to the presentations made to the Board, informal presentations are made by staff in response to requests by interested groups. Adoption of the final plan must be preceded by an Environmental Assessment or an Environmental Impact Report (E.I.R.).

The California Environmental Quality Act of 1970 established the requirement that all but trivial development projects undertaken by public or private parties are to be evaluated and reported upon as to the environmental effects. The Act sets out guidelines for the environmental impact evaluation which calls for, among other things, a description of the proposed project and the environmental setting, an environmental analysis indicating impact and mitigation measures, alternative to the project, a description of irreversible environmental changes, growth inducing impacts, a listing of agencies and individuals consulted in the preparation of the report, and a public review of the draft E.I.R. Before taking action on a project, the responsible

public agency that has jurisdiction over the area in which the project is located is required to certify the E.I.R. as an accurate statement of environmental circumstances and implications.

The basic process involved in processing plans and projects through the provision established in the California Environmental Quality Act involves substantial opportunities for public agency and citizen participation, a lengthy period of review, and public hearings. Since this process has been under way in California for a number of years, a discussion of the various notifications, disclosures and hearings will not be provided in this document; however, the process followed by the Port District is documented in Board of Port Commissioners Resolution 78-102.

The Existing Port Master Plan has been subjected to the public notice and public hearing procedures required by the provisions of Section 30713 of the California Coastal Act. Public commentary on the plan and on the appropriate scope of the Environmental Impact Report has been received by the Port District and analyzed by the staff. Workshops have been conducted for the Planning Directors of the member cities. Documentation of public meetings, public hearings and other

TABLE 1: SAN DIEGO BAY TIDELANDS BY OWNERSHIP

| | LAND | | WATER | | TOTAL | |
|----------------------------|--------------|------------|---------------|------------|---------------|------------|
| | Acres | % | Acres | % | Acres | % |
| Federal (military)..... | 1,882 | 43.0 | 1,050 | 10.0 | 2,932 | 19.8 |
| State of California..... | 12 | 0.3 | 6,490 | 61.0 | 6,502 | 43.0 |
| County and City..... | 34 | 0.7 | 0 | 0 | 34 | 0.2 |
| Unified Port District..... | 2,491 | 56.0 | 2,992 | 29.0 | 5,483 | 37.0 |
| Totals | 4,419 | 100 | 10,532 | 100 | 14,951 | 100 |

TABLE 2: SAN DIEGO BAY SHORELINE BY OWNER

| | SHORELINE LENGTH | |
|--|------------------|--------------|
| | Miles | Percentages |
| State Department of Parks and Recreation..... | 00.45 | 00.8 |
| City of Coronado (granted tidelands)..... | 00.48 | 00.9 |
| Federal Government - Military (deeded)..... | 19.98 | 36.9 |
| San Diego Unified Port District (granted tidelands)..... | 33.10 | 61.3 |
| Total | 54.01 | 100.0 |

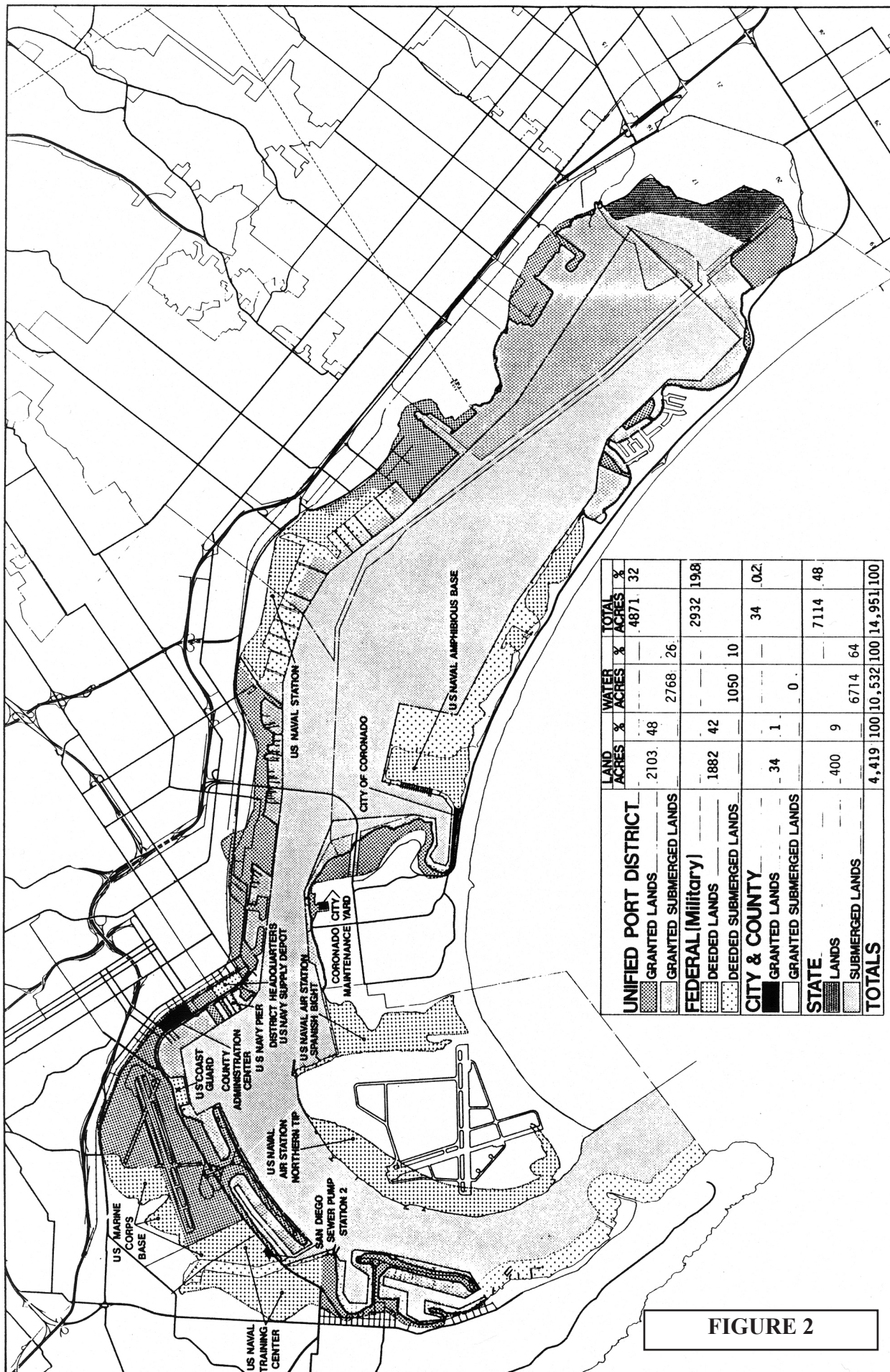


FIGURE 2

provisions for public participation in port planning, development and conservation decision have been documented in Appendix A. Information provided in Appendix A includes discussions of the Board of Port Commissioners; public hearings; correspondence between the Port District and the public; meetings with and presentations to community groups; public comments on the Master Plan; list of persons who received copies of the plan; newspaper reports, and other pertinent items. Some involvement, such as telephone calls, visits, and informal contacts were not recorded, yet added substantially to the decision making process. Although the Port Master Plan was prepared prior to the establishment of the Coastal Zone Conservation Commission in 1972 and before the provisions of California's Act of 1976, a close comparison of the plan and the Coastal Act has revealed coincidence in numerous goals and intentions.

Documentation of staff work in this area has been presented in Appendix B. Information contained in Appendix B includes a note of explanation on the history of Port District planning activities; an explanatory narrative on the Port District, its member cities and operating divisions and functions, and an analysis of the Port Master Plan and its conformance with the Coastal Act. Appropriate modifications have been incorporated into the updated Port Master Plan to bring it into conformity with the State Act. Public notice, hearings, and public participation have been conducted in accordance with Section 30712 of the Act for this revised plan.

The Geographic Scope of the Study Area

The study area addressed in the Port District's Master Plan reflects several scales of planning orientation; a broad planning scale closely associated with national and statewide concerns when planning a seaport and an international airport; the regional concern of the Port District and its five member cities; the localized community planning areas; and the Port District tideland planning core. The Port District is one of several governmental agencies that have proprietary interest in the land and water of San Diego Bay.

San Diego Bay Tidelands Ownership is indicated in Figure 2. The area of San Diego Bay encompassed by the historic mean high tide line amounts to about 14,951 acres of filled and submerged lands and an existing shoreline around the bay of approximately 54.01 miles in length. As indicated in **Table 1**, the historic tideland areas are owned or controlled by the Federal Government, the State of California, the County of San Diego, the cities of San Diego and Coronado, and the San Diego Unified Port District. **Table 2** indicates the proprietary interest controlling the shoreline as the City of Coronado, the State Department of Parks and Recreation, the Federal Government and the Port District.

The Federal Government (military) holds deeds to 2,932 acres or about 19% of the total tideland area, which contains a shoreline of 19.98 miles, or 36.9 percent of the total bay shoreline. Federal areas around the bay are shown on the Circulation and Navigation Element Map by shading and facility name. All of these areas are military bases involving research, training, cargo handling, storage and other uses related to a national defense purpose. The facilities include the U.S.N. Training Center, U.S. Marine Corps Recruit Depot, and the U.S. Coast Guard Air Station adjacent to Lindbergh Field; the U.S.N. Supply Center and Eleventh Naval District Headquarters on Pacific Highway at Broadway; the U.S. Naval Station at 32nd Street; the U.S.N. Radio Station, Imperial Beach; the U.S.N. Amphibious Base on the Silver Strand; and the U.S. Naval Air Station North Island. Generally speaking, public access to the shoreline through military bases is not consistent with the needs of military security. However, the Navy has leased land to the county as a wildlife preserve in the South Bay adjacent to the U.S.N. Radio Station, Imperial Beach, where public access is limited to that needed to protect the natural resource value of the preserve.

The Port District has no regulatory authority over the land deeded to the Federal Government; however, the Port and the military commands have established lines of communication regarding activities relating to their respective planning areas. Land and water areas granted to the Port District but

under long-term leases to the Navy are discussed in the section of the Port Master Plan which deals with Military Uses (*page 24*). These leased areas were not included in the inventory for Federal Government presented in **Table 1**. Proposed projects in the Port Master Plan which involve properties currently under the control of the Department of Defense will require further study and negotiation with the Marine Corps and the Navy. Pursuant to the Federal Coastal Zone Management Act of 1972, land on which use is by law subject solely to the discretion of or which is held in trust by the Federal Government, its officers or agents, is excluded from California's Coastal Zone Management Program.

The State of California retains direct control over 6,502 acres or about 43 percent of the total tideland area. The State controls about one-half mile of shoreline in the bayside portion of the Silver Strand State Park and the San Diego-Coronado Bridge corridors. Public use of the improved public beach area is subject to user fee and State Park regulations. Of the four governmental groups indicated in **Table 1**, the State controls more of the total tideland area than any other. State agencies managing these tidelands include the State Lands Commission, the State Toll Bridge Authority, and the Department of Parks and Recreation. In 1984, at the termination of an existing lease, an additional 612 acres of open bay and salt ponds will be transferred from the Port District tidelands inventory back to the State, probably the Department of Fish and Game. When the transfer occurs, the State-controlled tideland area will increase to about 48 percent of the total area.

The County and Cities of San Diego and Coronado control a total of 3.4 acres or 0.2 percent of the total tideland area. These tidelands are occupied by the County of San Diego Administration Center on Pacific Highway; the City of San Diego Central Police Station located on Market and Pacific Highway, and the City Sewerage Pump Station on Harbor Drive near Lindbergh Field; the City of Coronado's 3.4-acre public works yard and ballfield occupies the block bordered by First and Second Streets, and A and B Avenues, and an 11.3-acre site fronting on Strand Way and Glorietta Bay which is used for a

marina building, automobile parking, vacant building, Playhouse, private club, City Administration, boat launch and swimming pool. About one-half mile of shoreline is controlled by the City.

San Diego Unified Port District

The has been granted an approximate total of 5,483 acres or about 37 percent of the total tidelands on San Diego Bay. The shoreline frontage approaches 33 miles, which is equivalent to 61 percent of the total bay shoreline. A more detailed discussion of public access to the shoreline is presented on *page 13*. The existing and proposed land and water uses for the 5,483 acres under Port District control are graphically indicated on the Land and Water Use Element Map and discussed in this planning document. At the current time, over 50 percent of the filled tidelands have been granted to the Port District, and over 60 percent of the submerged lands of the bay have been retained by the State of California. Some areas adjacent to the tidelands that are of interest because of their natural resource value and frequently but erroneously thought by some to lie within the historic tideland area are in fact privately owned. These areas include the 108-acre Sweetwater River marsh and the southernmost portion of the salt ponds in the South Bay.

SECTION II

PLANNING GOALS

The goals that are set forth herein are intended to be realized by implementing the policies set forth in the Master Plan.

GOALS:

- I. PROVIDE FOR THE PRESENT USE AND ENJOYMENT OF THE BAY AND TIDELANDS IN SUCH A WAY AS TO MAINTAIN OPTIONS AND OPPORTUNITIES FOR FUTURE USE AND ENJOYMENT.
- II. THE PORT DISTRICT, AS TRUSTEE FOR THE PEOPLE OF THE STATE OF CALIFORNIA, WILL ADMINISTER THE TIDELANDS SO AS TO PROVIDE THE GREATEST ECONOMIC, SOCIAL, AND AESTHETIC BENEFITS TO PRESENT AND FUTURE GENERATIONS.
 - Consider the entire San Diego Bay as a complete system when promoting the multi-purpose development of the Port District.
- III. THE PORT DISTRICT WILL ASSUME LEADERSHIP AND INITIATIVE IN DETERMINING AND REGULATING THE USE OF THE BAY AND TIDELANDS.
 - Encourage industry and employment generating activities which will enhance the diversity and stability of the economic base.
 - Encourage private enterprise to operate those necessary activities with both high and low margins of economic return.
 - Encourage quasi-public organizations to engage in activities which enhance public benefits
 - Undertake where necessary an acquisition program to gain key land parcels to protect and enhance existing developments and to provide for planned projects.
- IV. THE PORT DISTRICT, IN RECOGNITION OF THE POSSIBILITY THAT ITS ACTIONS MAY INADVERTENTLY TEND TO SUBSIDIZE OR ENHANCE CERTAIN OTHER ACTIVITIES, WILL EMPHASIZE THE GENERAL WELFARE OF STATE-WIDE CONSIDERATIONS OVER MORE LOCAL ONES AND PUBLIC BENEFITS OVER PRIVATE ONES.
 - Develop the multiple purpose use of the tidelands for the benefit of all the people while giving due consideration to the unique problems presented by this area, including several separate cities and unincorporated populated areas, and the facts and circumstances related to the development of tideland and port facilities.
 - Foster and encourage the development of commerce, navigation, fisheries and recreation by the expenditure of public moneys for the preservation of lands in their natural state, the reclamation of tidelands, the construction of facilities, and the promotion of its use.
 - Encourage non-exclusory uses on tidelands.
- V. THE PORT DISTRICT WILL TAKE PARTICULAR INTEREST IN AND EXERCISE EXTRA CAUTION IN THOSE USES OR MODIFICATIONS OF THE BAY AND TIDELANDS, WHICH CONSTITUTE IRREVERSIBLE ACTION OF LOSS OF CONTROL.
 - Bay fills, dredging and the granting of long-term leases will be taken only when substantial public benefit is derived.
- VI. THE PORT DISTRICT WILL INTEGRATE THE TIDELANDS INTO A FUNCTIONAL REGIONAL TRANSPORTATION NETWORK.
 - Encouraging development of improved major rail, water and air systems linking the San Diego region with the rest of the nation.

- Improved automobile linkages, parking programs and facilities, so as to minimize the use of waterfront for parking purposes.

- Providing pedestrian linkages.

- Encouraging development of non-automobile linkage systems to bridge the gap between pedestrian and major mass systems.

VII. THE PORT DISTRICT WILL REMAIN SENSITIVE TO THE NEEDS, AND COOPERATE WITH ADJACENT COMMUNITIES AND OTHER APPROPRIATE GOVERNMENTAL AGENCIES IN BAY AND TIDELAND DEVELOPMENT.

- The Port District will at all times attempt to relate tidelands to the uplands.

- The Port District will cooperate, when appropriate, with other local governmental agencies in comprehensive studies of existing financing methods and sources which relate to the physical development of the tidelands and adjacent uplands.

- The Port District will attempt to avoid disproportionate impact on adjacent jurisdictions both in benefits and any possible liabilities, which might accrue through bay and tideland activities.

VIII. THE PORT DISTRICT WILL ENHANCE AND MAINTAIN THE BAY AND TIDELANDS AS AN ATTRACTIVE PHYSICAL AND BIOLOGICAL ENTITY.

- Each activity, development and construction should be designed to best facilitate its particular function, which function should be integrated with and related to the site and surroundings of that activity.

- Views should be enhanced through view corridors, the preservation of panoramas, accentuation of vistas, and shielding of the incongruous and inconsistent.

- Establish guidelines and standards facilitating the retention and development of an aesthetically pleasing tideland environment free of noxious odors,

excessive noise, and hazards to the health and welfare of the people of California.

- Establish and foster an artworks program to promote, enhance, and enliven the waterfront experience through the public and private placement of works of art.

IX. THE PORT DISTRICT WILL INSURE PHYSICAL ACCESS TO THE BAY EXCEPT AS NECESSARY TO PROVIDE FOR THE SAFETY AND SECURITY, OR TO AVOID INTERFERENCE WITH WATERFRONT ACTIVITIES.

- Provide "windows to the water" at frequent and convenient locations around the entire periphery of the bay with public right-of-way, automobile parking and other appropriate facilities.

- Provide access along the waterfront wherever possible with promenades and paths where appropriate, and elimination of unnecessary barricades which extend into the water.

X. THE QUALITY OF WATER IN SAN DIEGO BAY WILL BE MAINTAINED AT SUCH A LEVEL AS WILL PERMIT HUMAN WATER CONTACT ACTIVITIES.

- Maintain a program of flotsam and debris cleanup.

- Insure through lease agreements that Port District tenants do not contribute to water pollution.

- Cooperate with the Regional Water Quality Control Board, the County Health Department, and other public agencies in a continual program of monitoring water quality and identifying source of any pollutant.

- Adopt ordinances, and take other legal and remedial action to eliminate sources of pollution.

XI. THE PORT DISTRICT WILL PROTECT, PRESERVE, AND ENHANCE NATURAL RESOURCES, INCLUDING NATURAL PLANT AND ANIMAL LIFE IN THE BAY AS A DESIRABLE AMENITY, AN ECOLOGICAL NECESSITY, AND A VALUABLE AND USABLE RESOURCE.

- Promote and advance public knowledge of natural resources through environmental educational materials.
- Identify existing and potential assets.
- Keep apprised of the growing body of knowledge on ecological balance and interrelationships.
- Encourage research, pilot programs, and development in aquaculture as long as it is consistent with this goal.
- Administer the natural resources so that impacts upon natural resource values remain compatible with the preservation requirements of the public trust.

XII. THE PORT DISTRICT WILL CONDUCT ITS OWN OPERATIONS ON AN EQUAL OPPORTUNITY BASIS.

- Engage in "affirmative action" programs in hiring, promotion and tenant relationships.
- Encourage Port District tenants to also engage in "affirmative action" programs.

XIII. THE PORT DISTRICT WILL MAINTAIN ITS MASTER PLAN CURRENT, RELEVANT, AND WORKABLE, IN TUNE WITH CIRCUMSTANCES, TECHNOLOGY, AND INTEREST OF THE PEOPLE OF CALIFORNIA.

- Provide a continual program of sequential and orderly growth while maintaining the natural resource values.
- Pursue the development of its own unique assets and potentials.
- Provide for the multiple purpose use of land and water to promote the advantageous development of the Port District.
- Curb the misuse of land so that it will not injuriously affect the people of the State of California through the prevention of substandard construction or unnecessarily add inappropriate developments.

- Prevent the abuse of land by curtailing abortive development and unfounded pollution contributors.
- Regulate the non-use or disuse of land by clearing unmarketable titles, withholding land from premature development, and restraining activities that would lead to discontinued use.
- Guide the reuse of land for more appropriate purposes by the clearance and redevelopment of the obsolete.

XIV. THIS STATEMENT OF GOALS AND THE MASTER PLAN SHALL BE REVIEWED ANNUALLY PRIOR TO ADOPTION OF THE BUDGET.

- To measure progress of Port District growth and development.
- To modify goals, objectives, and the Master Plan in light of current conditions, needs, and forecasts for the future.
- To communicate all proposed changes with the member cities for comment prior to adoption.

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 | 681.3 | 1088.8 | 19% |
| | [413.7*] | | | [1094.8*] | |
| Open Space | 66.9 | Open Bay/Water | 681.3 | | |
| 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..... | 236.3 | PUBLIC FACILITIES | 387.9 | 624.2 | 11% |
| Harbor Services..... | 2.6 | Harbor Services | 10.5 | | |
| City Pump Station..... | 0.4 | Boat Navigation Corridor | 274.3 | | |
| Streets | 233.3 | 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.

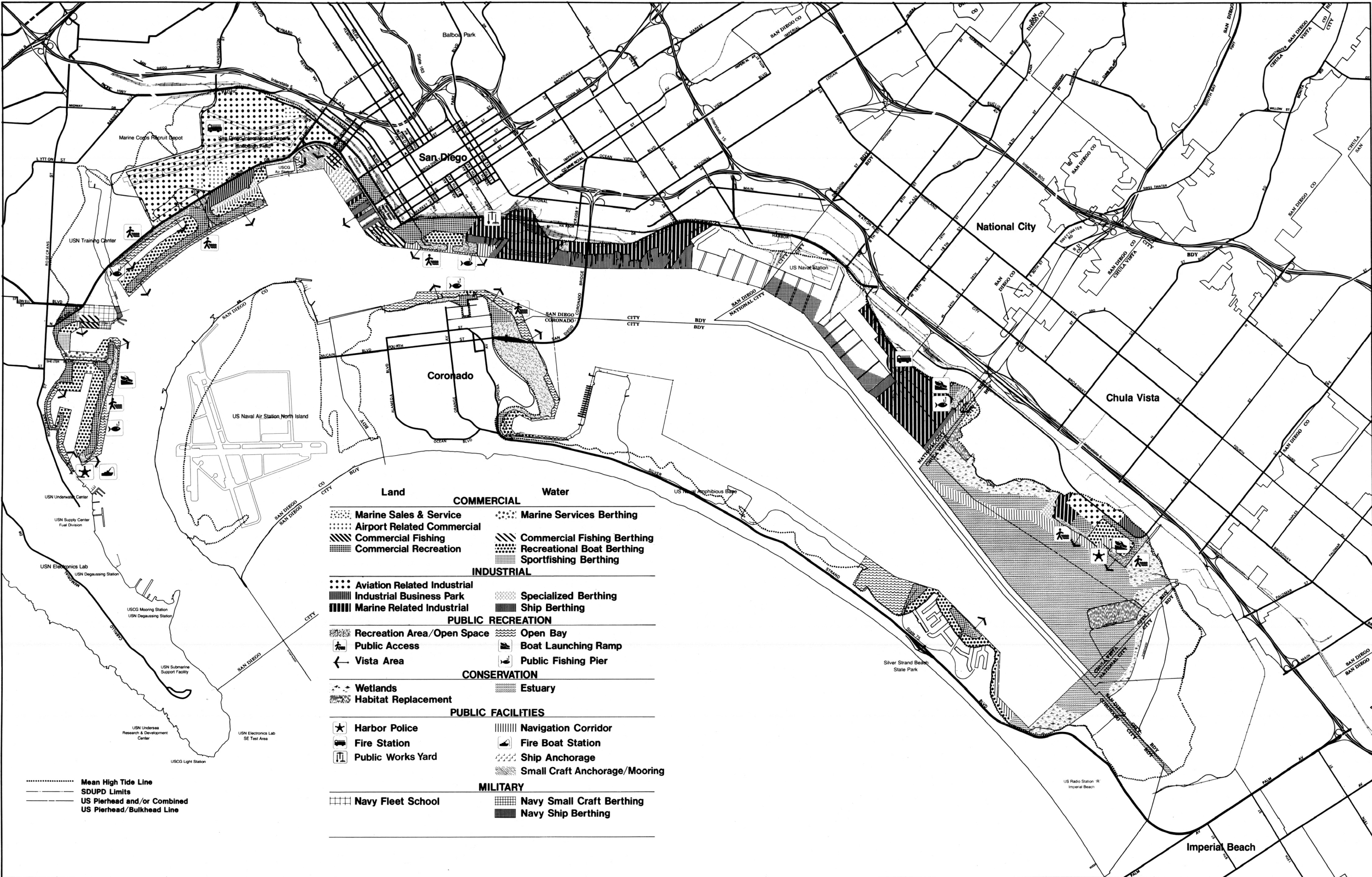
Artwork and environmental educational materials along the accessways to the Bay shoreline are encouraged as enhancements to the waterfront experience, consistent with maintaining the functionalities of the accessways.

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.



scale

0 2000 feet

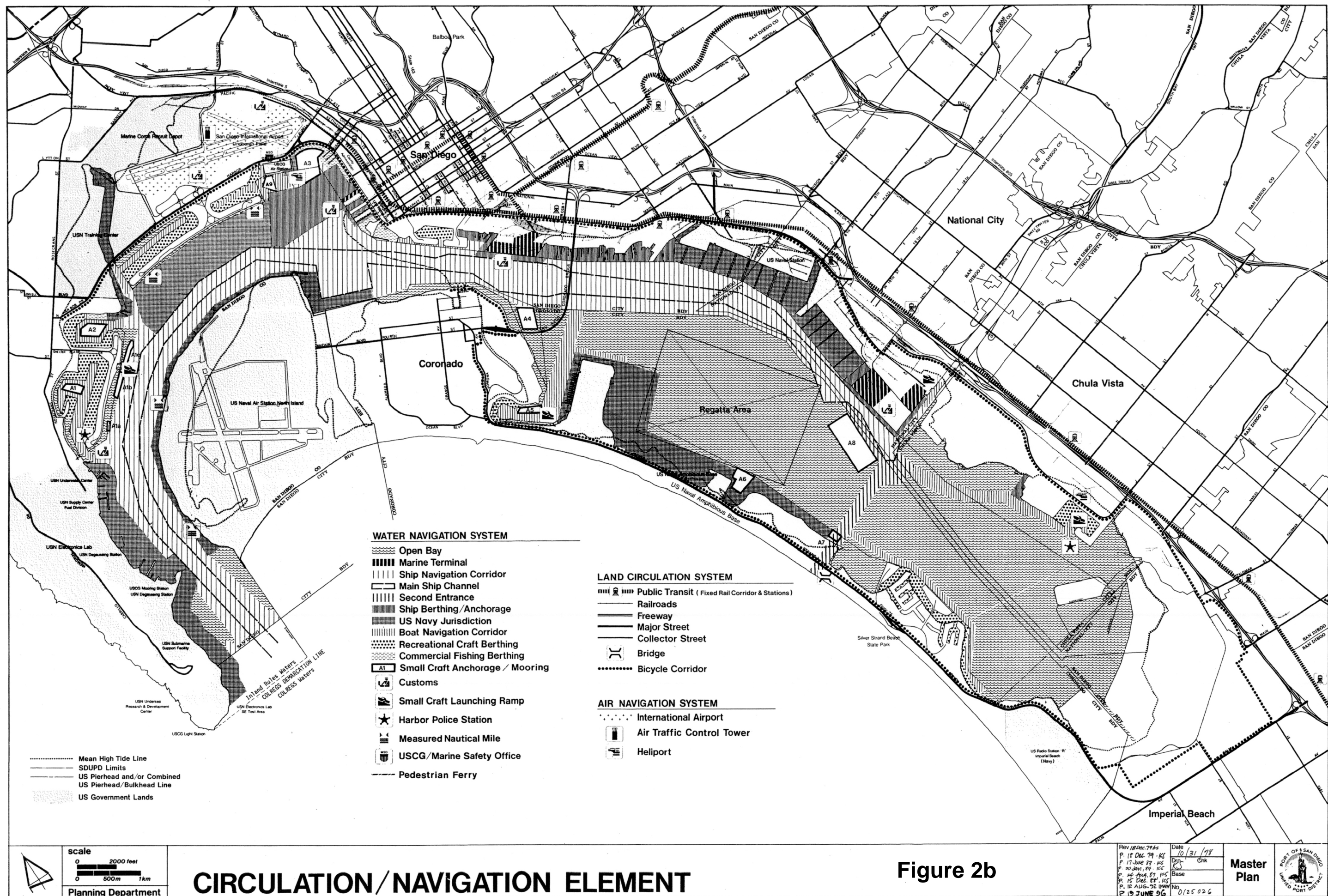
0 500m 1km

Planning Department

LAND AND WATER USE ELEMENT

Figure 2a

| | | |
|---------------------|------------|---------------------------|
| Rev | Date | <p>Master Plan</p> |
| P. 18 DEC. 79 - KS | 17 DEC. 79 | |
| P. 17 JULY 85 - KS | Drn Chk | |
| P. 12 AUG. 92 - MMW | Base | |
| No | No | |



Commercial



Land Use Objectives & Criteria

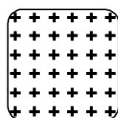
Each commercial area on District lands should have:

- 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.

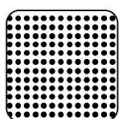
Berthing areas exclusively set aside for the market fishing boats, including baitboats, need to be: protected from wave and wake action, be accessible over low rise piers or floats; located within convenient proximity to fuel and ice supply; provided with dockside fresh water, electricity, trash containers, 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.

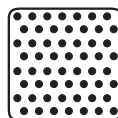
Pleasure Craft Marinas are encouraged to provide a variety of services for boats and boat owners. Services could possibly include in-season wet and dry berthing

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.



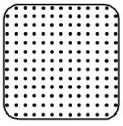
Recreational Vehicle / Camping

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.



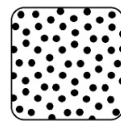
Sportfishing. Deep-sea sportfishing is big business in California and San Diego enjoys a major share of that activity. The local fleet takes a large portion of the State's total sportfishing catch of the larger sport fish – yellowtail, yellowfin, albacore, and giant sea bass. Sportfishing brings new 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.

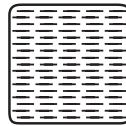
Existing, established marine-oriented industrial areas that have been devoted to transportation, commerce, industry and manufacturing are encouraged to modernize and to construct necessary facilities within these established areas in order to minimize or eliminate the necessity for future dredging and 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.

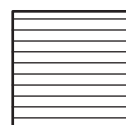
Activities suitable for the marine related industrial area include, but are not limited to, marine terminals, passenger terminals; railroad switching and spur tracks; cargo handling equipment such as bulkloader and container crane; berthing facilities; warehouses, silos, fueling facilities; bulk liquid 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.

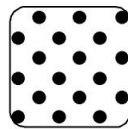
The Port is charged with the responsibility for providing the facilities for handling, marshalling and unloading/loading cargo. Cargo storage space includes long and short-term dry storage, warehouses, silos, cooler and freezer space, and open public storage areas. Warehouses have railroad connections 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.

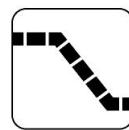
Recreation Area/Open Space is a category illustrated on the Land and Water Use Element Map to portray a wide array of active and passive recreational areas allocated around the bay. More

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.

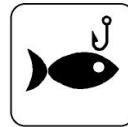


Open Bay a category allocated to water areas adjoining shoreline recreational areas, the boat launching ramp, fishing pier, vista areas and other public recreational facilities where the need for open water is related to the proper function of the shoreside activity. Multiple use of open bay water areas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

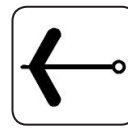
year for purposes of boating, fishing, regattas, and water skiing. The requirements for new or expanded launching ramps need to be carefully considered since boat access areas and parking areas for both car and boat trailer consume large land areas. While existing boat launching ramps are to continue 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

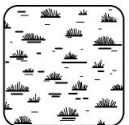
Natural marine resource utilization activities on tidelands should:

- 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.

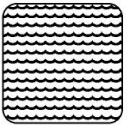
Wetlands may house unique forms of life, some species of which are considered rare or endangered. In any case, they are recognized in the plan as

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.

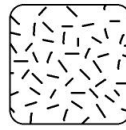


An **Estuary** is the confluence of a river with the ocean, especially an area of the sea at the lower end of a river. In the Master Plan, estuaries comprise the shallow, sub-merged areas of South San Diego Bay and are valuable in much the same way as are wetlands. The warm shallow water nurtures microscopic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

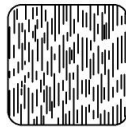
Development in estuaries is limited to new or expanded boating facilities (including entrance channels), intake and outfall lines, restoration work, nature study, aquaculture, and resource-dependent activities. Dredging and spoils disposal shall be planned and carried out to avoid significant disruption 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.



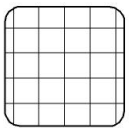
Habitat Replacement is delineated in Planning District 7 for the creation of a marsh island to be used to replace wildlife habitat removed during other development around the bay. Habitat replacement refers to the concept of recreating, as closely as possible, the type of environment conducive to the 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.

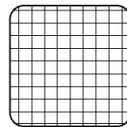
The Port District's Precise Land and Water Use Map shows only that portion of the military base located on leased tidelands. The Circulation/Navigation Map indicates the location of military lands around San Diego Bay and additional information is provided about military facilities on the bay in Section I of this document.



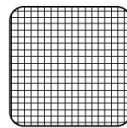
Navy Fleet School is delineated for the U. S. Navy held long-term lease area located in Planning District 1. The land area provides school facilities for the

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

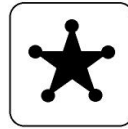
Public facilities are provided in response to those community needs that are related to factors of public health, safety and general welfare. As used in the Port Master Plan, the public facilities category includes both services and physical plant developments. The legends of the two Master Plan Maps 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.



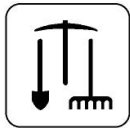
Fireboat Stations, manned by Harbor Police, provide bases for waterborne fire fighting capabilities and routine police

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.

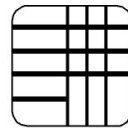


Regionally Significant Arterials

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

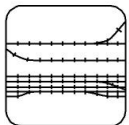
becomes a primary control of land use in the single mode circulation system, such as in the case of the automobile in Southern California. The location, type and amount of parking has a significant effect upon the planning area. Provision must be made to accommodate nighttime storage and daytime space 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.



