

**CALIFORNIA COASTAL COMMISSION**

SAN DIEGO AREA

7575 METROPOLITAN DRIVE, SUITE 103

SAN DIEGO, CA 92108-4421

(619) 767-2370

**Th16d**

December 17, 2015

**TO:** **COMMISSIONERS AND INTERESTED PERSONS**

**FROM:** **SHERILYN SARB, DEPUTY DIRECTOR, SAN DIEGO COAST DISTRICT  
DEBORAH LEE, DISTRICT MANAGER, SAN DIEGO COAST DISTRICT  
KANANI BROWN, COASTAL PROGRAM ANALYST III, SAN DIEGO  
MELODY LASITER, COASTAL PROGRAM ANALYST, SAN DIEGO**

**SUBJECT:** **Staff Recommendation on San Diego Unified Port District Port Master Plan  
Amendment No. PMP-6-PSD-15-0002-2 (Glorietta Bay Improvements). For  
Commission consideration and action at the Meeting of January 14, 2016**

**SUMMARY OF STAFF RECOMMENDATION:**

Staff is recommending approval of the proposed Port Master Plan Amendment (PMPA), as submitted. The subject amendment is a project-driven PMPA that would update the text, figures, and project list of the Coronado Bayfront Planning District 6 in the Port Master Plan (PMP) to allow for improvements to the Glorietta Bay Marina Dock C and Public Boat Launch Facility in the City of Coronado. Dock C has deteriorated and is proposed to be replaced with the same number and size of slips as currently exists; the dock will also be upgraded to meet fire protection regulations, the National Electric Code, Americans with Disabilities (ADA) accessibility requirements, and Department of Boating and Waterways (DBW) design standards. Similarly, the boat launch facility is proposed to be improved to meet ADA requirements and expanded to provide non-motorized boating opportunities within Glorietta Bay.

Specifically, the amendment would reduce the Open Bay designation by 0.2 acre and increase the Recreational Boat Berthing designation by 0.2 acre. The increase in Recreational Boat Berthing designation will result in an increase in the coverage of open water habitat, which has the potential to result in indirect impacts to 683 square feet of eelgrass habitat due to shading, as well as direct impacts to approximately 1,572 square feet of eelgrass in association with maintenance dredging and 760 square feet of open water habitat. However, both are proposed to be mitigated at a 1:1 ratio using an eelgrass mitigation site established by the City of Coronado in 2007 to mitigate for impacts to eelgrass associated with the replacement of Docks A and B in the Glorietta Bay Marina (CDP #6-06-026). At the time Docks A and B were replaced, the mitigation required was determined to be 6,103 square feet of new eelgrass; however, as of the 60-month monitoring in 2012 and subsequent surveys by the City of Coronado's biological consultant, the mitigation site supported 25,628 square feet of new eelgrass, or an excess of 19,525 square feet beyond the mitigation requirement. The City of Coronado is

proposing to use a portion of this excess to mitigate for the increase in open water coverage and for the impacts due to shading.

Furthermore, the additional 760 square feet of open water coverage will be used to provide increased public access and lower-cost recreational opportunities as a result of the expansion of the free public dock, where small and medium boats will be able to temporarily tie-up for up to several hours for free, and the addition of a freeboard dock to provide non-motorized watercraft, such as kayaks, paddleboards, and rowing shells a space to launch and tie up for free. The low freeboard dock will also improve access to the water for visitors with disabilities through incorporation of a number of ADA improvements.

Although the San Diego Unified Port District (Port) is the applicant for this amendment, the City of Coronado is the project proponent. The City has submitted a Coastal Development Permit (CDP) application (ref. CDP #6-15-1980) for the portion of the project in the Commission's jurisdiction, which will be scheduled for a future Commission meeting once the application is deemed complete. After the proposed PMPA is certified, the Port will process a CDP for the portion of the project within their jurisdiction. The Port-issued CDP will be appealable to the Commission.

The appropriate motion and resolution can be found on Page 3. The findings for approval of the amendment as submitted begin on Page 4.

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**Port Master Plan Amendment Procedure.** California Code of Regulations, Title 14, Section 13636 calls for port master plan amendments to be certified in the same manner as provided in Section 30714 of the Coastal Act for certification of port master plans. Section 13628 of the Regulations states that, upon the determination of the Executive Director that the master plan amendment and accompanying materials required by Section 13628(a) are sufficient, the master plan amendment shall be deemed submitted to the Commission for purposes of Section 30714 of the Coastal Act.

The subject amendment was submitted and deemed complete on November 12, 2015. Within 90 days after this submittal date, the Commission, after public hearing, shall certify or reject the amendment, in whole or in part. If the Commission fails to take action on the amendment submittal within the 90-day period, the proposed amendment is deemed certified. The date by which the Commission must take action, absent a waiver by the Port District of the 90-day period, is February 10, 2016.

Section 30700 of the Coastal Act states that Chapter 8 shall govern those portions of the San Diego Unified Port District located within the coastal zone, excluding any wetland, estuary, or existing recreation area indicated in Part IV of the Coastal Plan. The entire water area under the jurisdiction of the Port of San Diego is covered by Chapter 3 policies because San Diego Bay is mapped as an estuary and wetland in Part IV of the

Coastal Plan, and on the maps adopted by the Commission pursuant to Section 30710 of the Act. Therefore, the policies of Chapter 3 and Chapter 8 of the Coastal Act are the standard of review for the proposed amendment.

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**STAFF RECOMMENDATION:**

**I. PORT MASTER PLAN SUBMITTAL - RESOLUTION**

Following a public hearing, staff recommends the Commission adopt the following resolution and findings. The appropriate motion to introduce the resolution and a staff recommendation are provided just prior to the resolution.

**RESOLUTION I** (Resolution to approve certification of Port of San Diego Master Plan  
Amendment No. PMP-6-PSD-15-0002-2)

**MOTION I**

I move that the Commission certify the Port Master Plan Amendment No. PMP-6-PSD-15-0002-2 as submitted by the San Diego Unified Port District.

**Staff Recommendation**

Staff recommends a **YES** vote and the adoption of the following resolution and findings. An affirmative vote by a majority of the Commissioners present is needed to pass the motion.

**Resolution I**

**Certification of Amendment**

The Commission hereby certifies San Diego Unified Port District Master Plan Amendment No. PMP-6-PSD-15-0002-2, and finds, for the reasons discussed below, that the amended Port Master Plan conforms with and carries out the policies of Chapter 3 and Chapter 8 of the Coastal Act. The Commission further finds that the plan amendment will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act (CEQA).

## **II. FINDINGS AND DECLARATIONS.**

The Commission finds and declares as follows:

**A. Previous Commission Action.** The Commission certified the San Diego Unified Port District Master Plan on October 14, 1980. The Commission has reviewed 47 amendments since that date. The subject PMPA would be Amendment #48.

**B. Contents of Port Master Plan Amendments.** California Code of Regulations Title 14, Section 13656 calls for port master plan amendments to be certified in the same manner as port master plans. Section 30711 of the Coastal Act states, in part, that a port master plan shall include all the following:

- (1) The proposed uses of land and water areas, where known.
- (2) The proposed design and location of port land areas, water areas, berthing, and navigation ways and systems intended to serve commercial traffic within the area of jurisdiction of the port governing body.
- (3) An estimate of the effect of development on habitat areas and the marine environment, a review of existing water quality, habitat areas, and quantitative and qualitative biological inventories, and proposals to minimize and mitigate any substantial adverse impact.
- (4) Proposed projects listed as appealable in Section 30715 in sufficient detail to be able to determine their consistency with the policies of Chapter 3 (commencing with Section 30200) of this division.
- (5) Provisions for adequate public hearings and public participation in port planning and development decisions.

The Commission finds that the proposed PMPA conforms with the provisions of Section 30711 of the Coastal Act. The proposed changes in land and water uses are outlined in sufficient detail in the PMPA submittal for the Commission to make a determination of the proposed amendment's consistency with the Chapter 3 and Chapter 8 policies of the Coastal Act.

The proposed amendment was the subject of an Initial Study and Mitigated Negative Declaration under the California Environmental Quality Act. The Mitigated Negative Declaration, Initial Study, and proposed PMPA were subject to public review and hearing and were adopted by the Board of Port Commissioners on September 8, 2015 as Resolutions #2015-115 and #2015-116, respectively.

**C. Standard of Review.** Section 30710 states that Chapter 8 shall govern those portions of the San Diego Unified Port District, excluding any wetland, estuary, or existing recreation area indicated in Part IV of the Coastal Plan. The entire water area under the jurisdiction of the Port of San Diego is governed by Chapter 3 policies because San Diego Bay is mapped as an estuary and wetland in Part IV of the Coastal Plan, and on the maps adopted by the Commission pursuant to Section 30710 of the Act. Sections 30714 and 30716 of the Coastal Act provides that the Commission shall certify a PMPA if it conforms with and carries out the policies of Chapter 8 of the Coastal Act or, if there is a portion of the proposed PMPA that is appealable to the Commission pursuant to Section 30715 of the Coastal Act, then that portion of the PMPA must also be consistent with the Chapter 3 policies of the Coastal Act. Pursuant to Section 30715(a)(4) of the Coastal Act, a port-approved recreational small craft marina related facility is appealable to the Commission. The proposed amendment involves changes to the text, figures, and project list of the Coronado Bayfront Planning District 6. The proposed improvements to Glorietta Bay Marina Dock C and Public Boat Launch Facility constitute marina-related facilities and they are therefore appealable to the Commission; and thus, the PMPA must be consistent with the Chapter 8 and Chapter 3 policies of the Coastal Act.

