

CALIFORNIA COASTAL COMMISSION

SAN DIEGO COAST AREA
 CAMINO DEL RIO NORTH, SUITE 200
 DIEGO, CA 92108-1725
 (619) 521-8036

October 23, 1996



Tu 26c

TO: COMMISSIONERS AND INTERESTED PERSONS

FROM: CHUCK DAMM, SOUTH COAST DEPUTY DIRECTOR
 DEBORAH N. LEE, DISTRICT MANAGER, SAN DIEGO AREA OFFICE
 DIANA LILLY, COASTAL PLANNER, SAN DIEGO AREA OFFICE

SUBJECT: Staff Recommendation on San Diego Unified Port District Port Master Plan Amendment No. 23 (Convair Lagoon). For Commission consideration and possible action at Meeting of November 12-15, 1996.

SUMMARY OF STAFF RECOMMENDATION:

Staff is recommending that the Commission approve the proposed amendment redesignating 1.7 acres of Recreational Boat Berthing, 0.9 acres of Specialized Berthing and 0.9 acres of Boat Navigation Corridor water area to Harbor Services, redesignating a 0.1 acre Commercial Recreation land area to Harbor Services, and adding remediation and monitoring as a permitted use under Harbor Services to allow for the remediation and monitoring of PCB contaminated sediments in Convair Lagoon. Additional text changes would replace the Harbor Master Transient Berthing designation with the Harbor Services designation, replace outdated references to proposed uses, and add the Convair Lagoon sediment remediation to the project list. Staff recommends that the Commission find the amendment, as proposed, consistent with the resource protection and public recreation policies of Chapter 3 and Chapter 8 of the Coastal Act.

The appropriate motions and resolutions can be found on Page 2. The main findings for approval of the amendment as submitted begin on page 3.

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 deemed submitted on September 3, 1996. 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 December 2, 1996.

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. The proposed amendment would change the designation of a water area from boat berthing to harbor services. Therefore, the policies of Chapter 3 and Chapter 8 of the Coastal Act are the standard of review for the proposed amendment.

STAFF RECOMMENDATION:

I. PORT MASTER PLAN SUBMITTAL - RESOLUTIONS

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. 23)

MOTION I

I move that the Commission certify the Port Master Plan Amendment as submitted by the port.

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. 23, 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 twenty-two amendments since that date.

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 port master plan amendment 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 port master plan 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 Negative Declaration under the California Environmental Quality Act. The Negative Declaration associated with the plan amendment was subject to public review and hearing and was adopted by the Board of Port Commissioners on May 28, 1996 as Resolution #96-134. A public hearing on the proposed master plan amendment was held and the amendment was adopted by the Board of Port Commissioners on May 28, 1996 as Resolution #96-135.

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 proposed project would be located in a water area mapped as an estuary in the Coastal Plan. Therefore, the policies of Chapter 3 and Chapter 8 of the Coastal Act are the standard of review for the proposed amendment.

D. Summary of Proposed Plan Amendment/History. The proposed master plan amendment would result in several changes to the certified Master Plan. First, approximately 0.1 acres of land area currently designated as Commercial Recreation would be redesignated as Harbor Services. Approximately 1.7 acres of Recreational Boat Berthing, 0.9 acres of Specialized Berthing and 0.9 acres of Boat Navigation water area would be also redesignated as Harbor Services. Remediation and monitoring would be added as a permitted use under the Harbor Services designation. The amendment is designed to allow for the remediation and monitoring of PCB contaminated sediments in Convair Lagoon. Also included in the amendment is the replacement of the Harbor Master Transient Berthing designation with Harbor Services, removal of outdated proposed uses in the Plan and the addition of the Convair Lagoon remediation to the project list. A copy of the amendment has been attached to this staff report.

