

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
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767-2370

**Tue 9a**

August 30, 2001

RECORD PACKET COPY

TO: COMMISSIONERS AND INTERESTED PERSONS

FROM: CHUCK DAMM, SENIOR DEPUTY DIRECTOR
DEBORAH N. LEE, SOUTH COAST DEPUTY DIRECTOR
SHERILYN SARB, DISTRICT MANAGER

SUBJECT: **Staff Recommendation on San Diego Unified Port District Port Master Plan Amendment No. 29.** For Commission consideration and possible action at the Meeting of September 11th-14th, 2001 in Eureka, California.

SUMMARY OF STAFF RECOMMENDATION:

Staff is recommending denial of the Port Master Plan as submitted. The reasons for denial relate to the adequacy of the wetland mitigation plan being facilitated by the proposed amendment. The mitigation is proposed for impacts associated with the extension of a wharf at the National City Marine Terminal. Although the wharf extension is an approved development in the project list of the Master Plan, the mitigation required to offset the impacts to intertidal and shallow subtidal habitat is being proposed in an area of the D Street Fill currently designated Marine Sales and Service. Thus, a port master plan amendment is required to change the designation to Estuary and to allow the mitigation project to be implemented. The proposed amendment includes changes to land and water designations and proposes minor changes to the text to acknowledge the mitigation site. However, the text changes incorrectly identify the impacts to be mitigated as open water impacts, and the mitigation proposed at the D Street Fill would provide only a 1:1 ratio for the impacts to 3.3 acres of intertidal and 1.13 ac. of shallow subtidal habitat, and a 1.2 :1 mitigation ratio for 0.94 ac. impact to eelgrass. This mitigation ratio is lower than typically required by the Commission for such wetland impacts.

Port staff has indicated the possibility of revising the text language to correctly identify the type of impacts being addressed by the mitigation plan. Additionally, there may be a possibility of providing additional intertidal habitat adjacent to the area being dredged for eelgrass mitigation in south bay. However, there was not time to incorporate those changes into the submittal and the master plan amendment must be acted on within 90 days of filing or it is approved. The Port staff was not willing to grant a waiver of the time limits because they do not want to delay the commencement of construction of the wharf extension project which is subject to approval of this amendment. Because the Commission can only approve or deny port master plan amendments, staff is

recommending the port master plan amendment be denied as submitted due to the state of the submittal at the time of this staff report.

The appropriate motion and resolution can be found on Page 2. The main findings for denial 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 June 27th 2001. 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 September 25th, 2001.

Section 30700 of the Coastal Act states that Chapter 8 shall govern those portions of the San Diego Unified Port District located within the coastal zone, excluding any wetland, estuary, or existing recreation area indicated in Part IV of the Coastal Plan. The entire water area under the jurisdiction of the Port of San Diego is covered by Chapter 3 policies because San Diego Bay is mapped as an estuary and wetland in Part IV of the Coastal Plan, and on the maps adopted by the Commission pursuant to Section 30710 of the Act. The proposed amendment would redesignate 5.1 acres of land area from Marine Sales & Services to Estuary classification, and would redesignate water area. 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 deny certification of Port of San Diego Master Plan Amendment No. 29)

MOTION I

I move that the Commission certify the San Diego Unified Port District Master Plan Amendment No. 29 as submitted by the port.

Staff Recommendation

Staff recommends a **NO** vote. Failure of this motion will result in rejection of the port master plan amendment and adoption of the following resolution and findings. The motion to certify passes only upon an affirmative vote of a majority of the Commissioners present.

Resolution I

Deny Certification of Amendment

The Commission hereby denies certification to San Diego Unified Port District Master Plan Amendment No.29, and finds, for the reasons discussed below, that the amended Port Master Plan does not conform with or carry out the policies of Chapter 3 and Chapter 8 of the Coastal Act. Nor would certification of the amendment meet the requirements of the California Environmental Quality Act, as there are feasible alternatives and mitigation measures that would substantially lessen the significant adverse impacts on the environment that will result from certification of the amendment.

