

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA

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February 19, 1998

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TO: COMMISSIONERS AND INTERESTED PERSONS

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

SUBJECT: **Staff Recommendation on San Diego Unified Port District Port Master Plan Amendment No. 25 (Chula Vista Industrial-Business Park Expansion).** For Commission consideration and possible action at the Meeting of March 10-13, 1998)

SUMMARY OF STAFF RECOMMENDATION:

Staff is recommending that the Commission approve the proposed amendment expanding the definition of the "Industrial-Business Park" designation throughout the Master Plan to permit a wider range of general industrial and business uses than allowed under the current definition, which directs more marine-related, scientific and research-oriented light industrial uses. Hotel, restaurant, specialized retail stores, business-professional offices uses and associated recreational and active sports facilities would also be allowed under the revised definition. The land use classification of approximately 57 acres of land currently designated "Aviation-Related" Industrial and 11 acres currently designated "Marine-Related" Industrial would be redesignated as "Industrial-Business Park". New plan text and an updated project list would provide for construction of a 250,000 sq.ft. biomedical/pharmaceutical manufacturing facility, a four-story, 200 room hotel/restaurant, additional marine-related industry, the extension of H Street to Marina Parkway, beach replenishment and storm drain upgrades. Staff recommends that the Commission find the amendment, as submitted, consistent with the resource protection policies and public recreation policies of Chapter 3 and Chapter 8 of the Coastal Act.

The appropriate motion and resolution can be found on Page 3. 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 January 16, 1998. 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 April 16, 1998.

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 involves changes to land use designations only; no changes in water designations are proposed. However, several of the proposed projects would be located at least partially in water areas, including sand replenishment and maintenance of an existing shoreline revetment on the west side of Bayshore Park, and two proposed storm drain enlargement projects whose discharge points are located in bay waters. Thus, the policies of Chapter 3 of the Coastal Act are the standard of review for these projects. Chapter 3 is also the standard of review for all projects appealable to the Coastal Commission, including the extension of H Street and the construction of a hotel and restaurant. Chapter 8 of the Coastal Act is the standard of review for the balance of 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. 25)

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. 25, 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-four 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 uses and proposed projects 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 Environmental Impact Report under the California Environmental Quality Act. The Environmental Impact Report associated with the plan amendment was subject to public review and hearing and was adopted by the Board of Port Commissioners on October 7, 1997 as Resolution #97-226. A public hearing on the proposed master plan amendment was held and the amendment was adopted by the Board of Port Commissioners on October 7, 1997 as Resolution #97-227.

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. As noted above, portions of the proposed project including sand replenishment and maintenance of an existing shoreline revetment on the west side of Bayshore Park, and two proposed storm drain enlargement projects whose discharge points are located in bay waters are located in a water area mapped as an estuary in the Coastal Plan. Therefore, the policies of Chapter 3 of the Coastal Act are the standard of review for these portions of the proposed amendment. Chapter 3 is also the standard of review for all projects appealable to the Coastal Commission, including the extension of H Street and the construction of a hotel and restaurant. Chapter 8 of the Coastal Act is the standard of review for the balance of the proposed amendment.

D. Summary of Proposed Plan Amendment/History. The proposed master plan amendment would expand the definition of the "Industrial-Business Park" designation in the master plan to permit a wider range of land uses than would be allowed under the current definition. Currently, the "Industrial-Business Park" category is designed for marine-related, scientific and research-oriented light industrial uses. The revised

definition would permit the types of industrial activities associated with the manufacture, assembly, processing, testing, servicing, repairing, storing or distribution of products, wholesale and retail sales associated with the primary use, industrial and business services and research and development. Hotel, restaurant, specialized retail stores, business-professional offices uses and associated recreational and active sports facilities would be allowed. The land use classification of approximately 57 acres of land currently designated "Aviation-Related" Industrial and 11 acres currently designated "Marine-Related" Industrial would be redesignated as "Industrial-Business Park". Approximately 15 acres of land currently designated "Industrial-Business Park" would not change. New plan text would provide for either exclusively industrial development for the approximately 83 total acres of "Industrial-Business Park" zoned land, with approximately 20 acres allocated to a 250,000 sq.ft. biomedical and pharmaceutical manufacturing plant, or a combination of industrial and commercial development on the 83 acres. However, at this time, the proposed project list provides only construction of the biomedical/pharmaceutical manufacturing facility in this land use designation.

Other projects on the amended project list would allow the construction of new marine-related industrial development, the extension of H Street from its existing terminus at Bay Boulevard through to Marina Parkway (only the southern portion of which is within the Port's jurisdiction), and construction of a new 200 room hotel and restaurant and ancillary retail shops on a vacant 6-acre parcel north of Marina Way. Other proposed projects involve beach replenishment at an existing beach area south of G Street, maintenance of the existing stone revetment in this area and improved and expanded storm drain construction. The amendment also updates the master plan removing obsolete or incorrect text and figures.

E. Conformance with the Coastal Act. The proposed amendment would result in changes to land use categories and to the specific policies contained in Planning District 7. 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:

1. Applicable Policies

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.

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:

(1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,

(2) adequate access exists nearby, or,

[...]

Section 30213.

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

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 water flow, 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 wetland areas only, entrance channels for new or expanded boating facilities....

(4) 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.

(5) 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.

(6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

(7) Restoration purposes.

(8) Nature study, aquaculture, or similar resource dependent activities.

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. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.

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 30251.

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas....

Section 30252.

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities....

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 multicompany use of facilities.

2. Findings for Consistency with Chapter 3/Chapter 8 of the Coastal Act

a. Industrial Business Park: The master plan amendment provides for the redesignation of 57 acres of "Aviation-Related" Industrial and 11 acres of "Marine-Related" Industrial to "Industrial Business Park"; expansion of uses allowed in "Industrial Business Park"; and construction of a biomedical/pharmaceutical manufacturing facility. Currently, the Chula Vista Bayside Planning District of the Port Master Plan contains mostly industrial designations on the northern and inland areas, and commercial recreation designations around the Chula Vista Harbor. Currently, there is an approximately 15 acre parcel designated as "Industrial-Business Park" located on the northeast corner of the Marina Parkway/J Street curve. Approximately 57 acres of land on the east and northwest side of Marina Parkway is currently designated "Aviation-Related," while the areas north of G Street, and an approximately 11 acre parcel at the southwest intersection of G Street and Sandpiper Way, (upland of Bayside Park) are designated for "Marine-Related" uses. The proposed amendment would redesignate all of the "Aviation-Related" industrial and the 11 parcel upland of the park to "Industrial Business Park". Thus, a total of approximately 83 acres of land would be designated "Industrial Business Park".

As noted above, the amendment would also expand the definition of "Industrial Business Park" from a more marine-related orientation, to a broader category that would allow a wide range of industrial, manufacturing, assembly and servicing type activities, along with hotels, stores and restaurants in an industrial-park setting. Marine-dependent and marine-related uses would still be allowed and would be prioritized as a land use. The plan text references two scenarios of the type of development which might occur in the industrial business park area. The industrial scenario assumes industrial development for the entire 83 acres of land with up to 1,000,000 sq.ft. of floor area. Approximately 63 acres of land are currently vacant and would be available for development, and approximately 20 acres would be allocated to a biomedical/pharmaceutical manufacturing plant. The second, or commercial scenario, assumes a combination of industrial and commercial development on the 83 acres. The 18 acre existing Rohr facility, an aviation-related machine manufacturer, would remain under either scenario. However, although the plan discusses the types of uses which would be allowed for the industrial-business

park area, the only project actually proposed in the Master Plan at this time is a biomedical/pharmaceutical manufacturing plant, which would be located on the 11 acre parcel currently designated "Marine-Related" industrial and the parcel adjacent to it to the east (See Exhibit 4).

The expanded definition would apply to all Port District lands classified as "Industrial-Business Park" and thus would also affect 33 acres of land in the Harbor Island/Lindbergh Field Planning District 2. However, there are no changes to the text or project list in that planning district. The area is currently used for car rentals associated with the airport, (which have leases that extend through June, 2005 with an option to extend to 2010) and any revisions to the proposed land uses in this area would be addressed in the forthcoming Airport Master Plan.

Section 30708 of the Coastal Act gives highest priority to the use of existing land space within harbors for port purposes. Thus, the redesignation of 11 acres of land from "Marine-Related" Industrial to "Industrial Business Park" raises concerns regarding the need to reserve this land for higher priority, marine-related uses. In association with the prior consideration of a proposed amphitheater on the same general site, the Port analyzed the demand for shipbuilding, repair and related activities in San Diego. This research determined that expenditures on Navy shipbuilding and repair, which drives the vast majority of this type of use in San Diego, have fallen by over 50% since 1990. Even when the Navy was being substantially built-up in the 1980's, the 11 acre parcel continued to be used only as a parking lot.

When boat-building and repair activities did recently increase in San Diego as a result of the 1992 and 1995 America's Cup yacht races, all of the increased boating activities and services were able to be accommodated without converting additional land to marine-related uses. In March 1995, the Port District prepared an "Industrial Land Demand and Absorption Update Report" which concluded that many of the Port's existing marine-related industrial land tenants are operating their leaseholds at much less than full capacity. Additional studies currently being undertaken at the Port District have preliminarily indicated that it is unlikely there will be significant increases in the demand for new marine-oriented development in the future, and that any growth could be accommodated in existing facilities. Historically, San Diego has not been developed as an industrialized port; rather, it has reflected more aviation-oriented, tourism and public recreational uses. In addition, the site in question is not ideally suited for marine-oriented uses, as it does not have direct water access. In fact, the site has never been developed (except for parking) since its creation by fill over 30 years ago.