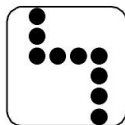
Railroad service is necessary for port and port related operations and development. Depending on the type of port and industrial operation, there should be ample nearby rail storage facilities, easy access for switching rail cars to and from the marine terminal or industrial area, and suitable rail trackage 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.

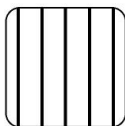
Following an exhaustive study and hearing process by CPO relative to the subject of airport relocation,

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.

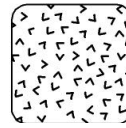
In 1963, the U.S. Army Corps of Engineers, Los Angeles District, made a reconnaissance study of a second entrance to San Diego Bay. One plan was based on constructing a ship channel from the bay southerly to the Tia Juana River Valley and thence westerly to the ocean. Another plan called for the entrance 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.

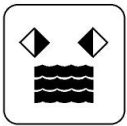
Vessels are to comply with marine sanitation requirements and when anchored in undesignated anchorage areas, are to observe anchor lighting requirements.

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.

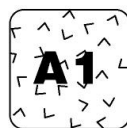


Nautical Mile Markers, while occupying little area, are of some importance to the water navigation system and are shown on the Master Plan Circulation/Navigation Element Map. The Navy maintains markers on North Island for its ships. Markers installed and maintained by the Port District are located on 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.

SECTION IV

PRECISE PLANS



Introduction

The tidelands around San Diego Bay have been divided into nine subareas, identified as Planning Districts in **Figure 3**, to facilitate the preparation of specific area plans. The districts have been delineated in a manner which groups together tideland properties into identifiable and functional units which conform closely with the boundaries of established data gathering units, such as Census Tracts, and frequently fall easily into city community planning areas.

Each Planning District reflects a significant change in the scale of planning involvement from that previously undertaken in the preparation of the overall Port District Master Plan. The Master Plan was developed to be sufficiently comprehensive, to deal with a long range, 20-

year time frame, and to be general in scale so as to deal with over 5,400 acres of tidelands distributed around the bay in four different cities. The Precise Plan is more precise and detailed than the overall Master Plan in that it is oriented toward projects that can be achieved in a short period of time, ranging from the present to the next five or possibly ten years, and covers a small area of about several hundred acres located in one city. When a District Plan is adopted by the Board of Port Commissioners, the Precise Plan becomes a refinement of the general principles and policies of the Master Plan.

Purpose of the Precise Plan

Each of the Planning Districts' Precise Plans is intended to provide planning policies, consistent with a general statewide purpose, for holding

in trust and for the preservation and physical development of the tide and submerged lands conveyed or granted to the San Diego Unified Port District. The Precise Plan is geared to the flexible, short-term and precise budgeting and scheduling needs that arise in the plan implementation.

The adoption of the Precise Plan is not intended to create an inflexible, static, unmanageable set of guidelines for development, nor is it desirable to stifle individual initiative and creativity. A major purpose of this detailed program is to serve as a short-term management tool. As such, the plans and programs are, by necessity, flexible and subject to modifications to meet the circumstances and problems involved in plan implementation. For this short term planning period, continued review of the development program and modifications to the plan are anticipated to occur rather frequently due to the immediate and precise scale of planning involvement, and due to the decisions made in an effort to solve the ever-occurring problems of plan implementation. Pending changes are, of course, subject to environmental assessment and to public hearings and public comment.

Precise Plan Interpretation

The Precise Plan planning principles, policies and objectives are expressed graphically on plan maps, illustrations, and in written form in this document and subsequent amendments.

Several illustrations, diagrams, and a map have been prepared to assist in conveying the intent and purpose of each Precise Plan. The figures contained herein are for illustrative purposes only and are subject to change. The Precise Plan Land and Water Use Element Map is a part of each plan. The level of detail indicated in each land or water use on the map is scaled to parcel lines. About a dozen land or water use activities occupy a very small area but are still of enough significance to merit illustration, and are done by symbols. The level of locational detail for symbols portrayed on the map is to within the general area indicated. An explanation of the legend of these maps has

already been covered in the earlier discussions about general land and water use categories that appear in this document. More specifics about the applicable planning policies can be found in the discussion for each Planning District.

Each Precise Plan section contains an introductory description of the planning area, a statement of the major problems and an exposition of the plan concept. The introductory comments are followed by a narrative description of the plan by planning subareas, a table on proposed land and water use allocation and a project list describing each project, its location, its developer as either Port District or tenant, its appealable classification and an estimate of its starting date.

The project list, a rather detailed commentary, has been included in order to comply with the Coastal Act guideline for content of port master plans. The guideline calls for a listing of proposed projects in sufficient detail to judge the plan's consistency with the Coastal Act. The project list is not intended to be an exclusive listing, rather it describes major projects or smaller projects that are well defined at the time of writing. Some future projects, not specifically listed at this time but consistent with the land use classification grouping indicated in the Plan maps and identified in the Plan narrative, are anticipated to be added, just as some projects will need to be modified to respond to future changing environmental, financial and other conditions. The estimated construction dates are also subject to change and have been included in this document primarily as a management tool, rather than as an inflexible capital improvement program. Finally, change is anticipated in the appealable/non-appealable classifications as new projects are better defined and redevelopment opportunities are identified. For example, a project in the appealable classification could change to non-appealable by simply changing the merchandise in a retail activity without any physical modification to the outside of a structure. Where project dates are not listed, it is because they cannot be estimated at this time.



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San Diego Bay PLANNING DISTRICTS KEY MAP

SHELTER ISLAND:

PLANNING DISTRICT 1



The Precise Plan Concept

Shelter Island has strong historic functional ties to the boating community of the San Diego region. Public discussions and evaluations made in the planning process have highlighted the following matters as being of paramount importance.

While there is general satisfaction with the present land use allocations, some improvement can be obtained by extensive renovation of older facilities as necessary or at the termination of leases. Additional people oriented spaces, providing vistas and accessibility to the water and waterside activities, are felt appropriate. In some subareas, the visual clutter of a proliferation of signs; disorganized automobile parking in side yards and setbacks; and a lack of continuity in architecture give evidence of deterioration in some portions of Shelter Island.

The basic concept of the Shelter Island Precise Plan is found in preserving and retaining flexibility in improving upon the best aspects of this man-made environment, which has been developed over the past 50 years.

The character of existing development is to be enhanced by a redevelopment program that emphasizes the continued provision of adequate public service, employment and investment opportunities.

Overall, the planned land and water uses for the Shelter Island area remain essentially unchanged from existing uses. The major emphasis of the development program is directed toward the renovation of obsolete structures, improvement in the quality of landscape, and visual and physical access to the bayfront.

Land and Water Use Allocations

Roughly 350 acres in the Shelter Island Planning District are tidelands under the jurisdiction of the Unified Port District. A summary, in tabular form, of the planned land and water use allocations is indicated in **Table 6**.

The following text explains and gives definition to the legend of the **Land and Water Use Element Map of the Precise Plan**. The map graphically portrays 20 different land or water use designations organized under four major headings—Commercial, Public Recreation, Public Facilities, and Military.

Shelter Island Planning Subareas

In the following narrative, the Planning District has been divided into seven subareas (*Figure 5*) to focus attention upon and give expression to the plan concepts that are suggested for the entire Planning District but with an emphasis on the relationship of precise planning proposals and specific sites.

Beach Corridor

This planning subarea includes a narrow band of shoreline extending from the Port District jurisdictional line bordering the US Navy facility on Point Loma to Canon Street. Two small beach areas, Kellogg and La Playa beaches, are illustrated as open space on the Land and Water Use Map, and are interspersed with two yacht clubs. Limited access to the beaches is to be maintained consistent with the existing isolated and low intensity recreational use orientation, which is geared to serve the immediate neighborhood. Kellogg Beach, subject to erosion, is to be restored by State, Port and City action. The Kellogg Beach replenishment is intended to control excessive

TABLE 6: Precise Plan Land and Water Use Allocation
SHELTER ISLAND: PLANNING DISTRICT 1

| LAND USE | ACRES | WATER USE | ACRES | TOTAL ACRES | % of TOTAL |
|--|--------------|----------------------------------|--------------|------------------------|-----------------------|
| COMMERCIAL | 64.9 | COMMERCIAL..... | 135.4 | 200.3..... | 57% |
| Marine Sales and Services..... | 9.1 | Marine Services Berthing..... | 17.7 | | |
| Commercial Fishing..... | 2.9 | Commercial Fishing Berthing..... | 5.7 | | |
| Commercial Recreation..... | 48.6 | Recreational Boat Berthing | 101.7 | | |
| Sportfishing..... | 4.3 | Sportfishing Berthing..... | 10.3 | | |
| PUBLIC RECREATION | 30.5 | PUBLIC RECREATION..... | 51.0 | 81.5..... | 23% |
| Open Space..... | 9.6 | Open Bay / Water..... | 51.0 | | |
| Park/Plaza | 18.7 | | | | |
| Promenade | 2.2 | | | | |
| PUBLIC FACILITIES..... | 24.0 | PUBLIC FACILITIES | 10.7 | 34.7..... | 10% |
| Harbor Services..... | 1.2 | Harbor Services | 5.2 | | |
| Streets | 22.8 | Boat Navigation Corridor..... | 5.5 | | |
| MILITARY | 25.9 | MILITARY | 8.9 | 34.8..... | 10% |
| Navy Fleet School | 25.9 | Navy Small Craft Berthing..... | 6.2 | | |
| | | Navy Ship Berthing | 2.7 | | |
| TOTAL LAND AREA..... | 145.3 | TOTAL WATER AREA..... | 206.0 | | |
| PRECISE PLAN LAND AND WATER ACREAGE TOTAL | | | | 351.3..... | 100% |

Note: Table 6 does not include Precise Plan designated water acreage leased from or under State Lands Commission jurisdiction:

| Area | Acreage | Use Designation | |
|---|----------------|--------------------------|--------|
| Anchorage A-1 | 9.6 | Boat Anchorage | |
| Shelter Island Yacht Basin Boat Channel | 73.1 | Boat Navigation Corridor | |
| Anchorage A-1a,b,c | 25.1 | Boat Anchorage | |
| Anchorage A-2 | 15.0 | Boat Anchorage | |
| America's Cup Harbor Basin Boat Channel | 29.4 | Boat Navigation Corridor | 061203 |

shoreline erosion and to preserve a public beach, street termination and adjacent private property. A quarry rock groin in conjunction with sand backfill will be on a replenishment basis at Kellogg Beach.

It is recommended that sometime in the future, the beach area be served by a pedestrian promenade and bike route to delineate the tideland/upland boundary and to provide access to the beach. Streets that stop at or on tidelands in the area provide excellent points of public access and vista. Whenever compatible with local community plan goals and traffic circulation and safety, appropriate

street endings are to be enhanced by providing landscaped sitting and viewing areas, and rest stops for bicyclists and pedestrians using the trail system. The design of the street ending should be in conformance with any dominant architectural or natural theme of the surrounding area, and be preferably limited to accommodate passive public recreational activities.

More intensive modes of boating recreation and social activities occur at yacht clubs, shown on the Land and Water Use map under the category of Commercial Recreation, and the associated water

use, Recreational Boat Berthing. The land-based activities of these quasi-public centers will continue to be confined to each parcel.

Anchorage A-1, Yacht Basin anchorage, is a special anchorage designated on Bay Charts. Single swing point anchoring will continue to be by vessel ground tackle. The water area allocated for the anchorage occupies approximately 9.4 acres and can accommodate up to about 20 vessels, depending upon their size. A-1 has a low intensity use orientation, and a landing site adjacent to an expanded park area at Anchorage Lane is proposed. Use is by permit of the Harbor Master. Control over the anchoring of vessels will continue to be exercised by the Port District pursuant to local ordinances. Anchorage A-1 is one of several small craft facilities discussed in Section III, Water Based Transportation System.

Shelter Island Point

The southwestern tip of Shelter Island is planned to continue as a center for maritime services and harbor regulatory activities including Harbor Police patrol and fire services, Customs inspection, pilot boat berthing, and limited Coast Guard functions. On the Land and Water Use Map, these public facilities that relate to the public's safety and general welfare are shown by symbol and by the Harbor Services designation.

The Harbor Police Station includes fire boat and patrol boat facilities. It occupies a strategic location on Shelter Island from which to monitor waterborne traffic and to render assistance as required in San Diego Bay. Activities and uses to be retained in the landscaped park and open space around the structures on the point include the Friendship Bell monument, public accessibility to the bay and access to the spectacular vista site overlooking the entrance to San Diego Bay.

Harbor Services is a category used on the Map to indicate the transient berthing space provided by the Port for coastal cruising. The transient berthing is used by vessels under permit of the Harbor Master (i.e., Senior Harbor Police Duty Officer).

The Pumpout Station is a public convenience provided for the drainage of wastes from holding tanks aboard vessels. The service, essential to water quality improvements, is expected to undergo increasing use and the upgrading of service is planned from time to time.

Customs services are provided to boaters, upon request, at the Harbor Master Pier. No expansion of this activity is anticipated.

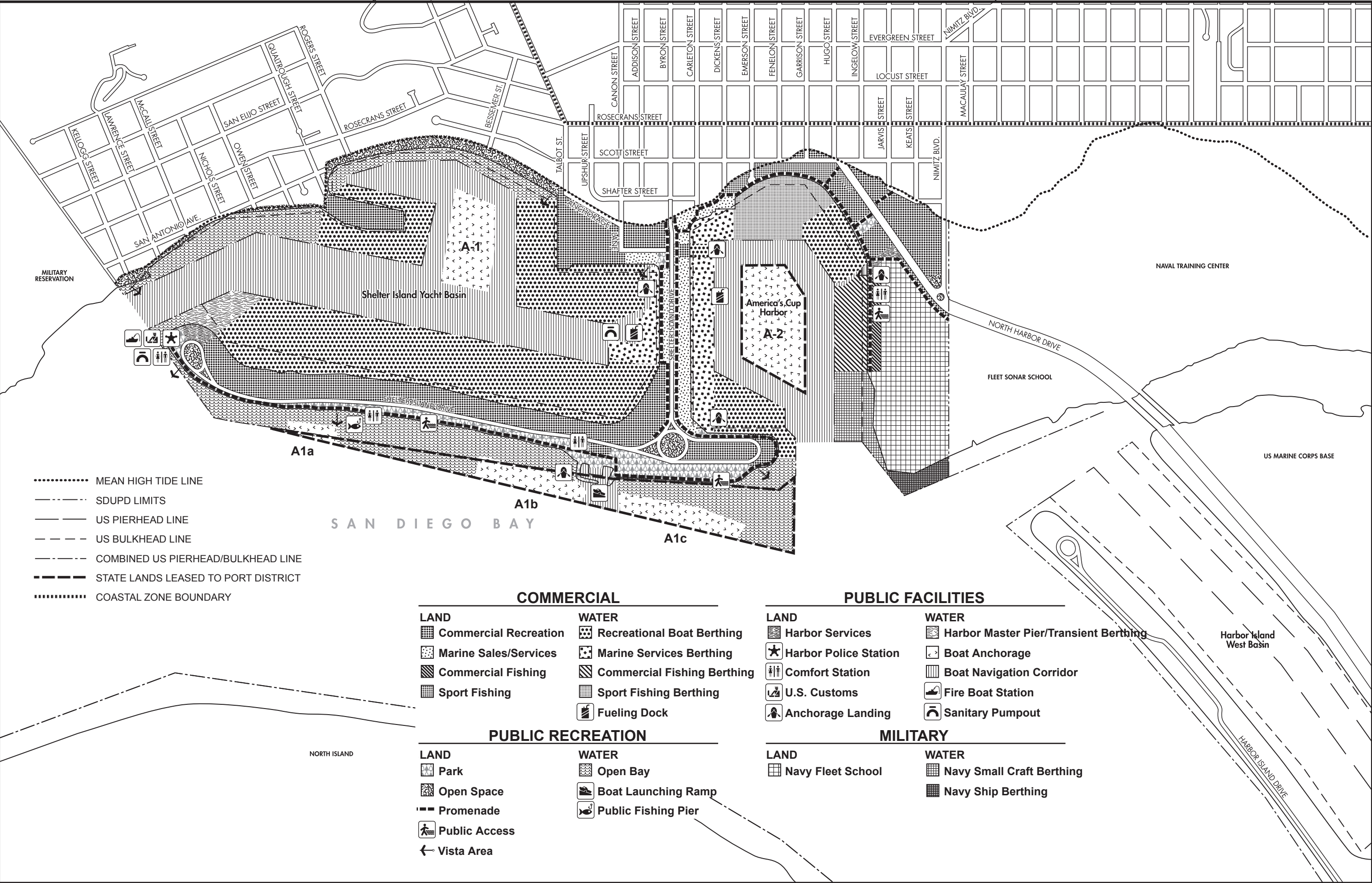
Bay Corridor

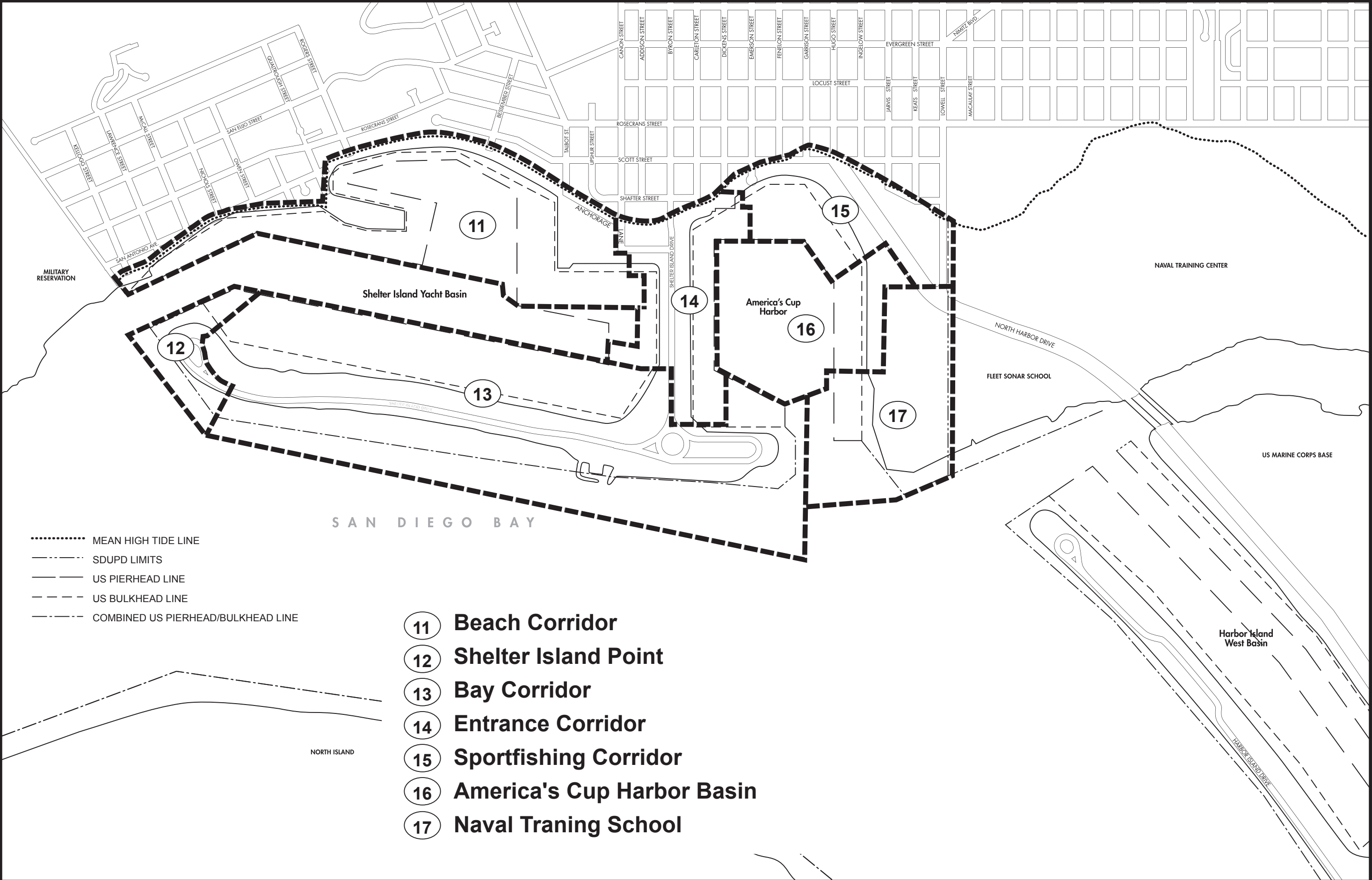
This subarea deals with the land mass that separates the open bay from the protected yacht harbor, and is the largest developed subarea in the Planning District. The mixed use developments shown as Commercial Recreation and Recreational Boat Berthing on the Land and Water Use Map include hotels, marinas, restaurants and yacht clubs, balanced by public recreational facilities—park and beach, boat launching ramp, fishing pier, and people oriented spaces—set a standard to be emulated in other areas.

Suggested improvements in this subarea include street tree and landscape programs along Shelter Island Drive, in the Bayside Park, and the erection of impressive civic art features in the traffic circle. A low-cost food restaurant is proposed near the boat-launching ramp and a landing dock with pumpout facilities north of the traffic circle is under consideration in the long-term future.

A portion of the shoreline trailer-in-tow parking lot will be transformed into a waterfront park with children's playground and an open gathering area. The existing gazebo may be relocated. Redevelopment of the existing shoreline parking area will increase pedestrian access to and along the shoreline and provide passive shoreline recreational areas where none now exist. The parking lot area may be reconfigured to replace all of the existing trailer-in-tow parking spaces. All of the trailer-in-tow spaces will be retained if the parking area is reconfigured.

The Shelter Island Boat Launch Facility, constructed in 1956 and upgraded in 1975, is proposed to be renovated to improve launching efficiency and maneuverability, safety, public access to the water, and public recreation on the water. Renovation of the boat launch facility will include removal and replacement of the 10-lane boat launch ramp; partial removal of the rip rap mound jetties and replacement with vertical sheet pile bulkhead walls; installation of publicly accessible walking platforms with viewing areas atop the bulkhead walls; removal of the floating docks and replacement with interior perimeter floating docks; installation of new ramps to the floating docks; improvements to the kayak launching area; and minor re-grading of the beach area just west of the boat launch facility. A 10-lane launch ramp will continue to serve the boat launch facility after renovation. The renovated boat launch





facility will address safety concerns related to boat maneuverability in the basin, reduce congestion and delays within the basin, reduce queuing outside of the basin, and continue to provide public access to the water. Continued heavy use of this public recreation area is anticipated for recreational boating and pedestrian access.

The Shelter Island Roadstead contains 46 swing moorings. The moorings occupy about 12.8 acres of water in three sites, identified as Special Anchorages A-1a, A-1b, and A-1c. The mooring area has been designated to resolve conflicts between anchored vessels and activities on the ship channel, public fishing pier, small craft launching ramp, and submerged pipeline. Although protected from the open areas, the moorings are exposed to the wakes of vessels using the ship channel. It is proposed that mooring users be the larger ocean-cruising and transient vessels for short periods of time. The boundaries of the mooring areas should be marked by lighted buoys. Shoreside facilities are limited to a beach dinghy landing and adjacent restroom and trash receptacles. Control over the mooring area will be exercised by the Port District.

Entrance Corridor

This area extends along Shelter Island Drive from the mean high tide line to the traffic circle. The narrow land form is a constraint on development options and by necessity has resulted in numerous smaller parcels, but overall they are economically viable and well balanced in marine oriented uses. A portion of the proposed renovation is focused here. Permanent view obstructions will not be constructed in the view corridor extensions of Carleton and Dickens Streets and a promenade extension will link the Sportfish Landing walkway to Shelter Island Drive.

Land and water uses for this subarea, which are indicated on the Precise Plan map, include Commercial Recreation and Recreational Boat Berthing, both categories that have been discussed earlier in the overall plan, and the new category of Marine Sales and Services and associated berthing. Opportunities for private investment in this subarea include the continuous renovation of leaseholds as lease terms expire, and a new development for marine service center buildings, located on the yacht basin side of corridor. The plan concept for this facility involves the clustering together of several small marine related services in a centralized complex in an effort to increase their attraction for marine service purchasers.

Some of the small marine sales and service type uses could be relocated from the central portion of the entrance corridor to be closer to the large parking lot at

Anchorage Lane and Shelter Island Drive. Relocation of the smaller tenants would facilitate the reutilization of their vacated sites by incorporation into adjacent leases to provide larger sites in the corridor and provide additional area for parking. Direct Port District involvement is proposed to renovate the street area, create a pedestrian promenade, construct a shoreline park, and establish a discernible demarcation between the uplands and tidelands by following a street design that emphasized a sense of entry.

The necessity for marine oriented uses to remain economically viable has moved development trends toward the consolidation of small parcels and mixed-use developments. Uses with long dormant periods and short seasonal peaks, such as fish off-loading, have been consolidated with fuel operations and boat repair, to the detriment of none. Major regattas, such as the International America's Cup Class World Championship and the America's Cup competitions, have stimulated renovations and updated marine services and skills to deal with new vessel designs and materials in the boatyards.

Sportfishing Corridor

This subarea corridor abuts both sides of Scott Street and goes landward to the mean high tide line within an area bounded approximately by Lowell Street, Carleton Street and the bay. Redevelopment of the sportfishing area, begun several years ago, has proceeded with the renovation of the sportfishing services area by removal of obsolete structures, the consolidation of supportive services into new buildings, the reorganization of the parking area into a manageable efficient parking facility, and expansion of the pedestrian oriented shoreline promenade and sitting area. A 100-foot-wide view corridor is proposed from North Harbor Drive to the harbor basin in the proposed marina green. Lodging facilities, restaurants, fresh fish market, cannery and fishing equipment uses are to continue in this dynamic waterfront setting. The renovations of the leaseholds are anticipated projects.

America's Cup Harbor Basin

America's Cup Harbor Special Anchorage A-2, the former Commercial Basin Anchorage, occupies a total water area of about 15 acres. The Port District has a long-term lease on the submerged lands under the anchorage from the State Lands Commission, which prohibits use by any structures that are primarily used for residential purposes. The boundaries of this federally designated Special Anchorage are to continue to be shown on bay charts and marked on site by pole mounted day markers. Control over the anchorage use is exercised by the Port District.

Mooring facilities are marked fore and aft buoys to accommodate about 170 vessels. Twenty to thirty percent of the moorings are to be set aside for short-term use by cruising or transient vessels. Shoreside facilities include pier and float, paved accessways, automobile parking, landscaping, trash receptacles and restrooms.

Approximately 1,000 linear feet of rock revetment is to be placed on the shoreline of the Commercial Fishing Marina in order to protect the adjacent parking lot, prevent shoaling of the adjacent commercial fishing berthing, and to improve the appearance of the area. The proposed top-of-bank alignment will follow the existing top-of-bank. Construction activities will be essentially the same as those described for the shoreline protection in the Bay Corridor of Shelter Island. Tenant conducted renovation of the commercial fishing facility is proposed.

Naval Training School

This subarea adjoins the Naval Fleet Anti-Submarine Warfare Training Center. The Anti-Submarine Warfare Center (A.S.W.) is the Navy's West Coast center for training personnel in the operation, maintenance and tactical use of sonar and other anti-submarine weaponry. Although A.S.W. occupies Port District tidelands, for practical purposes the terms of the lease have excluded the area from Port District jurisdiction. Use of the leased land and water would revert back to the Port District at the Navy's vacating of the premises. Shoreline access initiatives in this area will be pursued in partnership with the Navy.

Development Guidelines

The height of all buildings, except for the triangle-shaped area located on the north side of North Harbor Drive in subarea 15, is limited to 41 feet above mean lower low water (approximately 26 feet above ground level). The low-profile building silhouettes maintain an inviting pedestrian scale. The location of all structures on the site should enhance the waterfront by accenting the land-water interface.

Parking spaces are encouraged on each site; employee parking is suggested to be concentrated to the public parking area at either end of the corridor; and a two-hour parking limit is recommended for most on-street parking. Implementation of competitive market parking rates will promote a more efficient use of parking on the state tidelands. A parking management program has been prepared and will be updated periodically.

All new development shall provide adequate parking to meet its own parking demand. Relocation and full

replacement of the 185 public parking spaces at the Westy's Lot will be provided prior to closing the Westy's Lot for public parking use. Potential hotel development up to 130 rooms at the former Westy's Lumber Yard site is proposed at the same height and scale as the two existing hotels adjacent to the site, an additional 80 hotel rooms or other commercial uses may be developed on the existing Chevron gas station lot. Installation of (1) an access corridor through the former lumber yard and (2) a pedestrian-activated crossing of North Harbor Drive will facilitate access to the waterfront from the uplands residential area and tideland hotels. The Port District will continue to work with Metropolitan Transit Development Board (MTDB) to explore options for extending a bus line route or shuttle service out to the Shelter Island traffic circle. The Port District will work with the Port Tenants Association and the City of San Diego Redevelopment Agency to explore constructing a parking structure or acquiring a parking lot to address long-term parking needs.

The transportation demand management (TDM) recommendations in the parking management program will be implemented to reduce the number of solo drivers by promoting walking, bicycling, carpooling, vanpooling, public transportation and other alternative modes of transportation. All new development shall comply with the San Diego Unified Port District Tidelands Parking Guidelines.

Any increase in water coverage from that which previously exists shall be subject to further environmental review and mitigation as required.

To facilitate the mitigation of any new public access impacts, all new development shall prepare subsequent traffic and parking studies and, in compliance with the Coastal Act and CEQA and its guidelines, shall provide adequate parking to meet its parking demand on-site to the greatest extent feasible, or where not feasible, shall provide convenient and accessible off-site parking without diminishing the supply of existing public parking. New development and redevelopment shall assure public access to the shoreline is maintained and improved, when possible.

The Project List deals with development proposals for the entire Planning District. Both Port District and known tenant projects have been listed and a determination as to whether the project is in an appealable category has been indicated.

TABLE 7: PROJECT LIST

**SHELTER ISLAND:
PLANNING DISTRICT 1**

| | SUBAREA | DEVELOPER | APPEALABLE | FISCAL YEAR |
|--|---------|-----------|------------|-------------|
| 1. BEACH STABILIZATION AND REPLENISHMENT: (Kellogg Beach) Construct rock groin, backfill with sand | 11 | P | N | 2003-20 |
| 2. SHORELINE PROTECTION: Channel side of peninsula; maintain revetment | 13 | P | N | 2003-20 |
| 3. SHELTER ISLAND DRIVE: Modify street, curb and gutter; install landscaping, street trees, irrigation, street furnishings, sculpture | 14 | P | N | 2003-05 |
| 4. PUBLIC SHORESIDE PARK: Shelter Island Drive at Anchorage Lane; remove paving; install landscaping, irrigation, promenade, park furnishings | 14 | P | N | 2003-05 |
| 5. MARINE EQUIPMENT BUILDING: Remove, replace and relocate building and landscaping | 14 | T | N | 2003-05 |
| 6. BOAT BUILDING AND REPAIR: Renovate and upgrade facilities | 14 | T | N | 2003-05 |
| 7. BOAT SALES: Remove, replace and relocate structures and piers | 14 | T | N | 2003-05 |
| 8. MARINE SERVICE CENTER: Remove existing building and construct new building for marine related services | 14 | T | N | 2003-05 |
| 9. BOAT YARD: Renovate/replace building, piers and facilities | 14 | T | N | 2003-05 |
| 10. SHORELINE PROTECTION: Break up and embed existing rubble; install filter blanket and rock revetment | 16 | P | N | 2003-05 |
| 11. SHORELINE PARK: Reconfigure trailer-in-tow parking, construct park lawn area, relocate/renovate pavilion building | 13 | P | N | 2005-07 |
| 12. KETTENBURG BOATYARD: Remove and replace obsolete structures and construct walk-up food plaza including through connecting pedestrian/bicycle access to Sportfish Landing promenade and Shelter Island Drive | 15 | P | N | 2003-04 |
| 13. NO. HARBOR DRIVE: Partial street vacation, roadway realignment, landscaping, traffic calming, parking and pedestrian/bicycle access improvements | 15 | P | Y | 2003-05 |
| 14. HOTEL EXPANSION: Add rooms, pedestrian/bicycle accessway and renovate structures, install landscaping and parking improvements | 15 | T | Y | 2004-06 |
| 15. BAY CITY/SUN HARBOR REDEVELOPMENT: New restaurant, retail and marina services, public improvements including view corridors, pedestrian/bicycle access, open marina green park area with water taxi recreational boat access and new 50-slip marina. | 15 | T | Y | 2004-06 |
| 16. SHELTER ISLAND BOAT LAUNCH FACILITY IMPROVEMENTS: Remove and replace 10-lane boat launch ramp, partially remove jetties and replace with vertical sheet pile bulkhead walls, install public walking platforms with viewing areas on bulkhead walls, remove floating docks and replace with interior perimeter floating docks, install new ramps to the floating docks, improve kayak launching area, and re-grade beach. Continue to maintain facility, as needed. | 13 | P | Y | 2015-16 |

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

HARBOR ISLAND:

PLANNING DISTRICT 2



Precise Plan Concept

Planning District 2 embraces two different activities - the transportation hub of San Diego International Airport (Lindbergh Field) with its ancillary commercial and industrial activities, and Harbor Island with its public parks and tourist commercial orientation. Each serves an important function in the regional economy and, in some ways, they are associated together. Both have been intensely developed and are recognized as being stabilized for the future envisioned in the Master Plan.

Lindbergh Field is included in the Comprehensive Planning Organization's Regional Transportation Plan with the statement that it is "the site most suitable for serving the commercial air transportation needs of the San Diego region through 1995." The Master Plan retains Lindbergh Field in its present configuration, adding to the passenger terminal and making improvements in parking and access. Aviation related industries and commerce will also be retained.

Development of unleased parcels on Harbor Island is expected to be completed with the construction of the hotel on the east basin. Along Harbor Drive, from the Navy Estuary to the Coast Guard facility, planning concepts focus on providing a sense of entry into downtown San Diego for travelers coming via Lindbergh Field and Point Loma, with activities and landscape features that strengthen the image of San Diego as a pleasant place to visit. Considerable attention must be paid to improvements in the general appearance of existing industrial uses and the planned expansion of these uses. Public park, pedestrian

promenade and open space are reserved on the bayside and in the circulation gateway of Harbor Island. Coastal access is enhanced by a shoreline park with leisure facilities, including restroom, and a 1.3 mile bayside public pathway.

