

CALIFORNIA COASTAL COMMISSION

SAN DIEGO COAST AREA
 3111 CAMINO DEL RIO NORTH, SUITE 200
 SAN DIEGO, CA 92108-1725
 (619) 521-8036

March 21, 1996



Th 98

TO: COMMISSIONERS AND INTERESTED PERSONS

FROM: TOM CRANDALL, DEPUTY DIRECTOR, COASTAL AND OCEAN RESOURCES DIVISION
 CHUCK DAMM, SOUTH COAST DISTRICT DIRECTOR
 DEBORAH N. LEE, ASSISTANT DISTRICT DIRECTOR, 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. 22 (A-9 Anchorage). (For Commission consideration and possible action at Meeting of April 9-12, 1996).

SUMMARY OF STAFF RECOMMENDATION:

Staff is recommending that the Commission approve the proposed amendment designating a 9.2 acre water area south of the U.S. Coast Guard Station in North San Diego Bay as a short-term cruiser anchorage. The anchorage would accommodate approximately 30 cruisers (traveling vessels whose owner/occupant is not a resident of San Diego County) for up to 90 days in any 365-day period, or to noncruisers for a maximum period of 72 hours. Associated text changes would provide for implementation of the anchorage area and user regulations. Staff recommends that the Commission find the amendment as proposed consistent with the public access and 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 5.

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 February 2, 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 May 2, 1996.

Section 30714 of the Coastal Act states that the Commission shall certify the plan or amendment, or portion of a plan or amendment, and reject any portion of a plan or amendment which is not certified, and may not modify the master

plan or amendment, as submitted, as a condition of certification. Section 30714 also states that the Commission shall certify the plan or amendment if the Commission finds both that:

1. The certified portions of the amendment conform with and carry out the policies of Chapter 8 of the Coastal Act.
2. Where the amendment provides for development listed as appealable in Section 30715, such development is in conformity with all the policies of Chapter 3 of the Act.

The proposed amendment provides for a recreational small craft marina-related facility, which is listed as appealable in Section 30715. 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. 22).

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. 22, 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-one 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 August 8, 1995 as Resolution #95-265. A public hearing on the proposed master plan amendment was held and the amendment was adopted by the Board of Port Commissioners on August 8, 1995 as Resolution #95-266.

C. Appealable Development. In determining the standard of review for the proposed plan amendment, Section 30714(b) of the Coastal Act provides guidance and states that:

...The Commission shall certify the plan, or portion of a plan, if the Commission finds both of the following:

- (a) The master plan, or certified portions thereof, conforms with and carries out the policies of this chapter.
- (b) Where a master plan [or in this case, a master plan amendment], or certified portions thereof, provide for any of the developments listed as appealable in Section 30715, the development or developments are in conformity with all the policies of Chapter 3 (commencing with Section 30200).

Section 30715 of the Coastal Act states, in part, that:

After a port master plan or any portion thereof has been certified,..., approvals of any of the following categories of development by the port governing body may be appealed to the commission:

- (1) Developments for the storage, transmission, and processing of liquefied natural gas and crude oil in such quantities as would have a significant impact upon the oil and gas supply of the state or nation or both the state and nation. A development which has a significant impact shall be defined in the master plans.
- (2) Waste water treatment facilities, except for those facilities which process waste water discharged incidental to normal port activities or by vessels.
- (3) Roads or highways which are not principally for internal circulation within the port boundaries.
- (4) Office and residential buildings not principally devoted to the administration of activities within the port; hotels, motels, and shopping facilities not principally devoted to the sale of commercial goods utilized for water-oriented purposes; commercial fishing facilities; and recreational small craft marina related facilities.
- (5) Oil refineries.
- (6) Petrochemical production plants.

The Commission determines that the amendment would provide for designation of a 9.2 acre water area as a cruiser anchorage for the short-term berthing of approximately 30 vessels, and the subsequent implementation of the anchorage area and user regulations. Recreational small craft marina-related facilities are listed as appealable developments in Section 30715. 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, an approximately 9.2 acre water area would be designated as a cruiser anchorage. The anchorage area is located east of Harbor Island, south of the U.S. Coast Guard Station, and would accommodate about 30 vessels. The anchorage would be marked with area boundary markers. Associated text changes would define "cruiser" 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 would be reserved for cruisers that would use ground tackle (free anchor not attached to any structure) to anchor for a maximum of 90 days within any 365 day period. Permits to anchor at this location could also be granted to noncruisers for a maximum period of 72 hours. Existing public landside facilities for the anchorage include a small boat landing facility located on North Harbor Drive east of the Coast Guard Air Station, restrooms, a public telephone, parking and a San Diego Transit Bus stop. A copy of the amendment has been attached to this staff report.