Convair Lagoon is located in the northeastern portion of San Diego Bay, immediately west of the U.S. Coast Guard Facility and south of Harbor Drive. In December 1995, the Commission approved a permit for dredging approximately 30,000 cubic yards of sand from a 9.2 acre water area located offshore of North Island Naval Air Station, Coronado. The permit allows the transport of the dredged material to Convair Lagoon for use as a sand cap over an approximately 5 acre area within the lagoon to cover existing PCB contaminated sediment. The capping site is located within the Port District's permit jurisdiction. As the location of the proposed sand cap is currently designated for various types of boat berthing, and construction of the sand cap would permanently restrict boat anchoring activities in the area (see Section E2, below), prior to the Commission's approval of the dredging permit, Commission staff advised the Port District that an amendment to the Port Master Plan would be required. Therefore, the proposed amendment would designate the capping area for remediation activities consistent with the Convair Lagoon capping project.

The capping/filling project itself is in response to a "Cleanup and Abatement Order No. 86-92 for Teledyne Ryan Aeronautical near Lindbergh Field, San Diego County" issued by the Regional Water Quality Control Board (RWQCB) on October 17, 1986 for alleged violations of the "Comprehensive Water Quality Control Plan for the San Diego Basin," and for alleged contributions to pollution in Convair Lagoon. These violations pertained to the alleged discharge of waste containing polychlorinated biphenyls (PCBs), several trace metals, and volatile organic compounds to the storm drains on Teledyne Ryan Aeronautical property. An Environmental Impact Report/Remedial Action Plan (EIR/RAP) was prepared to evaluate the potential environmental effects of Teledyne Ryan's proposed remediation project to remove PCB-contaminated sediments in Convair Lagoon.

The EIR/RAP concluded that the environmentally superior method of remediating Convair Lagoon was construction of a sand cap to cover the existing contaminated sediment in Convair Lagoon with a layer of uncontaminated, "clean" material consisting of sand, crushed rock material, geo-textile liner, and riprap or small quarry rock. Approximately 5 acres of water area will be filled with the 30,000 cubic yards of sand, approximately 3 feet deep. The fill will not result in the conversion of water to upland. The sand cap will be replanted with eel grass to provide a biological "armor" and to offset eelgrass lost through capping. Based on the findings of the FEIR/RAP, the RWQCB issued Addendum No. 8 to its Cleanup and Abatement Order No. 86-92 on January 27, 1995, directing Teledyne Ryan Aeronautical to implement the sand cap alternative.

E. Conformance with the Coastal Act. The proposed amendment would result in changes to both basic land/water use categories and to the specific policies contained in Planning District 2. In order for the Commission to certify the proposed master plan amendment, the Commission must determine that the amendment conforms to the following applicable Chapter 3 and Chapter 8 policies of the Act:

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 30224

Increased recreational boating use of coastal waters shall be encouraged...

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....

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:

(7) Restoration purposes...

(c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary....

Section 30240

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

Section 30705

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

[...]

(6) Restoration purposes or creation of new habitat areas. [...]

(d) For water areas to be diked, filled, or dredged, the commission shall balance and consider socioeconomic and environmental factors.

Section 30706

In addition to the other provisions of this chapter, the policies contained in this section shall govern filling seaward of the mean high tide line within the jurisdiction of ports:

(a) The water area to be filled shall be the minimum necessary to achieve the purpose of the fill.

(b) The nature, location, and extent of any fill, including the disposal of dredge spoils within an area designated for fill, shall minimize harmful effects to coastal resources, such as water quality, fish or wildlife resources, recreational resources, or sand transport systems, and shall minimize reductions of the volume, surface area, or circulation of water.

(c) The fill is constructed in accordance with sound safety standards which will afford reasonable protection to persons and property against the hazards of unstable geologic or soil conditions or of flood or storm waters.

(d) The fill is consistent with navigational safety.

Section 30708

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

(a) Minimize substantial adverse environmental impacts.

(b) Minimize potential traffic conflicts between vessels.

(c) Give highest priority to the use of existing land space within harbors for port purposes, including, but not limited to, navigational facilities, shipping industries, and necessary support and access facilities.

(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.

(e) Encourage rail service to port areas and multi-company use of facilities.