Land and Water Use Allocations

The Harbor Island/Lindbergh Field Planning District contains an approximate total of 996 acres, consisting of about 816 acres of tidelands and 180 acres of submerged tidelands. **Table 8** summarizes the land and water use allocations proposed in the Precise Plan. As in the Shelter Island Planning District, a significant portion of the area is already developed and is under long term lease commitment. The east end of the Harbor Island peninsula is vacant and thus offers development potential uncomplicated by the presence of structures or lease interest. A balanced allocation of use activities is provided within the major use categories of commercial, industrial, public recreation, and public facilities.

The use allocation table, the **Precise Plan Map**, and the following text supplement the general plan guideline presented in the preceding part of this document.

Harbor Island/Lindbergh Field Planning Subareas

Planning District 2 has been divided into nine subareas (**Figure 10**) to provide a more specific explanation of the intent of the Plan.

Spanish Landing Park

Spanish Landing Park, subarea 21, extends along the north bank of the Harbor Island West Basin and occupies 11.2 acres of land. Another 1.3 acres is designated for promenade in the form of a bicycle and pedestrian path. This area is completely developed except for the possibility of a fishing pier near the west end. Approximately one mile of public access to the shore is provided by this park. Historic markers located in the park commemorate Juan Rodriguez Cabrillo's discovery of San Diego Bay in 1542, and the exploratory party of Gaspar de Portola in 1769-70.

West Harbor Island

West Harbor Island, subarea 22, has been completely developed with commercial recreational uses such as hotels, restaurants, marinas, and marine related commercial business. No changes to this 37.7-acre commercial recreation area are anticipated.

East Harbor Island

The east end of Harbor Island, subarea 23, has been the last subarea to complete phased development. The last project, a high quality hotel of approximately 500 rooms, is sited to be responsive to views of San Diego Bay, the airport, and the downtown San Diego skyline. Maximum building heights establish consistency with aircraft approach paths. The hotel complex includes restaurant, cocktail

lounge, meeting and conference space, recreational facilities, including piers, and ancillary uses. A marina of approximately 550 slips is located adjacent to the hotel and occupies most of the basin. The eastern end of the peninsula is anchored by restaurants, which are uniquely sited on the water's edge.

A public promenade parallels the active ship channel of the bay and insures pedestrian and bicycle coastal access. Landscaped open space on Harbor Drive is retained with the street design of an upgraded and modified "T" inter-section. Utility capacity is expanded to meet increased service needs.

Anchorage A-9, Cruiser Anchorage, is a 9.2 acre anchorage area located south of the United States Coast Guard Air Station near the East Harbor Island Basin. The boundaries of the anchorage are

**TABLE 8: Precise Plan Land and Water Use Allocation
HARBOR ISLAND/LINDBERGH FIELD: PLANNING DISTRICT 2**

| LAND USE | ACRES | WATER USE | ACRES | TOTAL ACRES | % of TOTAL |
|--|--------------|-------------------------------|--------------|------------------------|-----------------------|
| COMMERCIAL | 90.6 | COMMERCIAL | 105.8 | 196.4 | 20% |
| Airport Related Commercial | 38.0 | Recreational Boat Berthing | 105.8 | | |
| Commercial Recreation | 52.6 | | | | |
| INDUSTRIAL | 631.8 | INDUSTRIAL | 11.2 | 643.0 | 65% |
| Aviation Related Industrial | 130.6 | Specialized Berthing | 11.2 | | |
| Industrial Business Park | 33.1 | | | | |
| International Airport | 468.1 | | | | |
| PUBLIC RECREATION | 26.2 | PUBLIC RECREATION | 45.0 | 71.2 | 7% |
| Open Space | 7.5 | Open Bay/Water | 45.0 | | |
| Park | 16.4 | | | | |
| Promenade | 2.3 | | | | |
| PUBLIC FACILITIES | 66.8 | PUBLIC FACILITIES | 18.0 | 84.8 | 8% |
| Harbor Services | 1.3 | Harbor Services | 5.3 | | |
| Streets | 65.5 | Boat Navigation Corridor | 12.7 | | |
| TOTAL LAND AREA | 815.4 | TOTAL WATER AREA | 180.0 | | |
| PRECISE PLAN LAND AND WATER ACREAGE TOTAL | | | | 995.4 | 100% |

Note: Table 8 Does not include:

| | |
|----------------------------------|-------------------|
| <i>Leased Federal Land</i> | <i>22.5 acres</i> |
| <i>State Submerged Tidelands</i> | <i>41.3 acres</i> |
| <i>Leased Uplands</i> | <i>4.1 acres</i> |

to be delineated with perimeter markers. Landside support for this anchorage is located just east of the Coast Guard Air Station at a small boat landing facility that includes rest rooms, public telephone, parking and a public transit bus stop. For this facility a cruiser is defined as a traveling vessel that is not registered to an address in San Diego County or whose owner/operator is not a resident of San Diego County. The cruiser anchorage is reserved for cruisers that will use vessels ground tackle to anchor for a maximum of 90 days within any 365-day period. Anchorage permits for A-9 may be obtained by application to the office of the Chief of the San Diego Harbor Police. At the District's sole discretion, permits for the cruiser anchorage may be granted to non-cruisers for a maximum period of 72 hours. The permit procedure includes vessel and owner documentation, equipment verification, and is subject to space available and compliance with District regulations. The use of this anchorage will be controlled by duly enacted regulations of the Board of Port Commissioners.



East Basin Industrial

East of Harbor Island, subarea 24, is a tract of land leased by General Dynamics Corporation and Lockheed Ocean Laboratory for aerospace and oceanographic research and development. These sites are recommended for eventual redevelopment into a light, marine related industrial/business park to include such activities as scientific laboratories, office space, marine oriented businesses and light manufacturing plants, with some ancillary storage and warehousing where necessary to the conduct of primary industrial activities.

The bicycle path extends along Harbor Drive north of the industrial site for about one mile, where it connects with the Embarcadero path. A small half-

acre land parcel between General Dynamics and the U.S. Coast Guard Station will be used for Harbor Services in association with the Convair Lagoon sediment remediation and monitoring.

Aviation Related Industrial

Subareas 25 and 28 have long-term commitments to the existing aviation related industrial uses. Present activities include the manufacture and assembly of aircraft components, and employee parking for a turbine plant located in Planning District 3. These aviation-related industrial uses will continue. The employee parking is being given consideration for relocation to the vicinity of Pacific Highway and Palm Street, upon the widening of Laurel Street.

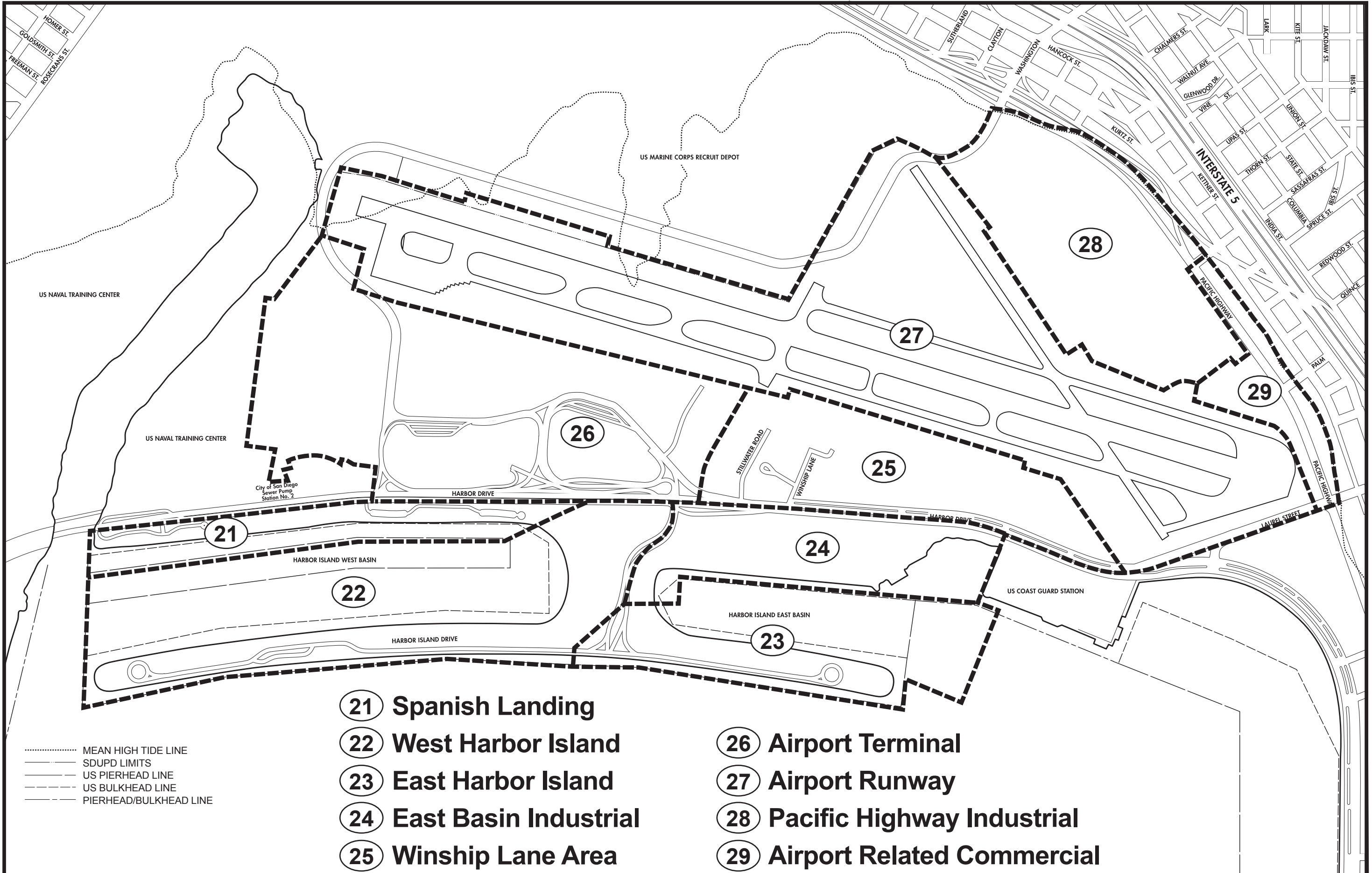
Lindbergh Field

The Lindbergh Field subareas, 26 and 27, include the airport, runways, taxiways, aircraft parking aprons, control tower, passenger terminals, and public parking. It has been designated International Airport in the Master Plan and the primary uses would include the aforementioned. In addition, the uses typically included inside the terminals such as ticket sales, car rentals, air taxi, restaurants, and gift shop, would be permitted. Approximately 52 acres of former Naval Training Center property west of Lindbergh Field has been transferred to the Port and will be used for parking and future airport expansion.

The Port District is committed to maintaining Lindbergh Field as San Diego's regional airport until an alternative is found. An Airport Development Study was undertaken to provide a long-range development plan for Lindbergh Field in view of the continued increase in air traffic and the increased frequency of congestion in the passenger terminals, terminal roads, auto parking lots and the main access roads linking the airport to the City. As a first step, the District has adopted an Immediate Action Program. The Immediate Program has the following elements: (1) addition of an air terminal concourse, and associated aircraft apron areas; (2) modification of existing parking and airport roadway improvements; (3) modifications to the Harbor Drive interchange at Harbor Island Drive; (4) expansion of the airport fuel farm, and (5) regional access improvements including widening of Laurel Street.

The Master Plan proposes a new access road be constructed from Washington Street, along the north periphery of the airport, to the west side of the new West Terminal. Most of the road is located on land





- | | |
|--------------------------|-------------------------------|
| ②1 Spanish Landing | ②6 Airport Terminal |
| ②2 West Harbor Island | ②7 Airport Runway |
| ②3 East Harbor Island | ②8 Pacific Highway Industrial |
| ②4 East Basin Industrial | ②9 Airport Related Commercial |
| ②5 Winship Lane Area | |

..... MEAN HIGH TIDE LINE
----- SDUPD LIMITS
----- US PIERHEAD LINE
----- US BULKHEAD LINE
----- PIERHEAD/BULKHEAD LINE

occupied by the U.S. Marine Corps Recruit Depot; however, the exact location, design and ownership will be decided at a later date, and is subject to negotiation with the U.S. Navy. It is not intended to serve as a shortcut or bypass between Point Loma and Hillcrest, so it has been narrowed as it enters Harbor Drive.

Airport Related Commercial

Commercial uses associated with the airport have been delineated on the Precise Plan. They include a cluster of uses along Pacific Highway near Laurel

Street. While individual leases may change from time to time, it is intended to continue these existing areas in airport related commercial use. Other uses included are car rental, offices, private general aviation services, restaurants, government offices, service stations, flight food preparation, aircraft maintenance, and similar uses. The total area now shown in this category is 38.0 acres.

The existing Port District Administration Building at Sassafras Street will continue to serve the District.

TABLE 9: PROJECT LIST

| HARBOR ISLAND/LINDBERGH FIELD: PLANNING DISTRICT 2 | | SUBAREA | DEVELOPER | APPEALABLE | FISCAL YEAR |
|---|--|---------|-----------|------------|-------------|
| 1. | HOTEL COMPLEX: up to 500 rooms, restaurant, cocktail lounge, meeting and conference space; parking; landscape | 23 | T | Y | 1993-94 |
| 2. | PORT ADMINISTRATION BUILDING RENOVATION: Renovate building; Construct parking structure; install landscaping | 29 | P | N | 1993-95 |
| 3. | AIRPORT ACCESS ROAD: Construct | 27 | P | Y | 1995-96 |
| 4. | FUEL FACILITY: Expansion to north side of airport | 25 | P | N | 1992-93 |
| 5. | ACCESS ROADS: Revise airport internal road system | 26 | P | N | 1993-94 |
| 6. | LAUREL STREET: Widen between Harbor Drive and Pacific Highway | 27 | P | Y | 1994-95 |
| 7. | NEW AIRPORT TERMINAL: Construct facility; apron; taxiway | 26 | P | N | 1993-95 |
| 8. | ANCHORAGE FACILITY: Install perimeter marker buoys at Anchorage A-9 | 23 | P | Y | 1995-96 |
| 9. | CONVAIR LAGOON: Sediment remediation | 24 | T | N | 1996-97 |
| 10. | INTERIM EMPLOYEE PARKING LOT: Construct airport employee parking lot and staging area for taxis, shuttle vans and charter buses; replace storm drain | 26 | P | N | 2001-03 |

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

CENTRE CITY EMBARCADERO:

PLANNING DISTRICT 3

Introduction

The Embarcadero of San Diego is the downtown waterfront area for an urban region of over 2.7 million people. The pierside maritime activities of commercial fishing boats, merchant ships, Navy vessels and pleasure craft contribute to the fabric of the Embarcadero. Planning District 3 covers all of the Port District waterfront from the U.S. Coast Guard Air Station to the Tenth Avenue Marine Terminal. From Laurel Street to Market, Port land boundaries follow parallel to the shoreline and extend easterly to Pacific Highway, except for two major land blocks; the five-block-long property of the County of San Diego's Administrative Center and the four-block-long property of the U.S. Navy's Commander, Naval Base San Diego and Naval Supply Center. The owners of both of these properties have proposed extensive renovation and redevelopment plans, which include commercial recreation, county government's administration, and U.S. Navy uses.

In order to coordinate the redevelopment of this area and adjoining agency properties, an alliance was formed to develop a single, comprehensive plan. The North Embarcadero Alliance includes the Port District, City of San Diego, County of San Diego, Centre City Development Corporation, and the U.S. Navy. The Alliance developed a Visionary Plan in 1998 to guide the redevelopment of the contiguous properties. The specific recommendations of the Visionary Plan that pertain to Port District land and water areas within the Planning District 3 Precise Plan area are incorporated into the Master Plan. All other recommendations of the Visionary Plan guide development within Planning District 3.

Precise Plan Concept

The basic concept of the redevelopment of the Embarcadero is to create a unified waterfront, both visually and physically, which creates an overall sense of place. In this concept, the Embarcadero becomes a pedestrian spine along which commercial and recreational activities are located. In order to emphasize the pedestrian oriented waterfront experience, through traffic is routed to Pacific Highway, and considerable effort is directed toward

improving the amenities and people spaces of the public thoroughfare along North Harbor Drive. Industrial uses adjacent to the airport are renovated and retained as important employment centers and as airport buffer land use activities. The renovation of marine terminal facilities will retain the active use of deep draft berthing and continue carefully selected functions of a working port. The commercial fishing industry is given a major focus at several locations with the development of new piers and a mooring basin. A major hotel and commercial complex with recreational facilities is proposed to connect and enhance nearby portions of downtown.

The Embarcadero is intensively used by many people. With the mixture of activities going on here, it is important to emphasize that several activities may occur at the same location, depending on a scheduling overlap to accommodate all of them. For example, Broadway Pier may be used at different times for tuna fleet berthing, cruise ship berthing, excursion or ferry boat berthing, public access, passive recreation, and commercial recreation. The redefined Specialized Berthing designation applies to this precise plan area only, and may include marine-related uses such as transient and general berthing of small boats, historic ship berthing, ferry or excursion boat berthing, and commercial fishing boat berthing as the highest priority use. The designation carried on the Precise Plan indicates the primary use but secondary uses may occur. This is particularly true of water areas and of public access, which may be available at other sites than those mentioned.

Land and Water Use Allocations

The Precise Plan allocates a balanced distribution of commercial, industrial, public recreation and public facility uses in this 434- acre planning area. More detailed allocations are indicated in the Land and Water Use **Table 10**, and use areas are graphically portrayed on the **Precise Plan Map**.

Centre City Embarcadero Planning Subareas

The Planning District has been divided into six subareas as shown in **Figure 12**.

The North Embarcadero Alliance Visionary Plan area includes all of Subareas 31, 32, 33, and part of Subarea 34. The Visionary Plan proposes to revitalize San Diego's downtown waterfront through a concept for public improvements and by guiding development to optimize property values, public access opportunities and priority waterfront and water-dependent uses. The Plan recommends a substantial linear esplanade park on the urban waterfront with public art, street furniture, public spaces, expansive Bay views and public parking. The Plan proposes two major parks and plazas at the County Building and the foot of Broadway, and includes recreational piers and associated public facilities, harbor excursion landings and water-related commercial uses on Port tidelands. General commercial, residential, and commuter traffic would utilize an enhanced Pacific Highway grand boulevard, while North Harbor Drive would serve waterfront public access, water-dependent, and Embarcadero commercial recreational uses. An extension of the downtown San Diego small-block street grid across

the railroad right-of-way, off Port lands, to the Bay would enhance public views and pedestrian access opportunities from upland areas (*See Visionary Plan Figure 3.1 for illustrative plan of the area*). Aboveground parking structures which are visible at the perimeter of a development should be limited to a maximum of six levels of parking or 60 feet above grade. (*See Visionary Plan - p.79*) North Harbor Drive, Broadway, Ash Street, and Grape Street are envisioned as active pedestrian linkages to the Bay from upland areas. Building frontage adjacent to these streets shall be developed with uses that promote pedestrian activity and public oriented uses. On other streets, ground-level facades shall maximize the sense of contact between indoor and outdoor activities. (*See Visionary Plan - pp.67, 68.*)

Laurel Street Corridor

The established aviation related industrial use in this subarea, subsequent to renovation and beautification of the physical plant, is anticipated to continue in

**TABLE 10: Precise Plan Land and Water Use Allocation
CENTRE CITY EMBARCADERO: PLANNING DISTRICT 3**

| LAND USE | ACRES | WATER USE..... | ACRES | TOTAL ACRES | % OF TOTAL |
|--|--------------|----------------------------------|--------------|------------------------------|-----------------------|
| COMMERCIAL | 111.1 | COMMERCIAL..... | 35.8 | 146.9 | 33% |
| Commercial Fishing..... | 5.4 | Commercial Fishing Berthing..... | 13.1 | | |
| Commercial Recreation | 105.7 | Recreational Boat Berthing..... | 22.7 | | |
| INDUSTRIAL | 29.2 | INDUSTRIAL..... | 61.5 | 90.7 | 21% |
| Aviation Related Industrial | 22.3 | Specialized Berthing | 43.3 | | |
| Marine Terminal..... | 6.9 | Terminal Berthing | 18.2 | | |
| PUBLIC RECREATION | 58.2 | PUBLIC RECREATION..... | 4.7 | 62.9 | 14% |
| | [64.4*] | | | [69.1*] | |
| Open Space..... | 0.7 | Open Bay/Water | 4.7 | | |
| Park/Plaza | 49.9 | | | | |
| | [56.1*] | | | | |
| Promenade | 7.6 | | | | |
| PUBLIC FACILITIES..... | 46.8 | PUBLIC FACILITIES | 93.9 | 140.7 | 32% |
| Streets | 46.8 | Boat Navigation Corridor | 29.6 | | |
| | | Boat Anchorage | 25.0 | | |
| | | Ship Navigation Corridor..... | 15.1 | | |
| | | Ship Anchorage | 24.2 | | |
| TOTAL LAND AREA..... | 245.3 | TOTAL WATER AREA..... | 195.9 | | |
| PRECISE PLAN LAND AND WATER ACREAGE TOTAL | | | | 441.2** | 100% |

Note: Does not include: State Submerged Tidelands 22.6 acres

* Includes 6.3 acres of rooftop park/plaza & inclined walkway

** Does not include 6.3 acres of rooftop park/plaza & inclined walkway

operation: however, if such use is discontinued, the Visionary Plan proposes the extension of vehicle and pedestrian access, parking, service access, and view corridors along extensions of Kalmia, Juniper, and Ivy streets through this parcel to North Harbor Drive. Building height limits of 60 feet are proposed for this area; however, this height limit would be superseded by any more-stringent FAA runway approach zone restrictions. (See *Visionary Plan Figures 4.5, 4.10, 4.11, and 4.12.*) Grape and Hawthorn Streets, Pacific Highway and North Harbor Drive from Laurel Street to Hawthorn Street will be modified to accommodate traffic flow and with streetscape improvements to match the balance of the streets through Subareas 31-34. Geometric improvements to direct traffic flow from North Harbor Drive to Pacific Highway will be made at the Grape Street intersections with these roadways. The block between Hawthorn, Grape, Pacific Highway and North Harbor Drive (2.3 acres) will remain in commercial recreation use with some landscape improvements or possible parking facility development. The landscaped triangle at Laurel and North Harbor Drive is shown on the Plan as Open Space.

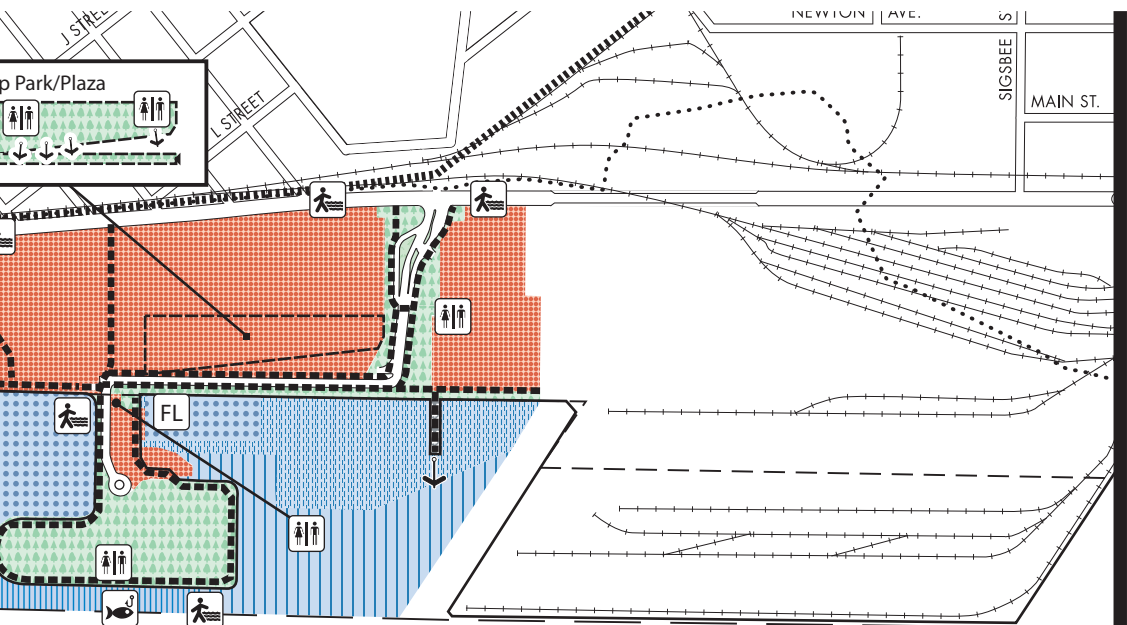
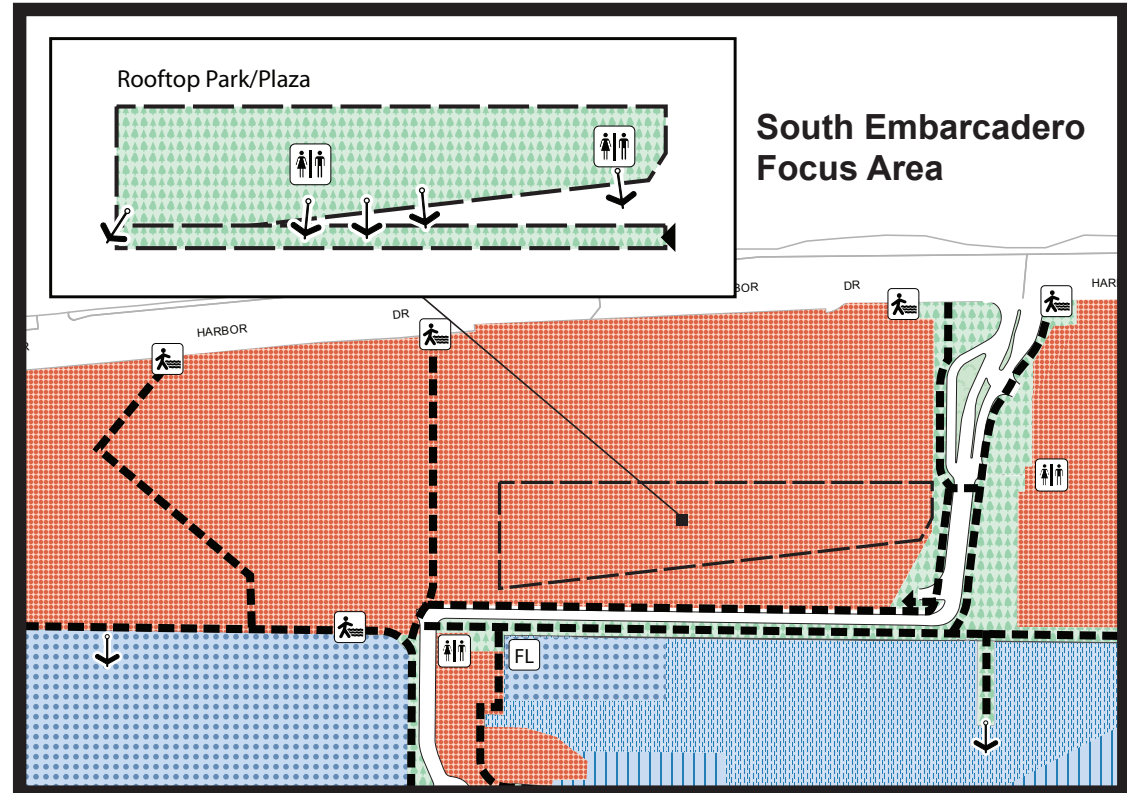
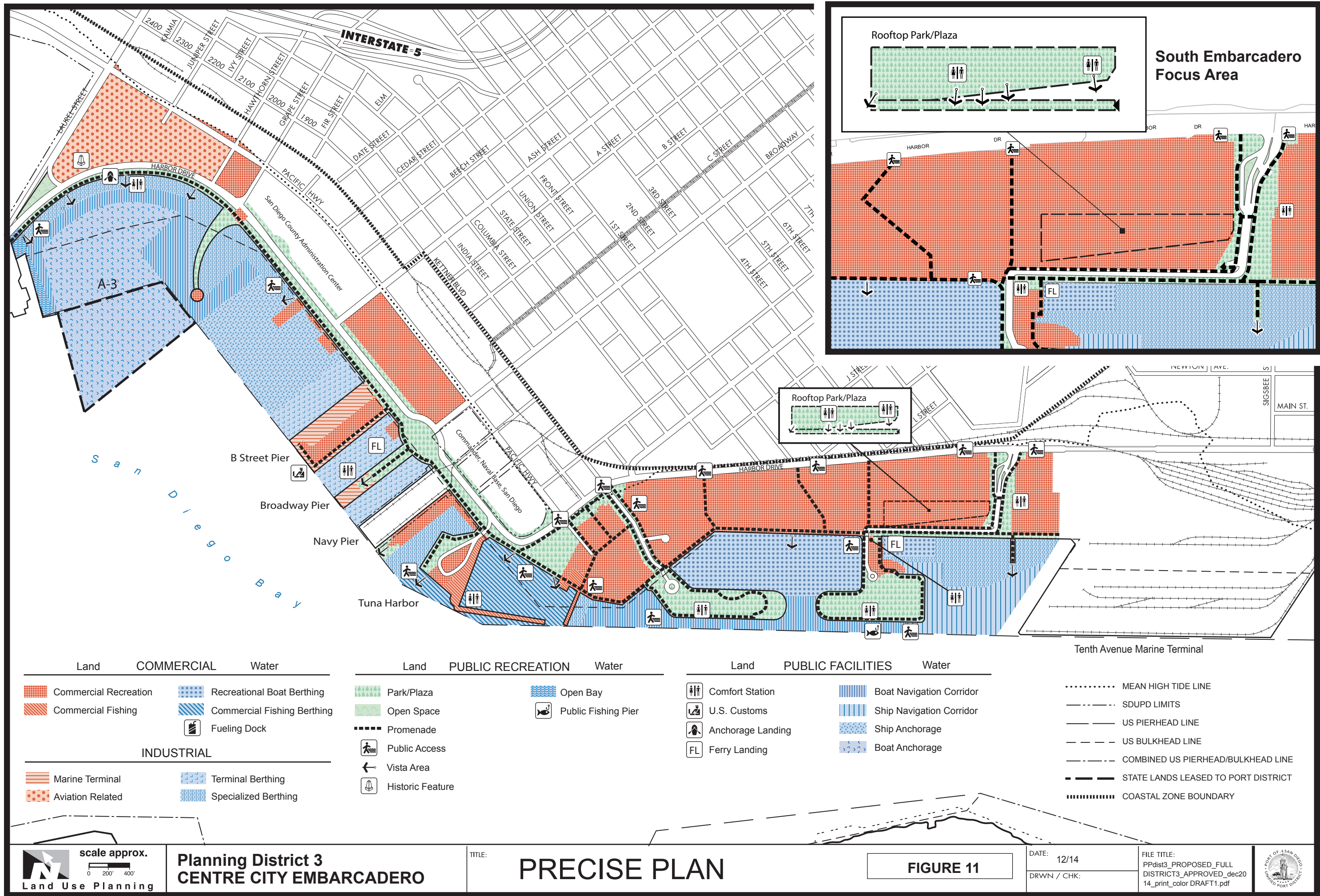
Crescent Zone

The most important element influencing design in the Crescent Zone is the curvilinear form of the waterfront. Dramatic panoramic views can be realized at either vehicular or pedestrian speeds. The Port Master Plan capitalizes on this attribute to establish a grand pedestrian-oriented esplanade (no less than 100-feet wide) and major entryway into the Centre City district from Grape Street to Broadway. The promenade connects with the North Harbor Drive bicycle path to provide a continuous pedestrian/bicycle path from Navy Estuary to Fifth Avenue, a distance of four miles. Pacific Highway streetscape improvements would continue through this subarea. An esplanade at least 25-feet wide, bayward of Harbor Drive, will be added from Laurel Street to Grape Street. North Harbor Drive will be narrowed to three lanes to reduce through traffic. The unused right-of-way will be developed with landscaped promenades, parks and plazas. Along the water's edge the concrete pathway will continue its present use as both pedestrian promenade and service area for commercial fishing boats tied up along the Crescent Zone bulkhead. Four public viewing/vista points would be spaced along the Crescent shoreline.

The waterfront between Grape Street and Ash Street will be used for Ship Anchorage, Boat

Navigation Corridor, and Specialized Berthing. The three existing piers no longer function or are needed as commercial fishing berthing or fuel pier; therefore they will be replaced with a 30,000 square-foot curvilinear pier at Grape Street, with a 12,000-square-foot public boat dock designated as Park Plaza. The waterside termination of this pier is designated as Commercial Recreation to allow possible development of a commercial facility. Wave attenuation structures would protect the boat docks. A 5,000-square-foot parcel with a maximum 10,000-square-foot floor area designated as Commercial Recreation will provide for a major restaurant or other commercial recreation use on the esplanade at the foot of the Grape Street Pier. Development density with a Floor Area Ratio (FAR) of 3.0 and a building height limit of 12 feet is prescribed for this area, with the exceptions of the proposed commercial recreation parcel where a 13-foot high second story would be allowed. Building setbacks along the inland side of North Harbor Drive for upper stories shall be 25-foot minimum at 50 feet along the inland side of North Harbor Drive and 15-foot on east-west streets. (See *Visionary Plan Figures 4.4, 4.5 and 4.8*) Commercial Fishing Berthing has been allocated to the Crescent water interface (18.6 acres) as the highest priority use; however, this water is also used for transient berthing and occasional general berthing for small boats. The boat channel area just offshore is also used for temporary anchorage for small boats; therefore, the designation is changed to Specialized Berthing, which includes these uses within this precise plan area only.