In April, 1985, the Commission approved a Master Plan Amendment establishing eight designated small craft anchorage areas within San Diego Bay (A-1 through A-8). At that time, the majority of the bay was available for open anchorage use, and boats could anchor in any unrestricted area or where it would not be a navigational hazard. There were no time limits on anchoring. The amendment designated eight anchorages located in various areas of the bay subject to use restrictions including limitations to short-term (72 hours or less) and intermediate-term (72 hours to six months) use. The establishment of anchorage areas and bay wide anchoring regulations is designed to reduce conflicts between oceanliner use of the bay, military operations, recreational uses, fishing and natural resource preservation.

The proposed amendment was previously scheduled to be heard before the Commission at its March 12-15, 1996 hearing. The Port District asked that the amendment be heard at the April meeting to allow for revisions to be made to a portion of the proposed text change. Section 13634 of the Commission's Code of Regulations allows minor (non-material) amendments to be made to the submittal after its submission to the Commission. Therefore, the Port has submitted the following changes to one sentence of the proposed amendment which appears twice in the document:

The use of this anchorage will be controlled by duly enacted regulations of the Board of Port Commissioners and may include revisions to the definition of "cruiser" and the permit requirements for anchoring and the time limits therefor.

This revised sentence replaces the previous one wherever it appeared in the original submittal. The Executive Director has determined that the revision is not material.

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 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 30212.5 Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

Section 30213 Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred....

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 30232 Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

Section 30234 Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

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.

(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 30255 Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

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.

The proposed amendment would provide for an anchorage area encompassing approximately 9.2 acres of water area south of the U.S. Coast Guard Station in northern San Diego Bay. Surrounding land uses in the immediate project vicinity are primarily industrial and include Teledyne Ryan Aeronautical to the north, General Dynamics to the northwest and the the Coast Guard facility to the north. Harbor Drive is located beyond the Coast Guard facility to the north. Harbor Island, a commercial recreation area developed with hotels, restaurants, marinas and marine-related commercial uses is located to the west of the project site.

1. Recreational Boating Use Priority.

Sections 30213, 30224, 30234, 30255 and 30708 of the Coastal Act discuss the types of activities and uses appropriate in coastal areas. Section 30224

encourages increased recreational boating in coastal waters by providing additional berthing space and by providing for new boating facilities. Section 30234 protects and encourages upgrading of facilities serving recreational boating industries. Section 30255 gives high priority to coastal-dependent developments and Section 30213 encourages lower cost visitor-serving public recreational uses. Section 30708 gives high priority to recreational uses. Consistent with these provisions, the designation of a ninth anchorage in San Diego Bay, as proposed, would provide a lower cost small craft public anchorage facility specifically geared towards visitors to the San Diego Bay area. Because they do not provide the same level of services as marinas, anchorages serve as a lower-cost alternative docking facility. The anchorage would provide improved berthing space for approximately 30 boats on a short-term basis. Therefore, the proposed amendment can be found consistent with the appropriate Chapter 3 and Chapter 8 sections of the Coastal Act.

2. Resource Protection.

The area is currently used unofficially for anchoring. The proposed amendment would establish a process for regulating and controlling the type, the number and the length of stay vessels are permitted. The anchorage will be made available to seaworthy vessels that are subject to periodic inspection to ensure they carry proper gear, adequate safety equipment and approved marine sanitation devices. The management of the cruiser anchorage includes a program of flotsam and debris cleanup, regularly monitored water quality and controls on overboard discharges. The landside support facilities include three trash dumpsters with regular service for refuse disposal by anchorage patrons. These provisions will assure that impacts to marine resources and water quality are minimized. Thus, the amendment can be found consistent with Sections 30232 and 30240, which provide for the protection of resource and/or recreation areas and the prevention of impacts which would degrade those areas, including protection against the spillage of hazardous substances. Therefore, the amendment can be found consistent with the applicable resource protection policies of the Coastal Act.