1. Resource Protection/Water Quality.

Convair Lagoon was created during the 1930s. The approximately 10 acre water area is more accurately described as a cove, than a lagoon. The narrow strip of land area around Convair Lagoon is presently designated in the Port Master Plan for Business Park, Commercial Recreation, Harbor Services and U.S. Coast Guard Station uses. The approximately 5 acres of water area affected by the amendment is currently designated for Specialized Berthing (an industrial designation), Harbor Master/Transient Facilities, and Boat Navigation Corridor uses. The amendment would replace the water use category "Harbor Master/Transient Berthing" with the existing land and water use category "Harbor Services", and redesignate 3.5 acres of water area and 0.1 acres of land area to the Harbor Services designation (the remaining 1.5 acres of water

area affected by the project is currently designated "Harbor Master", and thus involves a change in name only). The amendment would also add remediation and monitoring as a permitted use under Harbor Services to allow for the clean-up and remediation of Convair Lagoon.

The nature and chronology of the events that led to the contamination of Convair Lagoon with PCBs is unknown. However, much, if not all, of the contamination is suspected to have resulted from industrial and commercial activities on properties north of the Lagoon. The PCBs are suspected to have been accidentally spilled during operations on these properties, entered the storm drains, and ultimately entered the Lagoon. An EIR/RAP for the capping project determined that with proper monitoring of its effectiveness, a sand cap was the environmentally preferable method of isolating the contaminants from the marine and human environment. The sand cap involves the placement of approximately 30,000 cubic yards of dredged material, up to 10,000 cubic yards of gravel and 7,000 cubic yards of rip rap for the construction of the cap and a perimeter berm to contain the contaminated sediment. No conversion of water to upland will occur.

In this particular case, the purpose of the fill is to restore a contaminated portion of San Diego Bay. The amendment will provide for "clean" material to cap PCB contaminated sediments currently located in Convair Lagoon, to prevent exposure of the marine biota to the contaminated sediment. As noted above, the project is in response to a cleanup and abatement order issued by the Regional Water Quality Control Board. The EIR/RAP conducted for the project concluded that successful implementation of this project will result in a significant restoration and improvement of the sediment and water quality in Convair Lagoon and the contiguous areas of San Diego Bay. Specifically, the capping and containment of contaminants will reduce the potential for resuspension or remobilization of contaminants and redistribution of these contaminants to other areas of north San Diego Bay. The project will also reduce the potential for bioaccumulation of contaminants to resident biota and the potential transfer of contaminants to higher levels in the food chain, including humans. Finally, a monitoring program and prohibition of boat anchoring over the sand cap will ensure that the cap will achieve a significant restoration of San Diego Bay. Thus, the Commission finds that in this particular case, the fill is a permitted use under Sections 30233(a)(7) and 30705(6) of the Coastal Act. Furthermore, the water area to be filled is the minimum necessary to cap the contaminated sediments, and the fill will have a positive impact on coastal marine resources including water quality and biological resources. Therefore, the proposed amendment can found consistent with Sections 30231, 30230, 30240, 30706, and 30708 of the Act.

The amendment also adds "remediation and monitoring" as a permitted use under the Harbor Services designation. However, neither the amendment or the existing Master Plan specifically define remediation or monitoring. Absent a specified definition, the Commission finds that remediation and monitoring includes would include a variety of clean-up or corrective activities and

monitoring associated with such efforts. However, an activity or project which involved the creation of new land area through filling or new water area through dredging would not be covered under remediation and monitoring activities, and would require a separate Master Plan amendment to implement. This interpretation is consistent with past Commission action, where the Commission found that the language of the certified port master plan does not allow filling of coastal waters without the benefit of a master plan amendment, even if the filling is associated with an allowed use under the Master Plan (PMPA #15 NASSCO Landfill). The Port District staff have agreed that it was not their intention to include the creation of new upland or water area under the definition of remediation (pers. comm. Fred Trull 9/27/96). Therefore, the amendment can be found consistent with the applicable resource protection policies of the Coastal Act.