**D. Summary of Proposed Plan Amendment/History.**

**1. Project Setting**

The subject PMPA will apply to Glorietta Bay which is an inlet in the mid-western portion of San Diego Bay, in the City of Coronado. Glorietta Bay is included in the Coronado Bayfront Planning District 6 of the PMP. The Glorietta Bay Marina and Public Boat Launch Facility are owned by the City of Coronado.

There are three docks in the Glorietta Bay Marina. Dock A and Dock B were reconstructed in 2007; Dock C, built in the early 1980's, has been deteriorating at an accelerated rate and is now in need of improvements. Additionally, Dock C does not meet the City of Coronado's fire protection regulations, National Electric Code, Americans with Disabilities Act (ADA) accessibility requirements, or Department of Boating and Waterways (DBW) design standards.

Dock C is the easternmost dock, and consists of a gangway platform on the landside, with a gangway extending from the platform to a timber dock system supported by plastic floats filled with polystyrene foam and concrete-encased foam floats. It is held in place by 26 twelve-inch-square reinforced concrete piles and encompasses 8,931 square feet of surface area and approximately 37,116 square feet of water space that is leased from the Port. The dock contains 34 slips and 1,303 rentable lineal feet.

The Public Boat Launch Facility, built in 1969, is located to the southeast of Dock C and is the only public launching facility in the City of Coronado and on the entire west side of the bay. Existing landside uses include a parking lot, boat wash-down area, boat launch

ramp and adjoining riprap revetment, a gangway to a floating standard dock, and another riprap revetment 180 feet southeast of the dock. Waterside uses include the concrete boat ramp approach that extends into the bay and a concrete abutment, wooden gangway ramp, and a wooden boarding dock. Similar to Dock C, the Public Boat Launch Facility has deteriorated and is in need of replacement and upgrading to meet ADA requirements.

This PMPA is a project-driven amendment and involves various improvements to Dock C and the Public Boat Launch Facility, described below. The project area is subject to both Port and Commission jurisdictions. Commission jurisdiction includes areas inside the bulkhead line and tidelands beyond the pierhead line. A CDP application for the portions of the project within the Commission's jurisdiction has been submitted by the City of Coronado and is currently being reviewed by Commission staff. The area between the bulkhead line and pierhead line are within the Port's jurisdiction and, as such, components of the project are covered under the subject PMPA. Following approval of the PMPA, a subsequent CDP will need to be issued by the Port for the project. The Port-issued CDP will be appealable to the Commission.

### **Dock C Improvements**

Improvements to Dock C include demolition of the existing dock and replacement of the dock in an alternative configuration. The gangway platform would be extended and a new dock would be reconstructed to accommodate changes in vessel design, size ratios, and design standards. The reconstructed dock would improve pedestrian access and comply with ADA requirements, as well as improve vessel navigation in accordance with DBW standards for navigation clearance and turnaround space. Although the total dock area proposed is 8,272 square feet, or 659 square feet (7.4 percent) less than the existing dock, the number of slips will remain unchanged. The gangway crosses from an existing access platform to the dock located between the bulkhead and pierhead lines. Therefore, the shoreline landing and portions of the gangway are within the Commission's jurisdiction while the majority of the dock replacement itself falls within the Port's jurisdiction.

The reconfiguration of Dock C would result in the eastward extension of the dock by approximately 84 feet and require maintenance dredging to remove a single area of accumulated bay muds in order to provide adequate depth for vessel navigation. The area proposed to be dredged supports eelgrass to depths of -7 feet mean lower low water (MLLW) and extends over 1,572 square feet. If suitable, dredged material will be relocated to an existing eelgrass restoration area in the southeast corner of Glorietta Bay, across from Glorietta Bay Park. The maintenance dredging footprint is within the Port's jurisdiction while the beneficial reuse area is located within the Commission's jurisdiction in an area previously leased from the California State Lands Commission (SLC) for the purposes of eelgrass restoration. This area requires an updated lease from SLC, however, the footprint of material placement falls within the same footprint and fill envelope previously approved for the construction of the eelgrass site.

## **Public Boat Launch Facility Improvements**

The proposed boat launch facility improvements include the following components:

1. **Replacement of Boarding and Public Dock.** The existing dock, piles, and gangway would be demolished and replaced with a new dock and pile system. The new gangway would be ADA compliant and lighting would be provided beneath the handrails. The new dock would be extended approximately 20 feet northwest and angled 90 degrees eastward for 40 feet, and would be used as a free public dock for the berthing of small and medium boats for up to five hours per day. An 800 sq. ft. lower freeboard dock extension would be attached to the dock to be used for non-motorized watercraft, such as kayaks, paddleboards, and rowing shells.
2. **Boat Launch Ramp.** The existing ramp would be reconstructed in its current footprint. To the east end of the boat launch ramp and dock, riprap that has been displaced into the bay would be reconsolidated to areas east of the ramp to protect the toe of the existing seawall and adjoining bayfront promenade. This would be a relocation of existing, displaced revetment stone back to its original position and does not involve the installation of any new rocks.
3. **Sandy Beach and Shoreline Stabilization.** Removal of large riprap and placement of clean sand will provide a new sandy beach area of approximately 1,174 square feet and 24 lineal feet along the bay for launching small watercraft.
4. **Expansion of the Boat Wash-off Area and Parking Lot.** The existing boat wash-off area will be redesigned to accommodate both boat and tow vehicles, and will encompass an area of 2,225 square feet. Wash water would be collected via a new drain that would be connected to the City's sanitary sewer, whereas the current facility drains directly into the storm drain via a subsurface drain, as well as into the bay via sheet flow down the parking lot. A portion of the parking lot will be resurfaced to accommodate the new wash basin, and the lot would be restriped to include a new ADA parking stall and two new temporary parking stalls. Additional lighting improvements are proposed including automatic sensor light fixtures, replacement of an existing fixture, and installation of a new fixture. Finally, a new sign would replace the existing Glorietta Bay Boat Launch Facility sign.
5. **Glorietta Bay Park Storm Drain Repair.** Approximately 180 feet east of the boarding dock, there is a main municipal storm drain outlet at the seawall near the western end of the beach area in Glorietta Bay Park. Displaced riprap will be reconsolidated to protect the existing end of the seawall and adjoining eroding slopes and bayfront promenade. The end of the storm drain would be cut back to the edge of the riprap, which will serve as a dissipater for the storm drain.

The public dock and boat launch ramp components of the project span Port and Commission jurisdictions, while the sandy beach, revetment, boat wash-off station, parking lot, and storm drain are entirely within the Commission's jurisdiction.

## **2. Amendment Description**

As proposed, the PMPA would: reduce the Open Bay designation by 0.2 acre and increase the Recreational Boat Berthing designation by 0.2 acre to allow for the expansion of the public dock to accommodate free berthing for small and medium boats, as well as addition of a lower freeboard dock for non-motorized watercraft; update Figure 17 of the Coronado Bayfront Planning District to reflect the increase in area for Recreational Boat Berthing; incorporate proposed improvements to Dock C and the Boat Launch Facility into the text of the Coronado Bayfront Planning District; and add the proposed project to the Project List for the Coronado Bayfront Planning District.

## **3. History**

Glorietta Bay was first developed in 1887 with the completion of the Hotel del Coronado and its boathouse. In 1938, a 1,000-square foot boat-turning basin was constructed at the Bay. The Coronado Yacht Club was also established during this time. In the 1940s, further dredging was undertaken to create the Naval Amphibious Base. In 1956, nearly two million cubic yards of fill was removed from the bay for the construction of the Coronado Golf Course. In 1969, the Coronado-San Diego Bay Bridge was constructed along with a new entrance channel to Glorietta Bay. In 1989, a 1,500-foot long seawall was constructed along the western edge of Glorietta Bay by the City of Coronado to remedy deteriorating shoreline conditions and flooding problems.

In February 2003, the Commission approved an amendment to the Coronado Local Coastal Program (LCP) adopting the Glorietta Bay Master Plan (LCPA #1-02), and an amendment to the PMP updating the Glorietta Bay segment of the PMP consistent with the Glorietta Bay Master Plan (PMPA #34). The City adopted the Glorietta Bay Master Plan as an LCP amendment as required by their LCP. However, Glorietta Bay is located within an area of the Coastal Commission's original permit jurisdiction. Thus, coastal permits for the development proposed within the Master Plan are issued by the Commission, with Chapter 3 of the Coastal Act as the standard of review.