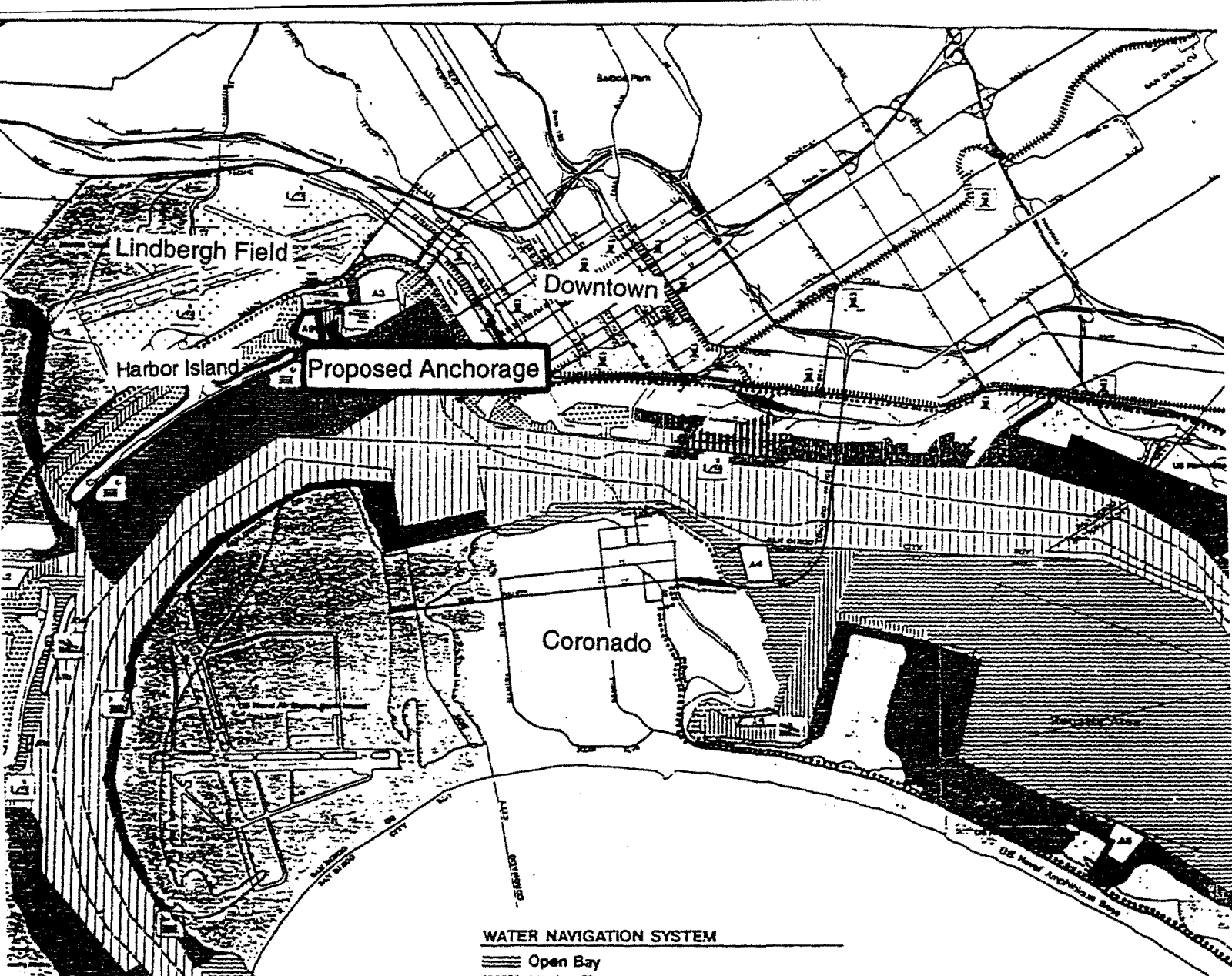
3. Public Access.

Sections 30210 and 30211 require that new development shall provide maximum access and not interfere with the public's right of access to the sea. The creation of an additional established anchorage will increase the public's access to and ability to use the water. The amendment would place limitations on the amount of time users would be able to anchor at this location. Users would be allowed to anchor for no more than 90 days in any 355 day period. However, these restrictions are designed to ensure that turnover in the anchorage is high, and that space is therefore available for the greatest number of users. This particular anchorage will also be restricted to cruisers, or vessels whose owner/operator is not a resident of San Diego County. This will preserve this location for visitor-serving use. Residents or travelers desiring long-term anchoring facilities will be directed to other anchorages or marina facilities. Therefore, the amendment can be found consistent with the applicable public access policies of the Coastal Act.

In summary, the redesignation of the water use and the text changes can be found consistent with the applicable sections of the Coastal Act regarding public access, recreation, and marine resources. 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 not adversely impact sensitive land or water resources. The area is currently used for anchoring in an unregulated manner. Controlling and monitoring the use of the site may have a positive impact on the water quality of the area, as only seaworthy vessels with approved marine sanitation devices will be permitted to anchor at the site. In addition, as noted above, the management of the cruise anchorage includes a program of flotsam and debris cleanup, regularly monitored water quality, and controls on overboard discharges. The landside support facilities include three trash dumpsters with regular service for refuse disposal by anchorage patrons. 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.

(0008p)



WATER NAVIGATION SYSTEM

- Open Bay
- Marine Terminal
- Ship Navigation Corridor
- Main Ship Channel
- Second Entrance
- Ship Berthing/Anchorage
- US Navy Jurisdiction
- Boat Navigation Corridor
- Recreational Craft Berthing
- Commercial Fishing Berthing
- Small Craft Anchorage / Mooring
- Customs
- Small Craft Launching Ramp
- Harbor Police Station
- Measured Nautical Mile
- USCG/Marine Safety Office
- Pedestrian Ferry

LAND CIRCULATION SYSTEM

- Public Transit (Fixed Rail Corridor & Stations)
- Railroads
- Freeway
- Major Street
- Collector Street
- Bridge
- Bicycle Corridor