2. Recreational Boating Use/Commercial Recreation Priority.

Sections 30213, 30220 and 30224 of the Coastal Act protect and encourage visitor and recreational facilities, particularly water-oriented recreational activities and recreational boating. Section 30708 of the Coastal Act requires that all port-related development give highest priority to existing land space within harbors for port purposes, and supports the provision of recreational uses. The proposed amendment would redesignate 3.5 acres of boating-related water use categories (Recreational Boat Berthing, Specialized Berthing and Boat Navigation Corridor) to Harbor Services, and would redesignate 0.1 acres of Commercial Recreation land area to Harbor Services. Typical water uses permitted in areas designated for Recreational Boat Berthing include boat berthing, water sports, sailing clubs and boat storage. Specialized Berthing refers to industrial boating activities, and Boat Navigation Corridor is a general public recreation water category. All of the uses allowed under these designations are high priority, coastal dependent uses. However, the anchoring of boats within Convair Lagoon could disturb the proposed cap area and recontaminate the surrounding sediment. Therefore, with implementation of the proposed amendment, boats would be restricted from anchoring in or traveling through the capping site.

There are currently 107.5 acres of Recreational Boat Berthing acreage, 12.1 acres of Specialized Berthing and 13.6 acres of Boat Navigation Corridor designated in the Master Plan. The amendment would result in a percentage decrease in these categories of 0.5%, 0.6% and 0.3%, respectively, which would not represent a substantial decrease in area available for boating activities. The Port District has indicated that because of the presence of identified contaminants in Convair Lagoon, the area proposed for sand capping has been closed to boat berthing for several years. In March of this year, the Commission approved a new designated anchorage (A9) south of Convair Lagoon, which can accommodate approximately 30 vessels. In August 1994, the Commission approved the National City Marina, which would accommodate 200-250 vessels. As recently as this time, high levels of vacancy were being reported at existing marinas. Given these recent expansions in approved berthing area,

high vacancy rates at existing boating facilities and the general unsuitability of a contaminated lagoon for recreational boating activity, the proposed reduction in area in Convair Lagoon designated for boating uses will not have a significant adverse impact on recreational boating opportunities in San Diego Bay. Upon completion of the sand cap project, marker buoys and signs along the perimeter of the water area will indicate that the area is closed to public access and boating use, consistent with navigational safety and Section 30706(d).

In addition, although the water area is currently designated for recreational boating uses, the text of the master plan describes the uses upland of the sand capping area, designated as the East Basin Industrial subarea, as "aerospace and oceanographic research", and recommends that the area eventually be redeveloped into a light, marine-related industrial/business park with laboratories, office space and light manufacturing plants. These types of upland facilities are not necessarily supportive of or consistent with the water use designation of recreational boat berthing. Similarly, the 0.1 acres of upland currently designated for commercial recreation uses, is not ideally suited for commercial recreation, as it is surrounded by Harbor Services and the Coast Guard facility. The redesignation would represent a small (0.03%) loss of the total 52.7 acres of land designated for Commercial Recreation uses. However, the proposed Harbor Services designation is applied to areas devoted to various maritime services, harbor services, and other harbor regulatory activities performed by the Port District. Under Chapter 8, these types of port-related facilities are the highest priority type development. Thus, as the amendment will not have a significant impact on commercial recreation, and will increase land and water area designated for port-related activities, the proposed amendment can be found consistent with the appropriate Chapter 3 and Chapter 8 sections of the Coastal Act.

In summary, the proposed redesignation of the land and water uses and the associated text changes will allow for restoration of a portion of San Diego Bay, will not adversely impact recreational boating or commercial recreation opportunities, and can be found consistent with the applicable sections of the Coastal Act regarding marine resources and public recreation. Therefore, the Commission finds that the amendment as submitted is consistent with the cited sections of the Coastal Act.

F. Consistency with the California Environmental Quality Act (CEQA). The proposed amendment would have a positive impact on sensitive biological resources and water quality. The area is currently contaminated with PCBs and the amendment will allow for the clean-up and remediation of the area. The proposed monitoring program will ensure that the capping project remains safe and effective. The proposed land and water use changes will not adversely affect the natural environment. The Commission therefore finds that there are no feasible alternatives to the proposed amendment, as it will not result in significant adverse impacts on the environment of the coastal zone.