## **E. Findings for Consistency with Chapter 3/Chapter 8 of the Coastal Act**

The following Coastal Act policies are relevant and applicable

### **1. Sensitive Resources**

#### Section 30230

*Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.*

#### Section 30231

*The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

#### Section 30233

*(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:*

*(1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.*

*(2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.*

*(3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.*

*(4) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines. [...]*

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

Section 30240(b)

*(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.*

Section 30705

*(a) Water areas may be diked, filled, or dredged when consistent with a certified port master plan only for the following: [...]*

*(3) New or expanded commercial fishing facilities or recreational boating facilities. [...]*

*(c) Dredging shall be planned, scheduled, and carried out to minimize disruption to fish and bird breeding and migrations, marine habitats, and water circulation. Bottom sediments or sediment elutriate shall be analyzed for toxicants prior to dredging or mining, and where water quality standards are met, dredge spoils may be deposited in open coastal water sites designated to minimize potential adverse impacts on marine organisms, or in confined coastal waters designated as fill sites by the master plan where such spoil can be isolated and contained, or in fill basins on upland sites. Dredge material shall not be transported from coastal waters into estuarine or fresh water areas for disposal.*

Glorietta Bay is a shallow, soft-bottom habitat, which extends from the shoreline to a central dredged channel. Subtidal areas are mostly non-vegetated, with patches of eelgrass along a portion of the bay perimeter. Eelgrass (*Zostera marina*) is an aquatic plant consisting of tough cellulose leaves, which grows in dense beds in shallow, subtidal or intertidal unconsolidated sediments. Eelgrass is considered worthy of protection because it functions as important habitat for a variety of fish and other wildlife, according to the California Eelgrass Mitigation Policy (CEMP) (NMFS 2014) adopted by the National Marine Fisheries Service (NMFS) in coordination with a number of state and federal resource and regulatory agencies, including the Commission. For instance,

eelgrass beds provide areas for fish egg laying, juvenile fish rearing, and waterfowl foraging. Sensitive species, such as the California least tern, a federally listed endangered species, utilize eelgrass beds as foraging grounds.

Direct impacts to eelgrass as a result of the project include an estimated 1,572 square feet of eelgrass as a result of maintenance dredging at Dock C, and indirect impacts to an estimated 683 square feet of eelgrass as a result of shading by the freeboard dock for a total of 2,255 square feet of eelgrass impacts.

In addition, while the Dock C portion of the project would result in a decrease in bay coverage by 659 square feet, the public dock replacement at the Public Boat Launch Facility would result in an increase in bay coverage of 1,419 square feet. Combining the Dock C and public dock components yields a net increase in bay coverage of 760 square feet (1,419 square feet – 659 square feet). The increase in bay coverage would result in a reduction in the habitat available to foraging piscivorous birds and a change in character within the marine biological communities, including a potential decrease in primary productivity associated with dock shading.

The project proponents propose to mitigate both the impacts to eelgrass and the increase in bay coverage according to standards for eelgrass mitigation as outlined in the CEMP. A 1:1 mitigation ratio would be applied by convention for bay coverage impacts and a 1:1 mitigation ratio would be applied to the eelgrass impacts as allowed under the CEMP due to completion of mitigation more than three years prior to impacts.

In 2007, an eelgrass restoration area was created in the southeastern corner of Glorietta Bay to provide beneficial re-use of dredge materials and to mitigate for impacts to eelgrass associated with maintenance dredging and replacement of the Glorietta Bay Marina. At that time, Docks A and B were replaced and the mitigation required was determined to be 6,103 square feet of new eelgrass. As of the 60-month monitoring conducted in 2012 and subsequent surveys by the proponent's consultant, the Glorietta Bay Marina Replacement and Shoreline Repair Project mitigation site supported 25,628 square feet of new eelgrass. This represents an excess of 19,525 square feet beyond the mitigation requirement for the earlier replacement of Docks A and B. Impacts to eelgrass from the current project would be mitigated according to the requirements of the CEMP through use of the surplus eelgrass at the Glorietta Bay Marina Replacement and Shoreline Repair Project mitigation site that serves as pre-impact mitigation, constructed in the earlier phase of marina replacement. Since the site was a City-sponsored effort to mitigate for the municipal project impacts to eelgrass and the replacement habitat has been created over three years in advance of eelgrass impacts associated with the proposed work, a 1:1 impact to mitigation ratio applies under the CEMP.

While the applicant anticipates that the 3,015 square feet of mitigation required for the impacts to eelgrass and increase in bay coverage for the Dock C and public dock replacement can be fully offset by the eelgrass currently present at the Glorietta Bay

Marina Replacement and Shoreline Repair Project mitigation site, the dredged material from the Dock C replacement, if determined to be chemically suitable for in-bay reuse, will be placed at the mitigation site as beneficial reuse to continue expansion of the area suitable for eelgrass growth. In the event that additional eelgrass mitigation is required beyond what can be met at the existing site, this newly created habitat would be planted with eelgrass and monitored for 5 years according to the requirements of the CEMP.

In conclusion, as proposed, the amendment will not have any adverse impact on sensitive biological resources that will not be adequately mitigated. Therefore, the project is consistent with the resource protection policies of the Coastal Act.

## **2. Shoreline Protection**

### Section 30235

*Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. [...]*

### Section 30253

*New development shall do all of the following: [...]*

*(b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.*

The proposed project involves the reconsolidation and relocation of revetment in the project area. Riprap to the east end of the public boat ramp that has been displaced would be relocated to its original position to protect the toe of the existing seawall and adjoining Bayfront promenade. Existing riprap west of the boat ramp will be removed to create a new 1,174 square foot sandy beach in its place. The displaced riprap will be relocated west of the beach area in order to protect the new sandy beach from erosion, and 180 feet east of the boat launch ramp to an existing riprap revetment in the beach area of Glorietta Bay Park. Previously displaced riprap at the storm drain will also be reconsolidated to protect the existing end of the seawall and adjoining eroding slopes and Bayfront promenade.

The Commission has previously authorized shoreline protection in Glorietta Bay several times. In August 1987, the Commission approved construction of a 1,686-foot long seawall with riprap along the southwestern edge of Glorietta Bay, south of the proposed

project, to remedy deteriorating shoreline conditions and flooding problems (CDP #6-87-350). Implementation of the first part of the Glorieta Bay Master Plan was approved in August 2004, and included rebuilding the riprap revetment adjacent to the new City Hall buildings (CDP #6-04-051). In July 2006 the Commission authorized shoreline repair consisting of removing the then deteriorated riprap and rubble from approximately 1,650 linear feet of shoreline, replacing the riprap on a geosynthetic fabric, and construction of a new seawall/seatwall to serve as the bayside edge of the pedestrian promenade extension (CDP #6-06-026).

The addition of new rock on the shoreline can potentially impact public access and recreation. However, in the case of the proposed project, there has historically been shoreline protection in this area, which has deteriorated and spread rock and debris in such a manner that the effectiveness of the revetment has decreased. Severe wave action in this vicinity is fairly rare, as Glorieta Bay is a small, somewhat protected arm of San Diego Bay. Nevertheless, the applicant has previously documented that wave action on the damaged revetment has led to erosion along the shoreline, which will continue without some form of shoreline protection. The existing Strand Way roadway is immediately adjacent to the shoreline and would be undermined were erosion permitted to continue. Strand Way is the first public roadway in the area, and a major coastal access route. Damage to this roadway and the public pedestrian accessway would have an adverse impact on public access and recreation. The revetment also provides support and protection for the public docks in the bay.

With respect to adverse impacts to shoreline processes and local shoreline sand supply, because the revetment is not located along the open ocean shoreline, it will not have a direct impact on shoreline processes that distribute sand to area beaches. That is, the proposed shoreline protection will not physically interfere with sand transport along the littoral cell that provides nourishment to local beaches. While any seawall has indirect adverse effects on sand supply - by protecting sand supplies (bluffs) from erosion by wave scour - in this particular case there is no natural beach area around the revetment, and no adverse direct or indirect impact to sand supply from the proposed repair work will result. Therefore, as proposed, the amendment is consistent with the cited Coastal Act policies.

### **3. Public Access and Recreation**

#### Section 30210

*In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.*

Section 30211

*Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.*

Section 30213

*Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.*

Section 30220

*Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.*

Section 30221

*Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.*

Section 30223

*Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.*

Section 30224

*Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.*

Section 30234

*Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. [...]*

### Section 30252

*The location and amount of new development should maintain and enhance public access to the coast by [...] (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, [...]*

### Section 30708

*All port-related developments shall be located, designed, and constructed so as to:  
[...]*

*(d) Provide for other beneficial uses consistent with the public trust, including, but not limited to, recreation and wildlife habitat uses, to the extent feasible. [...]*

### **Project Construction**

Construction staging for the project would occur in two City-owned areas: the Glorietta Bay Boat Launch Facility parking lot and a parking lot approximately 1,000 feet southeast of the boat launch facility. The offsite staging area is used predominantly by the Naval Amphibious Base. The staging areas would be fenced. Staging at the Glorietta Bay Boat Launch Facility parking lot would require closure of a small portion of the adjoining park as well as the entire launch ramp and facilities during construction. Signage would be posted at the parking lot along Strand Way to direct users of the boat launch facility to other nearby launch ramps, such as the ones at National City and Chula Vista. Pedestrian traffic would be directed along signed detours around the work area.