AIR NAVIGATION SYSTEM

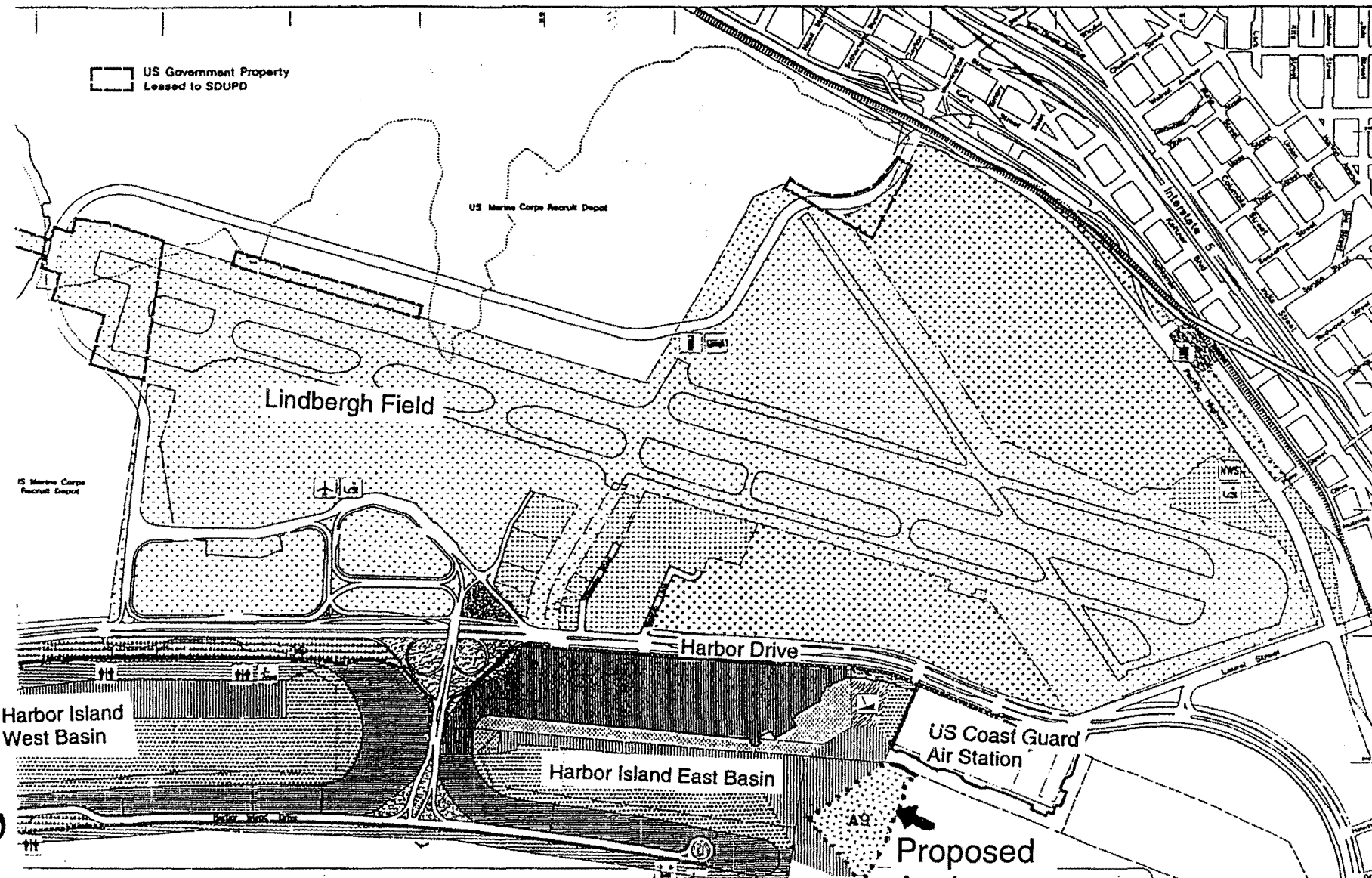
- International Airport
- Air Traffic Control Tower
- Heliport

High Tide Line
 Limits
 Lead and/or Combined
 Lead/Bulkhead Line
 Environment Lands



Area Map
 PNPA #22

US Government Property
Leased to SDUPD



Proposed Anchorage
 Location PMPA #22

Land	Water
COMMERCIAL Cultural Recreation Related Commercial Industrial Airport Related Industrial Business Park	Recreation Boat Berthing Fueling Dock Sanitary Pumpout Specialized Berthing

PUBLIC RECREATION	
Park	Open Bay
Promenade	Public Fishing Pier
Open Space	Public Access
Vista Area	

Harbor Services	Derelict Craft Storage
Comfort Station	Nautical Mile Markers
Air Traffic Control Tower	Harbor Master Berthing
Fire Station	Boat Anchorage
U.S. Customs	
National Weather Service	
International Airport Terminal	
Port Administration Office	

Proposed Anchorage



Port of San Diego
and Lindbergh Field Air Terminal

(619) 686-6200 • P.O. Box 468, San Diego, California 92112-0488

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MAR 19 1996

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

March 19, 1996

SENT VIA FAX

Diana Lilly, Port Analyst
California Coastal Commission
San Diego Area
3111 Camino del Rio North, Suite 200
San Diego, CA 92108-1725

SUBJECT: A-9 Anchorage Plan Amendment

Dear Ms. Lilly:

The District staff understands that the Coastal Commission staff has become concerned about the wording in the last sentence of the plan amendment narrative proposed for pages 52b and 77. In order to receive a favorable Commission staff report, the District proposes to edit that portion of the sentence so as to read "The use of this anchorage will be controlled by duly enacted regulations of the Board of Port Commissioners."