Document No. 34410
Filed MAY 29 1996
SD UNIFIED PORT DISTRICT CLERK'S OFFICE

San Diego Unified Port District
Proposed Master Plan Amendment

CONVAIR LAGOON

Existing/Proposed Plan Text
and
Proposed Plan Graphics

DECEMBER 15, 1995
(Revised edition April 26, 1996)

Note: Text to be deleted shown ~~stricken~~ and text to be added shown underlined.


TABLE 4

MASTER PLAN LAND AND WATER USE ALLOCATION

LAND USE	ACRES		WATER USE	ACRES		TOTAL ACRES		% OF TOTAL
	Existing	Revised		Existing	Revised	Existing	Revised	
COMMERCIAL	362.7	<u>362.6</u>		416.7	<u>414.0</u>	779.4	<u>776.6</u>	15%
MARINE SALES AND SERVICES	26.2		MARINE SERVICES BERTHING	23.1				
AIRPORT RELATED COMMERCIAL	38.0							
COMMERCIAL FISHING	7.6		COMMERCIAL FISHING BERTHING	50.0				
COMMERCIAL RECREATION	287.2	<u>287.1</u>	RECREATIONAL BOAT BERTHING	332.3	<u>330.6</u>			
SPORTFISHING	3.7		SPORTFISHING BERTHING	10.3				
INDUSTRIAL	1167.7			192.7	<u>191.8</u>	1860.4	<u>1359.5</u>	26%
AVIATION RELATED INDUSTRIAL	204.5							
INDUSTRIAL BUSINESS PARK	52.2							
MARINE RELATED INDUSTRIAL	345.1		SPECIALIZED BERTHING	141.1	<u>140.2</u>			
MARINE TERMINAL	149.6		TERMINAL BERTHING	51.6				
INTERNATIONAL AIRPORT	416.3							
PUBLIC RECREATION	253.9			278.1		532.0		10%
OPEN SPACE	19.1		OPEN BAY/WATER	278.1				
PARK	126.6							
GOLF COURSE	98.2							
PROMENADE	10.0							
CONSERVATION	394.7			1069.6		1464.3		28%
WETLANDS	304.9		ESTUARY	1069.6				
HABITAT REPLACEMENT	89.8							
PUBLIC FACILITIES	222.3	<u>222.6</u>		375.3	<u>378.4</u>	598.6	<u>601.0</u>	11%
HARBOR SERVICES	4.3	<u>4.9</u>	HARBOR MOTORIST BERTH SVCS	7.3	<u>10.5</u>			
CITY PUMP STATION	0.4		BOAT NAVIGATION CORRIDOR	283.4	<u>282.5</u>			
FIRE STATION	0.4		SHIP NAVIGATION CORRIDOR	80.6				
STREET	216.9		SHIP ANCHORAGE	24.8				
MILITARY	25.9			125.6		151.5		3%
NAVY FLEET SCHOOL	25.9		NAVY SMALL CRAFT BERTHING	6.2				
			NAVY SHIP BERTHING	119.4				
AREA UNDER STUDY				402.8		402.8		8%
TOTAL LAND AREA	<u>2427.4</u>		TOTAL WATER AREA	<u>2860.3</u>				
MASTER PLAN LAND AND WATER ACREAGE TOTAL						<u>5287.7</u>		100%

Proposed Land & Water Use Allocation
PMPA #23

- A-9 Cruiser Anchorage CCC Certified April 11, 1996 (Existing acreage)
Revised Acreage includes draft PMPA:
- CONVAIR LAGOON DRAFT PMPA 12/15/95

Planning Department	TABLE 4 MASTER PLAN LAND AND WATER USE ALLOCATIONS		Date 04/26/96	MASTER PLAN	
			Drn WJB Chk		
		Base			
		Nb			

Public Facilities

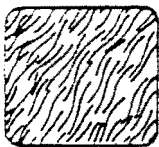
Land Use Objectives & Criteria

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 land use category ~~used in~~ 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 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.