Construction would be scheduled during weekdays in non-summer months when boat launching is at a low to minimize impacts to users. The proposed construction schedule runs from September 2016 through March 2017.

### **Project Operation**

In prior permit actions, the Commission has been concerned about the trend towards larger slips in marinas at the expense of the smaller slips. As larger slips occupy more space in a marina, there is less space for the smaller slips and the result is fewer overall slips and fewer slips available for the owners of small vessels. As the trend for larger boats continues and marinas convert their small boat slips to larger slips, berthing opportunities for the small boat owner will be reduced. While it is difficult to contend that recreational boating is in fact a “low” cost recreational activity, in general, smaller boats are less expensive, and therefore more available to a larger segment of the population than are larger boats. The Commission has not historically regulated the rates at which marinas rent their slips to the public. The Commission has, however, regulated the design of a marina in order to ensure that the redesigned slips conform to the public

access and recreation policies of the Coastal Act by providing the correct balance between the size of slips and the boaters' demand for slips.

In this particular case, the reconstructed dock would provide the same number of slips (34 total) in the same ratio/size as currently provided: 16 slips to accommodate vessels 30 feet and under, and 18 slips for vessels over 30 feet. The new slip lengths would be consolidated into 10-foot increments. The average boat length of the existing dock system is 38.3 feet, and the new dock system's average would be 40.0 feet; the reconfigured dock would result in an average increase of 2 feet per boat.

Perhaps of equal importance to the provision of smaller slip space for maintaining some level of affordability for recreational boating, is the availability of public launch ramps and docks. The proposed PMPA provides for a public launch ramp, and expanded public dock space for temporary side tie berthing of small- and medium-sized motor and sail boats up to 50 feet in length. Three berthing tie-ins would be provided, and vessels would be allowed to dock for up to five hours per day at no cost. A 20-foot by 40-foot lower freeboard floating dock extension would also be provided in the middle of the standard dock for non-motorized watercraft, such as kayaks, paddleboards, and rowing shells.

In summary, the proposed project will result in an expanded public recreational dock that will encourage recreational boating use and provide new water access opportunities in the area as well as upgrading and rehabilitating existing public recreational facilities. No adverse impacts to recreation are expected other than short-term restrictions on access to the Public Boat Launch Facility during the actual construction period. Therefore, the Commission finds the amendment consistent with the public access and recreation policies of the Coastal Act.

#### **4. Water Quality**

##### Section 30230

*Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.*

##### Section 30231

*The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste*

*water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

### **Project Construction**

The above cited Coastal Act policies are intended to protect the water quality and biological productivity of coastal water resources. The proposed project will result in the replacement and reconfiguration of the docks, which has the potential to adversely impact coastal water quality through the introduction of pollutants associated with boating activities. In addition, there are potential impacts to water quality from the demolition and construction activities associated with the project.

Landside work includes the staging of new docks within the marina parking areas, demolition and resurfacing of the parking lot asphalt, and construction of a boat wash area. Parking lot resurfacing is expected to take approximately three weeks to complete, and runoff or water discharged from this area would drain directly into Glorietta Bay. In the event that the launch ramp parking lot is used to load dredged material or demolition debris, water and sediment runoff from the transfer from barge to truck is also likely to run down the launch ramp into the bay. This would increase the turbidity and sediment in the vicinity of the eelgrass habitat and could impact other aquatic life. Also, chemicals or fuels could accidentally spill and be washed into the bay.

Construction activities associated with the demolition and reconstruction of Dock C also have the potential to result in temporary water quality impacts. Removal of piers and pilings would result in the temporary re-suspension of sediments, short-term increases in turbidity, and potential decreases in dissolved oxygen. In addition, the marine equipment (dredges and barges) have the potential to discharge petroleum products into the water in the form of diesel and hydraulic fuel. During demolition, floatable debris may break free of removed dock structures and drift to shoreline areas. Turbidity impacts are expected to be short term and localized around the demolition and reconstruction locations.

To avoid and minimize these potential impacts to water quality, the applicant is proposing to use Best Management Practices (BMPS). Proposed BMPs include deployment of a turbidity curtain between dredge and fill areas and adjacent eelgrass (where eelgrass occurs within 20 feet of the work dredge-and-fill areas) in order to limit turbidity drift in eelgrass beds. During parking lot resurfacing work and if the launch ramp parking lot is used for the handling of wet materials, such as demolished docks or dredge sediments, gravel bag filters and oil-absorbent rolls will be placed across the top of the boat launch ramp to trap and filter any released water prior to drainage into the bay. Sediment and debris trapped by the filter will be removed for landfill disposal on a regular basis to ensure that the filter remains functional. The oil-absorbent rolls will be

required to remain in place during the entire construction period to prevent potential petroleum or fuel spills from reaching the bay.

To minimize the likelihood of the pile breaking and reduce the amount of sediment released into the water column, piles will be first hit or vibrated to break the bond with the sediment, or loosened from sediment by jetting along the edges of the pile. Jetting during pile removal will be held to the turbidity plume limits outlined for dredging. Piles will be removed slowly to allow sediment to slough off near the mudline and then quickly transferred to the receiving barge to minimize the potential release of creosote, petroleum sheens, and turbidity into the water column. The storage areas for the piles on the barge will include straw bales, filter fabric, or other containment devices to prevent the release of water into the bay. The City's project manager and project biologist will inspect the work site on an intermittent basis and prior to completion of construction to ensure that debris, including broken piles, is not left onsite following demolition.

In addition, any debris that breaks free from the docks will be immediately collected and removed to prevent it from drifting away from the work areas. A spill prevention and control plan that addresses the potential for an accidental release of fuel or petroleum products will be developed to include the use of floating booms and absorbent materials to recover released hazardous materials, as well as provisions for containment, removal, and disposal of spilled materials. An emergency spill and reporting contact list will also be part of the plan. All vehicles and equipment within or adjacent to the bay will be visually inspected for fuel or waste leaks before the beginning of the work day.

### Project Operation

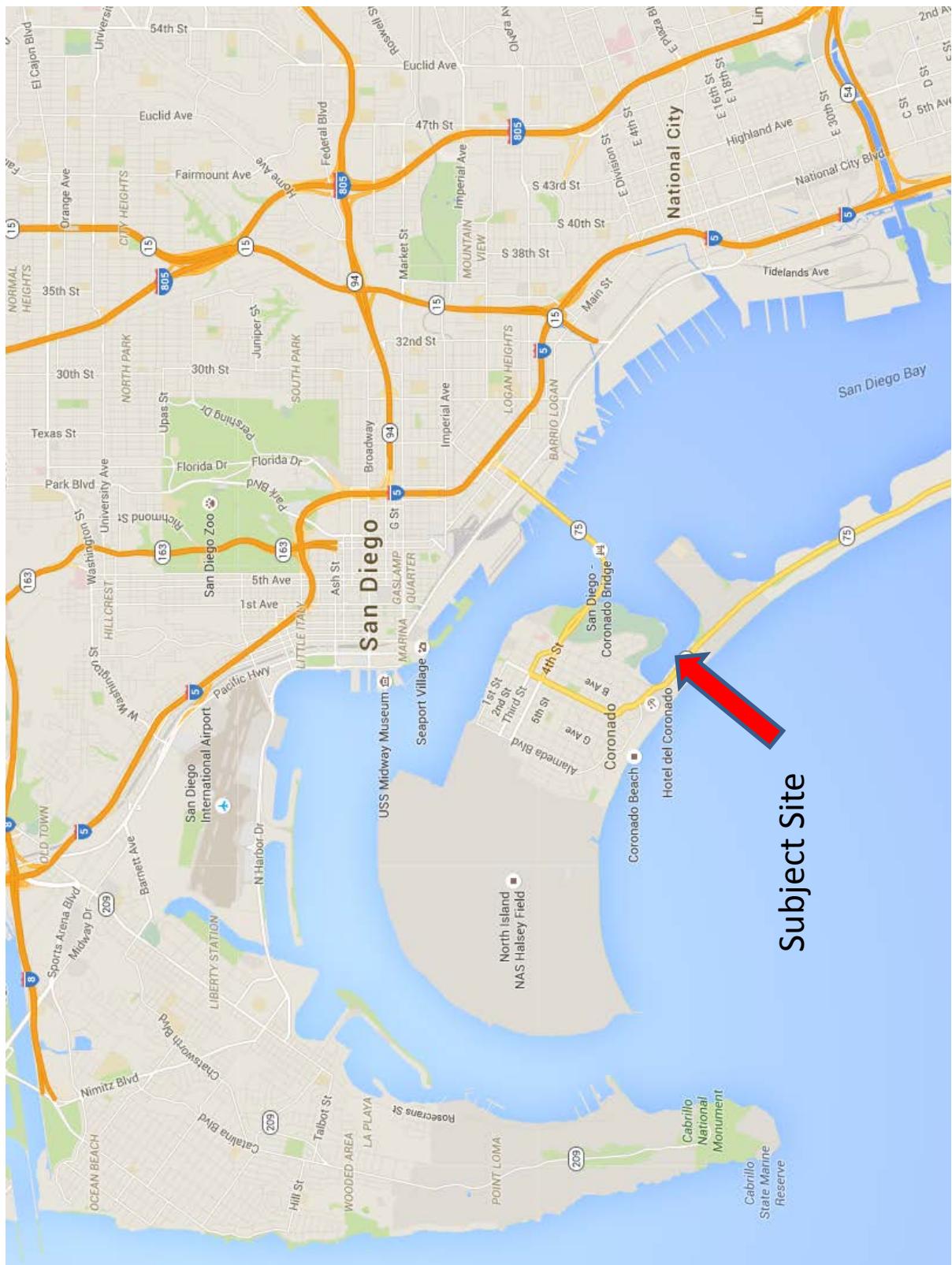
The proposed project would not increase impervious surfaces compared to existing conditions, and there would be no substantial difference in stormwater runoff from the parking area after completion of the construction activities. With the new boat wash down basin, wash water would be captured and diverted to the sanitary sewer system, which would eliminate bilge water, motor flushing, and parking lot wash down from being discharged directly into the bay. Therefore, this would result in a beneficial impact to water quality.