Text in the proposed amendment indicates that coastal dependent and coastal-related developments will continue to have priority over other uses in any "Industrial Business Park" designated area. The Port District has indicated that all proposed projects will receive this "priority test" prior to approval of environmental review or permit decisions.

Thus, the proposed redesignation will still allow marine-related uses to be developed on the "Industrial Business Park" site and will give priority to those uses. Therefore, the revised definition of "Industrial Business Park" is not expected to diminish the Coastal Act priority for marine-related uses within the Port's jurisdiction or the reservation of Port District properties for such high priority uses.

Relative to the specific land use redesignations proposed in the Chula Vista Bayfront planning district, approximately 19 acres of "Marine-Related" designated land will remain in the subarea north of G Street, in an area which directly fronts the water and thus is most appropriate for marine-related uses. Given the absence of any development over much of the planning district and the reassessments of marine-related land use demands and existing port capacity, the redesignation of the 11 acres here will not adversely impact the availability of marine-related land and the proposed redesignations and revised definition of "Industrial-Business Park" can be found consistent with the Coastal Act.

As noted above, the amendment identifies one specific project to be constructed in the new Industrial Business Park classification, a biomedical/pharmaceutical manufacturing plant. The Port has indicated that development would consist of a 2-story, 250,000 sq.ft. facility in nine buildings including a laboratory/administration building, a quality assurance and control facility, warehouses, maintenance facilities, a utility yard and other associated facilities. There would be 400 on-site parking spaces provided. Construction of the plant may eventually include utilizing the two existing vacant warehouses east of Sandpiper Way. The Port is not proposing to close Sandpiper Way to accommodate the development, and it is unlikely that such a closure could be found consistent with the access policies of the Coastal Act. In addition, although it is not shown on the land use plan, there is an existing north/south street, Quay Avenue, located on the parcel proposed for the manufacturing plant. The amendment does not propose the closure of Quay Avenue. The proposed biomedical/pharmaceutical plant would not be appealable to the Coastal Commission.

The project site is generally flat and the EIR for the project determined that there are no environmentally sensitive habitats or species on the site. The EIR did determine that significant traffic impacts at the F Street/Lagoon Drive and Bay Boulevard intersection would result if the Industrial-Business Park area were entirely built out. However, construction of just the biomedical plant should not result in significant traffic impacts, and in any case, the identified congestion at peak commute hours would likely not significantly impact access to the public park, which would usually be via Marina Parkway at non-peak times. The project includes a landscaped buffer along the westerly part of the manufacturing plant, and a building setback of approximately 300 feet from the park. There are no major view corridors identified across the site. The fairly limited scale of development (two stories maximum) will preserve the open space and less intrusive character of the present development in the area. Thus, the biomedical/pharmaceutical plant can be found consistent with the Coastal Act.

There are no other developments in the industrial business park area proposed at this time. Without a specific proposal, it is impossible to determine whether or not future uses would be consistent with the relevant policies of the Coastal Act. The EIR did identify that development of the 15 acre parcel currently designated "Industrial Business Park" would require direct or indirect impacts to up to approximately 0.2 acres of southern coastal salt marsh. In addition, the onsite wetlands would potentially be temporarily but significantly impacted by construction activities associated with development of the site. The EIR suggested that, if avoidance was not possible, mitigation in the form of off-site creation be provided at a 2:1 replacement ratio for permanently impacted salt marsh.

Both Chapters 3 and Chapters 8 of the Coastal Act allow impacts to wetlands for only very limited, specific uses. If impacts are associated with a permitted use, and there is no feasible, less environmentally damaging alternative, the Commission has typically found that a mitigation ratio of at least 4:1 is required to adequately mitigate for impacts to wetlands. However, the subject Port Master Plan Amendment does not propose any development for this site at this time, and thus, the actual extent of impacts and the adequacy of any proposed mitigation cannot be assessed. No development of the site is identified on the amended project list. Furthermore, the Port has committed that any additional projects proposed beyond those listed in the Master Plan, including any projects on the 15 acre parcel in question, will require further amendment of the Master Plan. When a specific project is proposed in the future, the impacts of that project will be reviewed for consistency with the Coastal Act through the master plan amendment process. Therefore, the proposed amendment can be found consistent with the Coastal Act.

b. **Hotel and Restaurant.** The plan provides for the construction of a 4-story, 200 room hotel on a vacant six acre parcel north of Marina Way. The Port has indicated that the hotel will have approximately 10,000 sq.ft. of meeting space and 1,000 sq.ft. of retail space. The construction will also include a 4,500 sq.ft. restaurant and bar. A water taxi service would be provided from the hotel to downtown San Diego utilizing an existing dock at the Chula Vista Marina. The project would be appealable to the Coastal Commission.

The hotel site is currently designated for "Commercial Recreation", which allows hotel and restaurant uses. A hotel is a visitor-serving development, which is a high priority use under the Coastal Act. The proposed hotel site is located on the south side of the planning district, just north of Marina Way, and is currently vacant. The proposed 4-story hotel will be up to 20 feet higher than the surrounding existing development (the Chula Vista Marina, California Yacht Club and Jake's Restaurant), but the Port has indicated that the building will be designed and sited so as to protect public view corridors to and along San Diego Bay and to the marina. In addition, the proposed amendment

specifically identifies a shoreline public promenade located along the south side of the Chula Vista Marina Boat basin. The Port has indicated that, as part of the proposed hotel project, completion of the promenade segment around the boat basin would be required. The project includes 350 parking spaces, which appears to be sufficient to serve both the hotel and restaurant uses. Thus, no "spill-over" from the development is expected to impact public parking. The project will therefore be consistent with the visual and public access policies of the Coastal Act.

c. **Marine-Related Industry.** The Master Plan lists the construction of additional marine-related industrial development as a proposed project in the G Street corridor area. The area is currently and proposed to remain designated for "Marine-Related" Industrial uses. The Port has indicated that the development will involve an easterly expansion of existing boatyard uses, or similar industry, consistent with the protection of the natural resources at the F-G Street Marsh. The development could include small boat building, repair, dry storage, and marine equipment sales. The development is listed as non-appealable, and thus, could not include such appealable developments as commercial fishing facilities and recreational small-craft marina facilities.

As noted above, coastal dependent, port and coastal-related uses are the highest priority uses under the Coastal Act. The subject area is located adjacent to the waterfront and thus marine-related uses are appropriate uses. All development would occur in an existing industrialized area. There are no public views or public accessways in the area that would be impacted by new or expanded marine-related development. Therefore, the Commission finds the amendment consistent with the relevant policies of the Coastal Act.

d. **Extension of H Street.** The amendment includes the extension of H Street west of Interstate 5 to Marina Parkway. Only the southern portion of the extension is located within the Port District's jurisdiction. The project is intended to improve access to the area. The Port has indicated that the street would be constructed as a Class I Collector Street with a 94-foot wide right-of-way. Sidewalks and bike lanes would be provided in both directions. As a road not primarily for internal circulation within port boundaries, the project would be appealable to the Coastal Commission.

The extension will occur in an area currently designated as "Aviation-Related" Industrial, which is proposed to be redesignated to "Industrial-Business Park". The area is graded and no sensitive vegetation will be impacted by the road extension. The demolition of several existing minor industrial structures is required to accommodate the extension. The road will provide an additional accessway to existing and future development of the area and will alleviate traffic on existing roadways. No impacts to coastal resources are anticipated. Therefore, the Commission finds that the amendment as proposed is consistent with the Coastal Act.