Anchorage A-3, Laurel Street Roadstead Anchorage, is sheltered from the open sea but is located in both the most visible and the widest part of northern San Diego Bay. Approximately 20.6 acres of water area is allocated to accommodate about 50 vessels on swing point mooring buoys. Onshore, a public rest room, three dinghy floats and connecting shore ramps provide for the landing needs of the anchorage user. As a federally designated anchorage, the boundaries are shown on coastal charts and identified on site by boundary markers. Administration of the anchorage is exercised by the Port District, pursuant to local ordinance. Thirty to forty percent of the moorings are to be set aside for short-term use by cruising or transient vessels. Section III, Water Based Transportation system, contains information on the baywide small craft anchoring system.



| Land | | COMMERCIAL | | Water | |
|------------|-----------------------|------------|-----------------------------|-------|--|
| | Commercial Recreation | | Recreational Boat Berthing | | |
| | Commercial Fishing | | Commercial Fishing Berthing | | |
| | | | Fueling Dock | | |
| INDUSTRIAL | | | | | |
| | Marine Terminal | | Terminal Berthing | | |
| | Aviation Related | | Specialized Berthing | | |

| Land | | PUBLIC RECREATION | | Water | |
|------|------------------|-------------------|--|-------|---------------------|
| | Park/Plaza | | | | Open Bay |
| | Open Space | | | | Public Fishing Pier |
| | Promenade | | | | |
| | Public Access | | | | |
| | Vista Area | | | | |
| | Historic Feature | | | | |

| Land | | PUBLIC FACILITIES | | Water | |
|------|-------------------|-------------------|--|-------|--------------------------|
| | Comfort Station | | | | Boat Navigation Corridor |
| | U.S. Customs | | | | Ship Navigation Corridor |
| | Anchorage Landing | | | | Ship Anchorage |
| | Ferry Landing | | | | Boat Anchorage |

<

- MEAN HIGH TIDE LINE
- SDUPD LIMITS
- US PIERHEAD LINE
- US BULKHEAD LINE
- COMBINED US PIERHEAD/BULKHEAD LINE
- STATE LANDS LEASED TO PORT DISTRICT
- COASTAL ZONE BOUNDARY



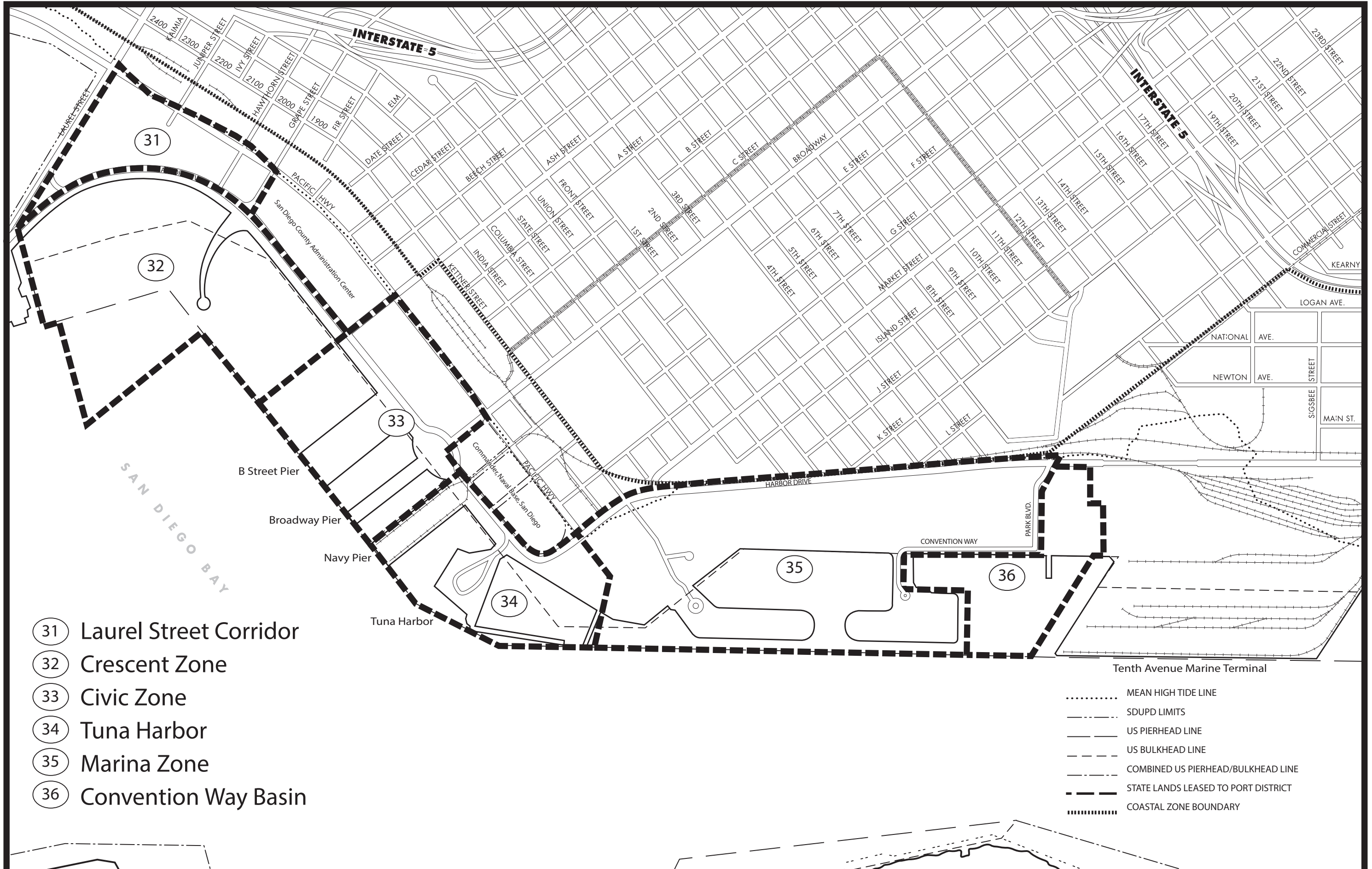
Planning District 3
CENTRE CITY EMBARCADERO

TITLE:
PRECISE PLAN

FIGURE 11

DATE: 12/14
DRWN / CHK:
FILE TITLE: PPdist3_PROPOSED_FULL
DISTRICT3_APPROVED_dec20
14_print_color DRAFT1.pdf





Civic Zone

The zone of highest activity is the Civic Zone from Ash Street to Broadway. This zone reflects its waterfront orientation, with operating piers extending into the bay, Navy facilities, commercial fishing activity, and historic sailing vessels. Its physical relationship to Centre City attracts large numbers of people and the future development of both areas is integrated by the Visionary Plan.

Significant redevelopment is recommended for the Civic Zone. The landscaped esplanade and streetscape improvements mentioned in the Crescent Zone will be continued along North Harbor Drive and Pacific Highway through the Civic Zone. North Harbor Drive will be reduced by narrowing to three lanes. Parking areas along the street will be interspersed with landscaping, vertical elements used to frame and enhance views, and lawn areas. (See *Visionary Plan Fig. 5.3*)

The esplanade expands into plazas at Beech and Ash Streets, B Street Pier, and Broadway Pier. These plazas will be designed to provide open space, sitting and strolling areas for tourists and nearby workers, and to increase the sense of destination for Embarcadero visitors.

Passive green spaces (parks) are proposed between the plazas on the esplanade, providing recreational opportunities and places for people to relax, play, and enjoy Bay views. The promenade is a continuous 25-foot-wide paved area adjacent to the water's edge. The wharf side remains clear of objects or furnishings that would block Bay views. A delicate string of lights, a planting area with tall palms, and a 10-foot-wide bike path border the landward side of the promenade (See *Figure 5.3 of the Visionary Plan*).

The most important element in this zone is the conversion of the old Lane Field site and Navy Engineering building into a new complex of buildings and open spaces. Primary consideration is a 600-to-800-room hotel. The intent of the plan is to retain flexibility for considering a wide array of development options. The concept includes possible multiple utilization of activities that could provide for commercial recreation; international trade, travel and cultural complexes; commercial and office space for maritime business; support facilities related to the Port; and subject to negotiation with the U.S. Navy, the provision of equal or better building space for the relocation of the Naval Facilities Engineering Command. The FAR for Lane Field parcel is 7.0 and 6.5, while building height limits range from 400 feet to 200 feet sloping toward the Bay. Special setback requirements along the Broadway side of this parcel range from 55 feet to 65 feet, widening toward the Bay (See *Figure 4.7 of the Visionary Plan*, which also illustrates the special radius setback on North Harbor Drive/Broadway SW corner). Stepbacks for upper stories are

25-foot minimum at 50-foot building height except for the B Street side of the parcel and on other east-west streets where they are 15 feet. There are no stepback requirements along Pacific Highway. (See *Visionary Plan Figures 4.5, 4.6, 4.7 and 4.8*)

The Visionary Plan proposes public right-of-ways aligned with existing downtown streets through development parcels, including Lane Field. These right-of-ways include pedestrian and vehicle traffic, view corridors, parking and service access. The right-of-ways shall be a minimum of 80-foot-wide with the character of a public street, and would enhance the physical and visual access to the Bay. The C Street segment through Lane Field may vary in alignment with existing street up to 20 feet north or south, and it may or may not accommodate vehicular circulation. A north-south pedestrian link, if practical, is also proposed through this parcel. (See *Visionary Plan Figures 4.10, 4.11, 4.12, and 6.1*).

B Street Pier is scheduled for substantial redevelopment of the apron wharf and the structures on the pier. The south shed will be removed or redesigned to create space for parking and a promenade. The western end of the pier will be converted for specialized commercial uses such as a shopping bazaar, and foods and services reflecting the maritime character of the Embarcadero and which will be compatible with cruise ship berthing. The Cruise Ship Terminal will be expanded and both sides of the pier will accommodate ship berthing. Cruise ships may tie up at both the B Street and Broadway Piers. The shopping bazaar could be expanded into the terminal building and the existing Maritime Museum could be provided with land-based support area, storage and work area, and possibly a living museum of nautical craftsmen; however, loading, off-loading, and storage capabilities for general cargo will be retained as needed. Alternatively, the Maritime Museum may be relocated to another location along the Embarcadero, such as the curvilinear pier at Grape Street. A FAR of 2.0 applies to the B Street and Broadway piers. The building height limit for the B Street Pier is 50 feet; however, an expanded cruise ship terminal, now under study, may require (for functional reasons) building(s) in excess of 50 feet in height. Pursuant to the Port's cruise ship terminal study, alternative height restrictions and other guidelines affecting B Street Pier may be appropriate and acceptable, and they should be considered by the Alliance. (See *Visionary Plan Figs. 4.4, 4.5 and pp. 63, 64*)

Broadway Pier will continue to provide recreational space on its plaza and viewing platform, as well as accommodating commercial shipping and miscellaneous vessel berthing, including day cruisers. Improvements to the pier will include paving, plantings, lighting, and furniture. The harbor excursion and ferryboat water lease north of Broadway Pier may also remain as part of the recreational experience along the waterfront or move to

another location along the Embarcadero.

Tuna Harbor

This subarea consists of the Tuna Harbor, the harbor formed by its pier, the proposed new bayfront public park, the new Pier Walk building with commercial recreation and commercial fishing uses, parking, and adjacent areas.

Tuna Harbor and the shoreline area between it and Navy Pier are planned to provide space for commercial fishing and commercial recreation activities. The plan concept is to create a physical and visual linkage along North Harbor Drive by tying together Broadway Pier and the Tuna Harbor area.

The aircraft carrier Midway is docked on the south side of the Navy Pier. The Terminal Berthing designation would be changed to Commercial Recreation and Park/Plaza for the proposed 0.8-acre public viewing area with a designated vista point on the bow deck of the ship. The Commercial Fishing Berthing designations in this water area would be replaced with Specialized Berthing to accommodate multiple uses. Landscaping and streetscape improvements on North Harbor Drive would continue through this area.

Parking for visitors to the Midway and its museum will be provided, on an interim basis, at the Navy Pier, pursuant to the museum's lease with the United States Navy. When and if the Navy determines that its use of the Navy Pier is no longer necessary, the Port will accept the proposal by the San Diego Aircraft Carrier Museum to convert the Navy Pier into a "public park" use, thereby allowing the pier to be converted into a memorial park complementing the Midway and its museum, while affording additional public open space and bay vistas. Vehicle parking for museum visitors will then be shifted to nearby offsite locations. However, since the Navy Pier's future is uncertain and will be determined by decisions of the federal government, the conversion of the pier to a 5.7-acre memorial park is a specific planning goal of the Port, and environmental analysis for the park conversion will be conducted prior to the Navy relinquishing ownership and/or control of the Navy Pier such that construction of the park can occur as soon as feasible thereafter. The park conversion will be subject to all appropriate laws at the time the Navy Pier Park is proposed.

Mitigation for the loss of 4.1 acres of open water habitat resulting from the placement of the aircraft carrier Midway and its mooring platform structures has been provided by an expansion of an existing degraded marsh, known as Lovett Marsh, east of south San Diego Bay, in the City of National City, resulting in the creation of approximately 5.8 acres of new coastal salt marsh.

A small waterfront plaza, fishing technology displays, restaurants, marine related office and retail space is planned on the periphery of the mole. Tourist traffic on the public areas will be encouraged, consistent with safety. The Embarcadero pedestrian path loops through the area.

A substantial portion of Tuna Harbor is devoted to commercial fishing use. It is anticipated that offices for the tuna and fresh fish fleet will locate here, as well as ancillary uses such as small seafood processors, fish markets, marine instrument and equipment sales, fishing and ocean technology displays, and automobile parking. The northern side of the mole has been renovated by stabilizing the existing concrete slab wall with rock revetment. The south face of the mole has been renovated with rock revetment for shore protection. Floating docks will provide 50- and 60-foot berths for commercial fishing boats. Low level lighting is provided for the berths. Landside support services, auto parking, and truck access are included. Approximately 100 commercial fishing berths are provided alongside the floating docks.

To shelter Tuna Harbor from the south, a concrete breakwater pier approximately 400 feet long has been built from the land lying between the former Harbor Seafood Mart area and Seaport Village. The pier provides additional berthing for tuna seiners and large market fishing boats, allows public access to the water, and accommodates water taxi service. The entrance to this joint use pier will be enhanced to provide a strong pedestrian linkage from waterfront viewing areas to the reconfigured commercial fishing and retail area (formerly occupied by the Harbor Seafood Mart building). This pier walk will connect to the new bayfront public park to the north, as well as the entrance to Seaport Village and the south side of the redeveloped Old Police Headquarters (OPH) building.

The Harbor Seafood Mart building is planned to be demolished and the site redeveloped with a new Pier Walk building of comparable size and use allocation, which will consist of an improved fish processing facility with sufficient parking and loading/unloading spaces to support the operation, as well as ancillary retail and restaurant uses related to and supportive of the commercial fish processing uses in the building. The development will be designed so that the commercial fishing use will be able to continue to utilize and maintain the existing fish unloading dock, with direct, unrestricted access to joint use of the pier/dockside facilities. The new facility will be large enough to support both the current capacity requirements of the fishing industry, and allow for the expansion of services for seafood processing. The Precise Plan underlying the portion of the new Pier Walk building nearest the unloading dock will have a land use designation of Commercial Fishing to provide for the retention of valued commercial fishing activities. The facility will be integrated with the surrounding public walkways and plazas with opportunities for public viewing and access opportunities.

In conjunction with the reconfiguration of the fishing facility, the Precise Plan will also be designated as Park/Plaza to allow for the construction of a new three-acre bayfront public park on the north end of the site. The open space provided by the new bayfront park will enhance pedestrian and visual access to the Bay, as well as create a pleasant rest area and viewing place along the Embarcadero promenade for event gatherings and public activities. Adjoining parking areas will also be reconfigured and enhanced with landscaping and pedestrian linkages to the surrounding uses. The parking areas are intended to serve the public park, commercial fishing and recreation uses, reactivated Old Police Headquarters building, as well as Seaport Village.

Marina Zone

The Marina Zone, located along Harbor Drive from Pacific Highway to Park Boulevard, is planned to be intensively developed as a major public and commercial recreational complex. Major projects, including the 22-acre Embarcadero Marina Park; the restaurant and specialty retail center of Seaport Village; a regional convention center and, convention hotels and marina, have started the transformation of this waterfront area into an attractive commercial and recreational resource. Marina Zone projects will provide the southerly anchor for the Embarcadero development and the six-mile long promenade that extends north to Spanish Landing Park along the waterfront. Pedestrian linkages from the upland areas will provide access to this lively activity center for residents and visitors alike.

The plan concept is to rehabilitate and reactivate the historically designated, and presently vacant, Old Police Headquarters building with restaurant, specialty retail, indoor/outdoor public market, and entertainment uses. On the district Precise Plan, this area will be designated as Commercial Recreation. The north side of the site along Harbor Drive will be designated as Park/Plaza and will be redeveloped into an urban park and plaza area of approximately one acre in size with enhanced landscaping and pedestrian features. The new urban park will create visual and physical linkages from the OPH to the new bayfront park across Pacific Highway, as well as link to enhanced pedestrian connections to and along the Embarcadero through Seaport Village and along Kettner Boulevard. A small portion of the site on the north side of OPH will retain the Commercial Recreation land use designation in order to allow for associated outdoor commercial, or activating, uses. The parking areas surrounding the OPH and Seaport Village will be reconfigured to accommodate vehicles more efficiently, as well as allow for valet parking and loading areas.

Across from the hotel development, the west side of Kettner Boulevard from Harbor Drive to Seaport Village will

be developed with landscaping and pedestrian features to provide improved connectivity between tideland uses, as well as increase activating uses.

Between the existing Marriott and Hyatt Hotels, an accessway known as “Marina Walk” is proposed consistent with the South Embarcadero Public Access Program, as amended. Marina Walk will improve public pedestrian connectivity between Harbor Drive and the Embarcadero shoreline promenade and enhance public views towards the Bay through removal of existing landscaping and surface parking, leveling of the existing grade, relocation of the large cooling towers, and construction of a joint, cohesive public accessway spanning both the Marriott and Hyatt leaseholds. Approximately one half of the Marina Walk length will be a total of 50 feet wide and will contain a 40-foot-wide public pedestrian access corridor, and a 10-foot-wide landscape buffer to help screen the adjacent Hyatt parking structure. The 40-foot-wide public access corridor will include a 33.5-foot-wide dedicated pedestrian walkway, a 2-foot width for intermittent benches and lighting, and a 4.5-foot-wide landscape buffer with low-level, drought-resistant shrubs and groundcover that shall not exceed 3 feet in height. Adjacent to the existing approximately 10-foot-wide mechanical equipment enclosure on the Hyatt leasehold, the public access corridor may narrow to approximately 32 feet wide to allow for construction of a low-scale retaining wall and vine plantings to screen the enclosure. Marina Walk will contain amenities such as decorative paving, signage, public art features, low-level lighting, bicycle racks, benches, trash receptacles, a wheelchair accessible ramp, and restrooms open to the public during daylight hours. Marina Walk will widen to 80 feet as it approaches the Embarcadero promenade, and will widen to 145 feet at the Harbor Drive gateway to Marina Walk. At the project level, minor adjustments and revisions to the corridor, parking areas, and driveway may be made to increase the width of the walkway and improve connectivity between Marina Walk, Marina Terrace, and the Embarcadero promenade. Adjacent to this gateway, removal of the existing parking booths/gates and substantial narrowing of the entry drive (from 78 feet to 40 feet in width) will create a more inviting entrance and will encourage a more pedestrian-oriented environment. The Harbor Drive gateway area will be kept clear of physical barriers, signage, or visual obstructions that would discourage public use of Marina Walk.

Bayward of the Marriott and Hyatt hotels, a continuous pedestrian promenade links the two Embarcadero Marina Park peninsulas and assures public access along the shoreline. Pedestrian linkage to the uplands is provided around and over the expanded Convention Center. An existing accessway between the Marriott Hotel and the Convention Center has been improved to provide functional, safe, and environmentally educational passage to the waterfront, as provided in the Public Access

Program. The Convention Center includes another public accessway with a minimum width of 20 feet over the Convention Center connecting Harbor Drive and the Embarcadero Promenade. The public accessway will continue to be open and publicly accessible via stairs and the funicular on the Harbor Drive side of the Convention Center. At the intersection of Park Boulevard (formerly Eighth Avenue) and Harbor Drive, the promenade connects with the adjacent Gaslamp Quarter pedestrian and trolley facilities. The public accessway extends from the south end of the Convention Center expansion and along both sides of Park Boulevard. A pedestrian bridge spans Harbor Drive at the Park Boulevard and Harbor Drive intersection and provides a contiguous link from the waterfront to downtown and the ballpark. The expansion to the Hilton San Diego Bayfront will provide an elevated public pedestrian accessway that will link the existing pedestrian bridge with the waterfront promenade. The elevated pedestrian accessway will culminate with a new staircase from the existing porte-cochere to ground-level adjacent to the waterfront promenade.

The District, in conjunction with the City of San Diego, has implemented a public access program of signage, pavement markings, amenities and public information to inform and invite the public to and along the Embarcadero, as is more specifically shown in the Convention Center's "Public Access Program" (as revised) and the "South Embarcadero Public Access Program" (as amended), which are incorporated into the plan by reference.

It is recognized that providing all required parking on-site can result in a significant amount of waterfront land being dedicated to parking lots and structures, thereby limiting the ability to provide visitor-serving uses such as parks and commercial development. New commercial development in the Marina Zone shall participate in the implementation of the Parking Management and Monitoring Plan (PMMP), as amended. Such participation is intended to achieve maximum feasible reduction in automotive traffic, facilitate the extension and utilization of mass transit to serve the Marina Zone, provide and support means of non-automobile circulation to employees and guests, make more efficient use of existing parking lots and structures, and help avoid significant effects associated with a lack of parking for waterfront projects. Additionally, the PMMP requires new commercial development to provide maximum feasible on-site or proximate parking facilities on Port and nearby City lands, and participate in the tiered, legally available, off-site parking program to address peak individual and cumulative demand. Required participation in the PMMP shall be monitored and reported annually to the Port and California Coastal Commission for the economic life of the development. Throughout the South Embarcadero (G Street mole to the Hilton San Diego Bayfront Hotel and Expansion Hotel), commercial development is also required to participate in and contribute

a fair share to the Port District's implementation of a permanent bayside shuttle system that would serve and connect tideland uses along the waterfront, such as the Convention Center Hotel Public Parking Facility, hotels, Seaport Village, and other waterfront destinations. Although outside the South Embarcadero, the bayside shuttle should also provide service to the Midway. In addition, this bayside shuttle system should include linkages to public roadside shuttle systems serving downtown San Diego, the airport, and MTS transportation hubs. Port District implementation of the bayside shuttle system is intended to serve visitors as part of an integrated waterfront access and parking program that the Port District shall pursue in conjunction with the City of San Diego, CCDC and MTS. The Port District will fund the bayside shuttle system at its cost and may seek cost recovery and financial participation consistent with its policies and practices and applicable laws. Cost recovery and financial participation may include: collection of fares, grants, advertising, voluntary tenant participation, mandatory tenant participation at the time of issuance of coastal development permits for Port District tenant projects within the South Embarcadero, and other sources as may be identified by the Port District. If rider fares are collected, fares will be kept at a low cost as compared to comparable transportation services within the region. The District will prepare a bayside shuttle system program and operational plan prior to the shuttle system commencing operations. The bayside shuttle system will be operational in accordance with the conditions of approval for the North Embarcadero Visionary Plan (NEVP) Phase 1 project.

The regional Convention Center is supported by major hotel complexes: Marriott Hotel and Hyatt Hotel. The Marriott Hotel is located immediately adjacent to the northwest of the Convention Center and contains twin 25-story towers accommodating 1,400 hotel rooms and a 450-slip marina. The Hyatt Hotel is located north of the Marriott Hotel and contains two hotel towers, one with 875 rooms and the other with 750 rooms. The 750-room second hotel tower was constructed with a minimum 100-foot set back from Harbor Drive, and a maximum height of 62 feet for the lobby galleria/ballroom structure connecting the second tower to the first tower. The second tower includes meeting space, 34,000 square feet of exhibit space, and 30,000 square feet of ballroom space. Ancillary uses in this area include banquet, meeting, restaurant, hotel guest-oriented retail space, court game areas, and automobile parking.

The Marriott Hotel proposes a renovation/ expansion of its Marriott Hall meeting space to include approximately 44,000 square feet of additional ballroom and exhibit space. The aesthetics and visual accessibility of the area will be enhanced through the contemporary, transparent architectural features and siting of the new Marriott Hall building, which will be reoriented such that its public side

faces Harbor Drive. The maximum height of the new Marriott Hall shall not exceed 68 feet, including rooftop equipment and parapet wall, and the distance between the new Marriott Hall building and Hyatt parking structure shall be a minimum of 120.5 feet. Removal of underutilized hotel parking will allow for construction of the new meeting space and Marina Walk public access improvements, which will enhance physical and visual access to the Bay, and encourage a more pedestrian-oriented environment.

To further enhance and activate public access in the South Embarcadero, the Marriott proposes a 25,000-square-foot paved, flexible outdoor space at the bayward terminus of Marina Walk, adjacent to the Embarcadero promenade, known as "Marina Terrace." Marina Terrace will be used for hotel events such as mixers, cocktail parties, luncheons, and receptions, and occasionally may be increased to a maximum size of 35,000 square feet. When not in use for outdoor hotel events, Marina Terrace will be accessible for use by the public as an open gathering and activity space (see South Embarcadero Public Access Program, as amended). During the times when Marina Terrace will be publicly accessible, approximately 85% of the year, the Marriott will provide and/or facilitate the provision of public pedestrian-activating amenities on Marina Terrace such as seasonal events/festivals, temporary visitor-serving retail such as food carts and vendors, and placement of movable modular street furniture for public use on Marina Terrace. This modular furniture will include public benches, chairs, tables, and outside shade structures. At a minimum, the Marriott will ensure that permanent public seating is provided along the bayward perimeter of Marina Terrace. Six-foot-wide paved pathways through the existing landscape buffer will ensure vertical pedestrian linkages between Marina Terrace and the Embarcadero promenade. Public pedestrian use of the Marina Terrace space will be further encouraged with consistent paving and low-level vegetation to help attract visitors along Marina Walk and the Embarcadero promenade. To encourage interaction between the public spaces on Marina Terrace, Marina Walk, and the Embarcadero promenade, the Marriott will promote and inform the public about various activities and pedestrian-serving amenities available at Marina Terrace through use of interchangeable signage and other methods of advertisement. In addition, Marriott will provide fixed picnic-type tables between Marina Terrace and the Embarcadero promenade on a permanent basis. The 35-space parking lot between Marina Walk and Marina Terrace shall be signed and designated for marina use (30 spaces) and public use (5 spaces).

Marriott's proposed improvements trigger its mandatory participation in the Port District's implementation of the permanent bayside shuttle system. The bayside shuttle system will be operational prior to the opening of the Marriott Hall expansion, and Marriott's

participation in the shuttle system will be a condition precedent to issuance of a certificate of occupancy for the proposed Marriott Hall expansion.

Situated within the eastern portion of the Marina Zone is an 11-acre site, fronting onto Harbor Drive and Fifth Avenue, which has been developed into a regional Convention Center that opened in 1989. Floor area is allocated for display and exhibit area, meeting rooms, and support space, such as lobbies, storage, food service, and parking.

Phase II of the Convention Center, completed in 2001, expanded the facility into a contiguous 13-acre site southeast of the facility, occupying the area bounded by Harbor Drive, Park Boulevard, and Convention Way. Fifth Avenue, an undedicated street south of Harbor Drive, was closed as part of the development of the original Convention Center. Harbor Drive is partially depressed to provide an alternate access to an existing underground parking garage and to enhance the urban design character at the Convention Center. Phase II added approximately one million gross feet of floor area to the Convention Center. A Phase III expansion to the Convention Center is proposed to add approximately 400,000 square feet of exhibit area, meeting rooms, and ballrooms, and approximately 560,000 square feet of support spaces. Approximately 15,000 square feet of visitor-serving uses (i.e., retail, museum, art gallery, vitrines, or other activating uses) is planned along the southwesterly facing (bayside) façade of the Phase III expansion. Convention Way will be shifted closer to the waterfront to accommodate the Phase III expansion. The south side of the Convention Center will expand onto the Fifth Avenue Landing site and into a parcel (site originally proposed for a 250-room hotel) on the south side of the park entry road. The Embarcadero Promenade will not be affected by the Phase III expansion. A pedestrian accessway immediately adjacent to, and inland of, the realigned Convention Way will be constructed to improve pedestrian circulation inland of Convention Way and provide access to the visitor-serving uses proposed along the southwesterly façade of the Phase III expansion. At least three crosswalks will be provided at regular intervals along Convention Way to provide access between the waterfront promenade and the visitor-serving uses on the inland side of Convention Way.

Public access from Harbor Drive to San Diego Bay, the waterfront promenade, and Embarcadero Marina Park South will be improved through the addition of the following new permanent physical enhancements. Amenity stations, with street furniture such as benches and pedestrian lighting, will be located at periodic intervals on Harbor Drive along Phases II and III of the Convention Center to allow pedestrians the opportunity to stop and rest and enjoy downtown views while walking southeast to the Park Boulevard/Harbor Drive intersection. Wayfinding signage will be installed at the public access elevators and

escalators, at the amenity stations along Harbor Drive, and along Park Boulevard, to guide pedestrians to their destination.

An integrated wayfinding program that will recognize the partnership with the Port, City of San Diego, and Coastal Commission shall be developed prior to issuance of a Coastal Development Permit for the Convention Center Expansion; the wayfinding program will be prepared by Permittee. The comprehensive signage package will address size, location and placement of public access signage, including directional signage to/from the bay and city. The program may include replacement of existing signage to better facilitate a comprehensive wayfinding system.

The Park Boulevard corridor will serve to orient visitors, whether by vehicle or by foot, and draw them to the waterfront. The corridor will consist of open lawn, landscaped areas (including low scale shrubbery), artwork, enhanced concrete paving, pedestrian scale lighting, and furnishings that provides a visual and physical linkage to the bay. Treatments in corridor will also provide a linkage to both the Convention Center and Hilton Hotel. The Park Boulevard view corridor will be preserved. This space will also feature a landscaped area adjacent to the hotel amenities. Along Park Boulevard, treatment of the exposed exterior of the parking garage structure and ramp to the Hilton Hotel will be treated with public art (i.e., mosaics) and/or decorative vertical landscaping to enhance the pedestrian experience between Harbor Drive and the Hilton access route. The waterside promenade will maintain its 35-foot width. Shade trees will be located, as appropriate, within the 35-foot wide waterside promenade.

An approximately five acre public park/plaza will be constructed on the rooftop of the Phase III expansion. This public realm space, which will vary between approximately 50 to 100 feet above grade, will be accessible from at least six access points, including: the grand stairs and funicular at Harbor Drive, the grand stairs and elevator at the southwest corner of the rooftop park/plaza, elevators at the south midpoint of the rooftop park/plaza, the landscaped inclined walkway, and the elevator along Park Boulevard, as well as one access point from within the Convention Center. The rooftop park/plaza will include a mix of hardscape and landscape, including lawns, grasses, wildflowers, shrubs, trees, wetland plants; and pavilions and formal and non-formal gardens with lighted paths and fixed and movable furnishings. Observation vistas will be placed at opportune locations throughout the rooftop park/plaza to provide views to the Bay and uplands skyline. Support facilities such as restrooms, park maintenance and mechanical facilities, and power and water service will also be provided.

There are 15 distinct rooftop park/plaza spaces including: Spine, Grove, Great Lawn, Pavilion, Coastal

Chaparral, Gathering Place, Bluff Gardens, Living Room, Reading Room, Summit Plaza, Mesa, Lower Plaza, Overlooks, Ascent, and Non-Accessible Green Roof Areas.

The Spine would be a paved walkway that features furnishings to allow people to move freely between the spaces. The Spine serves as a transect through the various garden environments, offering rhythm and cadence to the experience of ascending to the park's high point as well as descending to the lower vistas in the park.

The Grove would be a flexible and adaptable-use space with large canopy trees in planters and paving and movable site furnishings. This space would offer power and water sources for events, services, and pedestrian lighting.

The Great Lawn would be a sculpted and sloping lawn plane. The Great Lawn would serve a wide range of passive and active recreational needs of the community such as, but not limited to, performance/event space, picnicking, and other lawn oriented activities.

The Pavilion would be an overhead open air shade structure. This environment would offer visitors shade for seating and events and a grand scale architectural feature that gives a focus to the Grove and the Great Lawn.

The Coastal Chaparral vegetation would consist of native coastal shrubs, ground covers and coastal trees. The character of the Coastal Chaparral is inspired by the beauty and simplicity of the native coastal bluff landscapes of southern California. The intent of this landscape is to offer users interesting and intimate gardens for interaction, strolling, and relaxation.

The Gathering Place would be a hardscape plaza environment designed to accommodate a wide range of events and activity. There would be both fixed and movable furnishings and paving, pavilions with power and water service, restrooms, pedestrian lighting, and vegetation.

The Bluff Gardens would be similar to the Coastal Chaparral with the addition of paved areas and additional planting, lighting, and furnishing that would give park visitors additional places to picnic and host small gatherings.

The Living Room would be a primary destination for shade and relaxation embedded within the heart of the public park/plaza. The space would feature a grand scale canopy supported by an informally organized glade of support columns that create an atmosphere of being in a tree glade. The canopy area would be furnished with hanging porch swings, movable tables and chairs, pedestrian lighting and power/water sources for event staging. Cornering the space would be a water feature that would be designed to engage both children and adults.

The Reading Room would be a contemplative garden destination immersed within the vegetation of the Coastal Chaparral. The Reading Room would consist of walkways, furnishings, sculpted lawn forms, and plantings that give the space an internal focus with an emphasis of orienting the experience to the San Diego skyline.

The Summit Plaza would be a mixed environment of plaza paving and structured event turf that would serve as a destination gathering space for public events, weddings, and ceremonies. This space would feature both power and water sources for event use.

The Mesa would be a sculpted grass landform set at the high point of the green roof's ascent. The Mesa would provide a grand scale viewing perch that would offer users sweeping views of the San Diego Bay and the surrounding San Diego skyline. The grass slope would allow for small performances and group gatherings while the bleacher-like steps offer casual seating and views to the park's gardens and spaces. Restrooms, park maintenance and mechanical facilities would be constructed below the Mesa's surface with a convenient adjacency to the Summit Plaza event space.

The Lower Plaza would be a predominantly paved environment with trees in planters, pedestrian lights, and paving. This space would offer both power and water sources for special events.

The Overlooks would be viewing areas along the southerly edge of the rooftop park/plaza that would offer intimate spaces that are discovered and provide views to the horizon. Several of the overlooks may be cantilevered over the Ascent.