The meaning and intent of this amendment is the same for the A-9 anchorage as for the other anchorages already included in the certified Port Master Plan, pages 52a, 52b, 64, 65, 66, 86, 106, 107, 115, etc. Attached is a copy of C.F.R. dealing with San Diego Harbor and the District's authorization to control anchorages. Moreover, this small change in deleting inconsequential language can be accomplished by the Executive Director or his designee.

Please telephone me should you require any additional information.

Very truly yours,

Dan Wilkens, Senior Director,
Community & Governmental Affairs

DW:FHT:rc

Port's Amended Submittal
PMPA #22

(8)

RECEIVED

DEC 18 1995

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

San Diego Unified Port District
Proposed Master Plan Amendment

A-9 CRUISER ANCHORAGE AREA

Existing/Proposed Plan Text
and
Proposed Plan Graphics

JULY 19, 1995

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

Document No. 33219
Filed AUG 25 1995
SD UNIFIED PORT DISTRICT CLERK'S OFFICE

Proposed Master Plan Amendment #22

provide space for about 70 vessels. The anchorage landing is to be developed as part of the Tidelands Park project. More information on the proposed anchorage is found in Section IV, Coronado Bayfront Planning District.

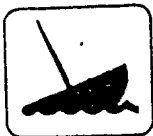
Anchorage A-5, Glorietta Bay, is a 3.8 acre federally designated anchorage. With fore and aft anchoring by vessels ground tackle, about 20 vessels can be accommodated. All of the moorings in the anchorage are reserved for short term use by cruising vessels. Anchorage use is by permit of Harbor Police for a period of time up to 72 hours, within any seven day period. Section IV, Coronado Bayfront Planning District, contains more information about this anchorage.

Anchorage A-6, the Naval Amphibious Base (NAB) Anchorage, is proposed for an eight acre water area adjoining the NAB Marina. The Commanding Officer, NAB, Coronado, through his authorized representative, the NAB Marina Manager, shall have sole authority to assign, control and limit use of the area. Only small craft belonging to U. S. Navy personnel on active duty and retired service members shall be authorized to use the area. The landing site is at NAB Marina.

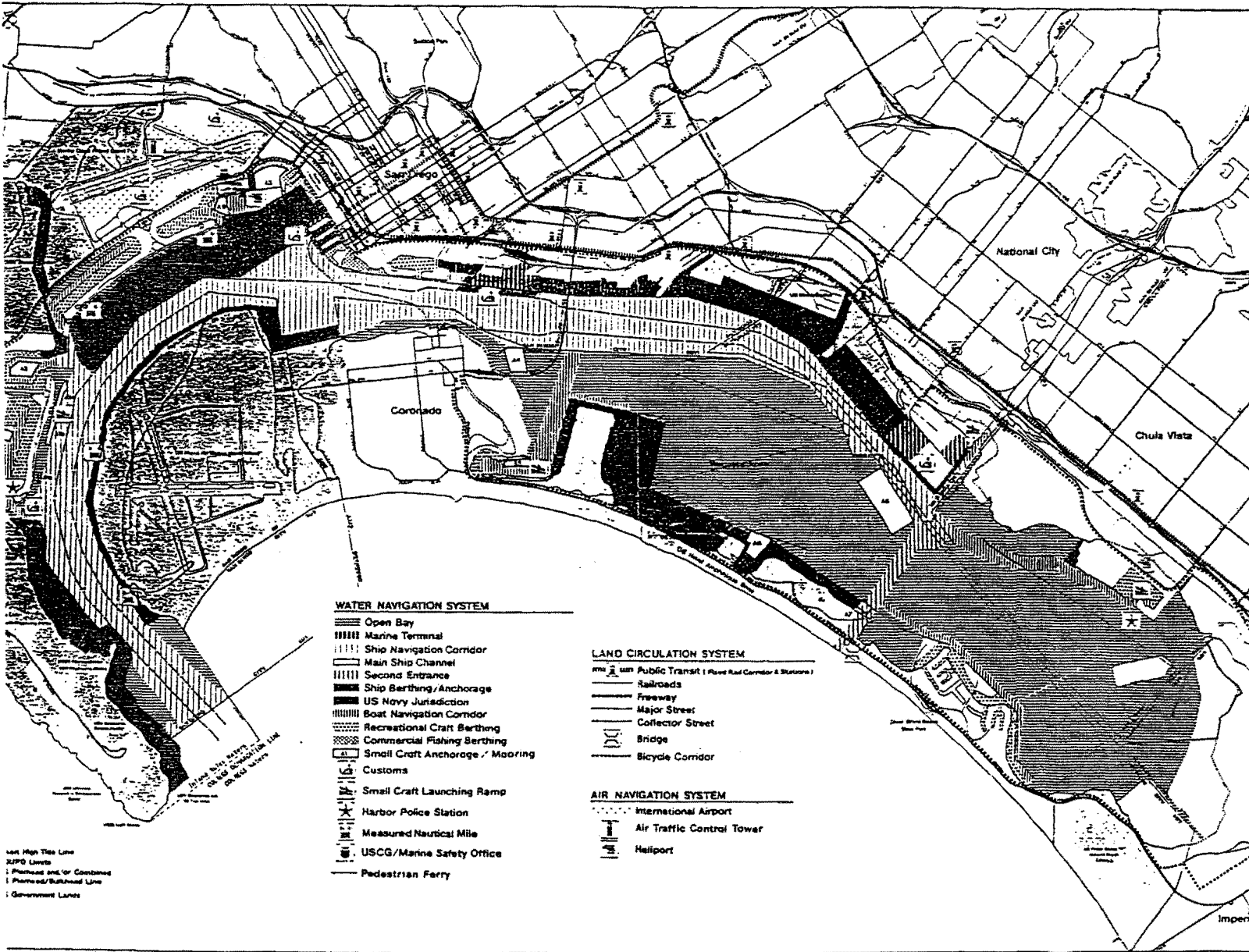
Anchorage A-7, Crown Cove Anchorage, is a 4.4 acre water area proposed to be developed with fore and aft moorings for approximately 30 vessels. Control over this anchorage and adjacent park area will be exercised by the California Department of Parks and Recreation under a lease agreement with the U. S. Navy and the Unified Port District, as a normal part of the Department's administration of Silver Strand State Beach. A dinghy landing site will be designated on the adjacent State Beach and will have those shoreside facilities provided by the State Beach.