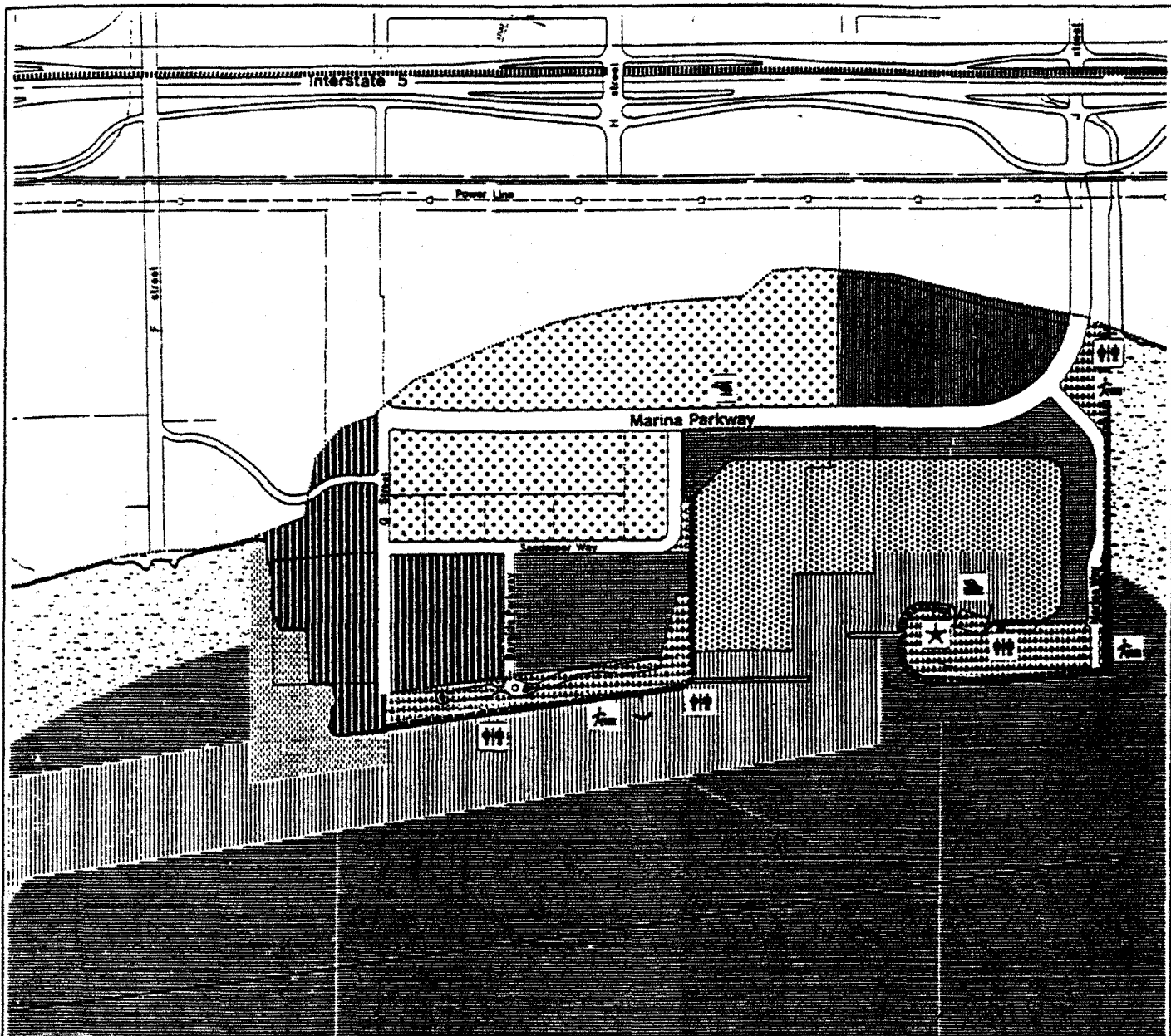
e. **Storm Drains.** The Master Plan proposes to upgrade, extend and enlarge a number of existing storm drains in the project area. Specifically, in G Street, an existing 42-inch diameter pipe will be increased to 60-inches, and flow rates will increase from 40 cubic feet per second (cfs) to 88.6 cfs at its outfall just north of Bayside Park. Flows at a 42-inch drain pipe underneath Marina Parkway exiting at the southeast corner of the Chula Vista Marina revetment will increase from 19.3 cfs to 74 cfs. The existing storm drain at the southern curve of Sandpiper Way, exiting at the northerly Chula Vista Marina revetment, will be increased from 12-inches to 30-inches, with no increase in flow rates. Eleven other existing storm drains are proposed to have either no, or relatively small, increases in outflow. The Port has indicated that the upgrades will include numerous Best Management Practice measures to minimize the flow of storm runoff and the discharge of pollutants in Bay waters including the utilization of infiltration systems, detention basins, biofilters, three-chambered oil, grease and sediment traps and maximization of landscaped and revegetated areas. Thus, the upgrades will be consistent with the resource protection and water quality policies of the Coastal Act. The new storm drains will be located below ground, on filled areas or within revetments which contain no environmentally sensitive habitats. The development will not impede any existing public accessways. Therefore, the Commission finds that the amendment as proposed is consistent with the Coastal Act.

f. **Shoreline Revetment and Beach Sand Replenishment.** Currently, there is shoreline erosion protection in the form of stone rip-rap located along the shoreline south of G Street at a small (300 feet long, 90 feet wide) public beach. The revetment is designed to protect the Bayside Park promenade, park, and upland recreational facilities, and both the beach and the rip-rap require periodic maintenance. The Port has indicated that the improvements will consist of the placement of beach-quality sand on the beach, maintenance of the revetment and access improvements. The beach sand placement will take place away from an identified offshore eelgrass bed. The placement of dredge spoils suitable for beach replenishment on the beach, and continued maintenance of the beach is consistent with the recreational policies of the Coastal Act. As no impacts to biological resources or public access will result from the project, the Commission finds the amendment consistent with the Coastal Act.

F. **Consistency with the California Environmental Quality Act (CEQA).** As described above, the proposed amendment does not have the potential to result in resource damage in the form of individual or cumulative impacts to land use or sensitive resources. No significant, unmitigable environmental impacts were identified. The proposed amendment was the subject of an Environmental Impact Report under CEQA. The EIR was subject to public review and hearing and was adopted by the Board of Port Commissioners. As the proposed amendment will not result in significant adverse impacts to the environment of the coastal zone, the Commission finds the amendment is consistent with the California Environmental Quality Act.



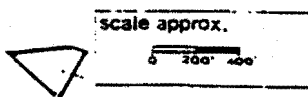
PMPA #25
Exhibit 1



Land		Water	
COMMERCIAL		PUBLIC RECREATION	
Commercial Recreation	Recreational Boat Berthing	Park	Boat Launching
Marine Sales & Services	Marine Services Berthing	Promenade	
INDUSTRIAL		Public Access	
Marine Related	Specialized Berthing	Vista Area	
Industrial Business Park		CONSERVATION	
Aviation Related		Wetlands	Estuary
Heliport		Habitat Replacement	
		PUBLIC FACILITIES	
		Comfort Station	Boat Navigation Corridor
		Harbor Police Station	Ship Navigation Corridor

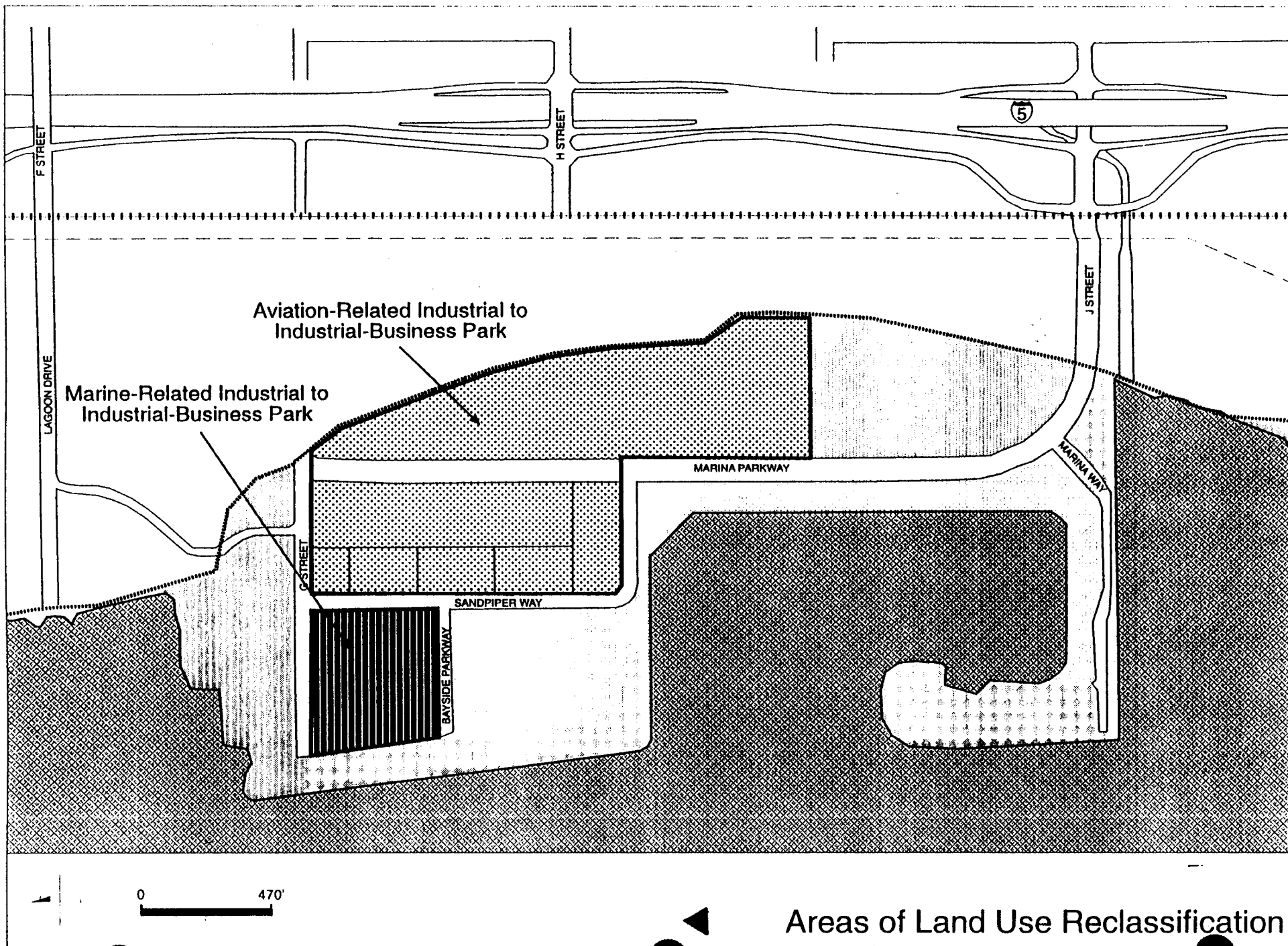
SOURCE: Port of San Diego, Unified Port District