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-eight 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 does not conform with the provisions of Section 30711 of the Coastal Act. The proposed changes in land and water uses are not 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 December 12, 2000 as Resolution #2000-284. A public hearing on the proposed master plan amendment was held and the amendment was adopted by the Board of Port Commissioners on May 8, 2001 as Resolution # 2001-86.

C. Standard of Review.

In Part IV of the Coastal Plan, and on the maps adopted by the Commission pursuant to Section 30710 of the Act, San Diego Bay is shown as an estuary and wetland. As a result, the entire water area under the jurisdiction of the Port of San Diego must comply with the policies of Chapter 3 of the Coastal Act. (Pub Res. Code §§ 30200, *et seq.*) The PMPA involves amending a land use designation (Marine Sales and Services) to a water use designation (Estuary). The land area is not currently mapped as an estuary, wetland, or existing recreation area. Since land area is affected, a Chapter 8 analysis will be made. However, the proposed amendment also involves the redesignation of water use designations, including the redesignation of Marine Services Berthing to Boat Navigation Corridor and Open Bay, and Ship Navigation Corridor to Boat Navigation Corridor. Therefore, the policies of Chapter 3 of the Coastal Act are also the standard of review for the proposed amendment.

D. Summary of Proposed Plan Amendment.

The D Street Fill Mitigation Site Port Master Plan Amendment (PMPA) consists of five components:

- a. Redesignating 5.1 acres of Marine Sales & Services to Estuary. In addition, redesignation of the adjacent water uses is required to maintain land use and PMP consistency. This includes amending 0.9 acres of Marine Services Berthing to Open Bay, 1.2 acres of Marine Services Berthing to Boat Navigation Corridor, and 0.9 acres of Ship Navigation Corridor to Boat Navigation Corridor;
- b. Adjusting PMP Tables 4 and 18 to reflect the revised land, water and total acreage;
- c. Adding the D Street Fill Mitigation Site to Table 19 Chula Vista Bayfront Planning District 7 Project List;
- d. Amending the Planning District 7 Chula Vista Bayfront Precise Plan map to reflect the land use changes;
- e. Updating the Chula Vista Bayfront Planning Subareas test.

The D Street Fill Mitigation Site Port Master Plan Amendment (PMPA) proposes land and water use redesignations and a wetlands/estuary reestablishment project. The PMPA applies to San Diego Unified Port District (SDUPD) Planning Subarea 71, D Street Area. The PMPA amends a land use designation and a water use designation, and allows for the construction of a 4.4 acre wetland/estuary to mitigate the impacts of the National City Marine Terminal Wharf Extension project, which is included in Table 15, National City: Planning District 5 Project List of the Port Master Plan.

As a condition of the Coastal Development Permit, the 4.4 acre mitigation site will be constructed prior to or concurrent with the National City Marine Terminal Wharf Extension. The estimated timeline for the construction of the mitigation site is approximately two to three months. Construction of the wharf extension will take approximately two years.

PMPA approval will allow certification and construction of the mitigation site. Construction of the project will include excavation of upland to appropriate depths for enhancement (+3 to +5 elevation) by clearing and grading using standard earth moving equipment to create intertidal and subtidal habitats. The substrate at the mitigation site is predominately sandy soils and the current elevation is approximately +10 feet above mean lower low water. The subtidal portion of the fill along the channel is rock rip-rap. The rip-rap wall will stay at the same elevation as the created marsh and will slope from the salt marsh into the existing fill at a 4:1 ratio. A channel will be included to provide soft bottom

intertidal and subtidal habitats for foraging birds at an elevation and width similar to the channel in the existing marsh.

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 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. For the following reasons, the Commission finds such a finding cannot be made.

Sections 30230 and 30240 are applicable to the proposed amendment and state:

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.

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; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland. The size of the wetland area used for boating facilities, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, shall not exceed 25 percent of the degraded wetland.

(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.

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

(c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the 19 coastal wetlands identified in its report entitled, "Acquisition Priorities for the Coastal Wetlands of California", shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division.....

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.