Anchorage A-8, Sweetwater Anchorage, contains 200 acres of water area and can provide for about 250 vessels, depending on size, at single swing point anchorage with vessels ground tackle. Anchoring use, however, shall be incremental, the first phase to provide for up to 100 vessels, with any additional 100 vessel increments to be subject to further public hearings and consultation with District member cities. The landing and shoreside support services for the anchorage will be at the existing National City Small Craft Launch Ramp. Section IV, National City Bayfront Precise Plan, contains more information about this anchorage.

Anchorage A-9, Cruiser Anchorage, is a nine acre water area which can accommodate approximately 30 transient craft using vessels ground tackle. The anchorage is to ultimately be marked with area boundary markers. It is located south of the United States Coast Guard Air Station near the East Harbor Island Basin. A small boat landing facility is located nearby on North Harbor Drive east of the Coast Guard Air Station. Public landside support facilities include rest rooms, public telephone, parking and a San Diego Transit bus stop. Section IV Precise Plans, Harbor Island/Lindbergh Field: Planning District 2, contains additional information about the use of this anchorage area. The use of this anchorage will be controlled by duly enacted regulations of the Board of Port Commissioners and may include revisions to the definition of "Cruiser", the permit requirements for anchoring and the time limits therefor.



Derelict Craft Storage provides space for holding abandoned or drifting small craft that become hazards to navigation in the bay. Disposal of impounded vessels is governed by State Law. Sites are provided within close proximity to berthing concentrations for the north bay and proposed as part of a potential boating development in the south portion of the bay.



- WATER NAVIGATION SYSTEM**
- Open Bay
 - Marine Terminal
 - Ship Navigation Corridor
 - Main Ship Channel
 - Second Entrance
 - Ship Berthing/Anchorage
 - US Navy Jurisdiction
 - Boat Navigation Corridor
 - Recreational Craft Berthing
 - Commercial Fishing Berthing
 - Small Craft Anchorage / Mooring
 - Customs
 - Small Craft Launching Ramp
 - Harbor Police Station
 - Measured Nautical Mile
 - USCG/Marine Safety Office
 - Pedestrian Ferry

- LAND CIRCULATION SYSTEM**
- Public Transit (Rapid Rail Corridor & Stations)
 - Railroads
 - Freeway
 - Major Street
 - Collector Street
 - Bridge
 - Bicycle Corridor

- AIR NAVIGATION SYSTEM**
- International Airport
 - Air Traffic Control Tower
 - Heliport

- High Tide Line
 - LPO Limits
 - Proposed and/or Combined
 - Proposed/Outboard Line
 - Government Lands