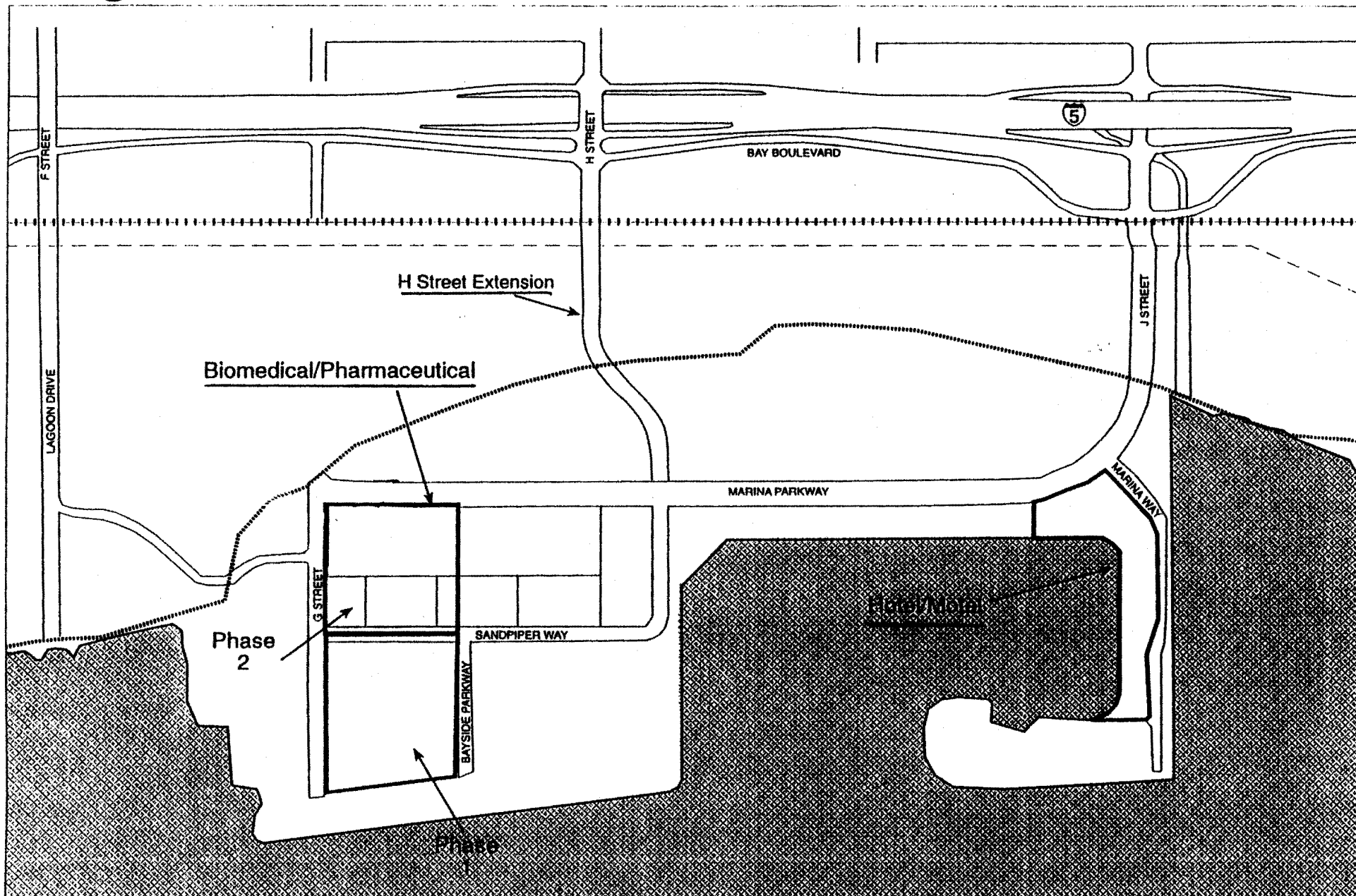
- Lease Lines
- Mean High Tide Line
- US Pierhead Line
- US Bulkhead Line
- Combined US Pierhead/Bulkhead Line
- Coastal Zone Boundary



Existing Precise Plan
for Planning District 7

PMPA #25
Exhibit 2





PMPA #25
Exhibit #4

Hotel/Motel and Biomedical/Pharmaceutical Manufacturing Plant Sites;
H Street Extension

San Diego Unified Port District
Proposed Master Plan Amendment

Chula Vista
Industrial-Business Park Expansion

Existing/Proposed Plan Text
and
Proposed Plan Graphics

October 7, 1997

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

Updated January 13, 1998

PMPA #25
Exhibit #5

TABLE 4

MASTER PLAN LAND AND WATER USE ALLOCATION


LAND			WATER			TOTAL			
USE	ACRES		USE	ACRES		ACRES		% OF TOTAL	
	Existing	Revised		Existing	Revised	Existing	Revised	Existing	Revised
COMMERCIAL	302.7	302.3		415.7	414.0	778.4	776.3	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	267.2	286.8	RECREATIONAL BOAT BERTHING	302.9	330.6				
SPORTFISHING	3.7		SPORTFISHING BERTHING	10.3					
INDUSTRIAL	1187.7	1165.3		132.7	193.3	1300.4	1358.6	26%	
AVIATION RELATED INDUSTRIAL	204.9	152.9							
INDUSTRIAL BUSINESS PARK	62.2	113.7							
MARINE RELATED INDUSTRIAL	345.1	332.8	SPECIALIZED BERTHING	141.1	141.7				
MARINE TERMINAL	148.6		TERMINAL BERTHING	51.6					
INTERNATIONAL AIRPORT	416.3								
PUBLIC RECREATION	233.3	255.1		278.1		532.0		10%	
OPEN SPACE	19.1		OPEN BAY / WATER	278.1					
PARK	126.6	127.3							
GOLF COURSE	98.2								
PROMENADE	10.0	10.5							
CONSERVATION	394.7			1068.6	1053.6	1464.3	1448.3	29%	27%
WETLANDS	304.9		ESTUARY	1068.6	1053.6				
HABITAT REPLACEMENT	89.8								
PUBLIC FACILITIES	222.5	224.1		373.3	392.9	398.9	417.0	11%	12%
HARBOR SERVICES	4.3	4.9	HARBOR MAINTENANCE BERTHING SVCS	7.0	10.5				
CITY PUMP STATION	0.4		BOAT NAVIGATION CORRIDOR	280.4	297.0				
FIRE STATION	0.4		SHIP NAVIGATION CORRIDOR	80.6					
STREETS	216.8	218.4	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%	7%
TOTAL LAND AREA	2427.4		TOTAL WATER AREA	2860.3					
MASTER PLAN LAND AND WATER ACREAGE TOTAL						5287.7		100%	

Existing acreage: A-9 Cruiser Anchorage PMPA CCC certified April 11, 1996

Revised Acreage includes adopted and draft PMPA:

• CONVAIR LAGOON PMPA BPC adopted 05/28/96

• C V Ind Bus Park draft PMPA 08/08/96

Planning Department	TABLE 4 MASTER PLAN LAND AND WATER USE ALLOCATIONS		Date 08/08/96	MASTER PLAN	
			Dr WJB Chk		
			Base		
			No		

Commercial Uses

Land Use Objectives & Criteria

Each commercial area on ~~tidelands~~ District lands should have:

- ° convenient access from major arterials or transportation terminals and ample on-site parking for patrons.
- ° a unifying design theme enhancing the overall aesthetical qualities of the site and insuring compatible land and water uses benefiting the unique aspect of commercial activities at bayside locations.
- ° a minimization of the competitive hazard to existing or potential business in the general vicinity.
- ° a clustering of commercial activities enhancing cumulative attraction wherein complementary and similar units have high incidence of customer interchange and draw more business by being together.

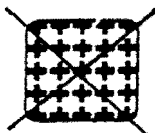
Master Plan Interpretation

Commercial areas, occupying approximately ~~420~~ 360 acres of land and ~~485~~ 415 acres of water, have been designated in the Land and Water Use Master Plan Map in a total of seven major land and water use classifications. These classifications and map delineations include land area for airport oriented commercial activities; land area for commercial fishery operations along with commercial fishing fleet berthing in water areas; land based commercial-recreation areas; and water areas for sportfishing berthing and recreational marinas including boat repair facilities; ~~and a potential expansion area titled Expansion Reserve.~~ Existing and proposed commercial areas are delineated on the Map to define the general location of commercial areas. More definitive delineations of the exact limits of commercial areas are provided on Planning District maps.



The Airport Related Commercial area delineated on the Land and Water Use Element Map is easily accessible to the Interstate freeway system, established airport related firms, and to the airport terminal complex. This category of land use is linked to Lindbergh Field, which is discussed under the heading of aviation-based transportation systems, and to aviation related industrial uses discussed on page 34.