The proposed project would replace Dock C with an equivalent number of slips, and the dock would be moved farther away from the shore, thus increasing circulation behind the dock in the shallow waters. This reconfiguration would result in minor increases in water clarity and dissolved oxygen levels in that area. The change would also reduce shading and support expanded eelgrass beds in that area. Therefore, long-term impacts from the proposed project would result in a beneficial impact to water quality.

Therefore, as proposed, the project will not have any impacts to water quality that will not be adequately mitigated. Therefore the amendment is consistent with the cited Coastal Act policies and will assure the protection of water quality.

**F. Consistency with the California Environmental Quality Act (CEQA).**

This is a project-driven amendment and the project was the subject of a Mitigated Negative Declaration (MND) and Initial Study under CEQA. The MND and Initial Study were subject to public review and adopted by both the City of Coronado and the Board of Port Commissioners. As described above, the proposed amendment does not have the potential to result in significant adverse impacts to the environment of the Coastal Zone, including the potential to result in significant individual or cumulative impacts to sensitive resources or public access and recreation. As proposed, there are no feasible alternatives or mitigation measures available which would substantially lessen any significant adverse impact which the amendment may have on the environment. Therefore, the Commission finds that the PMPA, as submitted, is consistent with the California Environmental Quality Act, as well as the applicable provisions of Chapter 3 and Chapter 8 of the Coastal Act.