TABLE 8

HARBOR ISLAND/LINDBERGH FIELD: PLANNING DISTRICT 2

LAND			WATER			TOTAL		
USE	ACRES		USE	ACRES		ACRES		% OF TOTAL
	Existing	Revised		Existing	Revised	Existing	Revised	
COMMERCIAL	96.7	<u>90.6</u>		107.6	<u>105.8</u>	198.2	<u>196.4</u>	21%
AIRPORT RELATED COMMERCIAL	38.0							
COMMERCIAL RECREATION	32.7	<u>52.6</u>	RECREATIONAL BOAT BERTHING	107.3	<u>105.8</u>			
INDUSTRIAL	580.0			12.1	<u>11.2</u>	592.1	<u>591.2</u>	63%
AVIATION RELATED INDUSTRIAL	130.6							
INDUSTRIAL BUSINESS PARK	33.1		SPECIALIZED BERTHING	12.1	<u>11.2</u>			
INTERNATIONAL AIRPORT	416.3							
PUBLIC RECREATION	26.2			45.0		71.2		8%
OPEN SPACE	7.5		OPEN BAY / WATER	45.0				
PARK	16.4							
PROMENADE	2.3							
PUBLIC FACILITIES	66.7	<u>66.8</u>		15.1	<u>18.0</u>	82.1	<u>84.8</u>	9%
HARBOR SERVICES	1.2	<u>1.3</u>	HARBOR MSTA TRANSIT SVC	1.3	<u>5.3</u>			
STREETS	65.5		BOAT NAVIGATION CORRIDOR	13.8	<u>12.7</u>			
TOTAL LAND AREA	763.6		TOTAL WATER AREA	180.0				
PRECISE PLAN LAND AND WATER ACREAGE TOTAL						943.6	100%	


Note: Does not include:

Leased Federal Land 22.5 acres
 State Submerged Tidelands 41.3 acres
 Leased Uplands 4.1 acres

- A-9 Cruiser Anchorage CCC Certified April 11, 1996 (Existing acreage)

Revised Acreage includes draft PMPA:
 - CONVAIR LAGOON DRAFT PMPA 12/15/95

**Proposed
 PMPA #23**

Planning Department	TABLE 8 PRECISE PLAN LAND AND WATER USE ALLOCATION		Date 04/26/96	MASTER PLAN	
			Dm WJB Chk		
		Case			
		No			

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 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 noncruisers 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 ~~divided between a Sea Scout Facility (shown as Commercial Recreation) and derelict craft storage space (shown as Harbor Services). Berthing or water area is allocated for all the above uses, 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. It is anticipated that no additions will be made to the land area of the airport.

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

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.	<u>CONVAIR LAGOON: Sediment remediation</u>	<u>24</u>	<u>I</u>	<u>N</u>	<u>1996-97</u>