Part of this commercial area, located on Pacific Highway between Sassafras and Laurel Streets, is close to but removed from the major flow of traffic to the airport terminal. Thus some traffic



~~Expansion Reserve is a category which designates and recognizes the possibility that sometime in the future it may be necessary to use the tideland area (Planning District 7) located beyond the existing fill on the Northwest Corner of the City of Chula Vista, as well as other areas by the Flood Control Channel, for marine related use. Potential use of this site, as yet undecided upon, includes boat building and repair, marine service berthing, commercial fishing, marine terminal, and marine related industry. It is understood that economic considerations are not the only determinant for future utilization of this 31.1 acre area, but future uses should be considered provided that:~~

- ~~a. It can be shown that other inland locations are inappropriate.~~
- ~~b. The use would derive substantial benefits because of bay related site and in turn would produce substantial benefits to the community at large, including guaranteed public access and enjoyment of portions of shoreline area.~~
- ~~c. That other appropriate criteria developed in the Bayfront Plan and Program are satisfied.~~

~~Land space needs for these potential users could be provided for in the Expansion Reserve category of the plan.~~ Planned marine terminal facilities are discussed in the Precise Plans for Planning Districts 3, 4 and 5.

Marine terminal facilities must respond to a number of design criteria, all related to the type of cargo being handled, the minimization of ship in-port time, and the accessibility of other transportation linkages. Two facets of maritime demand are especially pertinent to land and water allocation: ship's characteristics and ship's cargo. Ship's characteristics dictate the location of berthing and terminal facilities. Ship's cargo governs terminal size, design and spatial arrangements.



Aviation Related Industry is to be maintained around Lindbergh Field. Aerospace manufacturing has been a leading contributor to manufacturing activities in San Diego County for several decades. Aviation related industrial activities are those closely linked to the airport due to the shipping of large quantities or highly specialized types of air cargo, and the servicing of aircraft. Activities include the manufacture and sale of aircraft, engines, parts, motors, machines, turbines and metal articles. Ancillary uses include training facilities, related meeting and class rooms, various offices, parking facilities, and storage areas. Aviation related industrial uses are influenced by several factors due to their proximity to the airport. These factors include direct and efficient access to high quality, high capacity highways; flat terrain; existing utilities; the availability of commercial, air cargo and privately owned business aircraft, and the convenience associated with proximity to major airport facilities. Also included in the aviation related industrial category are those manufacturing, industrial and warehousing activities that buffer the airport from adjacent areas and have compatibility with the airport through the use of noise attenuation techniques in buildings or operational procedures. Compatibility factors to consider include, but are not limited to, noise, vibration, and electrical disturbances as well as height limitations imposed on structures because of aircraft operations. For many industrial operations, the average noise level in the area is such that indoor manufacturing activities may be carried out with essentially no interference from aircraft noise.

Continuing efforts are needed to protect the function of the airport by controlling obstructions into the aircraft approach zones. Regulation and control is made more difficult since most of these areas are outside the Port District's jurisdiction. An additional thoroughfare to enhance access to the airport terminal is proposed around the northwest end of the airport runway.

The proposed aviation related industrial area delineated on the Land and Water Use Element Map occupies approximately 613 570 acres

of land, and is composed primarily of the existing airport and aviation related industrial activities. Sites for this industrial use are located in Planning Districts 2, ~~3~~ and ~~7~~ and 3.



Industrial-Business Park is designed for marine-related light or clean industry and is not equally attractive to all types of industrial development. is a land use category that permits a wide range of industrial and business uses sited in development that emphasizes clustering of buildings, extensive landscaping, and shared open space. Coastal dependent developments, including, but not limited to, marine related industrial or commercial uses, shall have priority over other developments on or near the shoreline. The development of the ~~55-acre area allocated for marine-related industrial-business parks~~ can be an asset to the bay region because of the stimulating effect such developments usually have on the local economy ~~in~~ by attracting new businesses as well as retaining existing firms that might otherwise leave the area. The industrial-business park area is reserved for ~~a wide range of marine-related scientific and educational research and development activities, including scientific instrument manufacturing, scientific laboratories, office space, marine-oriented businesses, light manufacturing plants with some ancillary storage and warehousing where necessary to the conduct of primary industrial activities.~~ The Lockheed Ocean Laboratory development now existing could provide a focal point for the development of industries related to oceanological research, development of oceanographic equipment, and associated support facilities such as docking equipment and berthing facilities. The Industrial-Business Park is located in Planning District 2. the types of industrial activities associated with the manufacture, assembling, processing, testing, servicing, repairing, storing or distribution of products; wholesale sales; retail sales that are incidental to permitted uses; transportation and communication uses; parking; industrial, construction, government and business services; and research and development. The Industrial-Business Park classification will also integrate other land uses within the industrial environment. Such integration is prompted by recognition of the fact that the traditional industrial park, while carefully providing for efficient operation for industrial purposes, typically has ignored many community, employee and tenant needs. This use group would allow industrial, commercial, professional, business service, and recreation uses and facilities. Hotel, restaurant, integrated meeting and conference space, specialized retail store, and business-professional office uses would be allowed in a campus setting. Permitted recreational uses include, but are not limited to, landscaped areas, promenades, public walkways, parks, picnic areas, and active sports facilities. A 1000' separation shall be maintained between any child care facility and any facility using or storing hazardous materials, whichever facility is developed first.

CHULA VISTA BAYFRONT: Planning District 7

Planning District 7 includes all Port District ~~tidelands~~ lands within the City of Chula Vista. As shown on the Precise Plan map (Figure 19), these ~~tidelands~~ District lands extend beyond the U. S. Pierhead Line (the usual Port District bayward boundary) to the city limits, ~~adding hundreds of water acres to the Planning District.~~

Historically, harbor development in the South Bay has lagged behind the North Bay because of shallow water, distance from the harbor entrance, environmental concerns, and other factors. ~~Filling has occurred at D Street, H Street and J Street, although most of this filled land is still vacant because development has been delayed due to various planning programs and review procedures.~~ However, by about 1990, Port land on the Chula Vista Bayfront had been developed into public parks, excursion pier, boat launching ramp, recreational vehicle park, marinas, boatyards, warehouses, and a recreated wildlife habitat island. Police and emergency waterborne services are provided to the South Bay from the Harbor Police substation near the boat launching ramp. The Chula Vista Bayside Park Pier provides public fishing and large vessel berthing, and the Marina Parkway Pier provides berthing and landside automobile parking for users. The ~~only significant~~ major development on the Chula Vista Bayfront is ~~the Rohr Industries~~ an aircraft parts manufacturing plant, which occupies both ~~tidelands~~ District lands and uplands.

Precise Plan Concept

~~In 1970, the Board of Port Commissioners and the Chula Vista City Council commissioned the preparation of a special plan for this subarea. The completed Chula Vista Bayfront Plan was adopted by both bodies in 1974. Subsequent events have presented impediments to the realization of that plan, and some alterations have been made. Many environmental concerns remain which are serious enough to completely stifle the entire project, so some doubt remains as to the ultimate arrangement of land uses. The Precise Plan represented in this Master Plan retains the original concept while incorporating changes consistent with environmental constraints and Coastal Act policies.~~

The Plan Concept for ~~tidelands~~ District lands proposes a multiple-faceted land use allocation within this Planning District, including environmental conservation and development of public park and commercial recreational uses. The development proposal emphasizes waterfront amenities and public access, serving to attract visitors from outside the region as well as local residents to use the marine related recreational facilities and public areas. ~~A major boating center~~ Recreation boating marinas ~~is proposed have been developed~~ to meet part of the increasing regional demand for recreational boating and wet storage marinas. A recreational

TABLE 18

CHULA VISTA BAYFRONT: PLANNING DISTRICT 7


LAND			WATER			TOTAL			
USE	ACRES		USE	ACRES		ACRES		% OF TOTAL	
	Existing	Revised		Existing	Revised	Existing	Revised	Existing	Revised
COMMERCIAL	113.6	42.7		119.7	36.1	233.3	78.8	14%	5%
MARINE SALES AND SERVICES	65.2	14.8	MARINE SERVICES BERTHING	20.1	2.1				
COMMERCIAL FISHING	3.8		COMMERCIAL FISHING BERTHING	10.1					
COMMERCIAL RECREATION	88.7	27.9	RECREATIONAL BOAT BERTHING	78.6	34.0				
SPORT FISHING	2.9		SPORT FISHING BERTHING	2.5					
EXPANSION RESERVE	91.1								
INDUSTRIAL	112.9	100.0		7.0	8.5	119.9	108.5	7%	6%
AVIATION RELATED INDUSTRIAL	52.9								
INDUSTRIAL BUSINESS PARK	28.0	80.6	SPECIALIZED BERTHING	7.0	8.5				
MARINE RELATED INDUSTRIAL	40.0	19.4							
PUBLIC RECREATION	41.2	23.4		1.7		42.9	23.4	3%	1%
PARK	38.8	21.3	OPEN BAY WATER	1.7					
PROMENADE	1.8	2.1							
CONSERVATION	855.9	322.8		781.9	238.2	1616.9	1259.0	60%	75%
WETLANDS	298.6	233.0	ESTUARY	781.9	238.2				
HABITAT REPLACEMENT	55.0	89.8							
PUBLIC FACILITIES	97.8	23.3		238.8	196.5	276.6	219.8	16%	13%
HARBOR SERVICES	2.0	0.1	HARBOR MASTER/FRONT STG	1.7					
STREETS	35.0	23.2	BOAT NAVIGATION CORRIDOR	200.9	165.8				
			SHIP NAVIGATION CORRIDOR	94.0	30.9				
TOTAL LAND AREA	568.4	512.2	TOTAL WATER AREA	1129.1	1177.3				
PRECISE PLAN LAND AND WATER ACREAGE TOTAL						1689.5		100%	