**EXHIBIT NO. 1**  
**Vicinity Map**  
PMPA #6-PSD-15-0002-2  
California Coastal Commission



EXHIBIT NO. 2
Aerial View
PMPA #6-PSD-15-0002-2 California Coastal Commission

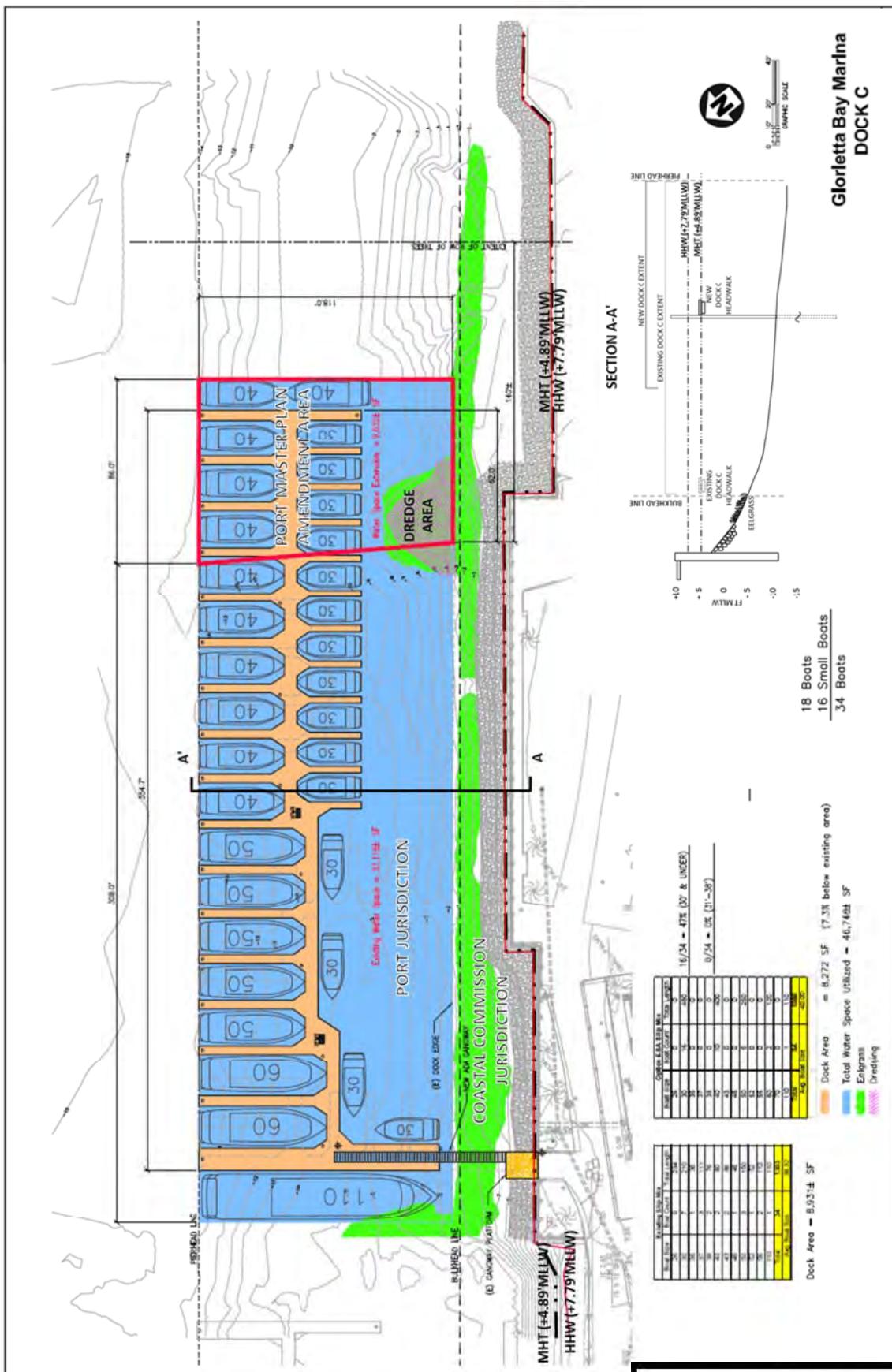


EXHIBIT NO. 3

## **Project Plans (1 of 4)**



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PMPA #6-PSD-15-0002-2

California Coastal Commission

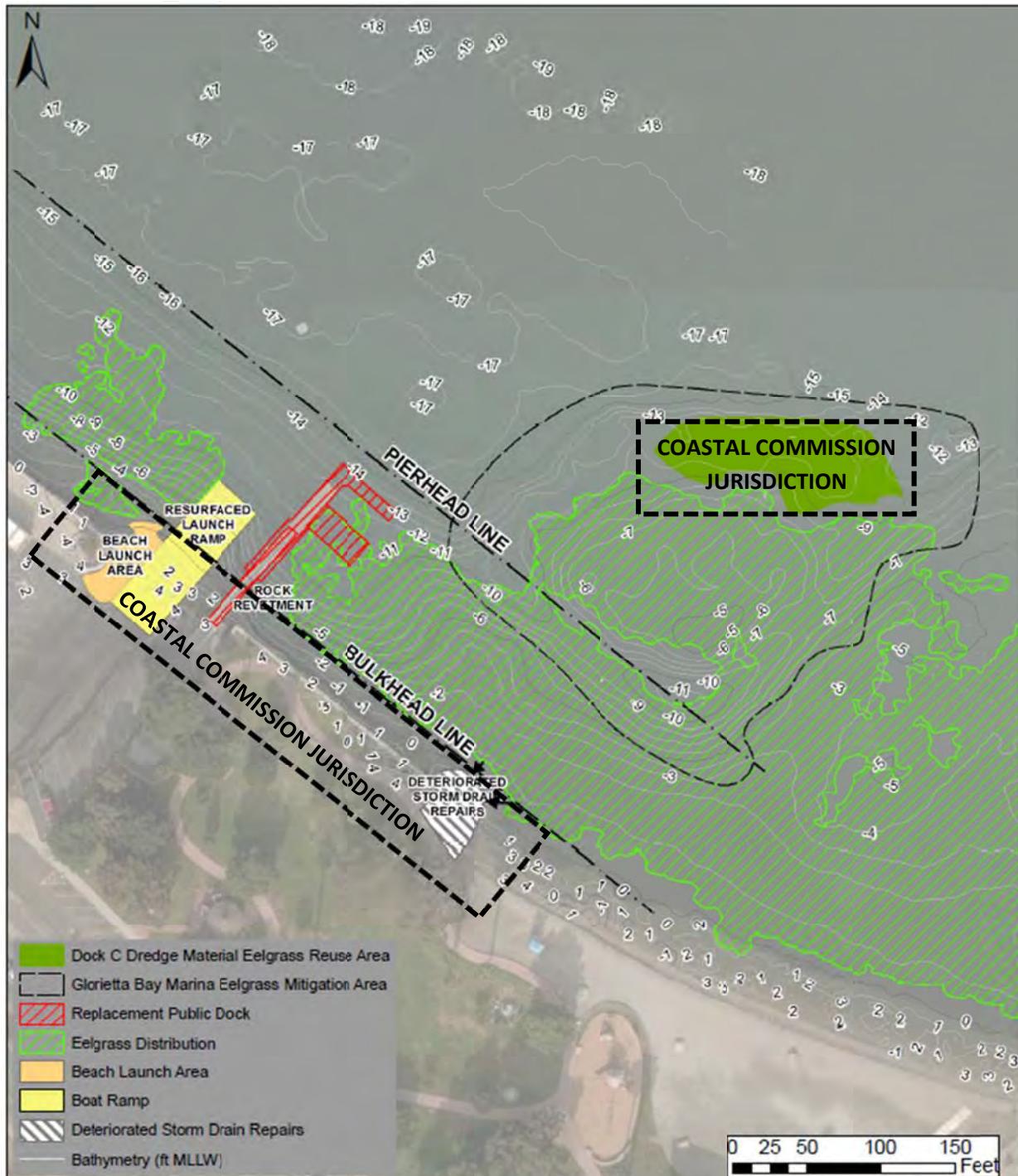
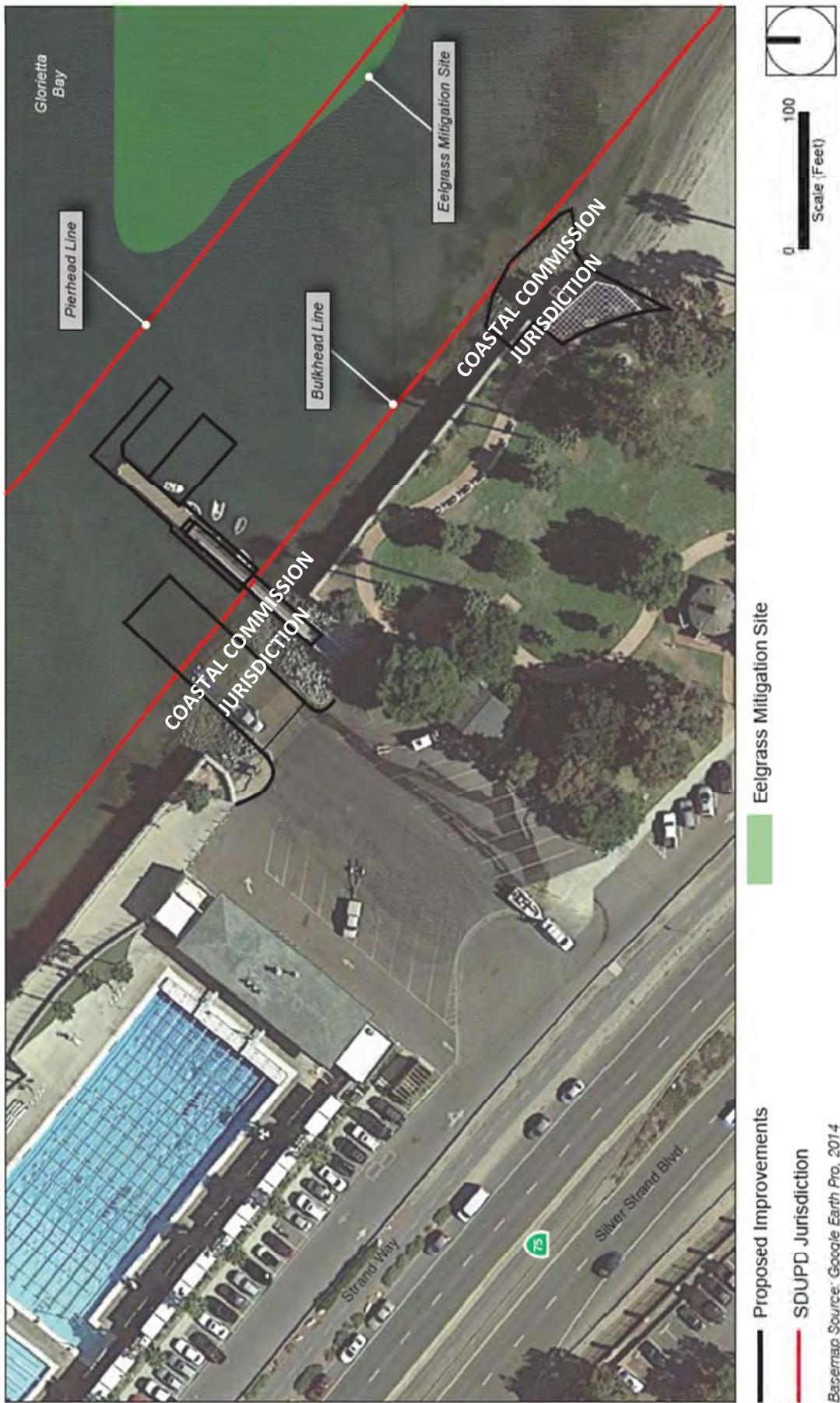
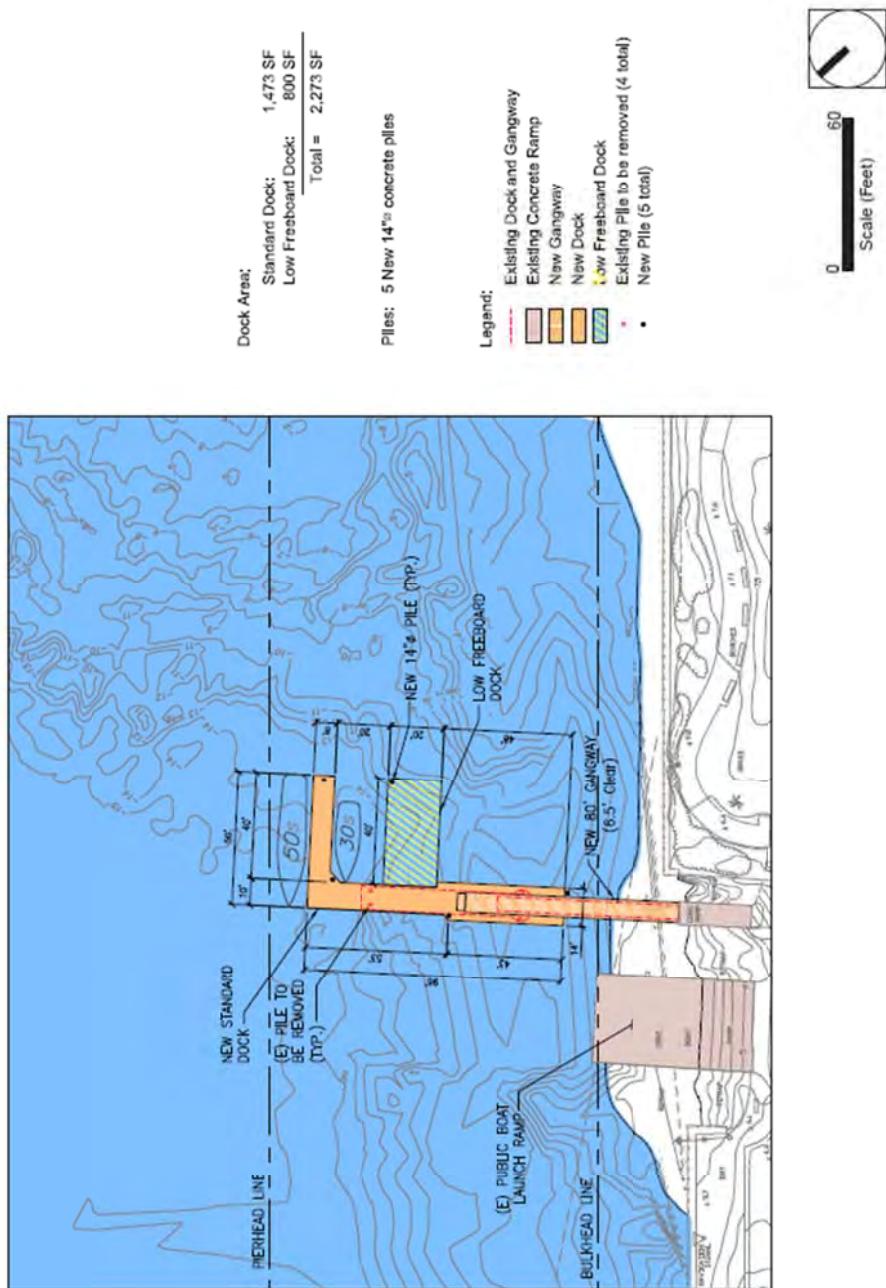