The Ascent would be a 1,200-foot walkway leading from Convention Way to the base of the rooftop park/plaza on the southwestern corner. The grade of the ascent would be 5% and the width would be approximately 30 feet. As the Ascent proceeds westerly from its base, landscape and hardscape features would be designed to create a sense of compression and release.

Some portions of the rooftop park/plaza would be inaccessible due to weight limits and difficult access. These Non-Accessible Green Roof sections would be planted with small scale plants and would create a visual foreground to bay views from the rooftop.

The rooftop park/plaza would feature both native and exotic plants to the southern California coast, with the intent of capturing the character and feel of a coastal bluff landscape. Irrigation of the vegetation will be accomplished via subsurface drip using the existing brackish groundwater pumped daily using the de-watering system for the subterranean parking facility beneath Phase I of the Convention Center. The brackish groundwater will be blended with potable water to maintain low concentrations of salt that would be suitable for landscape application.

The rooftop park/plaza will be publicly accessible 85 percent of the year. Completion of the rooftop park/plaza will be required prior to the issuance of a final Certificate of Occupancy for the Phase III expansion. The rooftop park/plaza will be open to the public and managed for public access during hours similar to that of other Port parks.

Upon completion and opening of the Phase III Convention Center Expansion rooftop park/plaza, written quarterly reports will be provided to the California Coastal Commission by the appropriate entity having responsibility for such matters on the following:

- Utilization of the rooftop park/plaza and promenade for all public and private events during the prior quarter;
- Information on park programming and activities implemented to invite the public to access the rooftop park/plaza, promenade and coast;
- Marketing activities and signage to enhance way-finding and public usage of the rooftop park/plaza, promenade, and coastal access.

Responsibility for the above described items will be addressed in the subsequent coastal development permit issued by the Port to the City of San Diego and other agreements entered into by the parties.

Quarterly public meetings will be called by the Port subject to the Ralph M. Brown Act (Government Code Section 54950, et seq.) at the San Diego Convention Center to pursue strategies and funding to encourage public utilization of the rooftop park/plaza, promenade, and coastal access. Those invited to participate in these quarterly meetings shall include, but not be limited to, elected officials or officers representing the City of San Diego, San Diego Convention Center Corporation or any successor corporation or public agency, and the State Assembly Member and State Senator representing the Public Trust Land on which the convention center is located. Notice for and minutes of these meetings will be sent to the California Coastal Commission in accordance with provisions of the Ralph M. Brown Act.

No later than five years following completion and opening of the Phase III Convention Center Expansion, a report will be provided to the California Coastal Commission on the roof top park, promenade and coastal access utilization and potential opportunities that may be pursued by the appropriate entities that could enhance public access to the roof top park and waterfront promenade including possible additional access points and related infrastructure. This report will be an informational item and does not subject any of the entities involved in this Project, including the Port and the City of San Diego, to commitments regarding financing any such infrastructure or improvements.

Further, in order to ensure public access to the rooftop park/plaza, the subsequent coastal development permit issued by the Port to the City of San Diego will require the

City of San Diego to reprioritize \$500,000 of the City's construction budget in consultation with the Executive Director of the California Coastal Commission to implement alternative access measures to activate the rooftop park/plaza. In prioritizing the use of these funds, consideration will be given to enhancements to the existing stairways and skywalk (including paving treatments, public art, etc.).

The Convention Center operator is required to implement the Parking Management Plan and Monitoring Program (November 1995, as amended and is incorporated by reference into the master plan) to meet the needs of the Convention Center visitors and support functions, as well as the public seeking access to the Embarcadero Marina Park South.

Embarcadero Marina Park South (EMPS) represents a 10.8-acre portion of the 22-acre Embarcadero Marina Park. As with all Port parks, any temporary special events held in this area must obtain a special event permit from the San Diego Unified Port District, according to the Port District Special Event Procedures and Guidelines.

The San Diego Unified Port District authorizes the recurring San Diego Symphony operations through a Real Estate Agreement and Coastal Development Permit (CDP). The Bayside Performance Park, a 3.47-acre portion of Embarcadero Marina Park South, has been used since 2004 as a temporary performance and event venue between June and September each year for paid admission and rental events for up to 5,800 persons. Improvements to the Bayside Performance Park include a permanent performance and event venue with ancillary facilities to be operated year-round for up to 10,000 persons. No more than six events of 8,000 to 10,000 seats shall occur each year. The maximum height of the stage structure shall remain no higher than the temporary event venue at 57 feet above grade. On-site parking spaces reserved for the Bayside Performance Park shall be equal to or less than the 56 spaces reserved for the temporary event venue so that there are a minimum of 76 parking spaces reserved for the general public (park and pier users) at all times. The Bayside Performance Park operator shall enter into an agreement with a transit provider to offer free or reduced tickets to event attendees or provide transit rebates to ticket holders in an amount which is sufficient to cover the typical cost of public transportation to and from the event (currently estimated at \$5 based on the cost for a Day Pass on Metropolitan Transit System buses and trolleys). While Embarcadero Marina Park South is open to the general public during hours similar to other Port parks, the Bayside Performance Park will be open to the general public 85% of the year with exception to the performance stage, back-of-house facilities, pavilions and a box office which will be unavailable to the public at all times. Use of the Bayside Performance Park for paid admission and rental events shall be limited to 15% of the year (equivalent to 55 full day or 110 half day events based on Park hours), including event set-up/take-down that results in closure of the

Bayside Performance Park. The four gender-neutral bathrooms that are within the Bayside Performance Park will be open to the general public at all hours when the park is open. The promenade (including benches) and remaining portions of EMPS shall remain open for general public access at all times including during event hours. There shall be no physical or visual barriers to public access during the 85% of the year that the Bayside Performance Park is to be open to the general public. Continuous public access on the waterfront promenade around the Bayside Performance Park shall be maintained at all times through the construction of a new wider (from 8-foot wide existing to 12-foot wide) waterfront promenade around the perimeter of the park. All permanent and temporary fencing associated with the Bayside Performance Park shall be located inboard of the waterfront promenade. As part of the annual operation of the Bayside Performance Park, low-cost visitor serving opportunities will include some combination of reduced admission pricing, free rehearsals, community events, and public educational programming offered free-of charge to the general public. Consistent with the Port District Special Event Procedures and Guidelines, temporary special events held within EMPS, including the Bayside Performance Park, not covered by a Real Estate Agreement and CDP, must obtain a special event permit from the San Diego Unified Port District.

Areas of EMPS that are outside the boundaries of the Bayside Performance Park in the southeastern and central portions of EMPS shall be enhanced and reconfigured. Enhancements shall create more usable park area and improve existing public access. The existing parking lot shall be reconfigured to add four parking spaces and landscaped medians for a total of 132 parking spaces. The four existing basketball courts (two full-sized courts that are divided into four half-sized courts) shall be replaced with new basketball court materials and equipment (e.g., court surface, hoops). The existing fitness equipment shall be relocated to the southeastern portion of EMPS, near the gazebo and basketball courts. Any fitness equipment that needs replacement will be replaced as necessary. The existing public outdoor gazebo shall be refurbished with similar materials as the existing. The existing public restrooms shall be refurbished with new facilities (number of stalls would be maintained) and new materials that complement the materials of the other facilities.

Permittee shall replace the loss of the permanent use of existing parkland within EMPS resulting from the project on a 1:1 basis by paying to the District a financial contribution to acquire or create approximately 15,090 square feet (0.35 acre) of land at or adjacent to Pepper Park in the National City Bayfront (or other area within District tidelands) for recreational purposes consistent with the Park/Plaza designation in the Port Master Plan. Priority of the expenditure shall first be toward Pepper Park for the acquisition and/or the creation of new park/plaza space adjacent to Pepper Park as part of a future expansion; and second toward the acquisition and/or the creation of new

park/plaza space adjacent to another park within District Tidelands as part of a future expansion. The financial contribution shall be in an amount equal to the cost of converting approximately 15,090 square feet (0.35 acre) of unimproved space into improved park/plaza space. The improved park/plaza space will include mostly green space with trees, pathway, ancillary components such as benches and trash cans, and limited hardscape. Permittee shall pay the financial contribution prior to the commencement of grading or construction activities on the project site.

The District will implement a public access program of signage, pavement marking, amenities and public information to inform and invite the public to and along the Embarcadero, as is more specifically shown in the "South Embarcadero Public Access Program" (as amended), which incorporates the Bayside Performance Park Enhancements Program into the plan by reference.

Future adaptation strategies employed at EMPS to address current and future coastal hazards should be considered for existing and proposed development of public amenities including public promenades, public areas of EMPS and/or public roads. Such adaptation strategies may include use of living shorelines, elevation of structures, and removal or relocation of development.

Shoreline armoring may be allowed to protect existing development, proposed improvements to the public amenities above, and/or coastal-dependent uses, and such shoreline armoring may incidentally protect adjacent new development; however, shoreline armoring to protect the Bayside Performance Park, shall not be permitted. The Bayside Performance Park shall be sited and designed to ensure safety and stability without relying on shoreline armoring.

To ensure that impacts to migrating birds and other sensitive species are avoided, lighting at the Bayside Performance Park will be minimized, to the greatest extent feasible, and will be shielded to reduce light trespass, sky glow, and glare. Event lighting shall be limited to 110 nights per year. No lighting other than security lighting will be allowed after 10:30 p.m., with the exception of event nights which will activate security lighting at 11:00 p.m. Exterior shell lighting shall be limited to short wavelength light (580 nanometers or shorter) during non-performance and security conditions. During periods of peak avian migration (September 1 – November 7 and March 24 – May 31), public art lighting displayed on the shell exterior shall not occur more than 50 percent of the nights and, with the exception of event nights, public art lighting shall be limited to short wavelength light.

Convention Way Basin

A southward shift of Convention Way is planned to accommodate Phase III of the Convention Center. The earth mounds located near the end of Park Boulevard will be removed as part of the realignment of Convention Way.

A water transit center for harbor excursion boats, water taxis and ferries is located adjacent to the promenade along Convention Way. Water taxi and ferry service to the Convention Center hotels and to other San Diego Bay locations is provided at the water transit center, which will be relocated west onto the former Spinnaker Hotel site. The "transient oriented" marina can also accommodate up to 20-30 large yacht slips. A public plaza (minimum 1,900 sq. ft.) will be located east of the relocated water transit center building. Adjacent to the relocated water transit center will be a public parking lot with at least 12 short-term public parking spaces.

Bayside improvements to this area include the continued extension of the pedestrian promenade along the waterfront, including extending the waterside promenade south (towards Embarcadero Marina Park South) to connect to the existing promenade adjacent to the over-water restaurant. This would provide for a continued waterside promenade from the Embarcadero Promenade to Embarcadero Marina Park South. Park/Plaza areas, which include the public plaza to be constructed adjacent to the relocated water transit center building, and the shoreline promenade will maintain views to the waterfront from Convention Way. The promenade is extended into the Embarcadero Marina Park South on the east side (restaurant side) of the park entry. The continuous promenade extends along the water's edge of the entire Fifth Avenue Landing and Hilton San Diego Bayfront (former Campbell Shipyard) sites, and connects to Harbor Drive for complete public pedestrian access throughout the public park/plaza areas in the vicinity of the Convention Center and Hilton Hotel. The Park Boulevard pedestrian corridor between Harbor Drive and the shoreline promenade ranges in width from 10-25 feet and includes landscaping, benches, and public art.

The former shipyard area is redeveloped with a 1200-room Convention Hotel (Hilton San Diego Bayfront) and support facilities including restaurant, retail, meeting space, ballroom, and an up to 2000-car public parking facility. The 1200-room hotel has a 20-foot building height for buildings along the promenade, stepping back to 50-feet in height in the development area to create a pedestrian-scaled public environment. The approximately 375-foot high hotel tower and parking structure are located outside and southeast of the Park Boulevard view corridor to maintain public views to the Bay from Harbor Drive. The Hilton may be expanded with a second hotel tower located adjacent to the parking structure. The expansion hotel may include up to 500 rooms, a lobby, approximately 55,000 net square feet of ballroom/meeting space, and other ancillary uses. To utilize the close proximity to the existing hotel and to reduce redundancy of facilities, the expansion hotel may share some support facilities with the existing hotel. In order for the expansion hotel to remain outside of the Park Boulevard view corridor, a portion of the hotel may cantilever over the existing parking garage and the ramp to the existing hotel. As such, the expansion hotel shall not encroach into the Park Boulevard view corridor. The height

of the expansion hotel shall not exceed the height of the existing hotel. All rooftop equipment shall be screened from public view and shall be designed to be visually attractive from all public viewing areas. The existing public parking facility accommodates parking for the hotel, hotel expansion and public waterfront access.

The Hilton San Diego Bayfront Expansion Hotel will add up to 500 additional rooms within walking distance of the San Diego Convention Center and bayfront. With its adjacent location to the convention center and its participation in the South Embarcadero Public Access Program, as amended, the Hilton San Diego Bayfront Expansion Hotel creates synergy with the San Diego Convention Center and provides needed accommodations to users of the bayfront and convention center. As a special condition of the Coastal Development Permit for the hotel expansion, the Permittee for the Hilton San Diego Bayfront Expansion Hotel will develop or designate its fair-share of on-site or off-site lower cost visitor accommodations or pay an in-lieu fee based on a study conducted by the District.

The Hilton operator is required to implement the Parking Management Plan and Monitoring Program (May 2012) which is incorporated by reference into the master plan to meet the needs of the Hilton guests and support functions.

The Hilton San Diego Bayfront Hotel and Expansion Hotel shall maintain pedestrian access along two major corridors, Park Boulevard and the Embarcadero promenade. Landscaped setbacks and/or street-front retail must be provided along these access ways. Pedestrian-oriented uses compatible with the Commercial Recreation land use designation, such as visitor serving retail shops and restaurants, which may include outdoor seating, are provided in the Hilton San Diego Bayfront Hotel to activate the pedestrian access ways. Shoreline promenade and landscape improvements are included in the 35-foot minimum setback of the hotel from the water's edge. The first 26 feet of promenade adjacent to the water's edge shall remain open and unobstructed for public pedestrian use.

A public access pier (adjacent to Hilton San Diego Bayfront) is set back a distance sufficient to preserve the continued use of the Tenth Avenue Marine Terminal Berths 1 and 2 for commercial cargoes. Perimeter railings and seating will be extended onto the public access pier, which will also be made ADA accessible. State-of-the-art best management practices will be used in the marina to reduce spills, reduce or prohibit toxic bottom paints, and mandate new pump-out stations.

Specific implementation proposals will be evaluated by the San Diego Water Quality Control Board for compliance with all applicable regulations and will include the best management practices required by the Port District Urban Runoff Action Plan and Stormwater Management Ordinance.

The amount of water coverage in Subarea 36, Convention Way Basin, resulting from redevelopment of the bulkhead and pier structure shall be minimized and necessary to construct the public promenade, water transit center, public access pier, and recreational marina. Any increase in water coverage from that which previously existed when the leaseholds were developed with the Campbell shipyard and R.E. Staite marine construction yard shall be subject to further environmental review and mitigation.

The public promenade and public access pier will be open to general public use at all times. Any temporary special events held in these areas must obtain a special event permit from the San Diego Unified Port District, according to the Port District Special Event Procedures and Guidelines. The pier will be publicly accessible 85 percent of the year. At no time will the public access to the sidewalk promenade be fenced, screened or blocked off by any structure. Completion of the improvements to the public access pier will be required prior to the issuance of a final Certificate of Occupancy for the expansion to the Hilton San Diego Bayfront.

| CENTRE CITY/EMBARCADERO: PLANNING DISTRICT 3 | | | | | SUBAREA | DEVELOPER | APPEALABLE | FISCAL YEAR |
|---|---|-------|---|----|---------|-----------|------------|-------------|
| 1. | NORTH HARBOR DRIVE, GRAPE TO BROADWAY: Reduce traffic lanes; install landscaping, irrigation; develop bike path | 33 | P | Y | | | | 2005-20 |
| 2. | PUBLIC ACCESS: Pedestrian access improvements to waterfront and promenade | 35 | T | N | | | | 2007-08 |
| 3. | LANE FIELD DEVELOPMENT: 600-to-800-room hotel, office building, retail, and parking | 33 | T | Y | | | | 2005-10 |
| 4. | NORTH EMBARCADERO REDEVELOPMENT: (a) Visionary Plan public improvements, (b) esplanade, (c) street improvements, (d) vista points, (e) Grape Street piers replacement + restaurant, (f) park and plaza areas, (g) Broadway Pier cruise ship terminal (approximately 60,000 sq. ft., maximum 50-foot building height) to cover no more than 50 percent of the pier, public events space, 15,000 sq. ft. public recreation and viewing area, a 25-foot wide public access corridor along the southern side of the pier, and infrastructure improvements, (h) B and C Street linkages between Pacific Highway and North Harbor Drive. | 31-34 | P | Y* | | | | 2005-20 |
| 5. | PASSENGER TERMINAL AT B STREET PIER: Cruise Ship Terminal Modernization. | 33 | P | N | | | | 2006-10 |

TABLE 11: Project List (cont'd from page 72)

**CENTRE CITY/EMBARCADERO:
PLANNING DISTRICT 3**

| | SUBAREA | DEVELOPER | APPEALABLE | FISCAL YEAR |
|---|---------|-----------|------------|-------------|
| 6. WATER TRANSIT CENTER AND MARINA: Relocate buildings (including ticket offices, marina offices, and public restrooms) and parking (of which at least 12 will be dedicated for short-term public parking) to the west on former Spinnaker Hotel site, maintain pedestrian access and extend continuous (minimum 25'-wide) waterside promenade to connect to south towards Embarcadero Marina Park South; add public plaza (minimum 1,900 sf) east of the relocated water transit center building; maintain landscape improvements to and along the San Diego Bay shoreline; accommodate water-based transportation including a ferry landing, water taxi access, transient-oriented berthing (including yachts), and public boat access. | 36 | T | N** | 2015-2018 |
| 7. HILTON SAN DIEGO BAYFRONT: Construct hotel tower with up to 1200 rooms, a lobby, ballroom, meeting rooms, retail shops, restaurants, other ancillary uses, above-grade parking structure, public access pier, ground-level and elevated pedestrian access to the waterfront, plaza, and landscape improvements; expand hotel with second hotel (not to exceed height of existing hotel tower) adjacent to and on top of parking garage (and outside of Park Boulevard view corridor) with up to 500 rooms, a lobby, up to 55,000 net sq. ft. of ballroom/meeting rooms, up to 2,500 sq. ft. retail space, other ancillary uses, and landscape improvements. | 36 | T | Y | 2006-18 |
| 8. CONVENTION CENTER PHASE III: Construct third phase of regional convention center to provide contiguous expansion, including adding up to 400,000 sq. ft. of exhibit area, meeting rooms, and ballrooms, 560,000 sq. ft. of support spaces, and approximately 15,000 sq. ft. of visitor-serving uses, infrastructure upgrades, landscape improvements, realign Convention Way to the south (bayward), add 5-acre public rooftop park/plaza on top of expansion. | 35 | T | N | 2015-18 |
| 9. PEDESTRIAN BRIDGE OVER HARBOR DRIVE: Self-anchored suspension bridge over Harbor Drive connecting to public parking garage to Eighth Avenue. | 35 | T | N | 2006-08 |
| 10. EIGHTH AVENUE PEDESTRIAN CROSSING: At grade pedestrian crossing to be completed with pedestrian bridge over Harbor Drive. | 35 | T | N | 2006-10 |
| 11. OLD POLICE HEADQUARTERS REHABILITATION: Rehabilitation and adaptive reuse of historically designated Old Police Headquarters building with a mix of specialty retail, entertainment and restaurant uses; reconfiguration of surrounding parking areas; and, pedestrian access, plaza and landscape improvements. | 34,35 | T | Y | 2007-08 |
| 12. PIER WALK BUILDING: Remove existing Harbor Seafood Mart building and construct new Pier Walk building to accommodate existing commercial fish processing operations, as well as associated retail, restaurant and other services/support uses. | 34 | T | Y | 2008-09 |
| 13. BAYFRONT PARK: Construct new bayfront public park along the southern edge of Harbor Drive, between the waterfront and Pacific Highway, including lawn and landscaped areas, walkways, as well as other park/plaza features. | 34 | P | N | 2009-10 |
| 14. MARRIOTT HOTEL MEETING SPACE EXPANSION: Demolish and reconstruct Marriott Hall; create new outdoor hotel/public space ("Marina Terrace"); construct improved and widened Marina Walk walkway; improve public amenities, including public views towards the bay and pedestrian access; modify parking configuration; install landscape and hardscape improvements. | 35 | T | Y | 2013-14 |
| 15. PERFORMANCE AND EVENT VENUE: Construction of a permanent performance and event venue and other park enhancements at Embarcadero Marina Park South. | 35 | T | N | 2019-20 |

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

* "Vista Points" and Broadway Pier infrastructure improvements are non-appealable projects.

** Any modifications to the marina for "recreational small craft marina related facilities" is an appealable project.

TENTH AVENUE MARINE TERMINAL:

PLANNING DISTRICT 4



Introduction

The Tenth Avenue Marine Terminal Planning District is a developed, marine related industrial area of great importance to the region's economic base. Currently, over 50,000 jobs are provided on the tidelands and uplands of this industrial area. More important, this is the only area in the entire San Diego region providing established waterfront industrial sites with railroad service, close freeway access, commercial port related support functions, and deep water berthing. With a water depth of 40 feet near the marine terminal and 35 feet in the industrial area, it can accommodate all standard cargo ships. Such deep water berthing cannot easily be created or replaced, so the value of this waterfront industrial land is inestimable.

Policies of the nearby Barrio Logan Community Plan and L.C.P. threaten the port related tideland uses with encroachment of residential, public park and commercial uses in an area almost totally industrial. The basic incompatibility of these uses places more of a burden on the industrial uses to reduce potential environmental impacts. The Port Master Plan seeks to preserve and protect this unique coastal resource by limiting uses to strictly marine oriented industrial ones.

Precise Plan Concept

The area adjacent to the Port tidelands has been zoned for manufacturing since the 1930's and older industrial activities now dominate. On the tidelands, the identifiable land use problems stem from a critical shortage of space into which existing port-related industries can expand and new marine-related

industries can be accommodated, a need for more automobile parking areas, demands by upland residents for replacing port related industrial sites with park use, and complications arising from efforts to clear and redevelop incompatible uses.

The Precise Plan continues the existing marine oriented industrial uses and supports the development of available vacant lands with similar uses, in order to provide a homogenous industrial climate with an assured, reasonable long term growth potential.

Land and Water Use Allocations

The Planning District consists of 257 acres of land and 114 acres of submerged land for an overall total of 371 acres. The thrust of the use allocations is to retain and continue marine related, water dependent industrial uses. Use allocations are in **Table 12**, graphically shown on the **Precise Plan Map**, and discussed in the text.

Tenth Avenue Marine Terminal Planning District Subareas

To facilitate description of the existing and proposed uses, the Planning District has been divided into planning subareas (*see Figure 14*).

Marine Terminal

This subarea contains the various industries that relate to the marine terminal. It also is the location of a large amount of transportation related uses such as streets and railroad switching yards. The Master Plan calls for continuing the marine oriented industrial activities, including railroads. The Harbor Services maintenance yard will be removed and the remaining acreage in Planning District 4 will revert to Marine Related Industrial use.

The Tenth Avenue Marine Terminal, completed in 1958, is a paved landfill with concrete bulkheads and rubber or timber fenders along each berth face. There are 4,348 feet of lighted usable berthing space at the terminal, 387,528 square feet of cargo space in two transit sheds, and 475,000 square feet of

storage space in one warehouse and ancillary sheds. Access to the terminal is from Harbor Drive onto a newly constructed entry road called Crosby Road. Railroad tracks provide access on Berths 3 through 8, all transit sheds, and the warehouses. Stevedore equipment is available as needed.

Berths 1 and 2, located on the north side of the complex, contain 1,118 feet of usable berthing space alongside a water depth of 30 feet MLLW. Fuel, water, and electricity are available. These berths are used not only for general trade items but also for cargoes of fish, molasses (in steel storage tanks having a 2,468,000 gallon capacity), and the receipt of petroleum products. Oil handling and oil bunkering storage tanks have a capacity of 165,000 barrels.

Berths 3, 4, 4A, 5 and 6, located on the west side of the terminal, provide 2,580 feet of usable berthing space at an alongside water depth of 36 feet MLLW. These berths are used for general cargo. A chemical fertilizer bulk storage and bagging plant occupies the north section shed adjacent to Berth 3.

Berths 7 and 8, located on the south side of the terminal, provide 650 feet of usable berthing space with an alongside water depth in some areas of 36 feet MLLW. Berths 7 and 8 are used primarily for the loading of bulk export cargoes utilizing the Port's bulkloader. This elevated conveyor system extends

from a rail car unloading building which houses rail car bottom dump and rotary dump facilities. Also connected to the bulkloader is a 15,000 short ton bulk storage silo complex, completely automated, for the storage and handling of either grains or chemicals. It is provided with an inert gas explosion protection system. A bagging plant equipped with an under-track railroad car pit and two bagging machines is used for bagging chemicals and other commodities. In this vicinity, a second privately owned molasses handling and storage facility is located close to Berths 7 and 8.

Rail facilities serving the Tenth Avenue Marine Terminal will be expanded to meet current operation needs. The Santa Fe rail storage yard adjacent to the terminal is capable of storing a total of 285 rail cars, adequate to service the loading and unloading of shipments up to 18,000 tons per vessel. Depending on operational considerations, the Santa Fe Railroad utilizes storage yards in other locations to handle shipments up to at least 30,000 tons per vessel. The rail car capacities of these yards are: Carlsbad (100), Oceanside (120), Sorrento Valley (80), and National City (189). All transit sheds and warehouses at the Tenth Avenue Marine Terminal are served by rail spurs.

The present bulk loading facility was constructed in 1962. It consists of a rail car unloading building, 42-inch-wide belt conveyors, a shiploader alongside the

**TABLE 12: Precise Plan Land and Water Use Allocation
TENTH AVENUE MARINE TERMINAL: PLANNING DISTRICT 4**

| LAND USE | ACRES | WATER USE | ACRES | TOTAL ACRES | % of TOTAL |
|--|--------------|-----------------------------|--------------|--------------|-------------|
| INDUSTRIAL | 228.7 | INDUSTRIAL | 113.9 | 342.6 | 94% |
| Marine Terminal | 58.7 | Terminal Berthing | 15.3 | | |
| Marine Related Industrial | 170.0 | Specialized Berthing | 98.6 | | |
| PUBLIC RECREATION | 3.5 | | | 3.5 | 1% |
| Park/Plaza | 3.5 | | | | |
| PUBLIC FACILITIES | 17.6 | | | 17.6 | 5% |
| Streets | 17.6 | | | | |
| TOTAL LAND AREA | 249.8 | TOTAL WATER AREA ... | 113.9 | | |
| PRECISE PLAN LAND AND WATER ACREAGE TOTAL | | | | 363.7 | 100% |

southeast face of the terminal, a rail car marshalling yard, and miscellaneous ancillary structures and equipment. Use of the bulkloader is still increasing. Waterfront cargo equipment such as this has a high maintenance factor; also, it appears likely that periodic modifications must be made to comply with changing air quality regulations.

Bulk cargo, particularly fertilizer and other chemicals, constitutes the largest export item of the Port of San Diego. In recent years, increasingly larger bulk vessels with drafts greater than 36 feet have made appearances at the port and there is every indication that the trend toward greater capacity in bulk vessels will continue. Similarly, greater depth will become necessary at some of the general cargo berths.

The Master Plan foresees continuation and intensification of the cargo operations at the Tenth Avenue Marine Terminal. Expansion of land area is not considered imminent but may be accommodated in the future by utilizing nearby leased parcels. Physical improvements to the terminal are detailed in the Project List.



Crosby Street Corridor

To provide for public access to the waterfront, the development concept proposes to redivide a 5.4-acre site to facilitate the construction of a 3.2-acre public recreational area adjacent to the bay and a 2.2-acre deepwater channel-related industrial facility.

The public area will offer active and passive recreational opportunities in a landscaped setting. Proposed facilities may include a kiosk, entry arbor, restrooms, concession stand, benches, picnic tables and barbecues, lawn expanse, and a recreational pier.

On-site parking for the area is proposed. The public area will be shielded from the adjacent industrial site by landscaping and a masonry wall, and from the street by landscaping and fencing.

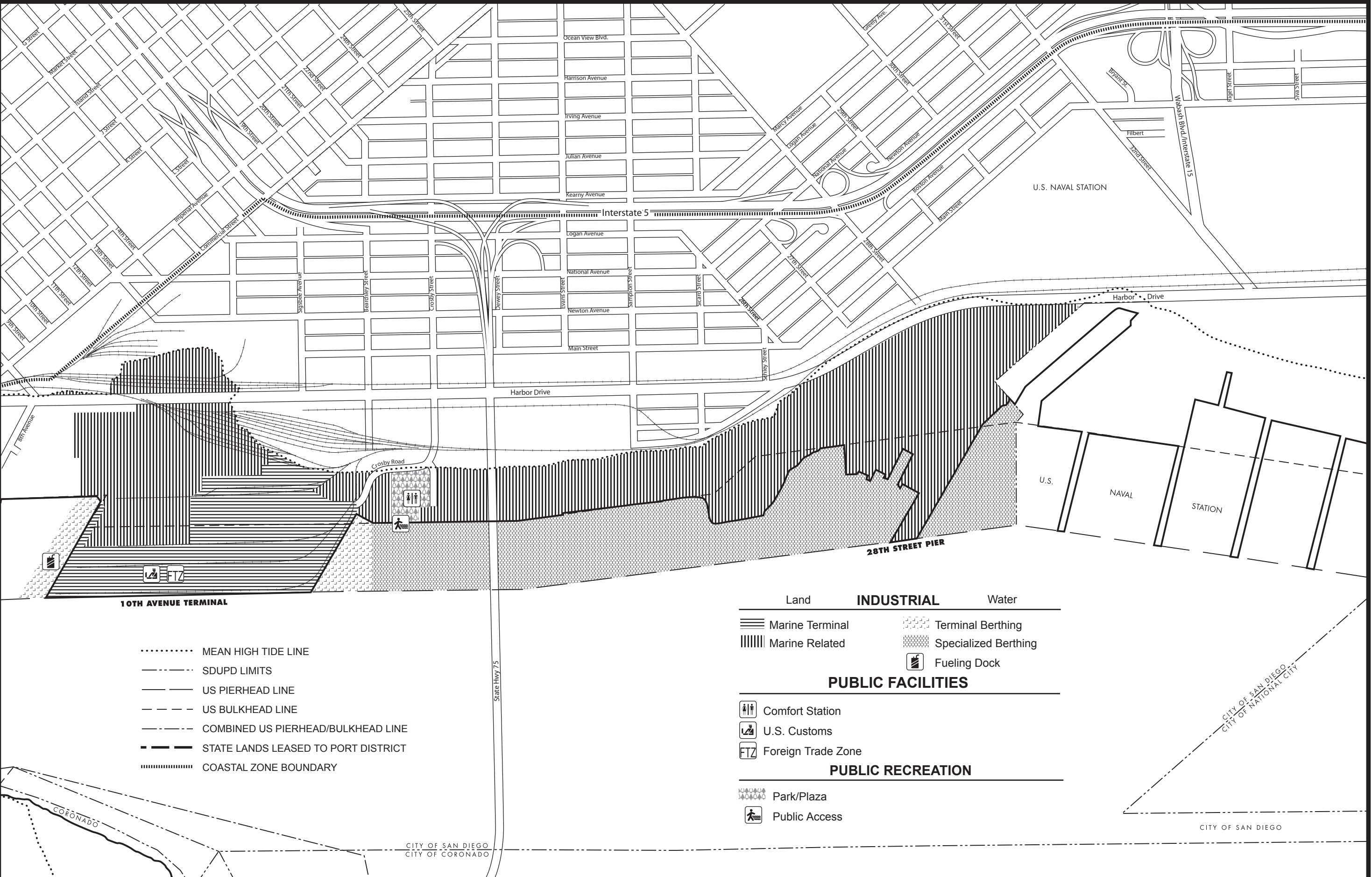
The marine related industrial portion of the site will be preserved to take advantage of adjacent deep water access for a multi-purpose facility for repair, servicing, berthing, and cargo handling of fishing, commercial and military vessels. It is advantageous, for Navy security reasons, that this facility is north of the San Diego-Coronado Bay Bridge; that it is available to the majority of deep draft vessels using the Bay's main channel; that the site has superior truck and rail access; and that it is well located with respect to a multitude of industrial and commercial support facilities in the near vicinity.