2000 Feet
 1000 Feet
 500 Feet
 100 Feet
 Planning Department

CIRCULATION/NAVIGATION ELEMENT

DRAFT

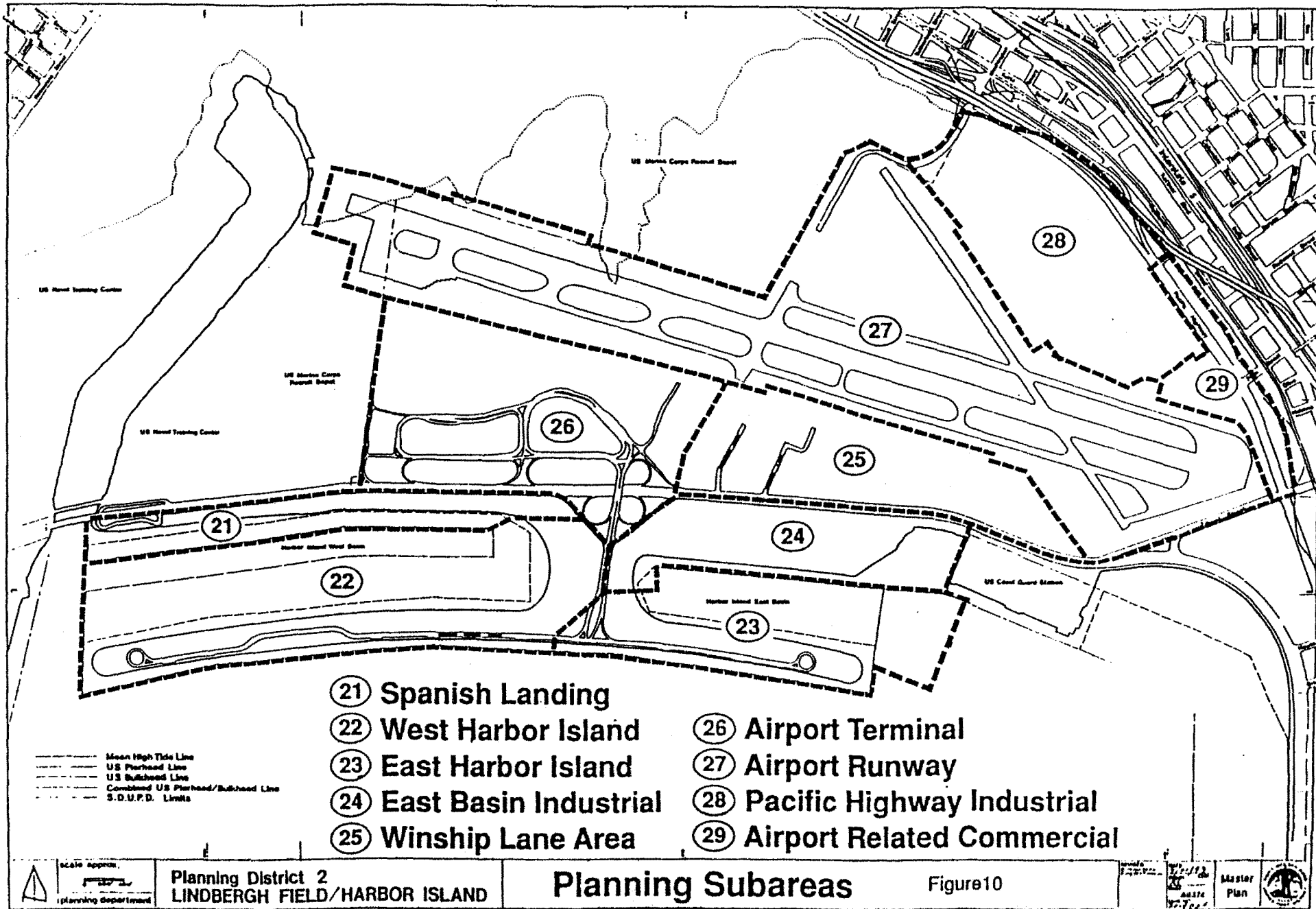
3/95 A-9 Anchorage PMPA

Proposed

Proposed

33219

75



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

PROPOSED

TABLE 8

HARBOR ISLAND/LINDBERGH FIELD: PLANNING DISTRICT 2

LAND		WATER		TOTAL	
USE	ACRES	USE	ACRES	ACRES	% OF TOTAL
COMMERCIAL	90.7		107.5	198.2	21%
AIRPORT RELATED COMMERCIAL	38.0				
COMMERCIAL RECREATION	52.7	RECREATIONAL BOAT BERTHING	107.5		
INDUSTRIAL	580.0		12.1	592.1	63%
AVIATION RELATED INDUSTRIAL	130.6				
INDUSTRIAL BUSINESS PARK	33.1	SPECIALIZED BERTHING	12.1		
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		15.4	82.1	9%
HARBOR SERVICES	1.2	HARBOR MASTER / TRANSIT BERTHING	1.8		
STREETS	65.5	BOAT NAVIGATION CORRIDOR	13.6		
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	32.1 acres
Leased Uplands	4.1 acres
Anchorage Area A-9	9.2 acres

	TABLE 8	Date 04/28/93	Master Plan	
	PRECISE PLAN	Dir. WJB Chk		
	LAND AND WATER USE ALLOCATION	Base		
	Planning Department	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 and may include revisions to the definition of "Cruiser", the permit requirements for anchoring and the time limits therefor.

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.