Figure 11 - Aerial View of Boat Launch Facility Improvements



GLORIETTA BAY MARINA DOCK C AND BOAT LAUNCH FACILITY IMPROVEMENTS INITIAL STUDY  
CITY OF CORONADO

Figure 12 - Boat Launch Facility Dock Design



Source: URS, 2015

***San Diego Unified Port District***

**DRAFT**

***Glorietta Bay Marina/  
Boat Launch Facility Improvements  
Port Master Plan Amendment***

***Existing/Proposed Plan  
Text and Graphics***

***December 2, 2014***

***Note: Text to be deleted shown ~~stricken~~ and text to be added shown underlined.  
Text in italics is for clarification only and is not part of the Plan Amendment.***

**EXHIBIT NO. 4**

**Port Master Plan Amendment**



PMPA #6-PSD-15-0002-2

California Coastal Commission

**TABLE 4: PORT MASTER PLAN LAND AND WATER USE ALLOCATION SUMMARY**

LAND USE	ACRES	WATER USE	ACRES	TOTAL ACRES	% of TOTAL
<b>COMMERCIAL.....</b>	<b>455.2</b>	<b>COMMERCIAL.....</b>	<b>388.6</b>	<b>388.8</b>	<b>843.8</b>
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 .....	395.5	Recreational Boat Berthing	<b>341.0</b>	<b>341.2</b>	
Sportfishing .....	4.3	Sportfishing Berthing .....	11.1		
<b>INDUSTRIAL.....</b>	<b>1158.7</b>	<b>INDUSTRIAL.....</b>	<b>212.0</b>	<b>1370.7</b>	<b>24%</b>
Aviation Related Industrial.....	152.9	Specialized Berthing.....	164.8		
Industrial Business Park .....	69.5	Terminal Berthing .....	47.2		
Marine Related Industrial.....	318.6				
Marine Terminal .....	149.6				
International Airport .....	468.1				
<b>PUBLIC RECREATION .....</b>	<b>409.5</b>	<b>PUBLIC RECREATION...</b>	<b>681.3</b>	<b>681.1</b>	<b>1090.8</b>
Open Space .....	66.7	Open Bay/Water.....	<b>681.3</b>	<b>681.1</b>	
Park/Plaza.....	213.0				
Golf Course .....	97.8				
Promenade.....	32.0				
<b>CONSERVATION .....</b>	<b>485.3</b>	<b>CONSERVATION.....</b>	<b>1084.6</b>	<b>1569.9</b>	<b>28%</b>
Wetlands .....	375.8	Estuary .....	1084.6		
Habitat Replacement .....	109.5				
<b>PUBLIC FACILITIES.....</b>	<b>242.1</b>	<b>PUBLIC FACILITIES.....</b>	<b>387.9</b>	<b>630.0</b>	<b>11%</b>
Harbor Services.....	2.6	Harbor Services.....	10.5		
City Pump Station.....	0.4	Boat Navigation Corridor .....	274.3		
Streets.....	239.1	Boat Anchorage.....	25.0		
		Ship Navigation Corridor.....	53.9		
		Ship Anchorage.....	24.2		
<b>MILITARY .....</b>	<b>25.9</b>	<b>MILITARY .....</b>	<b>125.6</b>	<b>151.5</b>	<b>3%</b>
Navy Fleet School .....	25.9	Navy Small Craft Berthing .....	6.2		
		Navy Ship Berthing.....	119.4		
<b>TOTAL LAND AREA .....</b>	<b>2776.7</b>	<b>TOTAL WATER AREA .....</b>	<b>2880.0</b>		
<b>MASTER PLAN LAND AND WATER ACREAGE TOTAL</b>			<b>5656.7</b>	<b>100%</b>	

**DRAFT 12/2/14**

## **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 ~~385–383~~ acres of Port District controlled lands, consisting of ~~165–162~~ 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 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.**)

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 Glorieta 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 Glorieta 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.

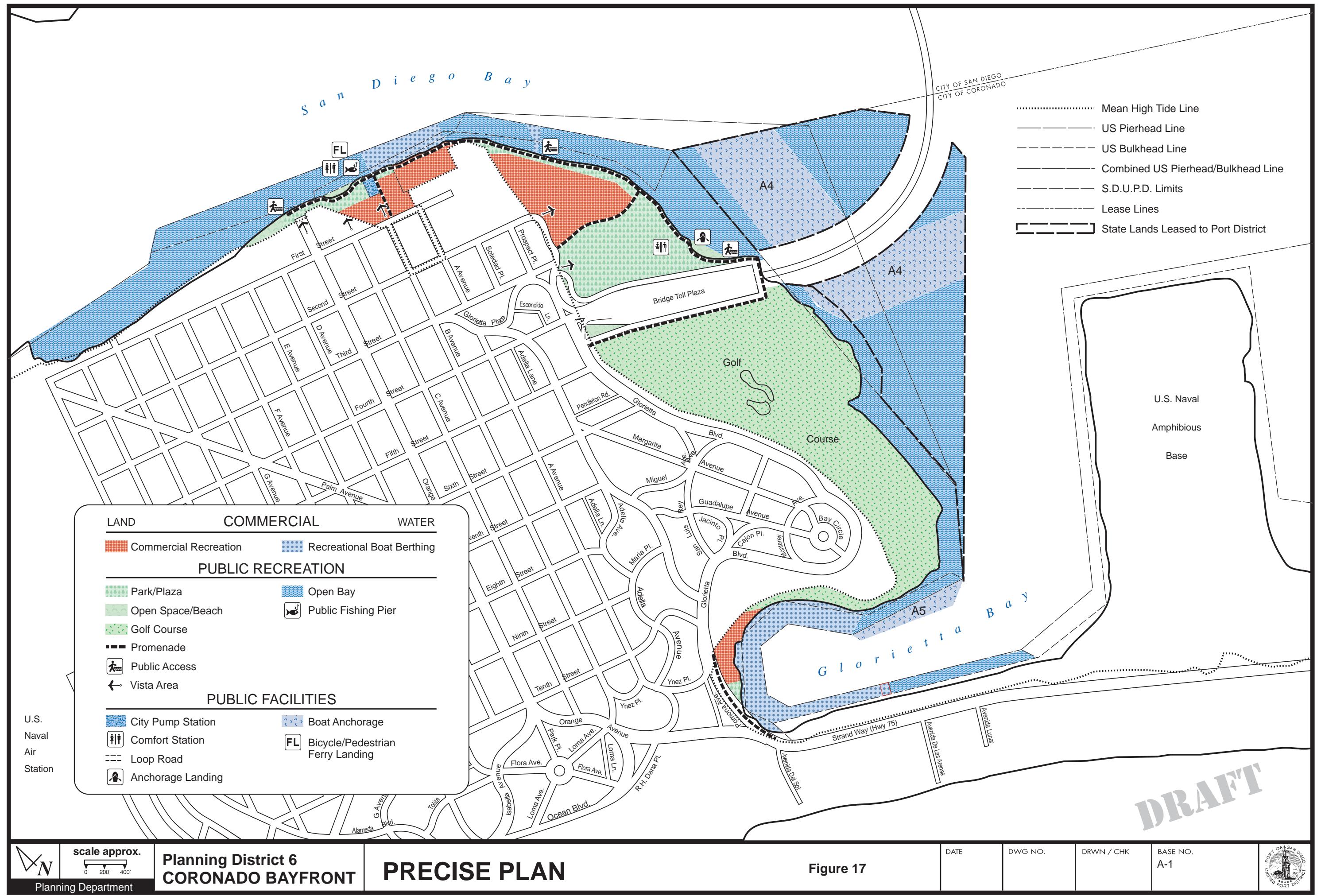
The Glorietta Bay Anchorage (A-5) is a 3.8-acre federally designated anchorage with a capacity to accommodate about 20 vessels at fore and aft anchoring with vessel ground tackle. Administrative control over the use of the anchorage will continue to be exercised by the Port District. The plan proposes 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 16: Precise Plan Land and Water Use Allocation**  
**CORONADO BAYFRONT: PLANNING DISTRICT 6**

<b>LAND USE</b>	<b>ACRES</b>	<b>WATER USE</b>	<b>ACRES</b>	<b>TOTAL ACRES</b>	<b>% of TOTAL</b>
COMMERCIAL.....	25.7	COMMERCIAL .....	<u>19.820.0</u>	<u>45.545.7</u> .....	17%
Commercial Recreation .....	25.7	Recreational Boat Berthing	<u>19.820.0</u>		
PUBLIC RECREATION .....	126.1	PUBLIC RECREATION .....	<u>83.283.0</u>	<u>209.3209.1</u> .....	79%
Open Space .....	1.4	Open Bay / Water .....	<u>83.283.0</u>		
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				
<b>TOTAL LAND AREA .....</b>	<b>161.9</b>	<b>TOTAL WATER AREA.....</b>	<b>103.0</b>		
<b>PRECISE PLAN LAND AND WATER ACREAGE TOTAL .....</b>				<b>264.9</b> .....	<b>100%</b>