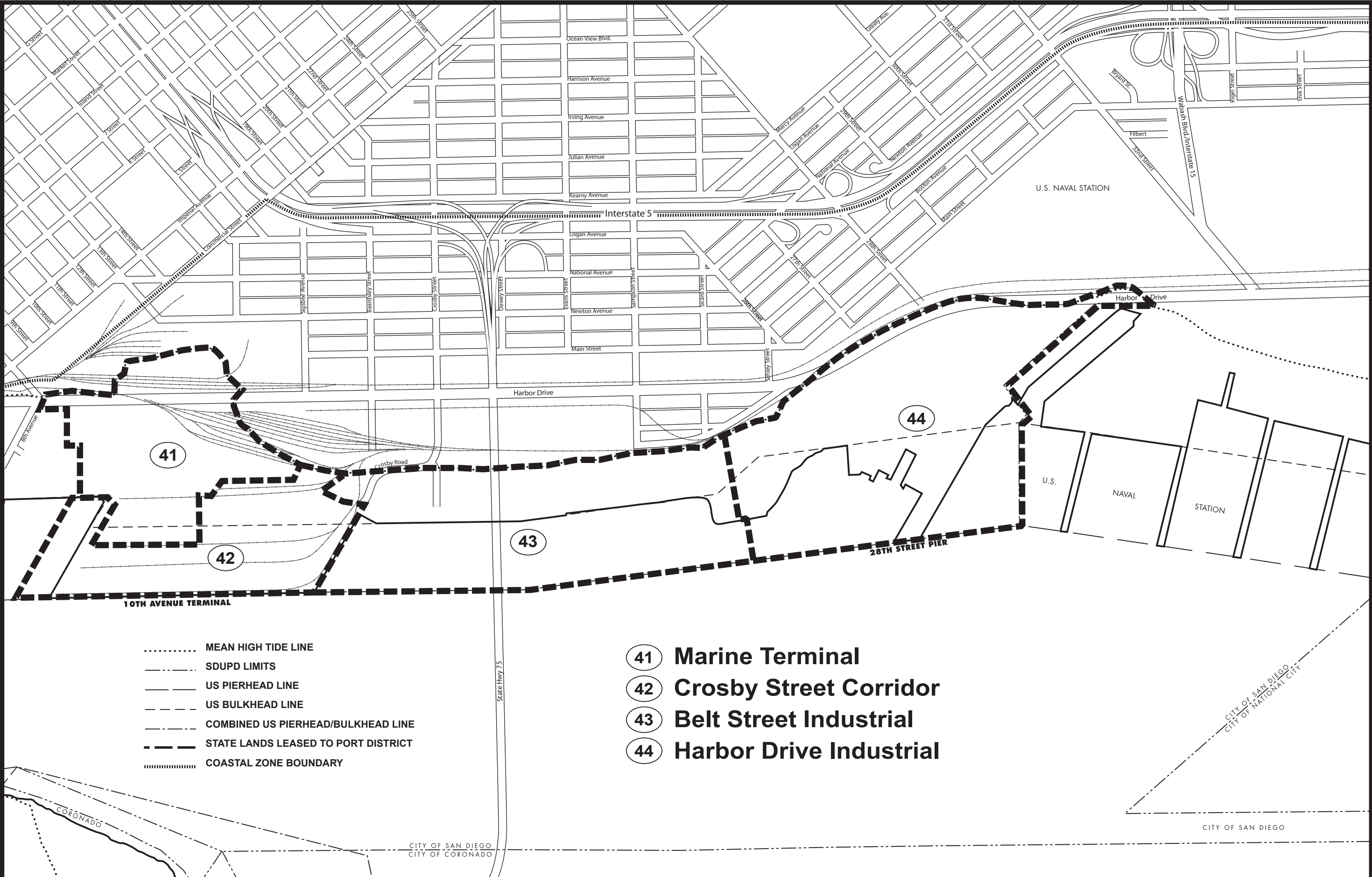
Among the facilities which may be provided for at the marine industrial site may be a pier to allow maritime servicing and repair. The pier may have boat fenders, fresh water, and security lighting. No marine railways or other devices to lift boats from the water are planned. Remedial dredging to minus 30 feet MLLW will allow adequate water depth for the above variety of uses, including ship repair.

Ship refitting and repair work will be performed while the boats are tied to the pier and all exterior work will be performed above the water line in accordance with the air and water quality standards. Support activities and on-site parking will be located on the land portion of the site. Space for storage of construction materials and equipment is provided in some buildings and on the land. Specific implementation proposals will be evaluated by the San Diego Air Pollution Control District, the San Diego Water Quality Control Board, and the San Diego Noise Abatement Office for compliance with all applicable regulations.

Belt Street Industrial

This heavy industrial district, south of the Tenth Avenue Marine Terminal, consists of several well-established and highly important marine-related manufacturing, processing, and servicing establishments. All of the area is developed and leased to marine related industrial businesses except for a small, partly vacant parcel west of Crosby Road. This parcel was assembled in the mid-1970's for the express purpose of consolidating a viable land





area proximate to the existing deep water navigation channel, and return it to marine-related industrial water dependent use, as called for in the 1972 Master Plan. As the industrial leases on the individual parcels expired, they were deliberately not renewed, phasing out non-marine uses such as an animal rendering plant and a marble cutting plant.

The Precise Plan calls for the continued operation of the existing marine related industries. Consideration should be given to expansion into the adjacent upland areas, should it be necessary. Renovation and redevelopment of existing facilities will continue as industries respond to market demands and changes in the maritime industrial climate.

Some of the existing or proposed activities which are appropriate in the Marine Related Industrial areas of this and other subareas in Planning District 4 are: tugboat services, general ship and boat building and repairing, steel fabrication and general metal

manufacturing, sale of marine parts and equipment, mooring of marine construction equipment, receipt and distribution of bulk liquids and similar non-inflammable products, receipt and storage of petroleum products, delivery of bunker fuels to vessels, kelp and seafood processing, canning and packaging, aquaculture, and marine related support and transportation facilities.

Harbor Drive Industrial

This subarea consists entirely of one major shipbuilding plant, National Steel and Shipbuilding Company. In terms of employment and economic impact, it is one of the most important industries in San Diego County, and the Master Plan supports its continuing viability. The Master Plan also supports the concept of a bicycle path, part of the Bay Bikeway project, running on Harbor Drive; however, the design must accommodate the parking needs of NASSCO insofar as it is possible.

TABLE 13: Project List

| TENTH AVENUE MARINE TERMINAL: PLANNING DISTRICT 4 | | | | |
|--|---------|-----------|------------|-------------|
| | SUBAREA | DEVELOPER | APPEALABLE | FISCAL YEAR |
| 1. RAILROAD STORAGE TRACKS: Adds tracks for grain handling at terminal | 42 | P | N | 1980-81 |
| 2. BERTHS 7 and 8: Increase water depths for bulk vessels | 42 | P | N | 1980-81 |
| 3. STORAGE SILOS: Construct structures; pave; repair conveyors, unloading pit, weigh scale | 42 | P | N | 1982-83 |
| 4. BULK COMMODITY UNLOADER: Install conveyors and machinery | 42 | P | N | 1981-82 |
| 5. BULKLOADER: Install dust evacuating system at car unloading building; reconstruct and modify bulkloader | 42 | P | N | 1980-81 |
| 6. BOATYARD: Construct boat building and repair yard | 43 | T | N | 1980-81 |
| 7. PUBLIC VISTA OR ACCESS SITE: Construct promenade, structures, park furnishings, and landscaping | 43 | P | N | 1980-81 |

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

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.

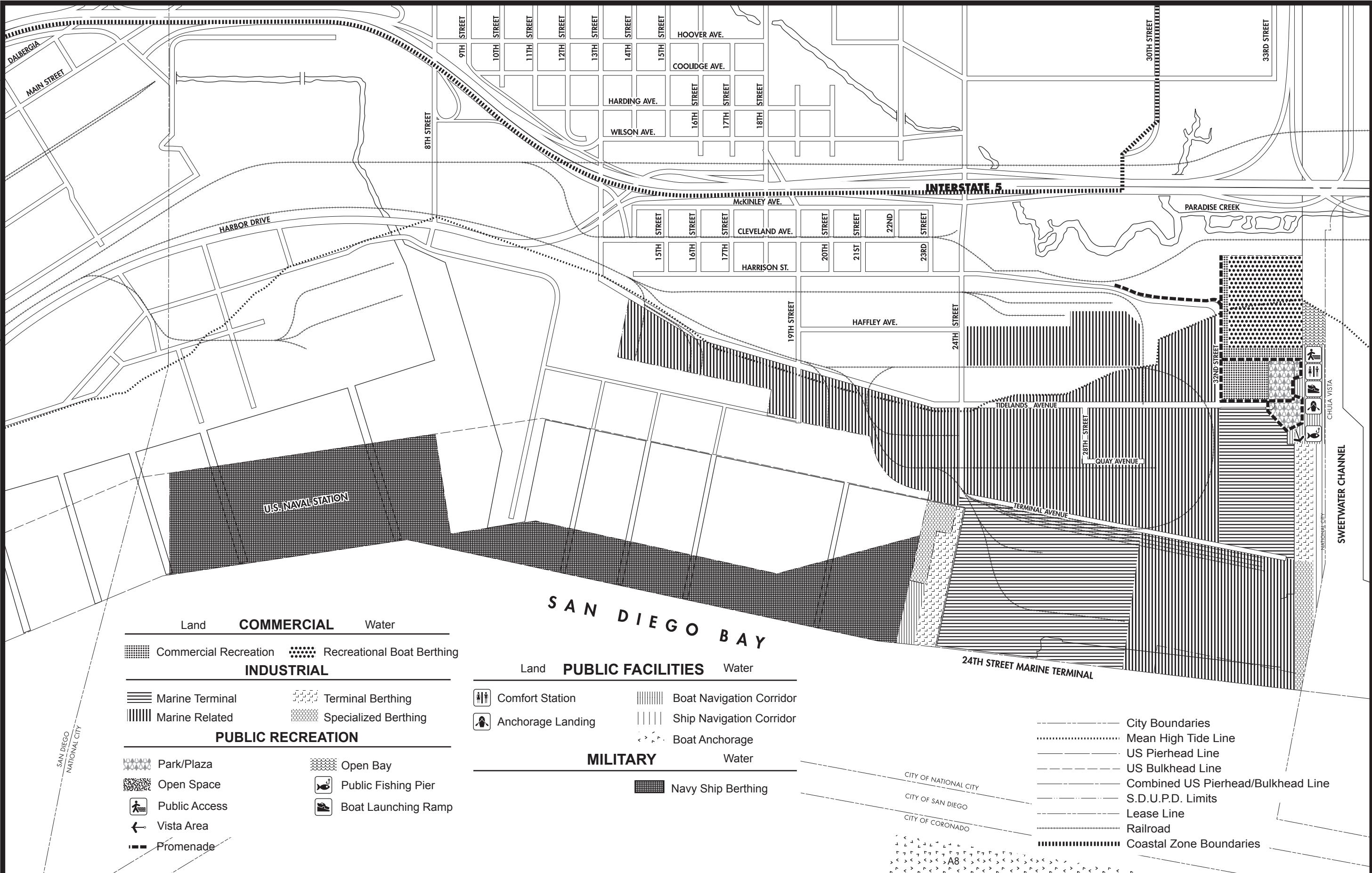
Launching Ramp

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

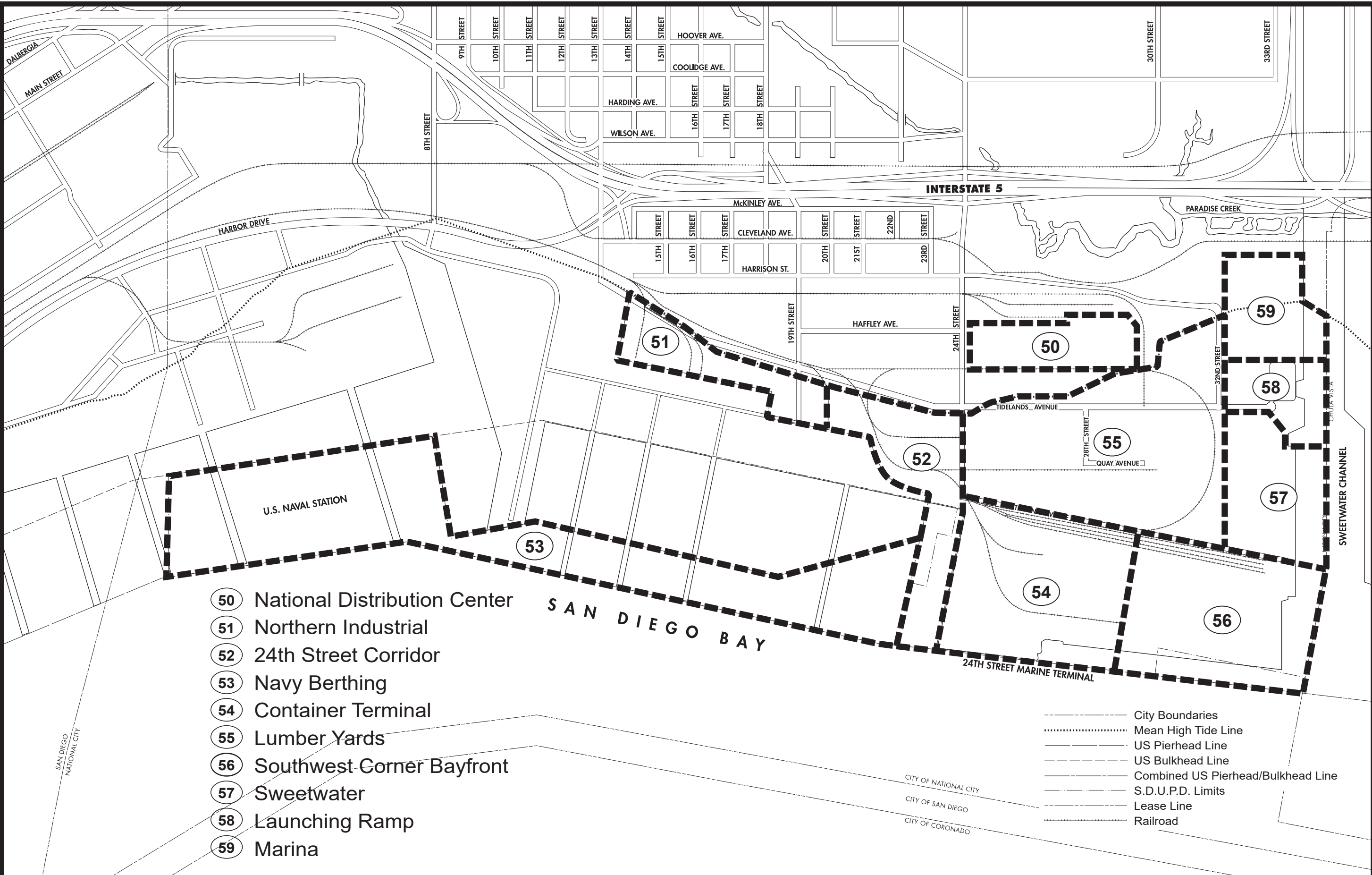
The commercial recreation area shown on the Planning District Map is designed to accommodate the needs of workers in the nearby industrial area, people enjoying the nearby recreational park, and the adjacent marina and attendant commercial facilities. Uses could include a restaurant or coffee shop, convenience 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 | | Water | |
| | | | 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

CORONADO BAYFRONT:

PLANNING DISTRICT 6



Introduction

Port lands in Planning District 6 are bounded on the northern edge by the U.S. Naval Air Station, North Island, and on the southern edge by the U.S. Navy Amphibious Base. Off shore of Port District lands, vessel activity is controlled by comprehensive marine operation regulations. The right-of-way of the State Toll Bridge Authority for the San Diego-Coronado Bridge interrupts and serves to divide the Port lands into two major areas, south and north.

In the southern section of the Planning District, the Port lands are under long-term commitments for a marina and yacht club on Glorietta Bay, and a 98 acre golf course. Off shore the water is somewhat protected from storms, and adequate in depth for use by small vessels.

In the northern section of the Planning District, the existing uses include a developed shoreline promenade and bicycle path that loops under the Coronado Bridge, a regional park, hotel site, specialty retail complex, city sewer pump station, public fishing pier, ferry boat dock, vessel slips and mooring areas. Off shore lies the boundary of the City of San Diego and the narrowest portion of San Diego Bay with relatively deep water close into shore and a shoreline exposed to wave and wake actions from weather and ship activity within the Bay. Landward, abutting Port lands, is an affluent community undergoing declining student population and redevelopment of both private and public lands to higher residential densities. Community development policies have been resistant to marine-oriented industrial and commercial developments.

Land Use Plan Concept

The Land Use Plan concept seeks to select from several development guidelines a plan that provides the greatest consistency with the Coastal Act; provides a traffic circulation and parking plan aimed at minimizing impacts on adjacent residential streets; provides for a contiguous 20-acre park development with an additional 2.5-acre automobile parking area; makes provision for a loop road; maintains view corridors down Second and Third Streets, and provides for a continuous bicycle/pedestrian system, linking Orange Avenue and Glorietta Bay. It is the intent of the plan to have parks, hotel and commercial complex developed concurrently. If the proposed location of the shoreside path is determined to be contrary to public safety needs or is economically infeasible in some areas, then the system is to be continued inland around these areas. Approximately seventy (70) percent of the Port's land and water areas in this planning district have been allocated to community park, shoreline path, golf course, beach, open bay and other open space. Urban design guidelines encourage a comprehensive, integrated development of commercial and public areas in a heavily landscaped setting, limited building height, and the maintenance of vista corridors.

Land and Water Use Allocations

The planning area of the Coronado Bayfront Planning District includes a total area of 383 acres of Port District controlled lands, consisting of 162 acres of land and 221 acres of water. Long-term use commitments to open space, such as the golf course and the Tidelands Park, absorb seventy-three (73) percent of the total land in the planning area. The remaining commercially productive and developed area consists of a total of 46.43 acres, divided into 26.63 acres of land and 19.8 acres of water.

The following text, use allocations table and Plan Diagram (**Figure 17**) give definition to the Land Use Plan. A tabular summary of the proposed land and water use allocations is indicated in **Table 16**. The map graphically portrays three major use headings, Commercial, Public Recreation, and Public Facilities.

Coronado Bayfront Planning Subareas

The relationship of planning proposals and specific sites is discussed in the following text.

The Planning District has been divided into six subareas to better facilitate the explanation. (See **Figure 18.**)

First Street Shoreline

Port lands located between Alameda Boulevard and Orange Avenue are scattered, isolated, and in many instances the shoreline and the Port District boundary line generally coincide. Shore protection along this strip includes rubble and bulkheading, the latter usually installed by adjacent residential owners to arrest the eroding shoreline. The development potential of the tidelands appears minimal as parcel size, shape and access problems are substantial.

The plan proposes an open space use, continuing the current undeveloped shoreline, maintaining the aquatic habitat and retaining the open bay for the adjoining water use. The sandy beach, located just north of the foot of Orange Avenue, is planned for limited access consistent with the existing isolated and low intensity recreational use. Although about one acre of Port land is involved, access is across privately held land and the largest portion of the

beach lies on private property. The coordination of beach use by the city is advised.

Orange Avenue Area

This subarea is located between Orange Avenue—the former site of the Coronado Ferry Landing—and the multiple-story Oakwood Garden Apartments. Existing uses include a shoreline park and promenade, the city sewer pump station, automobile parking areas, retail complex, and a combined public fishing and bicycle/pedestrian ferryboat docking pier at the foot of B Avenue. The ferry landing site is in close proximity to the historic setting of previous bay ferry operations.

Access to the shoreline promenade utilizes the public corridor, which follows along Orange Avenue extended through the proposed residential development. This cone-shaped access and vista corridor widens toward the bay from First Street, along Orange Avenue extended, and crosses Port land to serve the bayfront bicycle/pedestrian system, connecting the shoreline path's terminus to a major city street. View corridors are maintained along extensions of Orange, B and C Avenues.

Throughout the Port land subarea, and along the shoreline where feasible, a corridor of not less than

**TABLE 16: Precise Plan Land and Water Use Allocation
CORONADO BAYFRONT: PLANNING DISTRICT 6**

| LAND USE | ACRES | WATER USE | ACRES | TOTAL ACRES | % of TOTAL |
|--|--------------|----------------------------|--------------|------------------------|-----------------------|
| COMMERCIAL | 25.7 | COMMERCIAL | 20.0 | 45.7 | 17% |
| Commercial Recreation | 25.7 | Recreational Boat Berthing | 20.0 | | |
| PUBLIC RECREATION | 126.1 | PUBLIC RECREATION | 83.0 | 209.1 | 79% |
| Open Space | 1.4 | Open Bay / Water | 83.0 | | |
| Park/Plaza | 24.5 | | | | |
| Golf Course | 97.8 | | | | |
| Promenade | 2.4 | | | | |
| PUBLIC FACILITIES | 10.1 | PUBLIC FACILITIES | | 10.1 | 4% |
| City Pump Station | 0.4 | | | | |
| Streets | 9.7 | | | | |
| TOTAL LAND AREA | 161.9 | TOTAL WATER AREA | 103.0 | | |
| PRECISE PLAN LAND AND WATER ACREAGE TOTAL | | | | 264.9 | 100% |

Note: Table 16 does not include state tidelands leases of 117.8 acres

30 feet in width is designated for landscaping and public shoreline access. Located within the corridor is a bicycle and pedestrian path, designed for consistency along its entire length, having a paved width averaging 14 feet, with some popular areas wider. The land remaining in the shoreline accessway after provision of the bicycle/pedestrian path may be developed in several ways. In areas abutting park development, it may be integrated with park design; in areas abutting commercial development, it may be integrated with the landscaped design of the commercial use as long as it is available for public use.

The City trans-bay sewer pump station is retained, but enhancement of the facility is encouraged in the plan. The sewer pump station is managed by the City of Coronado on an easement from the Port District. Security considerations require isolation of above-ground structures from public activities; however, some design modifications of the site should be studied in an effort to reduce the negative impact of this city development on the surrounding Port lands. It may be possible to combine the pump station access vault and numerous air vents into a single low profile sculptured structure, which would provide the needed security and improve the appearance of the facility. The view corridor of B Avenue passes over the pump station.

A public park of about one acre has been developed on the shoreline between Orange and B Avenues. The park provides open space and landscaping, benches and tables, and is designed primarily for leisure recreation such as picnicking, sunning, strolling, and viewing. Within this subarea, and extending into the bay, the District has developed a public fishing pier. Parking for these uses is proposed within easy access to the park and pier.

The plan proposes the development of private investment of a major restaurant (200 - 400 seats), recreational shopping and marine service complex (25,000 - 30,000 square feet of building floor area), and limited waterside development, such as one or two piers with boat slips. The development is anticipated to provide space for small marine-oriented or visitor-oriented businesses and other specialty shops typically found in the commercial recreational and marine sales and service use groups. The structures would not be higher than 40 feet, and be of a high quality design reflecting concern for the surrounding area. Parking is to be provided within the lease area.

The existing four-acre boatyard will be replaced with a shoreline public accessway and a specialty retail shopping center of not more than 75,000 square feet of floor area. Parking will be provided on site for the projected uses. Sensitivity to nearby residents should be a major concern of the design.

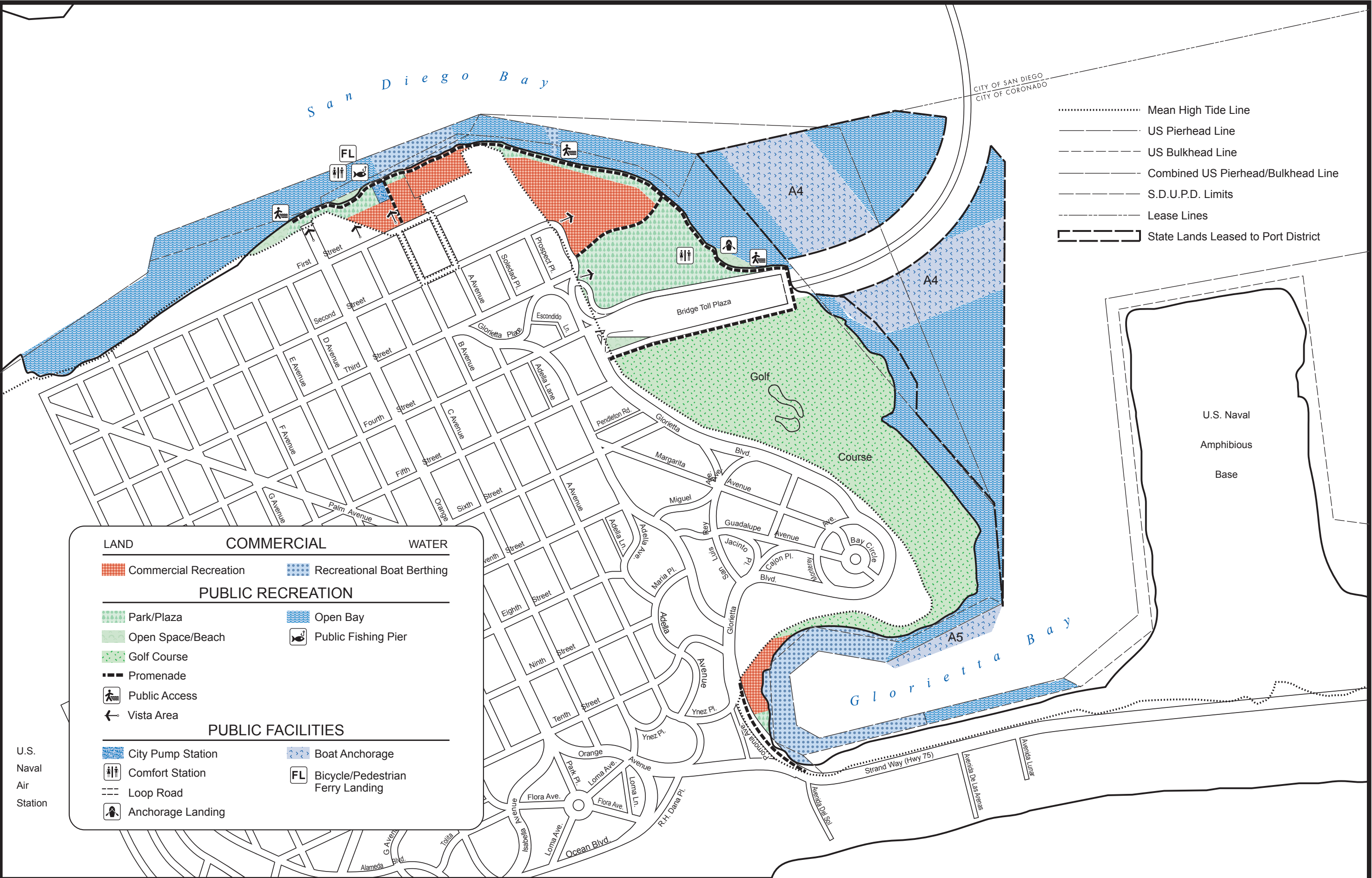
Second Street Shoreline

The bulk of this subarea is allocated to commercial recreation uses, anticipated to provide area for a hotel of not more than 300 rooms, and accessory commercial uses, such as a coffee shop, restaurant, cocktail lounge, meeting rooms, ballrooms, gift shop, beauty shop and additional retail uses. On-site recreational facilities could include swimming pool, tennis courts, and other recreation features. The hotel is planned as a small but high quality tourist and conference facility. Landscape design of the site will integrate with the waterfront path and the adjacent public park. Public access to the shoreline is planned throughout the entire commercial area. Maximum building height is 40 feet. View corridors are to be maintained down extensions of Second and Third Streets. Off-street parking for patrons and employees is to be provided on site. The proposed loop road will provide ingress and egress from the site without placing traffic on adjacent residential streets by providing a direct linkage with the Coronado Bridge.

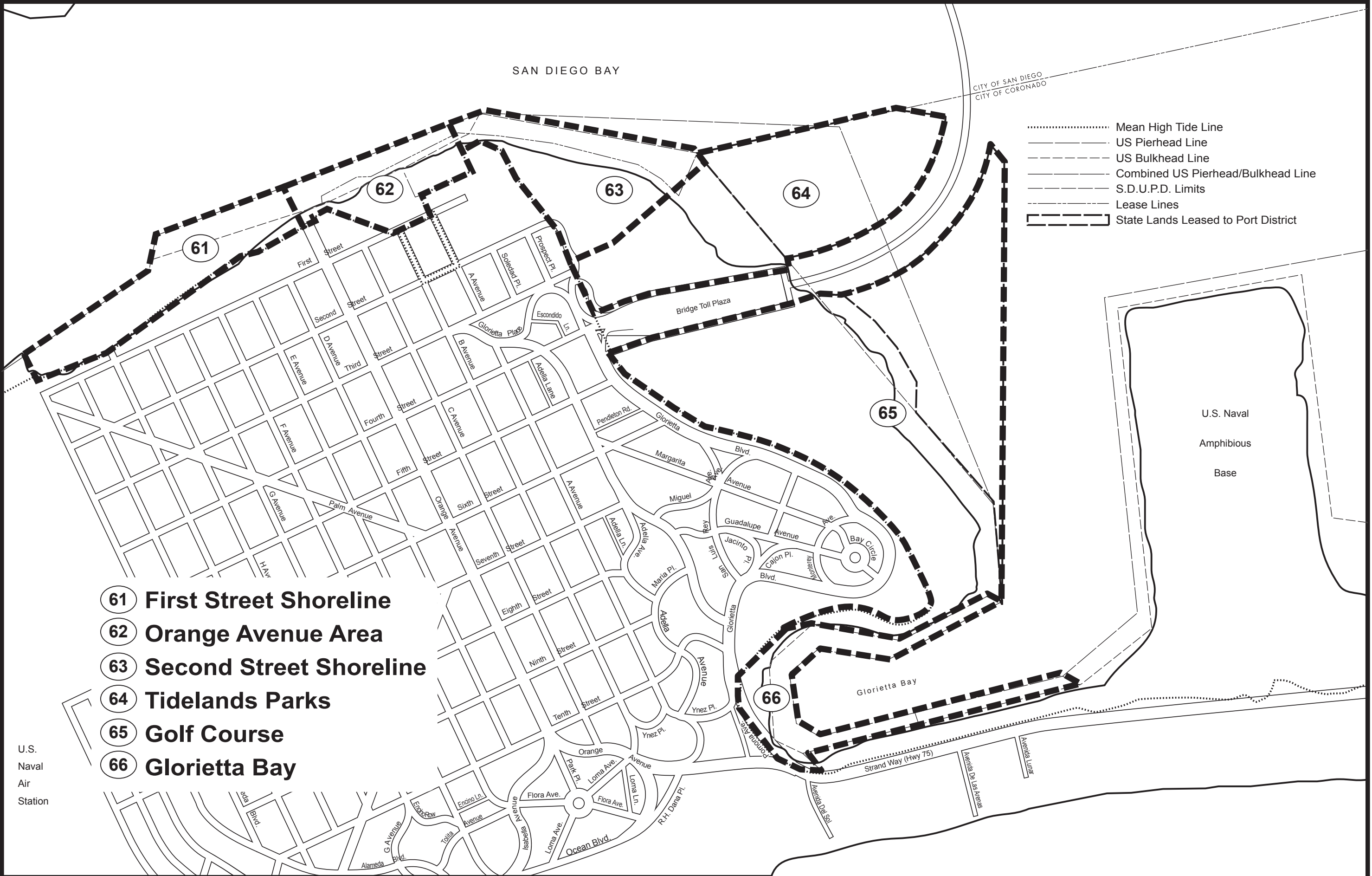
The shoreline accessway will pass through this subarea, ensuring continuous pedestrian and bicycle movement along the public shoreline corridor. The design guidelines discussed for the First Street subarea also apply.

Tidelands Park

The plan has allocated 20 contiguous acres for a public park and 2.5 acres for automobile parking. The park will include four baseball layouts, which can be converted to football or soccer in the appropriate season. A portion of the shoreline is proposed to be developed as a swimming beach; the remainder will become an extension of the bayfront bicycle/pedestrian path. Picnic areas will be located between the shoreline and the active play areas. A meandering bicycle path in a landscaped corridor is proposed to form the northern boundary of the park, separating it from the hotel site. Parking will be located off the loop road adjacent to the bridge. An accessory building is proposed to include a snack bar, restrooms, and equipment storage room. The view down Third Street will be maintained and all storage areas will be screened from view (**See Figure 17a.**)




| LAND | | COMMERCIAL | WATER |
|-------------------|-----------------------|------------|----------------------------------|
| | Commercial Recreation | | Recreational Boat Berthing |
| PUBLIC RECREATION | | | |
| | Park/Plaza | | Open Bay |
| | Open Space/Beach | | Public Fishing Pier |
| | Golf Course | | |
| | Promenade | | |
| | Public Access | | |
| | Vista Area | | |
| PUBLIC FACILITIES | | | |
| | City Pump Station | | Boat Anchorage |
| | Comfort Station | | Bicycle/Pedestrian Ferry Landing |
| | Loop Road | | |
| | Anchorage Landing | | |



U.S.
Naval
Air
Station

- 61 First Street Shoreline
- 62 Orange Avenue Area
- 63 Second Street Shoreline
- 64 Tidelands Parks
- 65 Golf Course
- 66 Glorietta Bay



scale approx.

0 200' 400'

Planning Department

Planning District 6
CORONADO BAYFRONT

Planning Subareas

FIGURE 18

| | | | | |
|-----------------|---------|-------------------------|-----------------|---|
| DATE 3/18/03 | DWG NO. | DRWN / CHK T.O./G.L. | BASE NO. A-1 |  |
|-----------------|---------|-------------------------|-----------------|---|

To provide access to and from Port lands from the Coronado Bridge, the plan delineates a loop road passing under the bridge, in effect connecting Second Street to Glorietta Boulevard near Fifth Street. Traffic leaving the bridge to visit the subareas would turn north and enter the loop road at Third Street; traffic leaving the tideland area to return to San Diego would proceed south under the bridge and enter it at the current Glorietta Boulevard on-ramp. Traffic could also use the loop road to pass between the north and south parts of Coronado instead of using Orange Avenue.

The loop road would serve all land development in both the Second Street and the Tidelands Park subareas. The proposed right-of-way for the loop road involves some bay fill to get around and under the San Diego Bay Bridge.

The Bay Bridge Roadstead Anchorage (A-4) is sheltered by the land masses occupied by the Coronado Golf Course and the U. S. Navy Amphibious Base. The plan proposes an initial anchorage area, to the north of the Bay Bridge, of 23 acres, and an expansion area to the south of 21.5 acres. As a special anchorage, boundaries are to be shown on coastal charts and by on-site markers. Single point mooring buoys for about 70 vessels will facilitate administrative control by the Port District. Shoreside support facilities are proposed to be developed as part of the Tidelands Park project and will involve dinghy float, automobile parking, public restrooms, lighting, landscaping and park furniture.

Golf Course

The golf course and adjacent open bay area are considered long-term commitments and will be continued. A small portion of the golf course will be taken for the loop road, requiring redesign of a few course features. The golf course involves other than Port lands, but occupies 98 acres, or 60 percent of the total Port District land area in Planning District 6, and constitutes the most significant open space in Coronado. The proposed shoreline system, if determined to be contrary to public safety needs, may be continued inland around this facility. The potential hazards of errant golf balls and automobiles, bicyclists and pedestrians must be addressed by fencing or other means in additional evaluations.

Glorietta Bay

The leased areas of land and water utilized by the yacht club and marina in Glorietta Bay, together

with the remaining unleased open bay uses, are to continue. Renovation and full development of leased areas for marine-related uses are encouraged. Planned improvements to the Glorietta Bay Marina and City boat launch facility are designed to enhance recreational boating in Glorietta Bay. Marina improvements include a minor expansion of the dock area, and reconstruction and reconfiguration of the Dock C boat slips. Boat launch facility improvements include reconstruction and modification of the boat launch ramp boarding dock, which would include a free public dock for temporary side-tie berthing of small to medium sized motorized boats and sail boats. The public dock would also include a low freeboard floating dock extension for kayaks, paddleboards, and rowing shells.