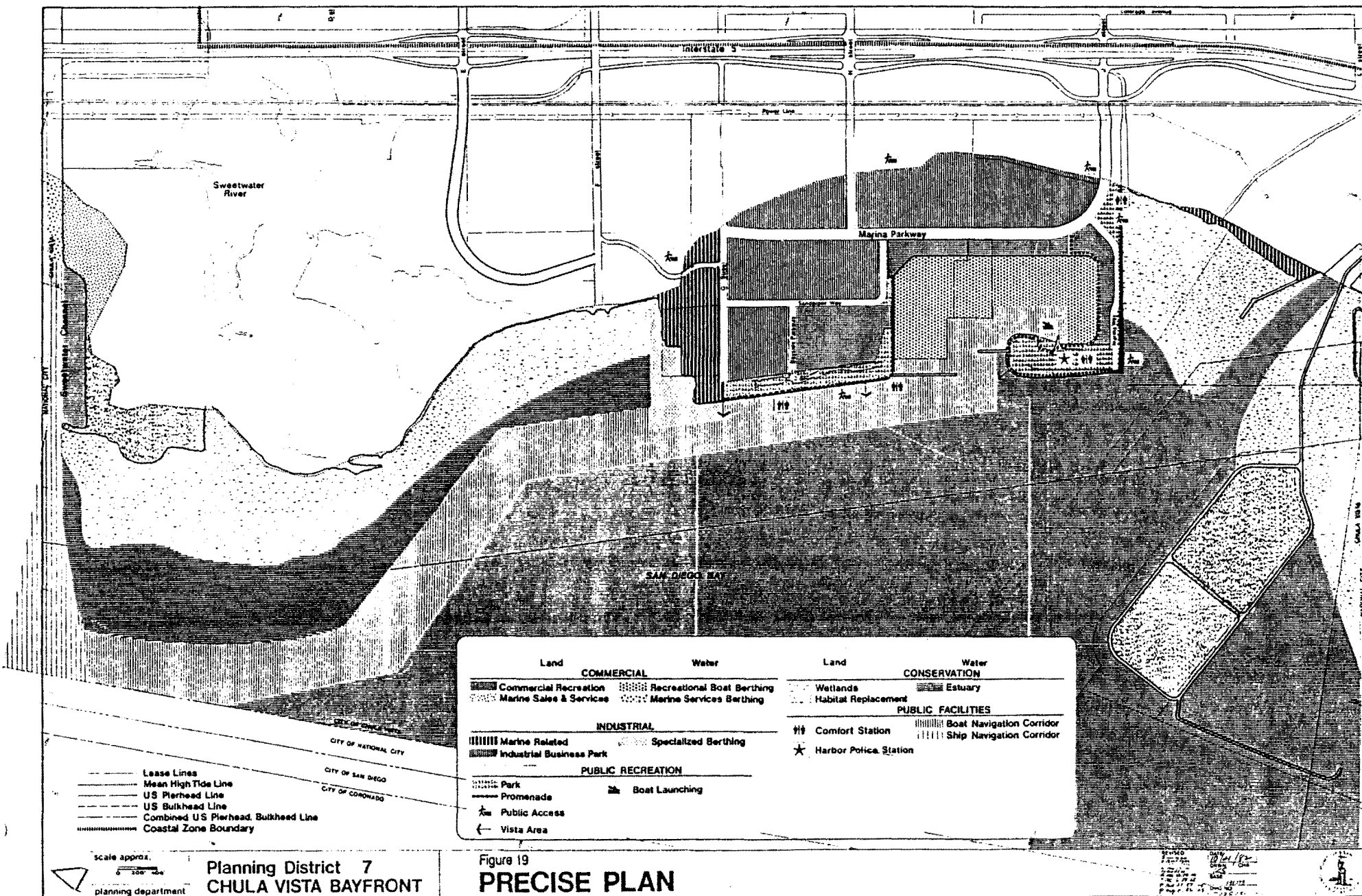
Existing acreage: Adopted Port Master Plan March 18, 1980

Revised Acreage includes certified and draft PMPAs:

• C V Bayside Park Extension PMPA CCC certified October 25, 1985

• C V Ind Bus Park draft PMPA 08/08/96

Planning Department	TABLE 18 PRECISE PLAN LAND AND WATER USE ALLOCATION			Date 08/08/96	MASTER PLAN	
				Drn WJB Chk		
				Base		
				No		



vehicle park is projected to meet a small portion of the demand for this type of recreational experience provides short-term parking spaces for visitors so they can enjoy the Chula Vista Bayfront. Present industrial activities would be recommended, while new marine-related industries would be added to the north edge of the district. Other public recreational opportunities can be found in the large Bayside Park, the public boat launching ramp and its existing peninsula, and Marina View Park.

Although planning policy encourages marine-related industrial uses, the plan provides the flexibility to attract new industrial and business-commercial development to this planning district. To accomplish this goal, the plan allocates a large amount of land in the Chula Vista Bayfront Planning District for Industrial-Business Park use. Much of the land is currently vacant or underutilized. As the South Bay regional economy expands in the future, the Industrial-Business Park designation will both stimulate and accommodate appropriate industrial and commercial redevelopment, thereby enabling the Chula Vista Bayfront to realize its full potential.

The plan provides for a range of development options, from complete industrial to complete commercial, with the most likely a combination of both land use types. Two possible scenarios are presented in this plan. One scenario concentrates on industrial development for the approximately 80 acres of Industrial-Business Park zoned land, with up to one million square feet of floor area. Approximately 20 of these acres are expected to be allocated to a 250,000 square foot biomedical and pharmaceutical manufacturing plant employing about 400-600 people.

The second scenario consists of a combination of industrial and commercial development on the 80 acres. A parcel of approximately 14 acres located to the north of "H" Street and to the east of Marina Parkway is already developed for industrial purposes. The remaining 66 acres of Industrial-Business Park land would be available for up to 600,000 square feet of commercial buildings.

Both scenarios provide for the extension of "H" Street from its present terminus to Bayside Parkway, as well as associated public accessways, landscaping, and park/open space areas. Public access from H Street extended, G Street, and Bayside Parkway would be maintained and enhanced.

These scenarios are cited to indicate only the magnitude or possible range of development. The ultimate use will depend on the development market and on opportunities created by more flexible land use classifications.

Although outside of the Port's planning jurisdiction, a crucial element in the total Chula Vista Bayfront Plan is the linking of Chula Vista and National City waterfronts by extending Tidelands

~~Avenue across the Sweetwater Marsh via a bridge over the Sweetwater River. Without the Tidelands Avenue extension, access to the tourist commercial area and the widely separated industrial groupings will continue to be difficult and inconvenient.~~

Land and Water Use Allocations

A total 1690 acres of Chula Vista Bayfront are allocated to commercial, industrial, public recreation, conservation, and public facilities activities (Table 18). ~~Two fill projects, totaling 97 acres, are shown on the Precise Plan Map.~~

Chula Vista Bayfront Planning Subareas

Nine planning subareas have been delineated (see Figure 20) to facilitate a description of the plan.

D Street Area

A 33.2 acre portion of the northwest corner of the City of Chula Vista lies within Port District jurisdiction. Under the Plan, ~~tidelands are to be~~ have been reserved for marine uses which would take advantage of the deep water channel in the Sweetwater Flood Control Channel, and for habitat replacement. ~~The extension of the filled land out to the U. S. Pierhead/Bulkhead line would add another 35 acres of land to the D Street area for marine related uses as discussed in Section III of this Master Plan under the Expansion Reserve category.~~