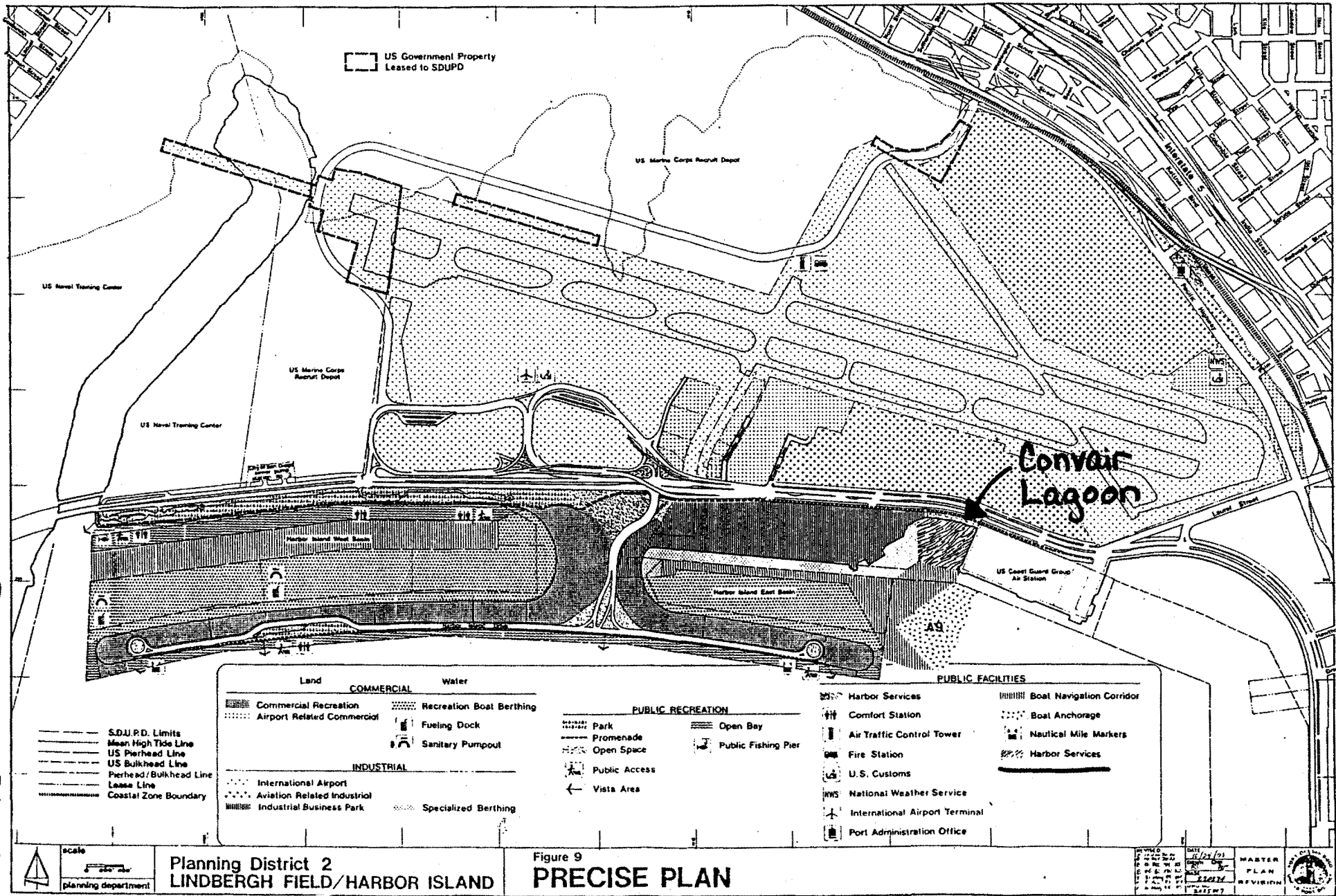
P - Port District
T - Tenant
N - No
Y - Yes

	TABLE 9 PROJECT LIST	Date	
scale		Drn Chk	
		Base	
planning department		No	

[End of plan amendment.]