The Port District is working cooperatively with the City of Coronado in implementing its Glorietta Bay Master Plan. The goal of the plan is to enhance public access, recreational, and civic opportunities along the bayfront, and to better integrate the Glorietta Bay area with the surrounding community. Several components of the plan involve areas under Port District jurisdiction. A small, passive use public park will be constructed just south of the yacht club. A portion of Strand Way will be vacated to allow for reconfiguration of the adjacent yacht club leasehold and public right-of-way improvements. The remaining portion of Strand Way will be realigned and will allow for construction of an approximately 15-foot-wide public shoreline promenade. Approximately 600 linear feet of existing riprap along the crescent-shaped shoreline area will be repaired.

The Glorietta Bay Anchorage (A-5) is a 3.8- acre federally designated anchorage with a capacity to accommodate about 20 vessels at fore and aft anchoring with vessel ground tackle. Administrative control over the use of the anchorage will continue to be exercised by the Port District. The plan proposes to retain the low intensity of use of the anchorage by reserving the anchorage for use by transient cruising vessels and short durations of stay.

Anchorage use is by permit of Harbor Police for a period of time up to 72 hours within any seven-day period. Although no formal landing site is designated, users could land at the public launching ramp across the channel. The placement of boundary market buoys, coordinated with the City of Coronado, is proposed on site, subject to State approval.

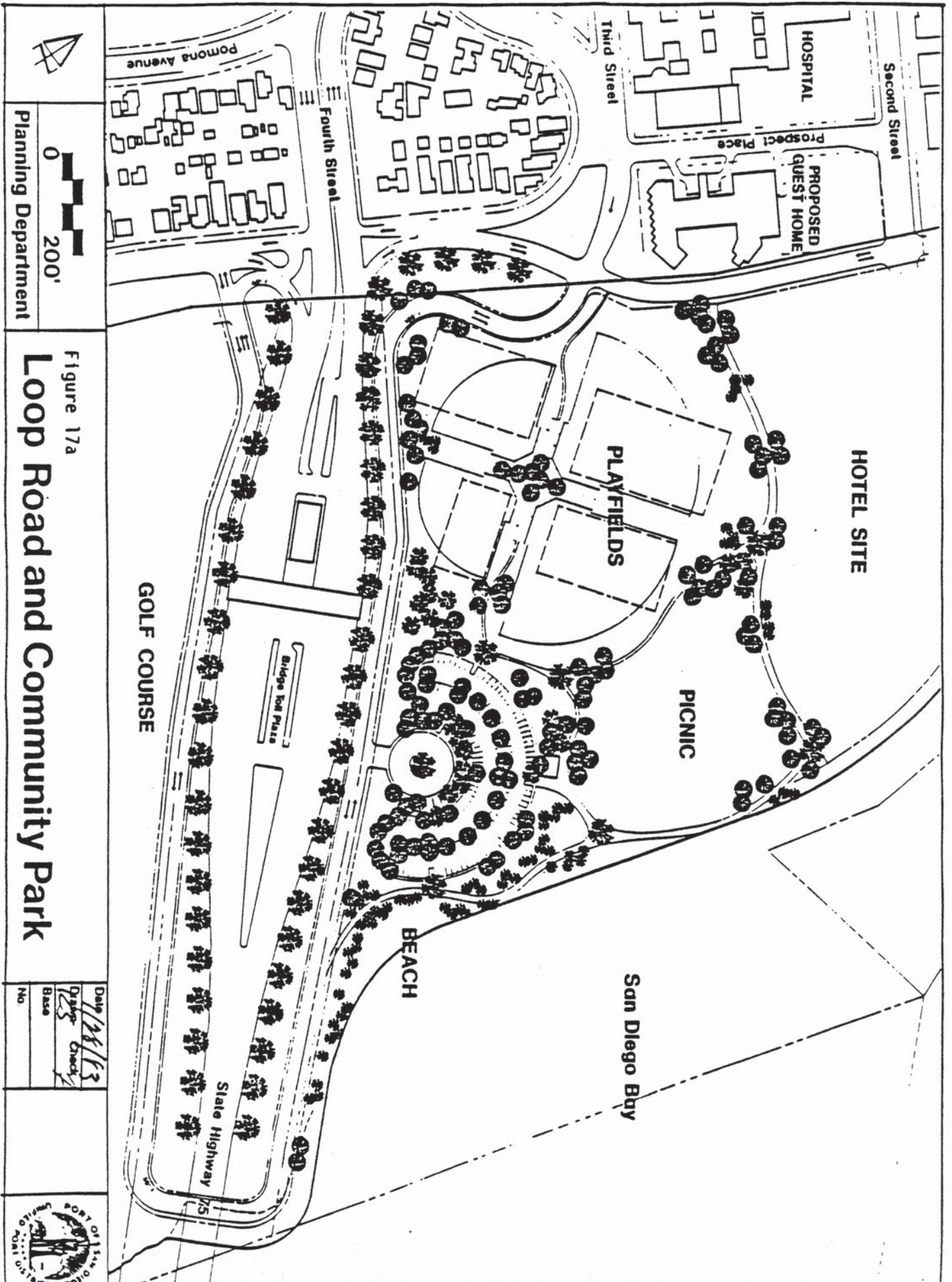


Table 17: Project List

**CORONADO BAYFRONT:
PLANNING DISTRICT 6**

| | SUBAREA | DEVELOPER | APPEALABLE | FISCAL YEAR |
|--|---------|-----------|------------|-------------|
| 1. ORANGE AVENUE PARK AND FERRY LANDING: Construct park, ferry dock and passenger waiting shelter, accessways | 61-61 | P | N | 1987-88 |
| 2. FIRST STREET COMMERCIAL AREA: Construct restaurant, commercial buildings, parking and landscaping, pier and slips | 62 | T | Y | 1984-85 |
| 3. PUBLIC FISHING PIER: Construct pier, restroom, bait and tackle shop, parking and accessways | 62 | P | N | 1984-85 |
| 4. SHORELINE ACCESSWAY: Fill or bridge over bay water, install landscaping, bicycle/pedestrian path | 61-64 | P | N | 1983-84 |
| 5. LOOP ROAD: Bay fill, install paving, curb, gutters, utilities, streettrees | 63-64 | P | Y | 1983-84 |
| 6. HOTEL COMPLEX: Construct hotel, accessory uses, parking, landscaping, recreational facilities | 63 | T | Y | 1984-85 |
| 7. TIDELANDS PARK: Install landscaping, play fields, park furnishings | 64 | P | N | 1984-85 |
| 8. SHORELINE PROTECTION: Install stone revetment, other protection | Various | P | N | 1983-84 |
| 9. BAY BRIDGE ROADSTEAD ANCHORAGE: Install boundary markers and mooring buoys, dinghy float and ramp, and lighting | 64 | P | Y | 1984-85 |
| 10. GLORIETTA BAY ANCHORAGE: Install boundary markers | 66 | P | Y | 1984-85 |
| 11. STRAND WAY RECONFIGURATION: Vacate portion of street; construct sidewalk; enhance bike path; install landscaping. Narrowwidth of remaining street portion; construct shoreline promenade; install landscaping, benches, and lighting | 66 | P | Y | 2003-05 |
| 12. POCKET PARK: Remove paving; construct passive use park lawnarea; install public art | 66 | P | N | 2003-05 |
| 13. SHORELINE STABILIZATION: Remove existing riprap; replace withnew riprap; construct seawall | 66 | P | N | 2003-05 |
| 14. GLORIETTA BAY MARINA/BOAT LAUNCH FACILITY IMPROVEMENTS: Reconstruct/reconfigure marina boat slips; reconstruct/modify City boat launch facility to include free public dock for temporary side-tie boat berthing | 66 | T | Y | 2016-17 |

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 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.

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

| LAND USE | | WATER USE | | TOTAL | % of |
|--|--------------|----------------------------------|----------------|----------------|-------------|
| | ACRES | | ACRES | ACRES | 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% |

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.

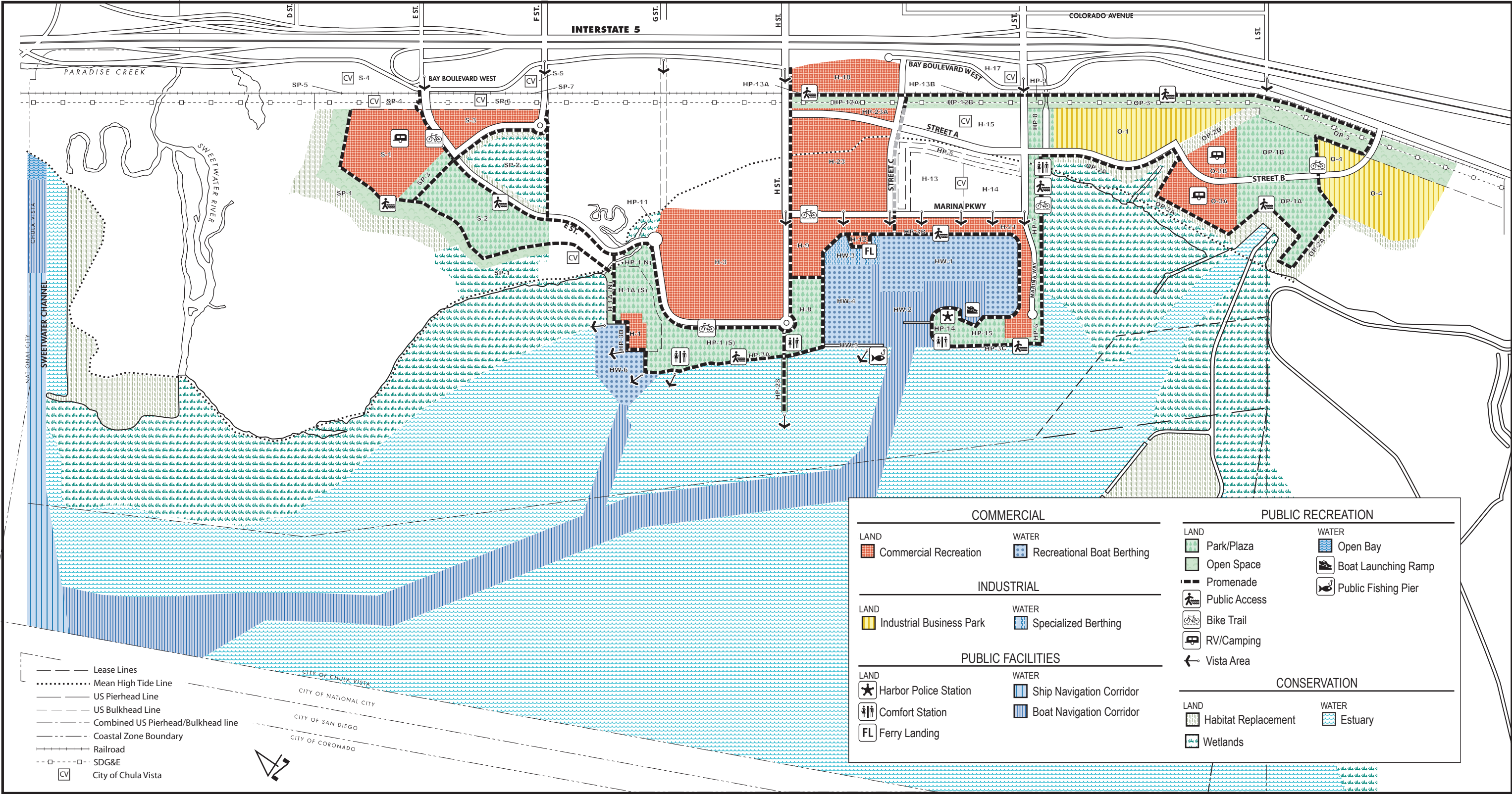
In addition, the Chula Vista Bayfront Shuttle service will be phased concurrent with development. At a minimum, service will be provided upon the issuance of Certificate of Occupancy for either the H-3 resort conference center hotel or the 500th residential unit in the City CVBMP area. Implementation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

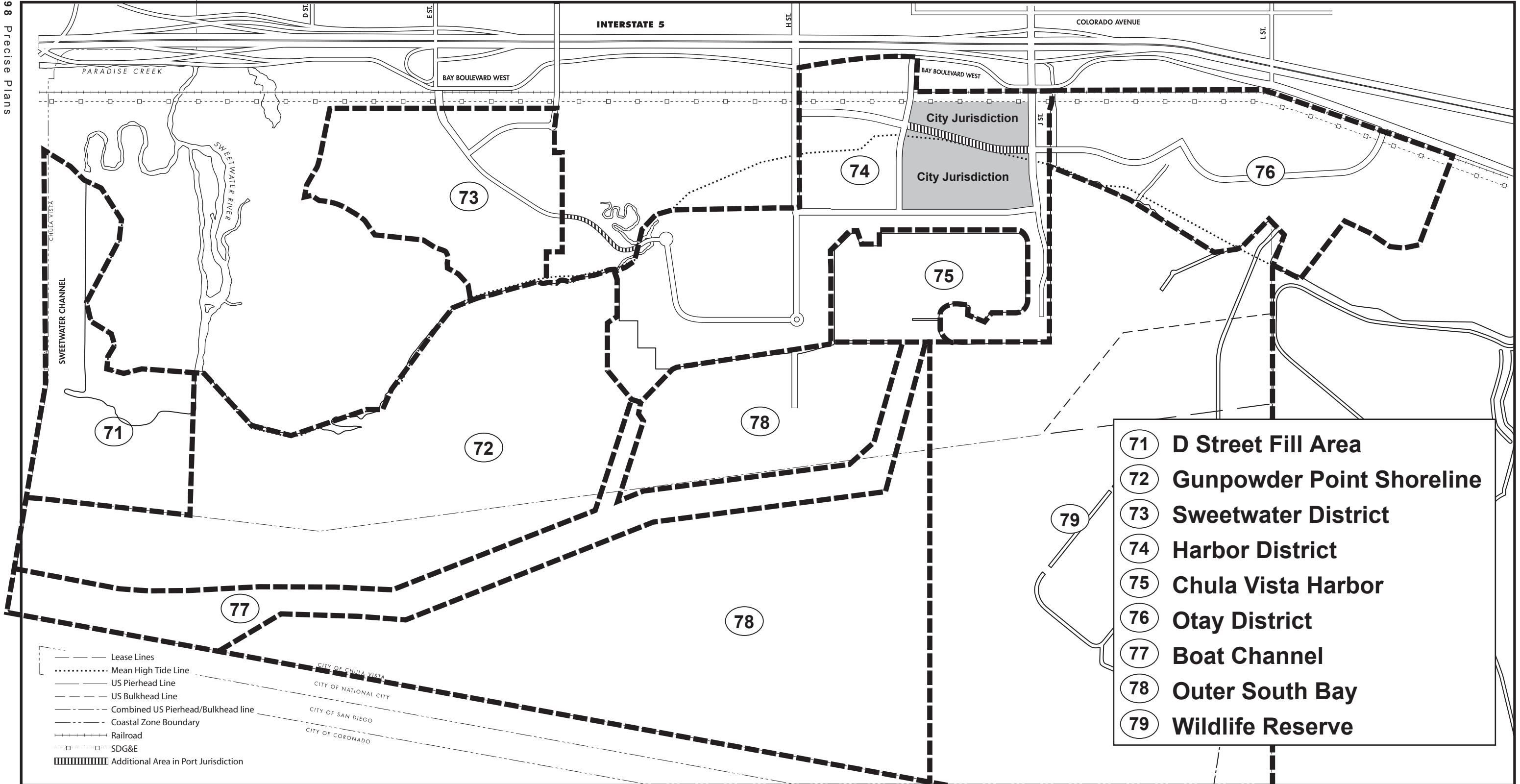
Implementation of the CVBMP is envisioned to occur in four phases over the next 24 years, and will be contingent upon and subject to many factors, such as availability and timing of public financing and construction of public improvements, terms of existing long-term leases, actual market demand for 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**).





scale approx.

0 200' 400'

LAND USE PLANNING

**Planning District 7
CHULA VISTA BAYFRONT**

TITLE:

Planning Subareas

Figure 20

DATE

080912

DWG NO.

DRWN / CHK

BASE NO.



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 subtidal 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 the Chula Vista Wildlife Reserve, which includes 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-designated area (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 thermal power plant that was demolished in 2013. 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. Proposed development in the Wetlands designation in this subarea would be for a living shoreline pilot project, which would involve the placement of oyster reef ball elements that consist of “baycrete” or concrete mixed with local sand and shell aggregate, as well as a five-year biological monitoring program with data collection. This pilot project would be located in the Wetlands-designated area north of the access route to the Chula Vista Wildlife Reserve island. The purpose of this pilot project is to study the ability of the reef ball elements to protect the shoreline from erosion, while also providing habitat for native oysters. The pilot project is advised by a Technical Advisory Committee (TAC) that includes representatives from natural resource agencies such as California Coastal Commission, National Marine Fisheries Service, and the California Coastal Conservancy, among others. While the proposed structures are not considered an allowable use in the Wetlands-designated area, in this case, the project has been sited to avoid impacts to eelgrass beds, includes design features and controls to avoid the recruitment of non-native oysters, and will provide valuable research into techniques for minimizing shoreline erosion that do not involve seawalls or rip-rap armoring. Following installation, the five-year biological monitoring program will be used to assess the pilot project’s success, which will be measured against established success criteria that have been approved by the TAC and are included below. The results will be tracked and discussed by the TAC at least annually and adaptive management measures would be considered if deemed necessary for success criteria that are not being met. The

pilot project's reef ball elements will be removed if, at the conclusion of the five-year monitoring period, adaptive management measures are not successful or feasible and the project meets one or more of the removal criteria that have been also approved by the TAC and are included below. Only reef ball elements, or portions of reef ball elements, that meet one of the removal criteria must be considered for removal. Upon conclusion of the five-year monitoring period, if the pilot project does not meet any of the removal criteria, the reef ball elements would be expected to be left in place as habitat.

The pilot project is subject to the following TAC-approved success and removal criteria:

SUCCESS CRITERIA:

1. Native Olympia oysters (*O. lurida*) recruit with mean densities per square meter of substrate on constructed oyster reef elements at statistically significantly higher densities than comparable sites in San Diego Bay. Comparable sites will be hard substrate in similar configurations, such as cobble and rip-rap, at similar elevations.
2. The ratio of native to non-native species* (including invertebrates & algae) areal coverage on constructed oyster reef elements is statistically significantly higher than comparable sites in San Diego Bay.
3. The ratio of non-native Pacific oyster (*C. gigas*) areal coverage to native Olympia oyster (*O. lurida*) that occupy constructed oyster reef elements are equivalent to or lower than ratios at comparable sites in San Diego Bay.
4. The percent change in native species richness of fish and mobile invertebrates captured within oyster reef arrays over the five year post-construction monitoring period is equivalent to or higher than the percent change in native species richness of these organisms at adjacent mudflat/eelgrass controls and comparable sites within San Diego Bay.
5. Presence of oyster reef arrays result in significant accretion or lower erosion of sediment shoreward of the arrays, as compared to control plots.

REMOVAL CRITERIA:

1. Native Olympia oysters (*O. lurida*) recruit with mean densities on constructed oyster reef elements at statistically significantly lower densities than comparable sites in San Diego Bay.

2. Constructed oyster reef elements are more dominated by non-native* species with statistically significantly higher aerial coverages of non-natives than comparable sites.
3. Shoreline erosion occurs shoreward of constructed oyster reef elements at rates statistically significantly higher than comparable sites.

**Some non-native species may not be included in analysis. The Project will follow TAC guidance on cryptogenic and unspecified species. San Diego Bay's cryptogenic species can be found in the U.S. Navy's TECHNICAL REPORT 2038 (March 2013)*

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, 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)

| 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 |
| WILDLIFE RESERVE | | | | |
| 32. SAN DIEGO BAY NATIVE OYSTER LIVING SHORELINE PILOT PROJECT: Pilot project for the placement of oyster reef ball element arrays; includes biological monitoring and data collection. | 79 | P | N | -- |

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

SILVER STRAND SOUTH:

PLANNING DISTRICT 8



Precise Plan Concept

Planning District 8 is located in the southwest corner of San Diego Bay, approximately thirteen miles from the entrance to San Diego Bay. The planning area is effectively separated from central Coronado by the U.S. Navy Amphibious Base and from Imperial Beach by the salt ponds. The Coronado Cays residential marina development, an exclusive high-value community, occupies the uplands to the west of Port tidelands. The Precise Plan development concept seeks to provide opportunities for recreational boating, public access, shoreline parks, and other water related facilities at a level of intensity that is suitable with the surroundings.

Land and Water Use Allocations

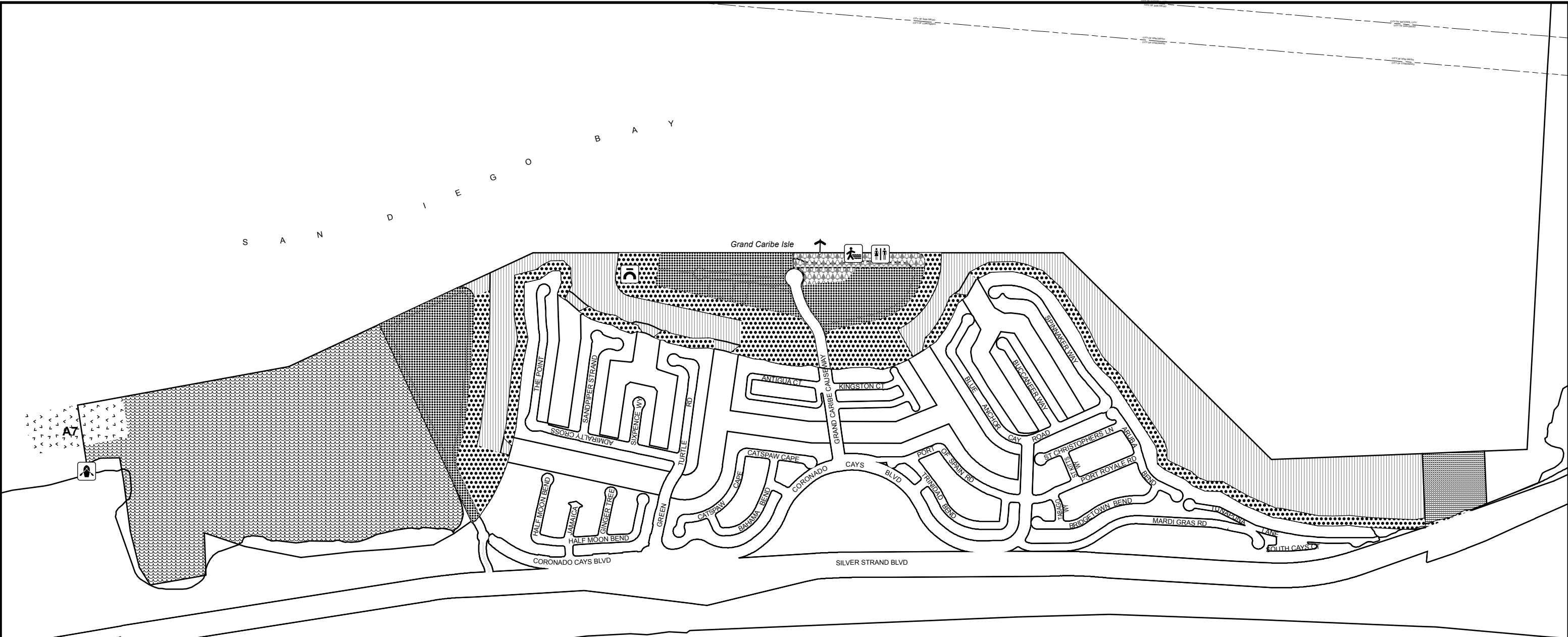
The Silver Strand South Planning District contains a total of about 227 acres, consisting of 31 acres of land and 196 acres of submerged tidelands. Two man-made peninsulas, Crown Isle and Grand Caribe Isle, represent all of the Port District administered land area in this planning area. Over half of the total area or over sixty percent of only the land area is currently leased to Coronado Cays Company. Planned use categories include commercial recreation, public recreation, public facilities and conservation. Water areas adjacent to the island are set aside for recreational boat berthing. Boat navigation corridors run out to the main channel extending from Coronado Cays to the central bay. **Table 20** summarizes the land and water use allocations proposed in the Precise Plan. The use allocation table, the **Precise Plan Map**, and the following text supplement the general plan guideline presented earlier in this document.

Silver Strand South Planning Subareas

An explanation of the Precise Plan is organized around the five geographic locations shown in **Figure 22**.

TABLE 20: Precise Plan Land and Water Use Allocation
SILVER STRAND SOUTH: PLANNING DISTRICT 8

| LAND USE | ACRES | WATER USE | ACRES | TOTAL ACRES | % of TOTAL |
|--|-------------|---------------------------------|--------------|--------------|-------------|
| COMMERCIAL | 26.1 | COMMERCIAL | 37.0 | 63.1 | 27% |
| Commercial Recreation | 26.1 | Recreational Boat Berthing..... | 37.0 | | |
| PUBLIC RECREATION | 3.2 | PUBLIC RECREATION | 92.0 | 95.2 | 42% |
| Park | 3.2 | Open Bay / Water | 92.0 | | |
| PUBLIC FACILITIES..... | 1.9 | PUBLIC FACILITIES..... | 63.0 | 64.9 | 29% |
| Streets | 1.9 | Boat Navigation Corridor | 63.0 | | |
| | | CONSERVATION | 4.0 | 4.0 | 2% |
| | | Estuary | 4.0 | | |
| TOTAL LAND AREA..... | 31.2 | TOTAL WATER AREA | 196.0 | | |
| PRECISE PLAN LAND AND WATER ACREAGE TOTAL | | | | 227.2 | 100% |



STATE HWY 75

Silver Strand State Beach

P A C I F I C O C E A N

- Mean High Tide Line
- US Pierhead Line
- US Bulkhead Line
- Combined US Pierhead/Bulkhead Line
- S.D.U.P.D. Limits
- Lease Lines

| | | |
|-----------------------|----------------------------|-------|
| LAND | COMMERCIAL | WATER |
| Commercial Recreation | Recreational Boat Berthing | |
| | Sanitary Pumpout | |
| LAND | PUBLIC RECREATION | WATER |
| Park/Plaza | Open Bay | |
| Public Access | | |
| Vista Area | | |
| LAND | PUBLIC FACILITIES | WATER |
| Comfort Station | Boat Navigation Corridor | |
| Anchorage Landing | Boat Anchorage | |

0 125 250 500 750 1,000 Feet

Planning District 8
SILVER STRAND SOUTH

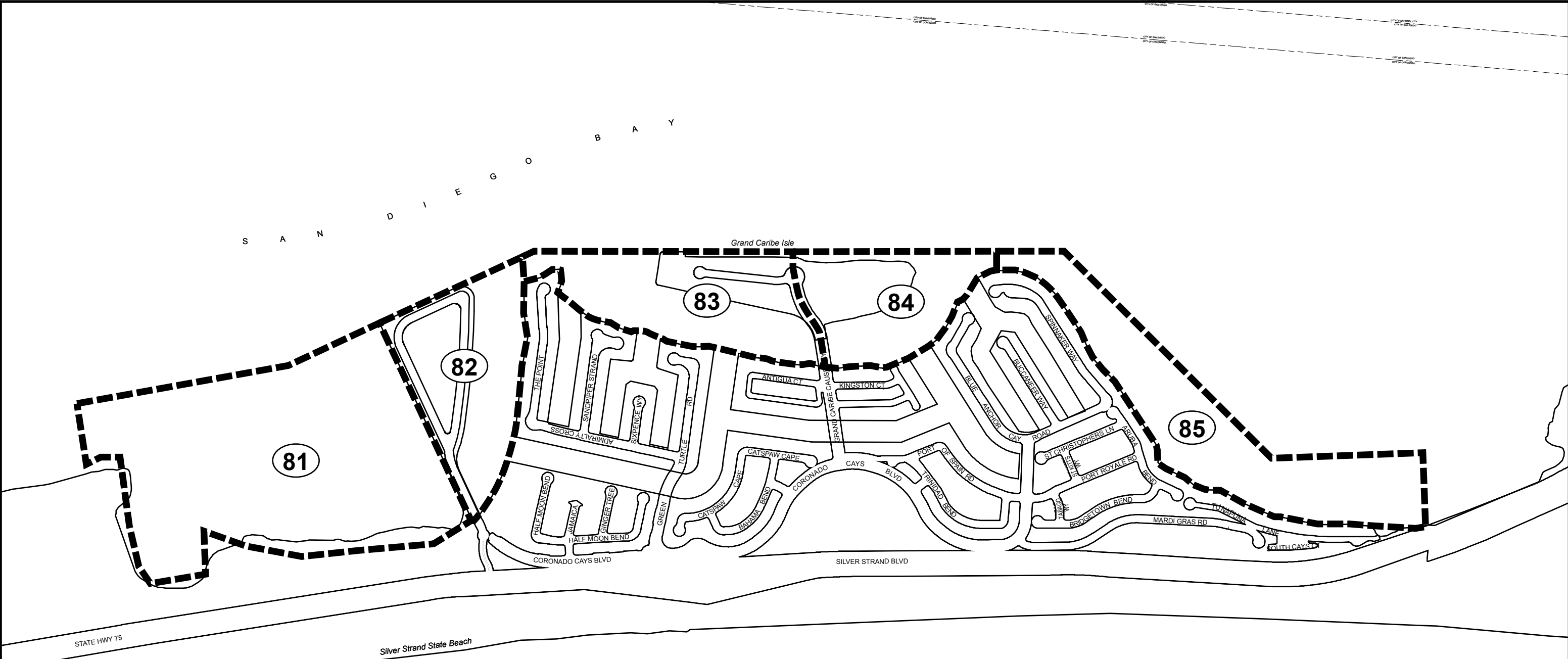
PRECISE PLAN

FIGURE 21

DATE:
082887
DRWN / CHK:

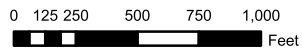
FILE TITLE/LOCATION:





- Mean High Tide Line
- US Pierhead Line
- US Bulkhead Line
- Combined US Pierhead/Bulkhead Line
- S.D.U.P.D. Limits
- Lease Lines

- 81 State Park Basin
- 82 Crowne Isle
- 83 Grand Caribe Isle-North
- 84 Grand Caribe Isle-South
- 85 South Cays Shoreline



Planning District 8
SILVER STRAND SOUTH

Planning Subareas Map

FIGURE 22

DATE:
082887
DRWN / CHK:

FILE TITLE/LOCATION:



State Park Basin

The water area in the northern part of the Planning District will remain essentially undeveloped except as a feature of Silver Strand State Beach, which occupies the shoreline of this planning subarea. Public recreation uses and access, subject to controls and user fees imposed by the State park system, could include swimming, boating, fishing and water skiing.

The Crown Cove Anchorage (A-7) is proposed to be developed by the State Department of Parks and Recreation as an extension of the Silver Strand State Beach. This 4.4-acre anchorage area will provide fore and aft moorings for about 30 vessels. A dinghy landing will be provided at the adjacent State Beach. Control over the park and anchorage will be exercised by the California Department of Parks and Recreation under a lease agreement with the U.S. Navy and the San Diego Unified Port District, as a normal part of the Department's administration of Silver Strand State Beach.

Mention should be made of the proposed second entrance channel to San Diego Bay. It is planned to be constructed on Naval Amphibious Base land just north of this Planning District, and thus is not included in the Land and Water Use Element of the Master Plan. The Port District endorses and supports the second entrance, but recognizes that it is a Federal project and that the likelihood of its construction in the near future is remote. If it is built, it will result in few alterations of the plan for Silver Strand South.

Crown Isle

Crown Isle (also referred to as North Island) has a land area of 11.4 acres, all of which is designated for commercial recreation uses, which include docks and wharfage facilities, small craft harbor, marina with a marina administration building and recreational area, refueling docks, supply and ships stores, group

activities, outdoor court areas, hotels, motels and cabanas, stores, shops, theaters and offices. All of the subarea is already leased to Coronado Cays Company; however, the company has not prepared a master plan for the development of this land. The water area is proposed for boat docks and navigational purposes.

Grand Caribe Isle-North

All of this subarea is also under long-term lease and is proposed for development for commercial recreation, boat docks and navigational corridors. Specific land use plans for this area have been developed, and have been reviewed and approved by City and State agencies.

Grand Caribe Isle-South

The southern one-third of Grand Caribe Isle (also referred to as East Island) is unleased. Proposed land use allocations are about three acres for a public shoreline park and the remainder for commercial recreation. The development could include one or more of the following: a hotel, restaurant, marina, fuel dock, sanitary pumpout, local food store, recreational center, or boat sales.

South Cays Shoreline

Port tidelands involved in this planning subarea are limited to submerged lands. The area is leased and is scheduled for development as boat docks and navigation corridors. Immediately to the south of the South Cays Shoreline planning subarea is an unleased strip of water that will not be developed or dredged. The plan proposed to retain the area as bay estuary or wildlife habitat, open space for the community, and open vistas to the bay from State Highway 75.

A listing of possible projects and appealable classification is shown in **Table 21**.

TABLE 21: PROJECT LIST

| SILVER STRAND SOUTH: PLANNING DISTRICT 8 | | | | |
|--|---------|-----------|------------|-------------|
| | SUBAREA | DEVELOPER | APPEALABLE | FISCAL YEAR |
| 1. SHORE PROTECTION: East Island, south end | 84 | P | N | 1979-80 |
| 2. MARINA: Install buildings, slips | 84 | T | Y | 1983-84 |
| 3. SHORELINE PARK | 84 | P | Y | 1984-85 |
| 4. CROWN COVE ANCHORAGE: Install boundary markers, fore and aft moorings, and landing structures | 81 | T | Y | 1984-85 |
| P- Port District T- Tenant N- No Y- Yes | | | | |

SOUTH BAY SALT LANDS:

PLANNING DISTRICT 9



Precise Plan Concept

Planning District 9 comprises the land and water areas at the extreme southerly end of San Diego Bay. The land is uniformly flat except for the slight elevations of the salt pond dike network. The water is very shallow. Because of an unusual annexation history, parts of three cities - San Diego, National City and Coronado - occupy this Planning District and the political boundaries of two other cities - Chula Vista and Imperial Beach - form mutual borders with the outside edges of the Planning District.