Additionally, Chapter 8 Section 30708 states:

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.

As stated, the proposed text changes to the port master plan to address the mitigation site are minimal. There are no standards provided which would direct the type or extent of mitigation required for the impacts associated with the wharf extension project. Additionally, the change proposed incorrectly identifies the D Street Mitigation Site is required for impacts to open water habitat. The EIR indicates the impacts are to intertidal and shallow subtidal habitat. Further, the text change adds language which suggests that transportation access can be extended into the D Street Fill Area to provide access to potential uses consistent with the Marine Sales and Service designation. Such a transportation route may raise potential conflicts with the habitat value provided in the adjacent wildlife refuge. This port master plan amendment could be an opportunity to address potential incompatibility of the Marine Sales and Service designation for more than just the mitigation site.

Regarding the wetland mitigation being facilitated by the subject amendment, only a 1:1 ratio of mitigation is provided for impacts to 3.3 acre of intertidal habitat. The 1:1 ratio for the proposed 1.13 acre open water (shallow subtidal) impact is consistent with Commission precedent. And, the 1.2:1 mitigation ratio for the 0.94 acre eelgrass impacts is consistent with the adopted policy for southern California and Commission precedent. However, mitigation for intertidal habitat impacts are generally required to be at least 3:1, but in any event, greater than 1:1. The reasons for the greater than 1:1 replacement is to offset the temporal loss of habitat involved in direct removal and the time for reestablishment of similar quality habitat. It also addresses the significant potential that similar quality habitat cannot be recreated. Therefore, as submitted, the Commission finds the port master plan amendment would provide for a wetland mitigation project that is not consistent with Sections 30230, 30233 and 30240 of the Coastal Act.

Additionally, the proposed amendment is converting existing land area to an estuary, thus, a Chapter 8 analysis is required. The conversion of the land to estuary is a permitted use under Section 30233, as is the fill for the wharf extension. However, the Commission finds adequate mitigation is not being provided, thus, the proposed amendment is not minimizing

substantial environmental effects. Consistency with Section 30708 cannot be found. However, the project is consistent with other policies of Chapter 8 as the adjacent water use designation at the project site is being changed to Boat Navigation corridor to provide for both recreational and commercial navigation corridors. Also, the proposed mitigation will provide for other beneficial uses including wildlife habitat.

:

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

As described above, the proposed amendment does have the potential to result in resource damage in the form of individual or cumulative impacts to land use or sensitive resources. 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 result in significant adverse impacts to the environment of the coastal zone, the Commission finds the amendment is not consistent with the California Environmental Quality Act.



Re Amendment of Port District]
]
 Master Plan - D Street Fill]
]
 Mitigation Site]
 _____]

RESOLUTION 2001-86

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 D Street Fill Mitigation Site project in the City of Chula Vista 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. 42181, pertaining to said D Street Fill Mitigation Site 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 Coastal Act, and that said

EXHIBIT NO. 1
APPLICATION NO.
PMPA #29
Resolution 2001-86
 California Coastal Commission

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 8th day of May, 2001.