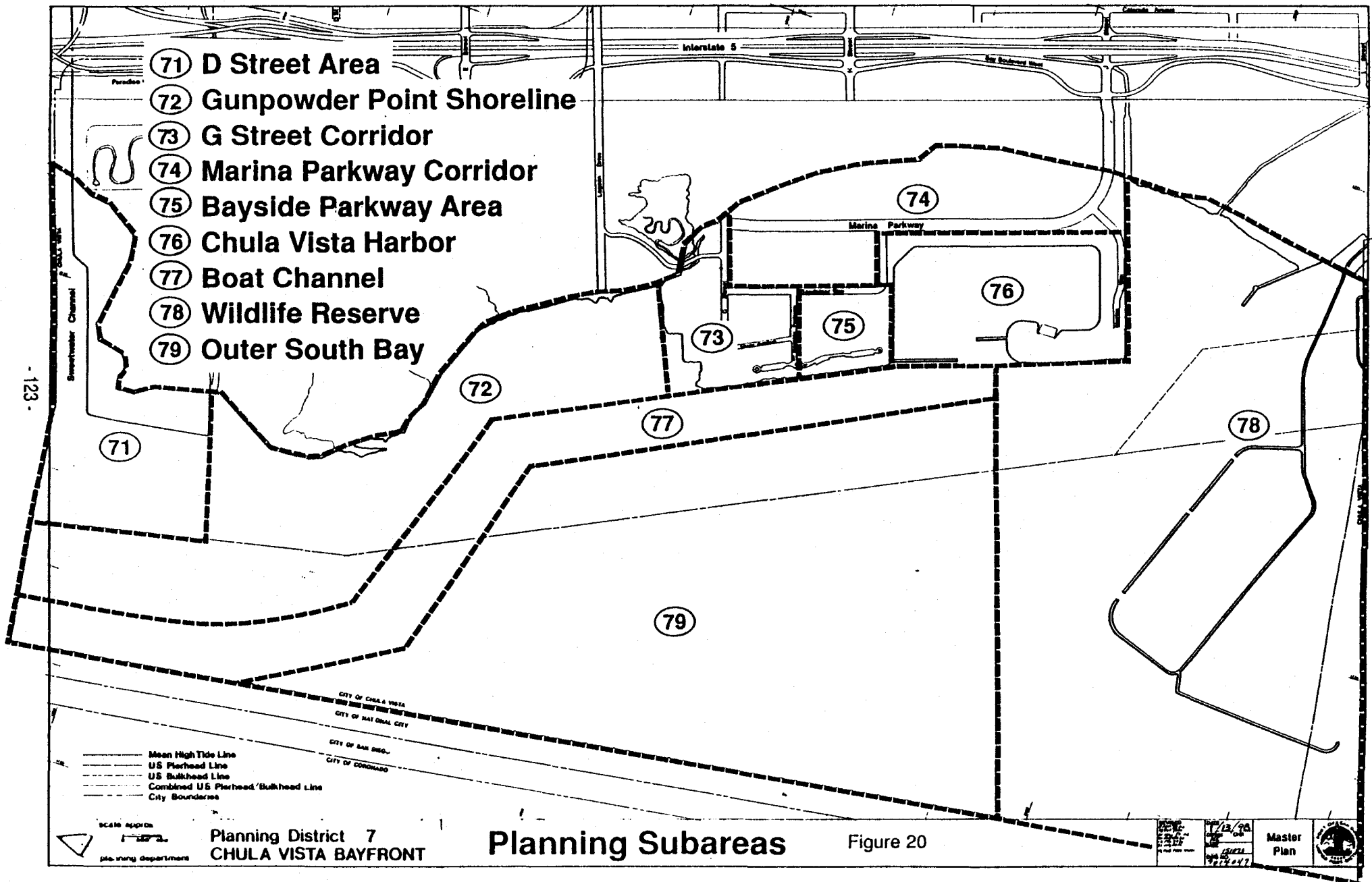
It is intended that the tideland uses will not only utilize the valuable deep water to a high potential and provide the income to develop public recreation areas, but will establish a buffer zone between the National City Marine Terminal (with its associated industrial uses) and the ultimate use of the uplands. Possible uses might include boat building and repair, marine hardware sales, fuel docks, boat dry storage, boat sales, and associated retail commercial businesses.

Gunpowder Point Shoreline

Between the D Street Area and ~~the Rohr lease on~~ G Street lies a very small sliver of land (2 acres) and a broad intertidal mud flat. This area will be preserved as wetlands, as discussed in Section III under the Conservation category.

G Street Corridor

The land lying north of G Street is designated for Marine Related Industrial use. ~~It is intended to redevelop a portion of this subarea with a marina and boat repair yard, which would have facilities for self-repair and building of small boats, as well as~~



~~dry storage of boats and a marine equipment store. The marina will be protected by a short jetty extending from the northwesternmost point of land. The remaining land east of the boat yard will be reserved for similar marine industrial uses or for expansion. The existing boatyard will remain. Tidelands Avenue will be extended north across the easternmost tip of the subarea.~~

~~The land south of G Street and located along the shoreline will be developed by the Port District as an extension of the present Chula Vista Bayside Park. It is proposed to extend Bayside Park northerly approximately 650 feet to G Street, maintaining the eastside alignment of the existing Bayside Park. Facilities will include a 48-space parking lot, access from Plover Way, restrooms, pedestrian/bike path, landscaping, lighting, and signs. Existing G Street will be terminated in a cul-de-sac. An existing natural beach will be improved by grading and importation of sand.~~

The shoreline south of G Street has been developed as an extension of the Chula Vista Bayside Park, with restrooms, parking, landscaping, lawn areas, and picnic facilities. The Bayside Park shoreline promenade will, as a long term objective, be extended along the Chula Vista Harbor to connect with the promenade on the Marina Way arm.

Shoreline erosion protection is provided by stone rip-rap. Both the beach and the rip-rap require periodic maintenance. The park terminates at the Chula Vista Bayside Park Pier which provides protective wave attenuation for the marina, berthing for vessels, and access for fishing.

Approximately 11 acres of vacant land bounded by Marina Parkway, G Street, Bayshore Parkway, and Bayside Park has been designated as the site for initial development of the biomedical/pharmaceutical manufacturing plant mentioned in the Precise Plan Concept for the Chula Vista Bayfront. Ultimately, the plant will include another ten acres of land east of Sandpiper Way in the Marina Parkway Corridor subarea.

Tidelands Avenue Marina Parkway Corridor

~~Rohr Industries currently has long term leases or subleases on both sides of Tidelands Avenue. About 52 acres have been set aside in the Master Plan for Aviation Related Industrial use, incorporating all this leased land and a small vacant parcel now used for Rohr overflow parking. The intent is to recognize and protect this important aircraft manufacturing plant by designating sufficient space in the plan.~~

~~South of the Rohr plant, at the northeast corner of Tidelands Avenue and J Street, is a 20.8 acre parcel of land designated Industrial Business Park in the Master Plan. The intention is to develop this site with marine oriented light industrial uses in an~~

~~attractive landscaped setting. Compatible uses might include offices, wholesale companies, boat sales, marine hardware sales, oceanographic research, and similar uses. There is also the possibility of reserving this site for the expansion of Rohr Industries, if there is a demonstrated need.~~

Most of the Marina Parkway Corridor subarea is either vacant or leased to an aircraft parts manufacturer. Under the plan concept H Street will be extended from its present terminus to Marina Parkway, creating a third major entry into the Chula Vista Bayfront.

All of this planning subarea has been designated for Industrial-Business Park uses (except the small area to the south that is part of Marina View Park). When future economic conditions change to stimulate redevelopment demand, this demand can be accommodated under the Industrial-Business Park classification. As mentioned in the Plan Concept section of this planning district, the proportion of industrial or commercial development which would ultimately be allocated would depend on the type and amount of uses attracted to the Bayfront. The property north of H Street, which is currently leased to an aircraft manufacturer, would be likely be retained in industrial use, however.

H-Street Bayside Parkway Area

~~The southern half of the G-H Street fill site is currently isolated from the rest of the district. Two new streets are proposed to provide access; one L-shaped road connecting Tidelands Avenue and G Street and a cul de sac providing access to the proposed shoreline park.~~

~~The principal use planned for this subarea is an 11-acre recreational vehicle park featuring parking sites with utility hookups, and ancillary recreational center buildings. Access to the water from this site would be across the park and pedestrian/bicycle path.~~

The Bayside Parkway planning subarea contains two uses: a recreational vehicle park, under the Commercial Recreation use category, and a shoreline recreation park, shown on the precise plan as Park.

~~A nine-acre shoreline park is proposed to fronts on both the boat access channel and the boat basin. The pPark uses anticipated include a landscaped leisure site for local residents and visitors, a restful lunchtime picnic spot for nearby workers, and a recreational resource for visitors the public. To provide additional access to the coast, a pedestrian/bicycle path promenade is shown coming off the access street and continuing around the park to connect back to Tidelands Avenue Marina Parkway.~~

Boat Basin Chula Vista Harbor

The basin created by dredging and filling at the south end of the Planning District is ~~planned to be~~ used primarily for recreational boat berthing. ~~Approximately 4,000 linear feet of rock revetment will be placed along the shore to halt erosion and prevent shoaling of the newly dredged boat basin.~~ The basin will ~~be~~ is protected by two structures: a 700-300-foot-long rock breakwater extending ~~south north~~ from the H-Street side Marina Way arm and a 350 650-foot-long wave attenuation pier extending ~~north south~~ from the ~~J Street arm~~ Bayside Park. They will ~~be~~ are separated by about 250 200 feet of channel.

Two marinas will occupy most of the boat basin. One, occupying about four acres of land on ~~Tidelands Avenue~~ Marina Parkway, will ~~have has~~ about 600 560 slips in the north half of the basin. The other, ~~in the south half off of J Street south of the first,~~ will ~~occupy occupies~~ almost three acres of land and ~~have has~~ room for 425 350 boats. Both marinas would have limited facilities, mostly for the convenience of their patrons. ~~More extensive retail shops and marine services would be located in the adjacent commercial recreation area or east of Tidelands Avenue in the Industrial Business Park.~~

The commercial recreation area ~~would be~~ is developed with a dinner restaurant and associated marine sales and service establishments. Since many potential customers ~~would~~ come from the nearby marinas, parking needs ~~would be~~ are reduced. The design ~~should provide~~ provides a visual focal point and identification symbol for the boat basin.