Identified concerns in land use planning include: the compatibility and routing of access corridors for pedestrian and bike path extensions around the bay; a localized desire for a public launching and marina facility, befitting the amenities and resources of a small coastal city which currently has no marina facilities; and the possible transition of land use from the industrial production of salt to mariculture, or a return of the area to a natural bay for wildlife preservation. The Plan Concept proposes the utilization of the area for habitat conservation and to retain the open space character of South San Diego Bay.

Land and Water Use Allocations

A total of approximately 798 acres of Port District tidelands is included in this Planning District. Use

allocations proposed include wetlands, estuary and salt ponds, and follow the basic use guidelines discussed in Section III of the Master Plan under the Conservation category.

South Bay Salt Lands Planning Subareas

In the following narrative, the Planning District has been divided into four subareas (**Figure 24**), to focus attention upon conditions and plan concepts for small areas.

Wildlife Preserve

This subarea is unleased and is proposed to be set aside and possibly enhanced for conservation purposes. The subarea is primarily shallow water, although an 8.5-acre parcel of vacant land, located at the northwest corner of the Planning District and adjacent to State Highway 75, is included. Immediately to the south of the parcel, on uplands, is an area managed by the County of San Diego as a wildlife preserve and nature interpretive area. The plan allocation would add to this conservation area.

Coronado Salt Ponds and South Bay Salt Ponds

Most of Planning District 9 was leased prior to the formulation of the Port District directly from the State of California by Western Salt Company for the production of salt through evaporation. The leased areas comprise these two planning subareas. Existing State law provides that the 612.23-acre lease of water and salt ponds will revert to State control in 1984. As was mentioned in Section I (*page 6*), the transfer will increase State controlled tidelands in San Diego Bay to about 48 percent of the total. The Department of Fish and Game will be given management responsibility and will need to address the multiple demands in the area for a continuation of salt production, a reversion to a natural bay, the potential for mariculture, and whether marina facilities for Imperial Beach are possible. Until that time, the Master Plan recommends continuation of the current environment. When the management plan for the

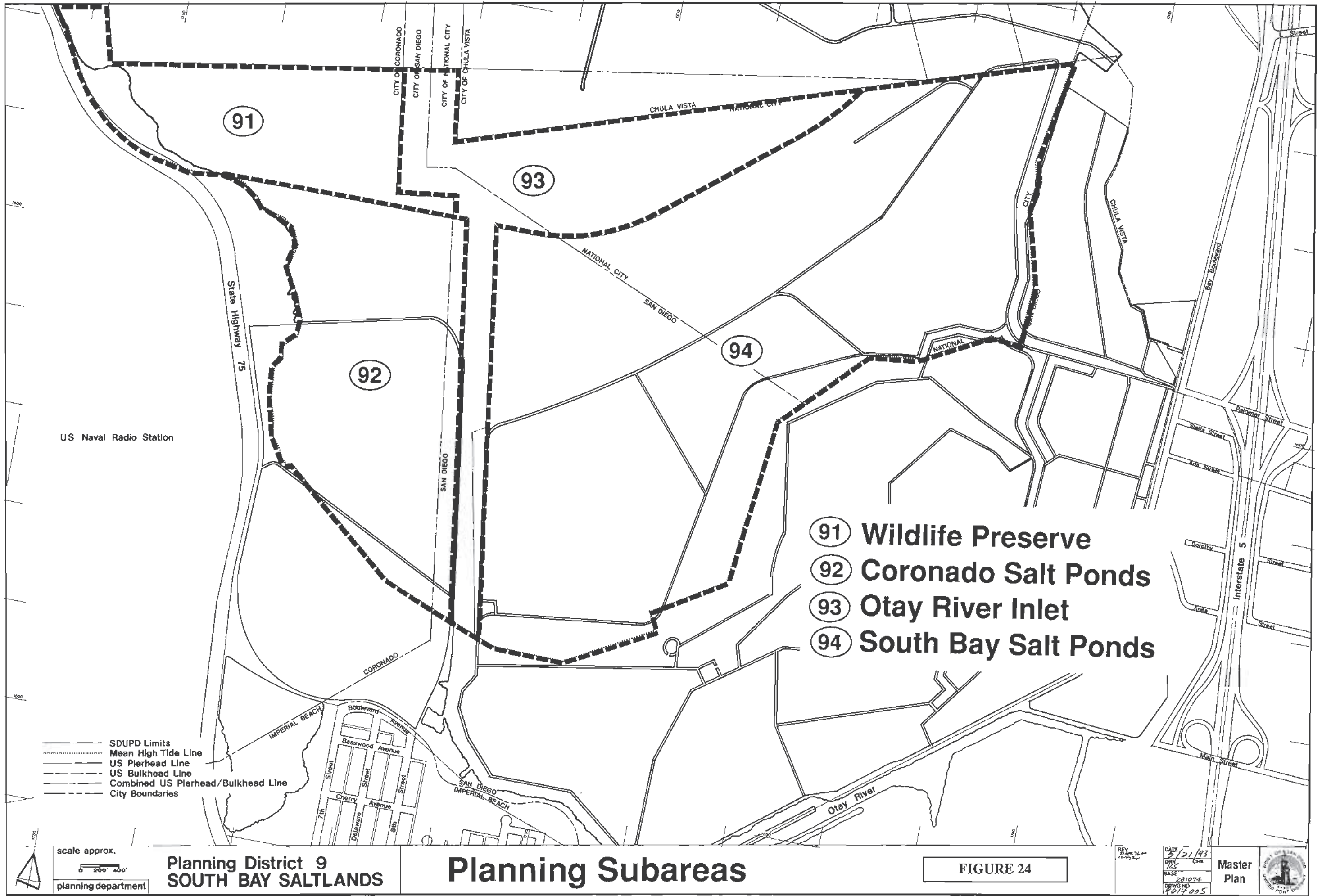


Planning District 9
 SOUTH BAY SALTLANDS

PRECISE PLAN

FIGURE 23

| | | |
|--------------------------------------|--|--|
| REV 8-16-78 8-16-78 8-16-78 | DATE 10/16/78 10/16/78 10/16/78 | |
| BY J. J. J. | CHK J. J. J. | |
| DATE 10/16/78 | DATE 10/16/78 | |
| DRW NO 4025-001 | MASTER PLAN REVISION | |



area is designed by the State Department of Fish and Game, the Port District should be advised so that nearby developments will be coordinated.

South Bay Salt Ponds

This subarea includes both leased and unleased areas. A parcel is leased to San Diego Gas and

Electric Company for a warm water outlet and dispersal area as part of the South Bay Power Generating Plant operation. The remaining area is submerged bay tidelands, including the terminus channel of the Otay River. The water area remaining under Port District control is included in the Estuary classification.

TABLE 22: Precise Plan Land and Water Use Allocation
SOUTH BAY SALT LANDS: PLANNING DISTRICT 9

This subarea is predominantly submerged bay tidelands, including the terminus channel of the Otay River. The water area remaining under Port District control is included in the Estuary classification.

| LAND USE | ACRES | WATER USE | ACRES | TOTAL | % of |
|---|-------|-----------------------|-------|-------|-------|
| | | | | ACRES | TOTAL |
| CONSERVATION | 192.0 | CONSERVATION | 605.5 | 797.5 | 100% |
| Wetlands | 192.0 | Estuary | 185.3 | | |
| | | Salt Ponds | 420.2 | | |
| TOTAL LAND AREA..... | 192.0 | TOTAL WATER AREA..... | 605.5 | | |
| PRECISE PLAN LAND AND WATER ACREAGE TOTAL | | | | 797.5 | 100% |

Project List

No specific projects are identified, although it is anticipated that some environmental enhancement or mitigation project may be identified later as plans are implemented around the bay.

IMPERIAL BEACH:

PLANNING DISTRICT



Precise Plan Concept

The plan concept recognizes the city's shoreline as a focal point for recreational and associated commercial activities. To some extent, the future success of economic enterprises and community events is dependent on improvements and maintenance activities that enhance and strengthen a positive image along the waterfront. The plan concept proposes to: maintain existing view corridors to the water; improve public access to the shoreline; develop, rehabilitate and increase the size of public facilities and areas; enhance the amenities of public areas; and promote opportunities for appropriate visitor-serving commercial uses that makes the oceanfront an attractive place.

Land and Water Use Allocation

The Imperial Beach Oceanfront planning area comprises a total of roughly 410 acres, consisting of about 7 acres of land and 403 acres of water. The Land and Water Use plan proposes developments in the major use categories of commercial, public recreation, and public facilities. Acreage allocations are indicated in **Table 23**. All of the planned land and water use categories are shown on the Precise Plan map, **Figure 25**.

The District's plan area in Imperial Beach does not have the homogeneity of property entitlements found in the other Planning Districts. The District's

property interest in Imperial Beach consists of land grants, leases, easements, and land purchases. In all cases, the Port Master Plan addresses land and water use and management intent consistent with the overall District purposes of promoting commerce, navigation, fisheries, and recreation as well as applicable Coastal Act policies.

The District has been granted, by the state of California, about 402.8 acres of Pacific Ocean tide and submerged lands. The granted lands are bounded by the historic mean high tide line for about 1.4 miles along the shoreline and extend westerly into the Pacific Ocean approximately 1,950 feet on the south end of the granted area and about 3,000 feet on the north end at the City boundary line. Proposed uses on granted lands include open space, open ocean, specialized berthing, and on the Pier structure, a small amount of commercial recreation.

The District also holds leases from the City for Dunes Park and Pier Plaza. These areas are indicated on the precise plan map as Park with some Commercial Recreation use for concessions at Pier Plaza.

The District proposes to obtain easements to facilitate improvements within the public right-of-way of thirteen streets that terminate at the beach. Approximately 3 acres are involved in easements. The plan indicates the use of these properties as streets and coastal accessways. Proposed shoreline protections at the street ends will not extend into the beach beyond the toe of the existing shore protection structures.

In several instances, a finding has been made that adequate area is not available for District purposes within existing land holdings so property purchases have been undertaken or are planned. The District plan involves purchased property to be used for the expansion of Dunes Park, expansion of Pier Plaza, additional parking areas, possibly a public service facility or other uses allowed under the Port Master Plan. These acquisitions are undertaken to promote the development of an enlivened and attractive oceanfront area that will be a desirable place to enjoy recreational activities.

Imperial Beach Oceanfront Planning Subareas

The following narrative organizes the Imperial Beach Oceanfront Planning District into a series of subareas for the purpose of discussing the plan. The geographic subareas are essentially project oriented and consist of the following areas; Ocean Beach, the Pier, Pier Plaza, Dunes Park, street endings, and automobile parking facilities.

Ocean Beach

The sandy ocean beach is probably the most important natural physical asset in the area. Existing beach activities planned to continue include beach volleyball, jogging, sunbathing, wading, bird watching, fishing, swimming, surfing, community beach festivals and special events, such as the International Sandcastle Competition. The District provides financial support for lifeguard, police, animal control, and beach and pier maintenance services. As a matter of preferred practice, portable lifeguard towers will continue to provide flexibility for responding to the shifting beach sand and beach user activities. The area is shown as open space on the Precise Plan illustration (**Figure 25**).

Other than the municipal pier and a jetty, the beaches located within the Port's legislative tidelands grant are free of structures. On the northern edge of

the City's beach, there are two stone jetties. One jetty is located on Navy land and one is on the extension of Palm Avenue. The jetties were installed as part of a four-jetty plan to control beach sand erosion. These structures have not functioned as anticipated, and plans for the two remaining jetties were dropped.

The most challenging long term problem for the Ocean Beach area has to do with sand depletion and international sewage pollution. The deterioration of the beach can have a corresponding negative impact on the community's tourist generated income, on the recreational amenities available to the population, and flooding damage to adjacent properties. The width of the beach and its annual erosion rate have a direct bearing on recreational accommodations and erosion control measures necessary for upland properties. The ultimate solution probably involves actions that reduce sand loss, re-supply and redistribute sand along the Silver Strand littoral cell to counter the general northward movement of sand. A continuing effort is desirable to replenish the beach sand lost by natural erosion through the use of opportunistic sand sources, provided the material is suitable for beach use and cost factors are feasible.

Material produced from U.S. Navy dredging projects is proposed for near term use. Under the City's leadership, additional reconnaissance and feasibility studies are being pursued to address

**TABLE 23: Precise Plan Land and Water Use Allocation
IMPERIAL BEACH OCEANFRONT: PLANNING DISTRICT**

| LAND | Acres | WATER | Acres |
|--|--------------|------------------------------|--------------|
| COMMERCIAL | | COMMERCIAL | |
| Commercial Recreation | 1.2 | Sportfishing Berthing | 0.8 |
| PUBLIC RECREATION | | PUBLIC RECREATION | |
| Park/plaza..... | 2.7 | Open Ocean | 402.0 |
| | * | | |
| PUBLIC FACILITIES | | | |
| Public Service Facility..... | 0.1 | | |
| Street..... | 3.1 | | |
| TOTAL LAND AREA..... | 7.1 | TOTAL WATER AREA..... | 402.8 |
| PRECISE PLAN LAND AND WATER ACREAGE TOTAL | 409.9 | | |

* The Ocean Lane paper street sand area has been removed from the acreage table.

shoreline problems. Regional and bi-national programs and projects are underway outside the District's responsibility and jurisdiction to address and resolve the international sewage pollution of the Imperial Beach shoreline.

Imperial Beach Municipal Pier

The Ocean Pier is the major structure on the Imperial Beach beachfront. The pier is 24 feet wide and about 1,500 feet long, terminating in the Pacific Ocean at a depth of approximately 20 feet. The wooden pier deck varies at heights of between 22 feet to 32 feet above Mean Lower Low Water. A 150-foot wide safety zone has been established 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. Facilities on the public pier include fish cleaning basins, fresh water, and restrooms. At the western end of the pier, a building of about 1,500 square feet floor area provides commercial space for fishing supplies, food, beverages, cold storage, and other concessions. Commercial activities are illustrated as Commercial Recreation on the plan map (*Figure 25*). Close by the building is a retrievable ladder and gangway that provides access for a boat landing. The landing is exposed to the open ocean and so has limited usability; however, it can be used by sportfishing, charter, or towing boats. The landing is shown on the Precise Plan as recreational sportfishing berthing. Activities on the pier include pole and line fishing, bow and arrow fishing, strolling, viewing, and related visitor-serving concessions.

Future development plans place more intensive development on the pier within close proximity of the surf line to take advantage of views of the interesting ocean dynamics. The construction of a pier saddle and platform is proposed to attract a tenant and to promote opportunities for appropriate visitor-serving commercial uses. The saddle will be constructed out over the water beyond the surf line and may require the installation of additional pier pilings. The pier saddle will offer additional public pier access around the restaurant site and access to the end of the pier will not be restricted by the saddle improvements.

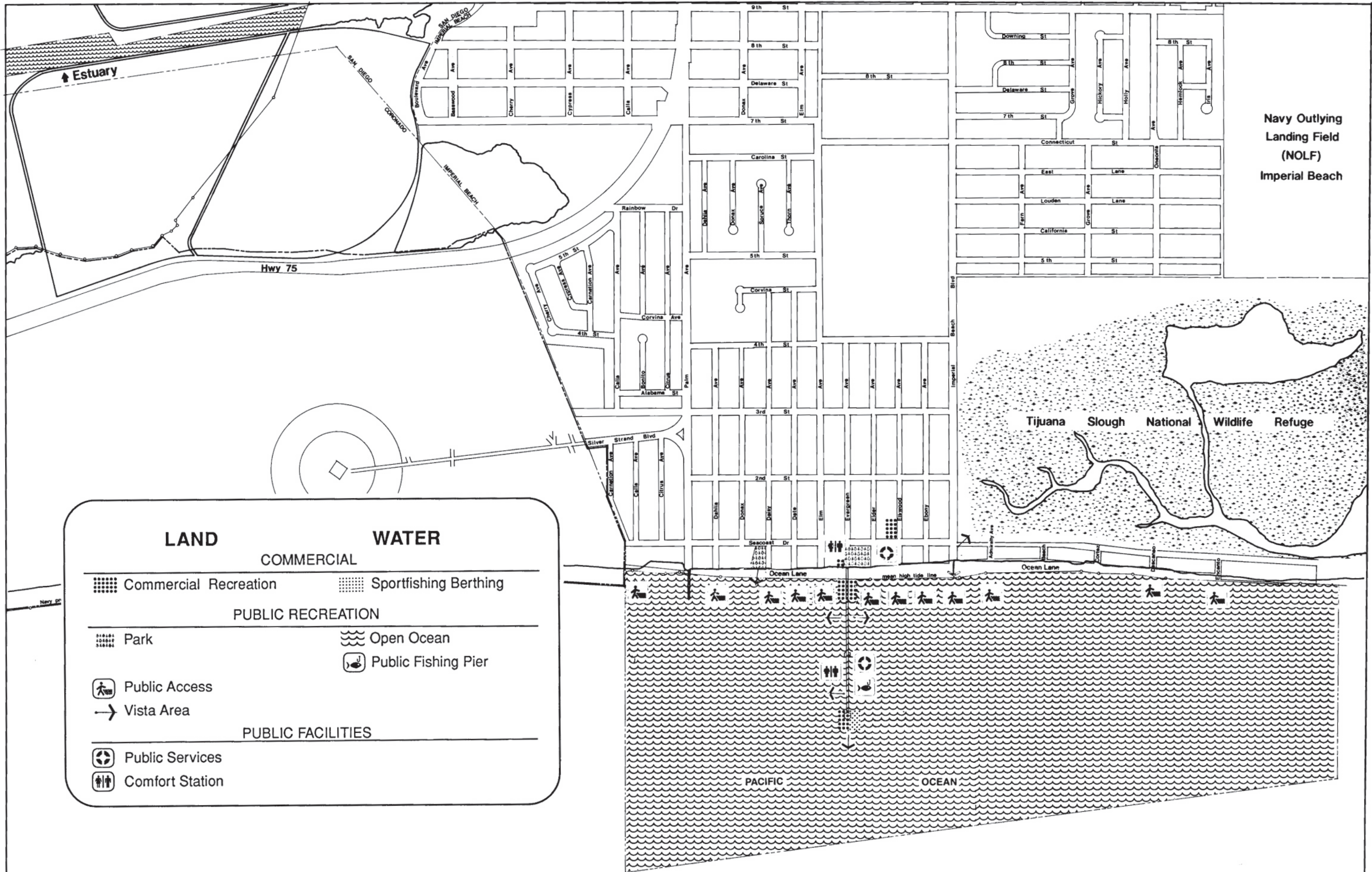
When market conditions provide justification, it is proposed to construct a restaurant of approximately 4,000 - 7,000 square feet on the saddle. Proposals for a pier saddle restaurant will be subject to additional

environmental evaluation and review including assurance that functional public accessways are provided around the restaurant site on the pier saddle. Additional space may be constructed for associated retail space. Opportunities for businesses oriented to tourism and beach visitors would be given priority. Small retail merchants using pushcarts and temporary, seasonal stands might include the sale of ice cream, soft drinks, bathing and beach accessories, charcoal, souvenirs, novelties, and the rental of surfboards, beach chairs, umbrellas, and swim equipment. The Plan map indicates those areas as commercial recreation. The restaurant could encourage development of Imperial Beach's waterfront and pier area. Public parking is available on the streets in the Seacoast Drive area and commercially generated parking demands will be met in parking lots. The proposed pier redevelopment is meant to stimulate improvements in the area, with uses that promote recreational activities and attracts visitors to the oceanfront.



Pier Plaza

The District plans extensive renovation and expansion of the 1.5-acre Pier Plaza, which is shown as Park and Commercial Recreation use on the Precise Plan illustration. The area was leased to the District in 1993, on a long-term lease from the city, for park and parking lot use. Concessions that promote business opportunities oriented to tourist and beach uses would be given priority. The intent of the Plaza enhancement is to retain the best features of the existing plaza, especially the open space, expansive views, and public access across the plaza to the ocean. The plan proposes to relocate automobile parking primarily to the easterly side of Seacoast Drive. The existing Pier Plaza paved parking area will



| LAND | | WATER | |
|-----------------------|-----------------------|-----------------------|--|
| COMMERCIAL | | SPORTFISHING BERTHING | |
| Commercial Recreation | Sportfishing Berthing | | |
| PUBLIC RECREATION | | | |
| Park | Open Ocean | | |
| Public Access | Public Fishing Pier | | |
| Vista Area | | | |
| PUBLIC FACILITIES | | | |
| Public Services | | | |
| Comfort Station | | | |



be replaced with lawn and pedestrian plaza hardscape in a more park like setting attractive to users.

New public restroom facilities are envisioned for increased accessibility and convenience. The acquisition of adjacent property will permit the full development of a public restroom and concession building, totaling about 2,200 to 2,500 square feet. The building's retail space provides approximately 1,200 to 1,400 square feet of floor space. This Commercial Recreation use area is indicated on the Plan map.

Plaza enhancements are planned to include an outdoor stage, trellis, lighting, banners, signs, textured paving, landscaping, fountain, picnic tables, barbecue grills, seating walls, children's play area with equipment, park furniture and public art features. The project includes street end improvements on Elder and Elm Avenues. Activities associated with the plaza include shoreline access, viewing, strolling, beach activities, ocean fishing, civic events, farmers' market, community meetings and concerts open to the public without charge. New off-site parking facilities have been constructed by the District on Elkwood Avenue and on-street parking will be retained in street-end enhancement plans. Parking studies conducted by the City have found an adequate parking supply on adjacent streets and in other facilities.

Following completion of acquisition, now underway, of vacant property located on the south edge of the Pier Plaza, it is proposed to construct a public service building to house a relocated lifeguard administrative center and observation tower. Other public services, such as law enforcement, serving the beach front area may also be accommodated. The general location of this proposed public service use is denoted by symbol on the Precise Plan Map. The renovation of the terminus of Elder Avenue is to consider emergency vehicle access to the beach.

Dunes Park

The park, constructed by the District in 1995 on properties leased from the City or purchased by the District, serves to create a significant public access and public open space which opens the west side of Seacoast Drive to the ocean. Dunes Park is categorized as Park use on the Precise Plan. The existing park contains children's play areas, park furniture, arbors, landscaping, lighting, sea wall, irrigation system, textured paving and public art features. Following

completion of acquisition now underway, the park is proposed for expansion to Daisy Avenue to increase its total area to about 1.4 acres. At ultimate build-out, the park will have additional features, such as public restrooms and a hard surface play area with markings for half of a basketball court. The project increases the size of the park, provides additional public park amenities, maintains view corridors, and improves public accessways to the ocean.

Street Ends Enhancements

Public coastal accessways and view corridors are proposed for renovation and enhancement or have been constructed within the street rights-of-way of Imperial Beach Blvd., Carnation, Palm, Dahlia, Daisy, Date, Elder, Elm, Elkwood, Ebony, Admiralty, Descanso, and Encanto Avenues. All improvements are to be consistent with a unified urban design theme and are to enhance the amenities of these public areas with textured paving, drainage, shoreline protection, curb and gutter, sidewalk, lighting, beach accessways, stairs or driveway, fencing, landscaping, irrigation, and automobile loading and parking space. The public access amenities and enhancements will be designed with a goal of no less than the cumulative total of existing public on-street parking spaces in the street right-of-way. All improved beach accessways will provide accessibility for handicapped persons. Two street endings are scheduled to be improved annually beginning in 1997. The District proposed to obtain from the City easements on the street ends for construction and maintenance purposes. No existing public access areas will be removed. Beach front accessibility will be improved beyond what currently exists. Emergency vehicle access to the beach will be evaluated at various points. The street endings are indicated with a public access symbol on the plan map.

Parking Facilities

The District has purchased and developed a landscaped surface parking lot of about 0.5 acres in area, located on the northeast corner of Elkwood and Seacoast Drive to provide replacement off-street parking to serve the municipal pier. Ultimate development of the parking area could involve a parking structure with commercial uses on the ground level.

The use category shown on the Precise Plan is Commercial Recreation. The parking facility may provide space for patrons of the proposed restaurant on the pier saddle as well as public users of the

beach, Pier Plaza, and the Pier. The District and City of Imperial Beach will perform a cooperative peak parking demand and supply monitoring study for five years following the completion of Pier Plaza redevelopment, and will annually meet to confer with the California Coastal Commission to review its findings and recommendations.

In the event that additional parking demand from projects implemented as a result of the Port Master Plan is identified by the monitoring program, the Port will provide appropriate mitigation for it.

TABLE 24: PROJECT LIST

**IMPERIAL BEACH OCEANFRONT:
PLANNING DISTRICT**

| | DEVELOPER | APPEALABLE | APPROXIMATE FISCAL YEAR |
|--|-----------|------------|----------------------------|
| 1. BEACH SAND REPLENISHMENT: supplement sand supply as opportunity and feasibility permit | Various | N | Various |
| 2. PIER PLAZA: demolish structures; construct restrooms and concession buildings, stage, tot lot, lighting, landscaping, irrigation, shoreline protection, enhanced paving, park furniture, street ending improvements on Elm and Elder Avenue | P | N | 1997-98 |
| 3. PIER SADDLE: expand pier deck area with placement of pilings | P | N | 1999-2000 |
| 4. RESTAURANT: construct restaurant and ancillary commercial uses on expanded pier platform when market demands | T | Y | 2000-2005 |
| 5. PUBLIC SAFETY BUILDING: construct building for lifeguard and other public services; install erosion protection, parking, beach access, landscaping, irrigation system | P | N | 2000-01 |
| 6. DUNES PARK EXPANSION: demolish structures; construct public restrooms, install paving, landscaping, park furniture, irrigation system, erosion protection | P | N | 1998 |
| 7. ENHANCE 11 STREET ENDS: demolish and reconstruct; automobile travel and parking space, curb and gutter, drainage, shoreline protection, enhanced paving, lighting , fencing, landscape irrigation | P | N | 1997-2002 |
| 8. ENHANCE STREET END, PALM AVE: demolish structures, construct curb and gutter, public restroom, shoreline protection, sidewalk, enhanced paving, lighting, fencing, drainage, landscape and irrigation | P | N | 1999-2000 |
| 9. AUTOMOBILE PARKING FACILITIES: renovate lot with parking structure and irrigation | T | N | 1999-2000 |

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

APPENDIX C

COASTAL COMMISSION CERTIFICATION (05-12-82) OF THE SAN DIEGO UNIFIED PORT DISTRICT PORT MASTER PLAN

I. Certification with Conditions

The California Coastal Commission certifies and finds the San Diego Unified Port District Port Master Plan, with the following Plan modifications as conditions for certification, is consistent with the policies of Chapter 8 of the Coastal Act. The Commission also finds that proposed appealable developments and land and water area uses, with the following Plan modifications as conditions, are consistent with the policies of Chapter 3 of the Coastal Act; and although the Plan may have significant adverse impact on the environment within the meaning of the California Environmental Quality Act, conditions have been developed or will be imposed in future permit proceedings to minimize and mitigate impacts occurring within the Coastal Zone.

II. Modifications

The following Plan modifications have been adopted by the Board of Port Commissioners and the California Coastal Commission's certification has become effective:

1. Shelter Island - Planning District 1. La Playa/Kellogg Beach Area Private Piers.

The Board of Port Commissioners shall not renew the existing leases on the five privately owned piers in the La Playa and adjacent Kellogg Beach areas that extend out from the tidelands into the yacht Basin near Shelter Island. At the termination of the existing leases in 1986 the Board of Port Commissioners shall either: a) make the piers available for public use; or b) cause them to be removed. Any piers retained which create a severe impediment to lateral shoreline access shall be modified to correct this situation. Signs indicating availability for public use shall be posted on any piers retained.

2. Tenth Avenue Marine Terminal - Planning District 4.

Pending the submission and certification of a Port Master Plan amendment that includes a land use plan for the 5.4 acre Crosby Street site, that section of Planning District 4 and commercial recreation development projects on the Coronado tidelands in Planning District 6 shall not be certified by the Commission and developments in those areas require a permit from the State Coastal Commission.

3. Coronado Bayfront - Planning District 6.

The Port District shall prepare a precise plan to conform to either the MOU or the TOZ, whichever provides the greatest consistency with Coastal Act policies, for those 53 acres of tidelands north of the Coronado Bridge. The final review and approval of the reviewed plan shall be subject to the written approval of the Executive Director in consultation with the Commission.

- A. In cooperation with the City, the Port will develop a traffic circulation and parking plan for the tidelands to minimize the use of residential streets. After preparation of the plan, the Port shall submit the plan to the Executive Director for review and approval.
- B. The area for the proposed loop road, located on the north side of the San Diego - Coronado Bridge right-of-way, shall not be allocated as part of the contiguous 20-acre park development.
- C. View corridors to the Bay shall be maintained down Second and Third Streets.
- D. A bicycle pedestrian promenade, of a width consistent with the Commission's access standards for bicycle paths, shall extend along the shoreline from Orange Avenue eastward and southward to Glorietta Bay, with two possible exceptions. If it is determined that a promenade bayward of the marine sales and service facility and the golf course is contrary to public safety needs, then the promenade may be continued inland around these two facilities.

4. Chula Vista Bayfront - Planning District 7. D Street Fill, Least Tern Nesting Colony and Proposed Fill Projects.

- A. Project 3, the D Street Expansion Reserve, involving dredging and fill to create an additional 35 acres of land, is not a certified project.
- B. Project 14, the J Street Peninsula Expansion, involving fill to create a 62-acre area, is not a certified project.
- C. Marine sales and services are the permitted uses on the eastern half of the D Street Fill Area under Port jurisdiction on Sweetwater Channel. The Board of Port Commissioners shall designate in their Port Master Plan the southwestern half of their D Street Fill area for conservation use in the future in order to protect the least tern. Any change of such use in the future must be approved by the Coastal Commission or its succeeding agency. Such a conservation designation over the southwestern half of the fill area shall be a condition precedent to development on the northeastern part of the fill. The dividing line between the conservation area and the marine sales and service area shall be at the narrowest point of Port land on the Sweetwater Channel. In conjunction with the United States Army Corps of Engineers Sweetwater Channel Flood Control Project, the Port may develop a marine services berthing facility on the southern side of the Sweetwater Channel east of a line that would extend from Tidelands Avenue. Road access to the facility shall be from the north.

The Board of Port Commissioners shall erect and maintain a six-foot high chainlink fence or other suitable barrier around the southwestern half of the Port's D Street Fill area that is to be used for least tern protection. The protective barrier will be erected before April 1, 1981. If future monitoring of least tern use of the D Street Fill area indicates that added development could be permitted on the fill without adversely affecting the least tern colony, the Port Plan may be amended to reflect the results of such new information.

5. Fire Safety.

- A. The Board of Port Commissioners shall have horizontal stand pipe systems installed onto any new marinas, and onto any expanded marinas where the adjoining municipal fire department deems it necessary.
- B. Before any new hazardous cargo facilities can be developed in the port, the Board of Port Commissioners must prepare a joint fire protection plan with the adjoining municipal fire department. The plan must be capable of being implemented prior to construction of the hazardous cargo facility.

6. Visual Access/Landscaping.

The Board of Port Commissioners shall protect and, where feasible, enhance the special character and scenic visual qualities typical of commercial, recreational, park and open space areas of San Diego Bay by the maintenance and planting of subtropical landscape materials, including palm trees. New landscaping, including species selection, shall be evaluated for consistency with the need to protect existing views of San Diego Bay from public parks, vista points, and public roadways.

7. Rare and Endangered Species.

The Board of Port Commissioners shall protect all rare and endangered species on Port lands. In cooperation with the California Department of Fish and Game and the United States Fish and Wildlife Service, the Port shall identify sites used by rare and endangered species on Port lands. The Port shall coordinate all new development and maintenance activities in the vicinity of these sites with the Department of Fish and Game and the Fish and Wildlife Service. The Port shall insure that there will be no net loss of habitat for these species.

8. Commercial Fishing.

- A. Restaurants serving the general public are not certified uses unless they do not take up areas reserved for or needed by commercial fishing support facilities.
- B. Berths in an area designated for commercial fishing shall be reserved for the use of active commercial fishermen. An active commercial fisherman shall be defined as one who has \$10,000 annually in California Department of Fish and Game tickets or who has at least 60 days fishing time in a bona fide commercial fishery or who is defined by the Port, in consultation with interested parties. The Port's definition must be approved by the Executive Director of the Coastal Commission. Any interested party may appeal the Executive Director's decision to the Commission.
- C. The Board of Port Commissioners will undertake a five year review of the need for additional facilities for the commercial fishing fleet. At the time of such review, any land and water use changes as determined by the Port, shall be submitted to the State Coastal Commission as an amendment to the Port Master Plan.

9. Tidelands Avenue Extension and the Second Entrance.

Two projects are discussed in the Port Master Plan which are not on Port administered property and are not Port projects.

These projects are not certified projects.

10. Implementation Guidelines.

- A. The following definition shall be added to Section 3 of the ***Coastal Development Permit Regulations*** (Page 2):

e. "Appellant-Agrieved Person." An appeal may be filed by an applicant or aggrieved person. An "aggrieved person" means any person who, in person or through a representative, appeared at a public hearing of the District in connection with the decision or action appealed; or who, by other appropriate means prior to a hearing, informed the District of the nature of his concerns; or who, for good cause, was unable to do either.

- B. The following phrase shall be deleted from Section 4b of the ***Coastal Development Permit Regulations*** (Page 2):

"as interpreted by the Board of Port Commissioners."

4b will now read: "The decision as to the issuance of a Coastal Development Permit under these regulations shall be based solely on the conformity of the proposed development with the certified Port Master Plan."

- C. The following shall be added to Section 7b of the ***Coastal Development Permit Regulations*** (Page 3) so that 7b will now read:

A categorical determination shall be made on a form approved by the Director and shall contain sufficient information to determine into which of the four categories specified in Section 7a of these regulations the development shall be placed. This determination shall be made with reference to the certified Port Plan, including maps, and land use designations.

11. Rowing Club Boathouse.

The San Diego Rowing Club Boathouse, located in Planning District #3 near the southeasterly end of Marina Park, shall be designated as an historic feature since the Rowing Club Boathouse is listed on the National Registry of Historic Places. For purposes of security, and also as a safety precaution, the Rowing Club Boathouse may be cordoned off until restoration occurs. Relocation of the Boathouse to an appropriate nearby site may be permissible. If by one year after the Port Master Plan becomes effective, a program for restoration has not been submitted to the Port, this condition shall no longer apply.