SW
5/8/01

*San Diego Unified Port District
Proposed Master Plan Amendment*

DRAFT

*D Street Fill Mitigation Site
Port Master Plan Amendment*

*Existing/Proposed Plan Text
and
Proposed Plan Graphics*

April 6, 2001

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

EXHIBIT NO. 2
APPLICATION NO.
PMPA #29
Port Master Plan
Amendment

TABLE 4

**PORT MASTER PLAN
LAND AND WATER USE ALLOCATION SUMMARY**

LAND USE	ACRES		WATER USE	ACRES		TOTAL ACRES		% OF TOTAL
	Existing	Revised		Existing	Revised	Existing	Revised	
COMMERCIAL	353.2	362.2		383.0	383.2	737.0	745.4	14%
MARINE SALES AND SERVICES	26.2	21.1	MARINE SERVICES BERTHING	22.4	21.0			
AIRPORT RELATED COMMERCIAL	38.0							
COMMERCIAL FISHING	7.6		COMMERCIAL FISHING BERTHING	19.0				
COMMERCIAL RECREATION	277.7	291.8	RECREATIONAL BOAT BERTHING	230.6	332.1			
SPORTFISHING	3.7		SPORTFISHING BERTHING	40.3	11.1			
INDUSTRIAL	4466.3	1222.3		220.4	216.7	4386.4	1439.0	26% 27%
AVIATION RELATED INDUSTRIAL	152.9							
INDUSTRIAL BUSINESS PARK	113.7							
MARINE RELATED INDUSTRIAL	332.8	338.0	SPECIALIZED BERTHING	472.9	189.5			
MARINE TERMINAL	149.6		TERMINAL BERTHING	47.2				
INTERNATIONAL AIRPORT	448.3	468.1						
PUBLIC RECREATION	267.5	278.2		278.4	681.0	544.8	959.2	40% 18%
OPEN SPACE	40.4	19.0	OPEN BAY/WATER	278.4	681.0			
PARK/PLAZA	137.8	145.5						
GOLF COURSE	98.2	97.8						
PROMENADE	42.4	15.9						
CONSERVATION	394.7			4053.6	1058.7	4448.3	1453.4	27%
WETLANDS	304.9		ESTUARY	4053.6	1058.7			
HABITAT REPLACEMENT	89.8							
PUBLIC FACILITIES	225.6	225.0		392.3	395.2	647.9	620.2	42% 11%
HARBOR SERVICES	4.0	2.7	HARBOR SERVICES	10.5				
CITY PUMP STATION	0.4		BOAT NAVIGATION CORRIDOR	283.4	285.5			
			BOAT ANCHORAGE	25.0				
FIRE STATION	0.4		SHIP NAVIGATION CORRIDOR	40.2	50.0			
STREETS	240.9	221.9	SHIP ANCHORAGE	24.2				
MILITARY	25.9			125.6		151.5		3%
NAVY FLEET SCHOOL	25.9		NAVY SMALL CRAFT BERTHING	6.2				
			NAVY SHIP BERTHING	119.4				
AREA UNDER STUDY				402.8		402.8		8%
TOTAL LAND AREA	2432.2	2508.3	TOTAL WATER AREA	2856.5	2860.4			
MASTER PLAN LAND AND WATER ACREAGE TOTAL						5287.7	5368.7	100%

Existing acreage:

NORTH EMBARCADERO VISIONARY PLAN PMPA on MARCH 14, 2001

Revised Acreage includes certified, adopted (*) and draft (-) PMPA:

IMPERIAL BEACH OCEANFRONT PMPA on DECEMBER 10, 1997

* NTC_LT PMPA BPC adoption July 25, 2000 acquisition February 23, 2001

* Glonetta Bay PMPA BPC adoption April 3, 2001

* South Embarcadero Program II PMPA BPC adoption April 17, 2001

* National Distribution Center PMPA BPC adoption April 17, 2001

* NCMT Wharf Extension Mitigation dPMPA of April 18, 2001

TABLE 18

**CHULA VISTA BAYFRONT: PLANNING DISTRICT 7
PRECISE PLAN LAND AND WATER USE ALLOCATION**

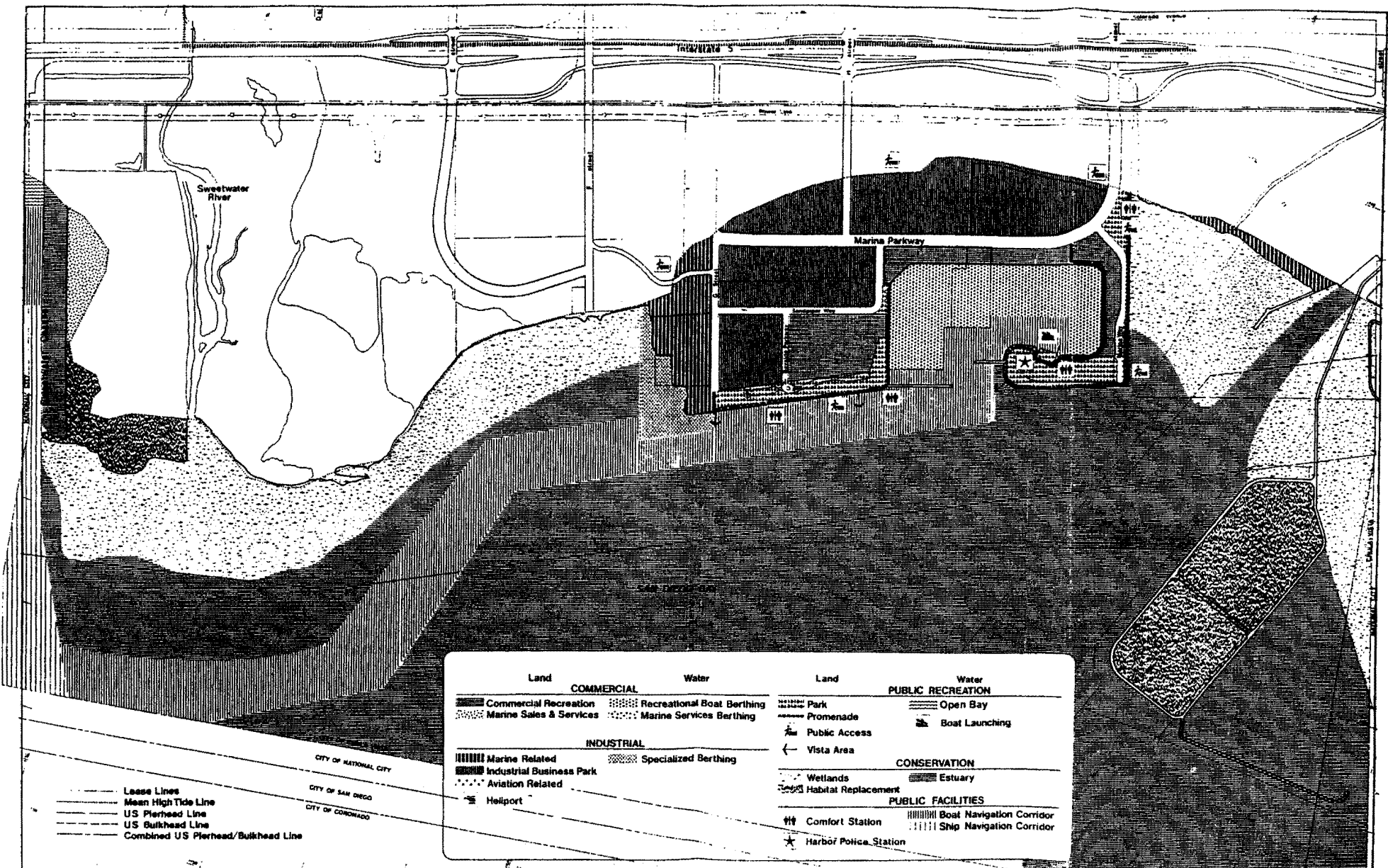
LAND USE	ACRES		WATER USE	ACRES		TOTAL			
	Existing	Revised		Existing	Revised	ACRES Existing	ACRES Revised	% OF TOTAL Existing Revised	
COMMERCIAL	<u>42.7</u>	<u>37.8</u>		<u>36.4</u>	<u>34.0</u>	<u>78.8</u>	<u>71.8</u>	5%	4%
MARINE SALES AND SERVICES	44.8	9.7	MARINE SERVICES BERTHING	2.4					
COMMERCIAL RECREATION	27.9		RECREATIONAL BOAT BERTHING	34.0					
INDUSTRIAL	100.0			8.5		108.5		6%	7%
INDUSTRIAL BUSINESS PARK	80.8								
MARINE RELATED INDUSTRIAL	19.4		SPECIALIZED BERTHING	8.5					
PUBLIC RECREATION	23.4				0.9	23.4	24.3	1%	
PARK/PLAZA	21.3		OPEN BAY/WATER		0.9				
PROMENADE	2.1								
CONSERVATION	322.8			936.2	941.3	1259.0	1264.1	75%	
WETLANDS	233.0		ESTUARY	936.2	941.3				
HABITAT REPLACEMENT	89.8								
PUBLIC FACILITIES	23.3			496.5	197.7	249.8	221.0	13%	
HARBOR SERVICES	0.1		BOAT NAVIGATION CORRIDOR	165.6	167.7				
STREETS	23.2		SHIP NAVIGATION CORRIDOR	30.9	30.0				
TOTAL LAND AREA	542.2	507.1	TOTAL WATER AREA	4477.3	1182.4				
PRECISE PLAN LAND AND WATER ACREAGE TOTAL						1689.5		100%	