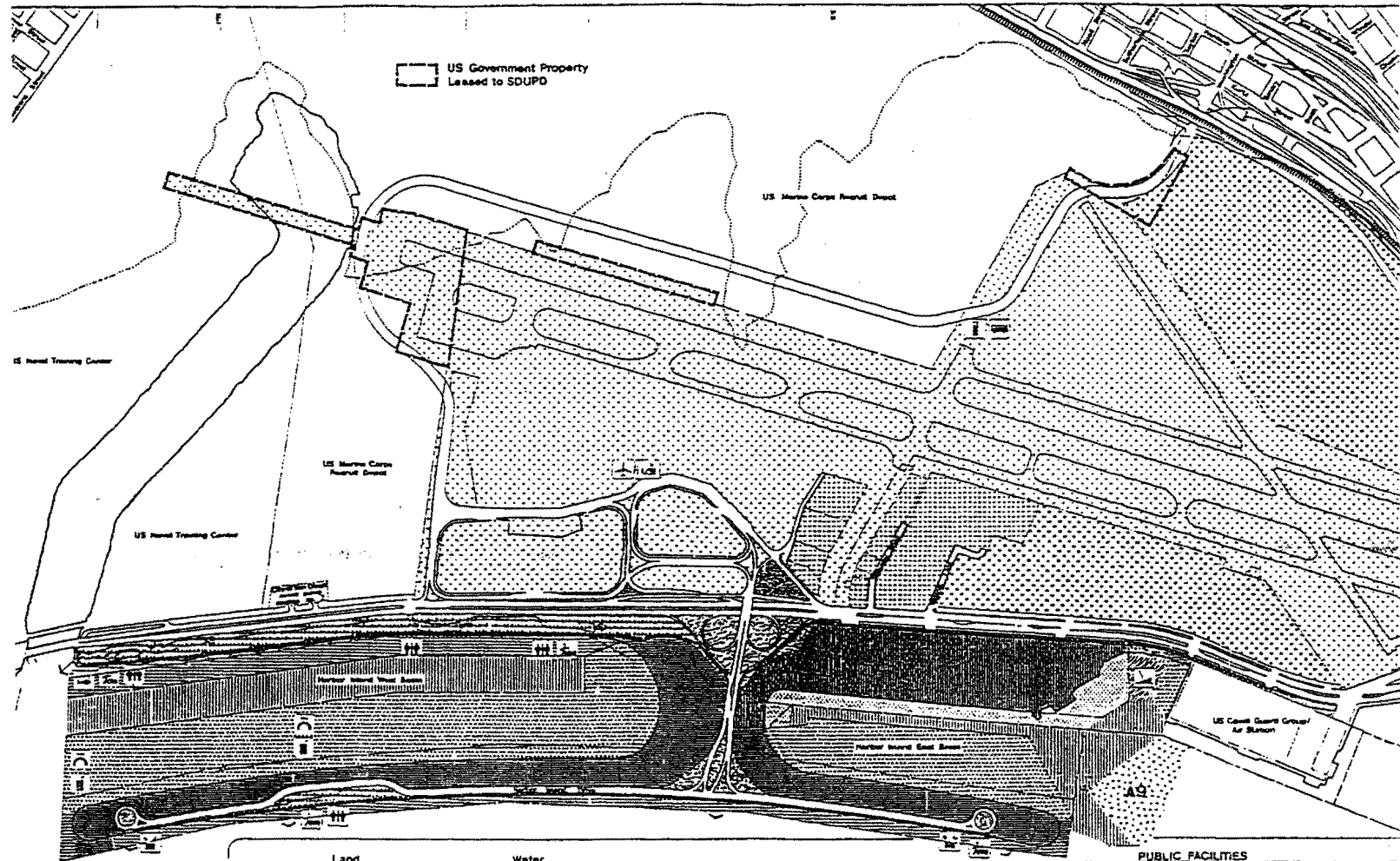
Aviation Related Industrial

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



Land		Water		PUBLIC RECREATION		PUBLIC FACILITIES	
	Commercial Recreation		Recreation Boat Berthing		Park		Harbor Services
	Airport Related Commercial		Fueling Dock		Promenade		Comfort Station
			Sanitary Pumpout		Open Space		Air Traffic Control Tower
					Public Access		Fire Station
					Vista Area		U.S. Customs
							National Weather Service
							International Airport Terminal
							Port Administration Office
							Boat Navigation Corridor
							Derelict Craft Storage
							Nautical Mile Markers
							Harbor Master Berthing
							Boat Anchorage

Scale
 Planning Department
 07/19/95 A-9 Anchorage PMPA

Planning District 2
 LINDBERGH FIELD/HARBOR ISLAND

Figure 9
 PRECISE PLAN
 Proposed


DRAFT

Proposed

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. <u>ANCHORAGE FACILITY: Install perimeter marker buoys at Anchorage A-9</u>	<u>23</u>	<u>P</u>	<u>Y</u>	<u>1995-96</u>

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

	scale	TABLE 9 PROJECT LIST	Date	
			Orn Cha	
			Base	
			No	
	planning department			