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



**Figure 17**

**Table 17: Project List**

**CORONADO BAYFRONT:  
PLANNING DISTRICT 6**

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 with new riprap; construct seawall	66	P	N	2003-05
14.	<u>GLORIETTA BAY MARINA/BOAT LAUNCH FACILITY IMPROVEMENTS:</u> <u>Reconstruct/reconfigure marina boat slips; reconstruct/modify City boat launch facility to include free public dock for temporary side-tie boat berthing</u>	66	T	Y	2016-17

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

## **RESOLUTION 2015-116**

### **RESOLUTION TO ADOPT AMENDMENT TO PORT MASTER PLAN FOR THE GLORIETTA BAY MARINA DOCK C AND BOAT LAUNCH FACILITY IMPROVEMENTS PROJECT AND DIRECT FILING WITH THE CALIFORNIA COASTAL COMMISSION FOR CERTIFICATION**

**WHEREAS**, the San Diego Unified Port District (District) is a public corporation created by the legislature in 1962 pursuant to Harbors and Navigation Code Appendix 1, (Port Act); and

**WHEREAS**, the District has an adopted Port Master Plan (PMP) which has been certified by the California Coastal Commission; and

**WHEREAS**, the City of Coronado (City), as the project proponent, has requested that the District process a Port Master Plan Amendment (PMPA) to allow for proposed improvements to Glorietta Bay Marina Dock C and the Glorietta Bay Boat Launch Facility (Project), and accordingly, the PMPA has been prepared and processed for the Board of Port Commissioners (BPC) consideration; and

**WHEREAS**, Dock C was constructed in the early 1980s and it is beyond the midpoint of its useful service life and is deteriorating at an accelerated rate, it does not meet fire protection regulations, National Electric Code, Americans with Disabilities Act (ADA) accessibility requirements, or design standards; and

**WHEREAS**, the boat launch facility was constructed in 1969 and similar to Dock C, is in need of replacement and upgrading to meet ADA requirements, expand non-motorized boating opportunities, and provide improved boat wash-off facilities; and

**WHEREAS**, the Project proposes the demolition of existing improvements and construction of new facilities at Dock C, located at 1715 Strand Way in Coronado, including the redevelopment, reconfiguration and extension of the existing dock system and gangway ramp to accommodate changes in vessel design, size ratios and design standards, as well as certain landside improvements to upgrade the electrical, internet, telephone and firewater service to the dock facilities;

**WHEREAS**, the reconstructed dock at Dock C would provide the same number of boat slips (34 total) with the same slip mix (16 slips for vessels 30 feet and under and 18 slips for vessels over 30 feet), but the dock would be extended

**EXHIBIT NO. 5**

**Resolution**

PMPA #6-PSD-15-0002-2

California Coastal Commission

eastward approximately 84 feet beyond the current easterly leasehold boundary (approximately 9,600 square feet) and would remain within the U.S. Pierhead line; the gangway ramp would be extended in order to move the dock away from the shoreline fringe; and

**WHEREAS**, the Project also proposes the demolition of existing improvements and construction of new facilities at Glorietta Bay Boat Launch Facility, located at 1917 Strand Way in Coronado, including demolition of existing wooden standard dock, guide piles and gangway and development of a new dock and concrete pile system, as well as replacing the concrete apron of the boat launch ramp, maintaining the adjacent revetment, replacing and expanding the uses of the adjoining boarding dock with a free public dock, installing a non-motorized craft launch area on a new sandy beach, resurfacing the parking lot, installing a new boat wash-down area, and repairing a small area of riprap and existing storm drain; and

**WHEREAS**, the new dock at the Glorietta Bay Boat Launch Facility would extend approximately 20 feet northward from its current endpoint and then angle 90 degrees eastward for 40 feet, forming an "L" shape, and the newly extended area would be used as a free public dock for temporary side tie berthing of small-to medium-sized motor and sail boats up to 50 feet in length; and

**WHEREAS**, the new dock at the Glorietta Bay Boat Launch Facility would also include a 20-foot by 40-foot lower freeboard floating dock extension in the middle of the standard dock for kayaks, paddleboards, and rowing shells; and

**WHEREAS**, the Project's landside components are within the City's jurisdiction and the waterside components of the Project are primarily within District jurisdiction; and

**WHEREAS**, the PMPA proposes to include a water use designation change from "Open Bay" to "Recreational Boat Berthing" for Dock C, describe the proposed boat launch facility improvements and update the Planning District 6, Coronado Bayfront Precise Plan text, graphics, and project list; and

**WHEREAS**, said PMP was prepared, adopted and certified pursuant to the Port District Act, the California Coastal Act and other applicable laws; and

**WHEREAS**, City, as the California Environmental Quality Act (CEQA) Lead Agency, prepared and adopted a Mitigated Negative Declaration (MND), including the Initial Study, for Glorietta Bay Marina Dock C and Boat Launch Facility Improvements (State Clearinghouse No. 2015041025), Mitigation Monitoring and Reporting Program and certain CEQA findings for the Project; and

**WHEREAS**, MND analyzes the environmental impacts of the Project, including the PMPA and subsequent discretionary actions that may be issued by the District for the Project; and

**WHEREAS**, the District, as a responsible agency, considered the MND, and adopted CEQA Findings of Fact for the MND and the MMRP prior to approval of the PMPA.

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

That the Port Master Plan Amendment pertaining to the Glorietta Bay Marina Dock C and Boat Launch Facility Improvements Project, on file in the office of the District Clerk as Document No. 63953, is approved; that the Executive Director or her designated representative is hereby authorized and directed to transmit said Port Master Plan Amendment, together with all relevant factual information, the Mitigated Negative Declaration (MND) for the Glorietta Bay Marina Dock C and Boat Launch Facility Improvements Project (State Clearinghouse No. 2015041025), the adopted CEQA Findings of Fact for the MND, and the Mitigation Monitoring and Reporting Program (MMRP) to the California Coastal Commission for its review, approval and certification pursuant to Public Resources Code Section 30714; and that the Executive Director or her designated representative is hereby authorized to amend the Port Master Plan application prior to the California Coastal Commission's certification; provided, however, that the Port Master Plan Amendment (PMPA), as certified by the California Coastal Commission, shall be presented to the Board of Port Commissioners for its final approval at a subsequent date.

**BE IT FURTHER RESOLVED** that as a condition of the Port Master Plan's approval, the City of Coronado shall indemnify and hold the District harmless against all third-party legal challenges, claims, lawsuits, proceedings, and the like, including reimbursement of all District attorneys' fees, costs and other expenses incurred by the District, related to the District's approval of the PMPA, the MND, the adopted CEQA Findings of Fact for the MND, and the MMRP.

**BE IT FURTHER RESOLVED** that consistent with Public Resources Code Sections 30714 and 30716, and California Code of Regulations Title 14, Section 13632(e), the Port Master Plan Amendment shall not be effective until: (a) the California Coastal Commission certifies the Port Master Plan Amendment; (b) the Board of Port Commissioners adopts the Port Master Plan Amendment as certified by the California Coastal Commission; and (c) the California Coastal Commission has received notice of such Board action and accepts the same as consistent with its certification.

APPROVED AS TO FORM AND LEGALITY:  
GENERAL COUNSEL

By: Assistant/Deputy

PASSED AND ADOPTED by the Board of Port Commissioners of the San Diego Unified Port District, this 8<sup>th</sup> day of September, 2015, by the following vote:

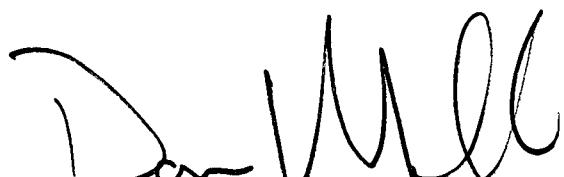
AYES: Bonelli, Castellanos, Malcolm, Merrifield, Moore, Nelson, and Valderrama.

NAYS: None.

EXCUSED: None.

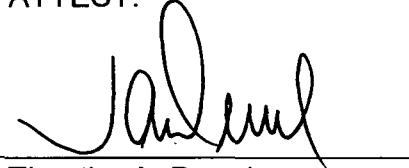
ABSENT: None.

ABSTAIN: None.

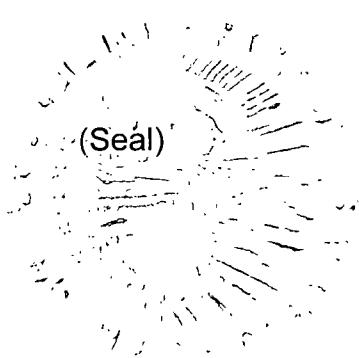


Dan Malcolm, Chairman  
Board of Port Commissioners

ATTEST:



\_\_\_\_\_  
Timothy A. Deuel  
District Clerk



(Seal)