Existing acreage:

CHULA VISTA BUSINESS PARK EXPANSION PMPA on March 10, 1998

Revised Acreage includes draft (-) PMPA:

- NCMT Wharf Extension Mitigation dPMPA of April 18, 2001



- - - - - Lease Lines
 - - - - - Mean High Tide Line
 - - - - - U.S. Pierhead Line
 - - - - - U.S. Bulkhead Line
 - - - - - Combined U.S. Pierhead/Bulkhead Line

CITY OF NATIONAL CITY
 CITY OF SAN DIEGO
 CITY OF CORONADO

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

Scale approx.

 planning department

Planning District 7
CHULA VISTA BAYFRONT

PRECISE PLAN

DRAFT

REVISIONS
 DATE BY
 1 11 81 JAC
 2 11 81 JAC
 3 11 81 JAC
 4 11 81 JAC
 5 11 81 JAC
 6 11 81 JAC
 7 11 81 JAC
 8 11 81 JAC
 9 11 81 JAC
 10 11 81 JAC



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 have been reserved for marine uses which would take advantage of the deep water channel in the Sweetwater Flood Control Channel, and for the habitat replacement.

It is intended that the tideland uses will not only utilize the valuable deep water to a high potential and provide the income to develop public recreation areas, but will establish a buffer zone between the National City Marine Terminal (with its associated industrial uses) and the ultimate use of the uplands. The D Street Fill area adjacent to the Sweetwater Flood Control Channel designated as Estuary, mitigates the loss of open water habitat resulting from the National City Marine Terminal Wharf Extension project. Other possible uses might include boat building and repair, marine hardware sales, fuel docks, boat dry storage, boat sales, and associated retail commercial businesses, provided transportation access can be extended into the D Street Fill area.