Proposed
PMPA #23

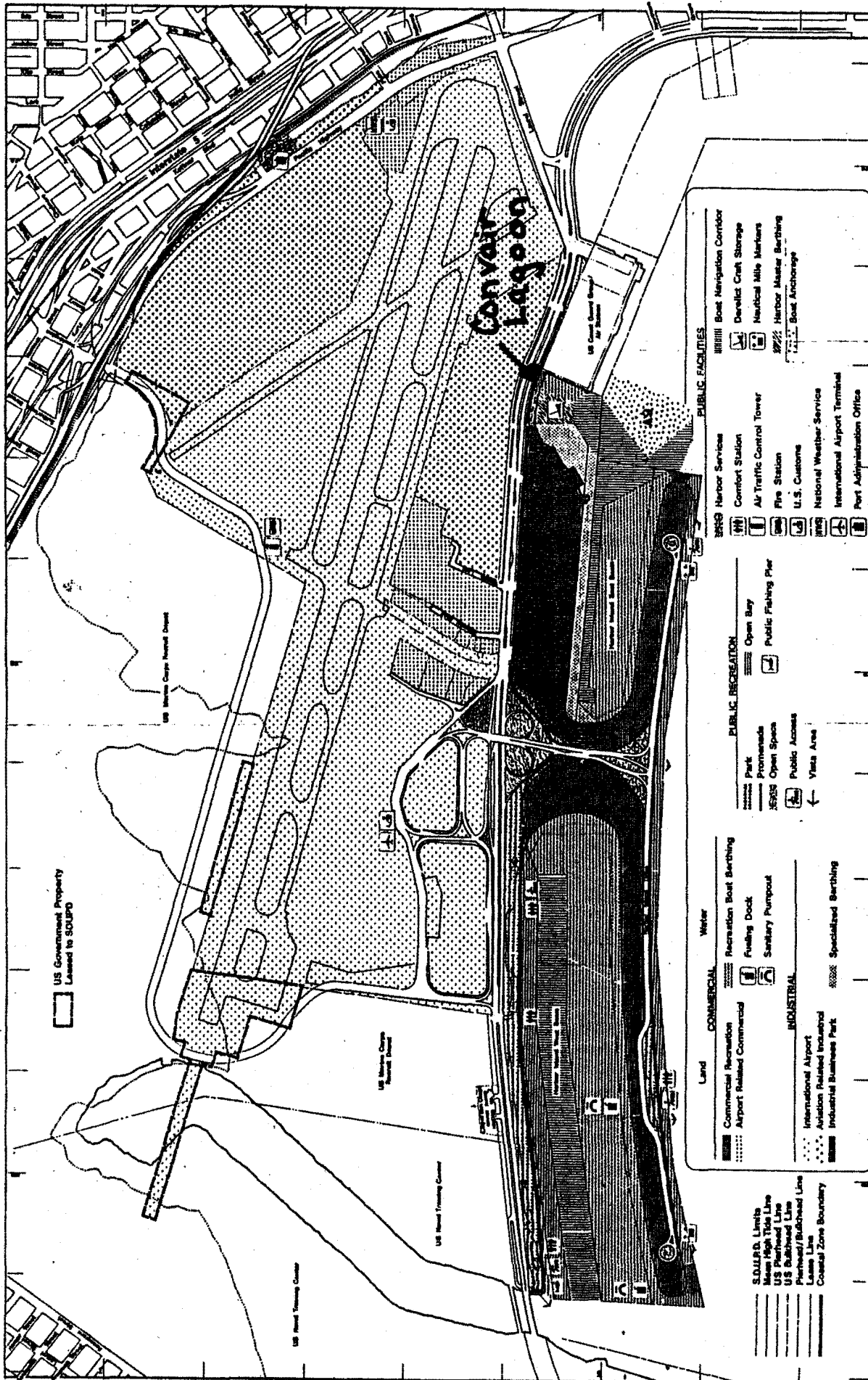
Proposed PMPA#23



Planning District 2
LINDBERGH FIELD/HARBOR ISLAND

Figure 9
PRECISE PLAN

DATE	10/27/01	MASTER PLAN REVISION
BY	[Signature]	
DATE	10/27/01	MASTER PLAN REVISION
BY	[Signature]	



Scale
 Planning Department
 City of San Diego

Figure 9
PRECISE PLAN

Planning District 2
LINDBERGH FIELD/HARBOR ISLAND

Rev. 07/19/95 A-9 Anchorage PMPA

33219

Master Plan

DR A F T

- | | | | | | | | |
|---|---|--|---|--|--|---|---|
| <ul style="list-style-type: none"> SOULD Levels US High Way Line US Subhead Line Pierhead/Subhead Line Lease Line Coastal Zone Boundary | <ul style="list-style-type: none"> Commercial Recreation Airport Related Commercial Industrial International Airport Aviation Related Industrial Industrial Business Park | <ul style="list-style-type: none"> Land COMMERCIAL Recreation Boat Berthing Fueling Dock Sanitary Pumpout | <ul style="list-style-type: none"> Water Recreation Boat Berthing Fueling Dock Sanitary Pumpout Specialized Berthing | <ul style="list-style-type: none"> Park Promenade Open Space Public Access Vista Area | <ul style="list-style-type: none"> Public Recreation Open Bay Public Fishing Pier | <ul style="list-style-type: none"> Harbor Services Comfort Station Air Traffic Control Tower Fire Station U.S. Customs National Weather Service International Airport Terminal Port Administration Office | <ul style="list-style-type: none"> Public Facilities Boat Navigation Corridor Developt Craft Storage Neutral Mile Markers Harbor Master Berthing Boat Anchorage |
|---|---|--|---|--|--|---|---|

Existing Plan
 PMPA # 23