The vacant six acre parcel north of Marina Way will be developed with Commercial Recreation uses compatible with the existing marinas. A hotel/motel of approximately 200 rooms, with a restaurant and ancillary retail shops, is anticipated.

The Chula Vista Boat Launch ~~at the end of J Street will be~~ has been upgraded ~~by~~ with additional shore protection, landscaping and picnic facilities. Public access to the water is provided by a ~~pedestrian/bicycle path promenade extending west of J Street and around the outside edge of the J Street launching ramp area arm.~~ Finally, The entire south edge of the ~~J Street fill arm~~ is designated as a leisure park, offering landscaped viewing areas and additional parking.

Peninsula

~~Ultimate complete development of the Chula Vista Bayfront as shown on the Bayfront Plan cannot be achieved without additional protection to the exposed western shore, so it is proposed to extend the J Street arm parallel with the shore for another mile.~~

~~The boating area would be more than doubled and the usable protected shoreline increased by almost two miles. The land needed for marina parking and other facilities would be provided on the peninsula. The new arm would add about 62 acres of land to this subarea.~~

~~All of the outside or western margin would be designated as park land. A landscaped strip almost two miles long would be the result, with total park area being about 25 acres.~~

~~The Commercial Recreation area along the inner side is to be developed primarily with marinas and restaurants, with possibly a hotel or specialty shopping area included. Approximately 1,200 slips could be accommodated in the Recreational Boat Berthing adjacent to the peninsula.~~

~~A small parcel has been set aside for Harbor Police use at the tip of the peninsula. Transient Berthing facilities would be included here. Space on the peninsula has also been allocated for Sportfishing and Commercial Fishing, activities which would only be feasible if the second entrance is built. The plan sets aside an area for Marine Sales and Service to handle all the boats docked in the area.~~

~~The construction of the peninsula is considered necessary to provide boating facilities under the Coastal Act, Sections 30233(a)(1), and 30233(a)(4). A boat channel would also be dredged as shown on the Precise Plan; however, none will be located on the bayward side of the peninsula.~~

Boat Channel

The water area directly west of the Chula Vista Bayfront is occupied by the main boat channel providing access to the harbor, which is designated Boat Navigation Corridor on the Precise Plan. Areas outside the channel will remain in the Estuary category.

Intake Channel Wildlife Reserve

South of the Chula Vista Boat-Basin Harbor lies a large tidal mud flat, the San Diego Gas and Electric Company (SDG&E) dike, and the newly created South Bay Wildlife Reserve, a 55-acre island which was built from dredge material and where native habitat will be has been re-established. The Master Plan has three four designations for this subarea: Wetlands, Estuary and, Habitat Replacement and Marine Related Industrial.

The Wetlands (refer to the Master Plan Interpretation section on Wetlands, page 39), includes the area known as the J Street Marsh and is roughly the mud flat and marsh area exposed to air during low tide. It is undeveloped, except for a small channel used as a water intake trough for the SDG&E thermal power plant. The

function of the SDG&E dike is to separate this cool water intake from the warm water outfall area located on the south side of the dike. It is the intent of this plan to preserve the wetlands in their natural state but to retain and maintain the intake channel.

Estuary refers to the shallow water outward of the wetlands which is not exposed at low tide. This area will not be developed; however, limited surface water activities such as boating and fishing would be permitted. Efforts should be made to avoid or reduce potential environmental damage.

The Habitat Replacement concept involves engineering, dredging, planting and developing a valuable supratidal salt marsh habitat as part of a master-planned complex. Unauthorized access by humans and predators will be greatly discouraged by fencing the SDG&E dike, although controlled access will be provided for nature instruction and research. Its location reduces conflicts between development and preservation activities, and its size enables other shoreline projects to be completed by substituting the inferior habitats at the project sites for a carefully nurtured and highly productive habitat. ~~Upon completion of the habitat replacement work, it is likely that control of the wildlife reserve will be transferred to an appropriate conservation agency in order to provide~~ The Port District provides continual protection and management, as part of a comprehensive South Bay wildlife preserve program.

A narrow strip of District-owned land, designated Marine Related Industrial, follows along the eastern edge of this planning subarea. It is currently leased for an electric generating plant, and is expected to remain in this use for the future.

Outer South Bay

The remaining water area in Chula Vista is scheduled to stay ~~undeveloped~~ estuary. Limited surface water use for boating and fishing, for example, will be permitted but other uses will be discouraged.

	APPEALABLE DEVELOPER SUBAREA	FISCAL YEAR
CHULA VISTA BAYFRONT: PLANNING DISTRICT 7		
1. D STREET WHARF: Dredge; construct seawall, wharf and floats; streets; install utilities	71 P N	1989-90
2. D STREET DEVELOPMENT: Construct	71 T N	1991-92
3. D STREET EXPANSION RESERVE: Dredge and fill to create additional 35 acres of land; install improvements	71 P N	1995-96
4. G STREET INDUSTRIAL EXPANSION: Construct improvements	73 T N	1982-83
5. H STREET AREA: Remove Quay Avenue; install new streets, utilities;	73 P N	1980-81
6. H STREET PARK: Construct public park, pedestrian/bicycle path	75 P Y	1982-83
7. TIDELANDS AVENUE INDUSTRIAL BUSINESS PARK: Install buildings, landscaping and parking	74 T N	1982-83
8. RECREATIONAL VEHICLE PARK: Construct	75 T N	1980-81
9. BOAT BASIN: Dredge basin; fill shoreline; install utilities, install riprap shoreline protection, construct jetties	76 P Y	1980-81
10. MARINA: Construct marina, floats and buildings; landscape; pave	76 T Y	1980-81
11. MARINA (PHASE II): Construct marina, docks, buildings, parking and landscape	76 T Y	1982-84
12. RESTAURANT: Develop adjacent to Chula Vista Boat Basin	76 T Y	1982-83
12. J STREET LAUNCHING RAMP: Complete park development, install pedestrian/bicycle path	76 P N	1979-80
14. PENINSULA: Fill to create 62 acre area; install shore protection, utilities, street	77 P N	1992-94
15. PENINSULA DEVELOPMENT: Construct recreational marinas, restaurants, shops, boat yard, commercial fishing marina, and sportfishing center	77 T Y	1996-98
16. PENINSULA SHORELINE PARK AND PROMENADE: Construct	77 P N	1997-98
17. WILDLIFE RESERVE: Complete construction of island, install habitat	78 P N	1980-81
18. SHORELINE PROTECTION: Install approximately 3,000 linear feet of stone riprap on shoreline from about G Street to H Street extended	72 75 P N	1981-83
1. SHORELINE MAINTENANCE: Maintain stone revetment and replenish beach	75 P N	2002
2. MARINE-RELATED INDUSTRY: Construct marine-related industrial development	73 T N	2002

P - Port District
T - Tenant

N - No
Y - Yes

* Projects proposed in District's
Capital Improvement Program

TABLE 19
PROJECT LIST

	APPEALABLE↓ DEVELOPER↓ SUBAREA↓	FISCAL YEAR
CHULA VISTA BAYFRONT: PLANNING DISTRICT 7		
3. <u>BIOMEDICAL/PHARMACEUTICAL MANUFACTURING: Construct facility</u>	73 T N	2002
4. * <u>H STREET EXTENSION: Extend H Street to Marina Parkway</u>	74 P Y	1997
5. <u>HOTEL/RESTAURANT: Construct hotel and restaurant</u>	76 T Y	1998
6. <u>STORM DRAIN: Construct, enhance, and maintain storm drain</u>	73/74 P/T N	1997-00

P - Port District
T - Tenant

N - No
Y - Yes

* Projects proposed in District's
Capital Improvement Program

TABLE 19
PROJECT LIST (Continued)

Re Amendment of Port District]
Master Plan - Chula Vista]
Industrial-Business Park Expansion]

RESOLUTION 97-227

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

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

WHEREAS, a proposed Plan Amendment for the Chula Vista Industrial-Business Park Expansion project has been prepared and processed; and

WHEREAS, a Final Environmental Impact Report pursuant to the California Environmental Quality Act, State CEQA Guidelines, and Port District procedures relative to said Amendment has been prepared and certified and its contents considered,
NOW, THEREFORE,

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

That the Master Plan of the Port District is amended by incorporating therein the Master Plan Amendment, on file in the office of the Port District Clerk as Document No. 36530, pertaining to said Chula Vista Industrial-Business Park Expansion project.

BE IT FURTHER RESOLVED that the Executive Director or his designated representative is hereby authorized and directed to transmit said Master Plan Amendment, together with all relevant factual information, the certified Final Environmental Impact Report, and the Coastal Act consistency analysis to the California Coastal Commission for its review, approval and certification pursuant to the California

PMPA #25 Exhibit #6

97-227

Coastal Act, and that said Amendment will take effect automatically and be deemed fully certified upon Coastal Commission approval pursuant to Public Resources Code Section 30714. This action by the Board of Port Commissioners constitutes formal adoption of the Coastal Commission's certification of the referenced Amendment.

ADOPTED this 7th day of October, 1997.

SW
10/6/97