Gunpowder Point Shoreline

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

G Street Corridor

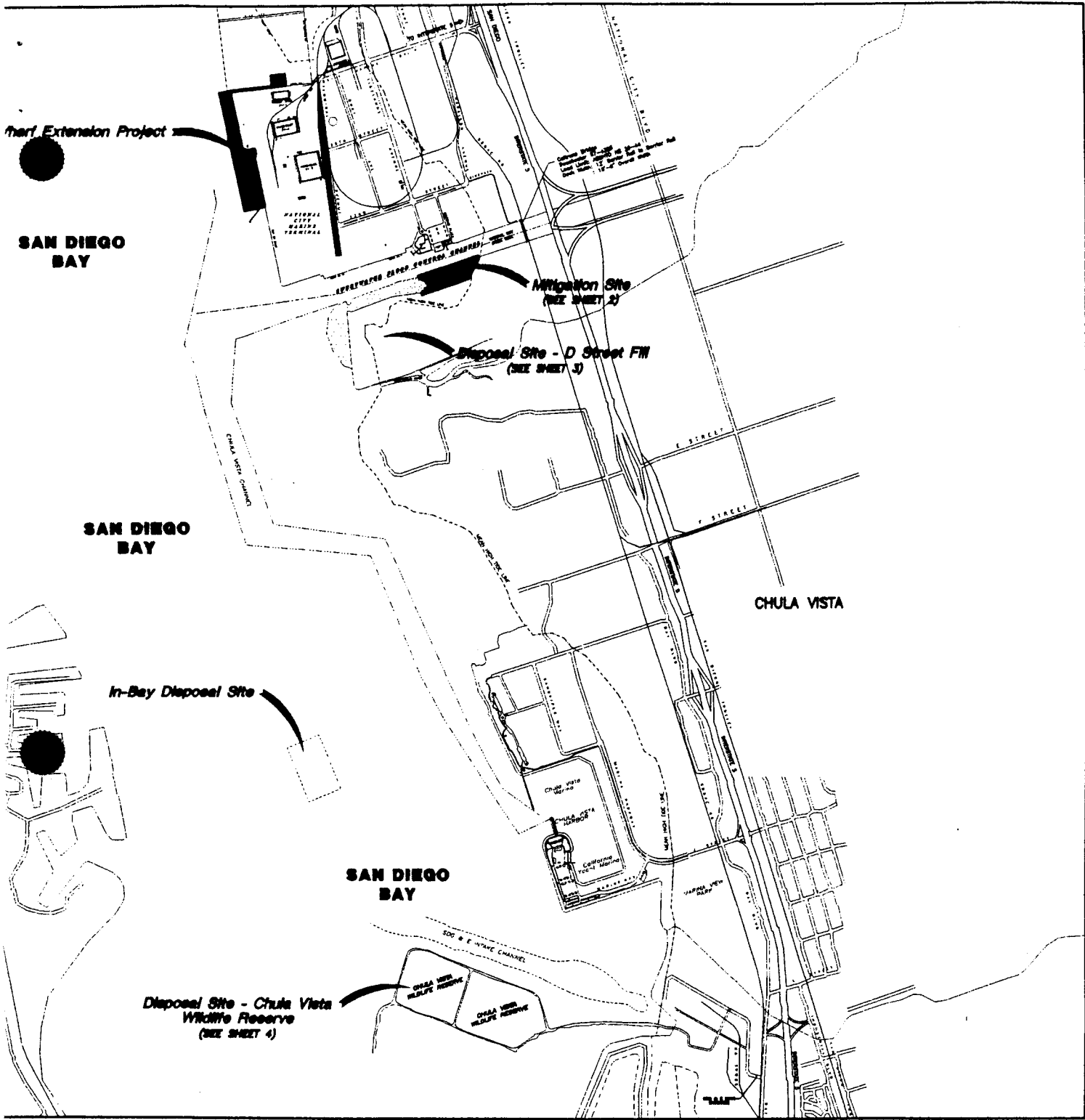
The land lying north of G Street is designated for Marine Related Industrial use. The existing boatyard will remain. The shoreline south of G Street has been developed as an extension of the Chula Vista Bayside Park, with restrooms, parking, landscaping, lawn areas, and picnic facilities. The Bayside 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.

TABLE 19: PROJECT LIST

TABLE 19 CHULA VISTA BAYFRONT: PLANNING DISTRICT 7		APPEALABLE ↓ DEVELOPER ↓ SUBAREA ↓		FISCAL YEAR
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
3. BIOMEDICAL/PHARMACEUTICAL MANUFACTURING: Construct facility	73	T	N	2002
4. * H STREET EXTENSION: Extend H Street to Marina Parkway	74	P	Y	1997
5. HOTEL/RESTAURANT: Construct hotel and restaurant	76	T	Y	1998
6. STORM DRAIN: Construct, enhance, and maintain storm drain	73/74	P/T	N	1997- 2000
7. * <u>D STREET FILL MITIGATION SITE: Excavate and construct a salt marsh habitat as mitigation for the National City Marine Terminal Wharf Extension.</u>	<u>71</u>	<u>P</u>	<u>N</u>	<u>2001</u>
P- Port District N- No * Project proposed in District's T- Tenant Y- Yes Capital Improvement Program				



LOCATION MAP
NO SCALE

**San Diego Unified
Port District**
San Diego California



DESIGNED
A S PE
DRAWN
P GOCO
CHECKED

APPROVAL RECOMMENDED
[Signature]
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EXHIBIT NO. 3
APPLICATION NO.
PMPA #29
Site Map

