

CALIFORNIA COASTAL COMMISSION

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RECORD PACKET COPY



January 16, 2003

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TO: COMMISSIONERS AND INTERESTED PERSONS

**FROM: DEBORAH LEE, SOUTH COAST DEPUTY DIRECTOR
SHERILYN SARB, 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. 34 (Glorietta Bay). For Commission consideration and
possible action at the Meeting of February 5-7, 2003)**

SUMMARY OF STAFF RECOMMENDATION:

Staff is recommending that the Commission approve the proposed amendment updating the Glorietta Bay segment of the Coronado Bayfront segment of the Port Master Plan. The amendment is designed to conform to the City of Coronado's Glorietta Bay Master Plan Local Coastal Program Amendment scheduled to be reviewed by the Commission at the same hearing as the subject amendment.

The portion of the Glorietta Bay Master Plan affecting the Port District's jurisdiction is very limited and consists of approximately 0.8 acres. The amendment includes changes in land use to allow for the realignment and narrowing approximately 300 linear feet of Strand Way between its intersection with Pomona Avenue and the Yacht Club's southerly parking lot to allow for construction of an approximately 15-foot wide public shoreline promenade along Strand Way, a realigned bike path, and new landscaping. Strand Way would remain a 2-lane roadway. The promenade would include benches, landscaping, and lighting. The Yacht Club's southern 16-space parking lot would be demolished and a 0.4 acre passive use, public pocket park would be constructed at this location. The 16 displaced parking spaces at the Yacht Club would be replaced by 19 new free public parking spaces located north of the pocket park, south of the Yacht Club.

Finally, the existing dilapidated, riprap revetment located between the Chart House and the Yacht Club, along the crescent-shaped shoreline area, would be removed and replaced with approximately 600 linear feet of new riprap. The slope of the new revetment would be the same as the existing revetment, and no riprap would extend beyond the toe of the existing riprap. A new seat wall would be constructed at the top of the slope to separate the promenade from the riprap lining the shore.

The amendment will increase public access and passive recreation opportunities along the shoreline, and no adverse environmental impacts to sensitive habitat are expected to result.

Staff recommends that the Commission find the amendment, as submitted, consistent with the access, recreation, and environmental protection 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 May 17, 2001. Absent a waiver of the time limits by the Port District, within 90 days after this submittal date, the Commission, after public hearing, must certify or reject the amendment, in whole or in part. Because the subject amendment is a companion amendment to the City of Coronado's Glorietta Bay Local Coastal Amendment, the Port District waived the PMPA time limits last year in order to allow the City of Coronado to make changes and refinements to their proposed LCPA. The minor modifications made since then to the portion of the Glorietta Bay Master Plan located within the Port's jurisdiction ultimately did not require any substantial revisions to the plan as originally submitted with the Commission.

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, one of the proposed projects, reconstruction of an existing shoreline revetment, would be located in water area; thus, the policies of Chapter 3 of the Coastal Act are the standard of review for this project. Chapter 3 is also the standard of review for all projects appealable to the Coastal Commission, which in the case of the proposed amendment includes the reconfiguration of Strand Way. 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.

MOTION: *I move that the Commission certify the Port of San Diego Master Plan Amendment No. 34.*

STAFF RECOMMENDATION OF CERTIFICATION:

Staff recommends a YES vote. Passage of this motion will result in certification 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 TO CERTIFY PORT MASTER PLAN AMENDMENT:

The Commission hereby certifies the Port of San Diego Master Plan Amendment No. 34 and adopts the findings set forth below on grounds that the amendment is consistent with Chapters 3 and 8 of the Coastal Act. Certification of the amendment complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the amendment on the environment, or 2) there are no further feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts on the environment that will result from certification of the port master plan 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 approximately thirty-two amendments since that date.

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

- (1) The proposed uses of land and water areas, where known.

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

The Commission finds that the proposed port master plan amendment conforms with the provisions of Section 30711 of the Coastal Act. The proposed changes in land 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 (EIR) under the California Environmental Quality Act. The EIR associated with the plan amendment was subject to public review and hearing and was adopted by the City of Coronado by Resolution #7732 on September 5, 2000. Two Addendums to the Final EIR were prepared in October 2002 and December 2002. A public hearing on the proposed master plan amendment was held and the amendment was adopted by the Board of Port Commissioners on April 3, 2001 as Resolution #2001-65.

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, one of the proposed projects in the plan is removal and replacement of a 600-foot long revetment located between the Chart House and the Coronado Yacht Club. This project is located in bay waters 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 reconfiguration of Strand Way. Chapter 8 of the Coastal Act is the standard of review for the balance of the proposed amendment.

D. Summary of Proposed Plan Amendment/Site History. Glorietta Bay is an inlet in the mid-western portion of San Diego Bay, in the City of Coronado. The area covered in the Glorietta Bay Master Plan (GBMP) consists of the western edge of Glorietta Bay along the northeastern shore of the Silver Strand, (a long narrow strip of land which connects Coronado to the rest of San Diego), between Pomona Avenue, which borders the project area on the north, and the Naval Amphibious Base on the south.

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

The 13.5 acre area that is subject of the GBMP overlays the land use jurisdictions of both the Port and the City of Coronado. The elements of the Glorietta Bay Master Plan that are within Port jurisdiction are bordered by Glorietta Boulevard and the City Tennis Center to the north; State Route 75, Strand Way and the Chart House restaurant to the south; Pomona Avenue to the west; and the Coronado Yacht Club and Glorietta Bay to the east (see Exhibit #3).

The elements of the GBMP within the Port's jurisdiction consist of approximately 0.8 acres and include:

1. Strand Way Reconfiguration. Approximately 300 linear feet of Strand Way between its intersection with Pomona Avenue and the Yacht Club's southerly parking lot would be realigned and narrowed allowing for construction of an approximately 15-foot wide public shoreline promenade along Strand Way, a realigned bike path, and new landscaping. Strand Way would remain a 2-lane roadway. The promenade would include benches, landscaping, and lighting.

2. Pocket Park. The Yacht Club's southern 16-space parking lot would be demolished and a 0.4 acre passive use, public pocket park would be constructed at this location. The 16 displaced parking spaces at the Yacht Club would be replaced by 19 new free public parking spaces located north of the pocket park, south of the Yacht Club.

3. Shoreline Stabilization. The existing dilapidated, riprap revetment located between the Chart House and the Yacht Club, along the crescent-shaped shoreline area, would be removed and replaced with approximately 600 linear feet of new riprap. The slope of the new revetment would be the same as the existing revetment, and no riprap

would extend beyond the toe of the existing riprap. A new seat wall would be constructed at the top of the slope to separate the promenade from the riprap lining the shore.

These projects would be incorporated into the Port Master Plan through the addition of one paragraph of text in the Glorietta Bay subarea, and the addition of three new projects on the Project List. As noted above, the Strand Way reconfiguration would be listed as a project appealable to the Coastal Commission.

The changes in land use as a result of the proposed PMPA would consist of the following:

- a. The redesignation of approximately 0.4 acres in Planning Subarea 66 (Glorietta Bay) from Street to Commercial Recreation to allow for the Strand Way/Yacht Club leasehold reconfiguration.
- b. The redesignation of approximately 0.4 acres in Planning Subarea 66 from Commercial Recreation to Park to allow for the pocket park construction.
- c. A technical correction to quantify the acreage for the Promenade land use designation will require the redesignation of 0.1 acres of Open Space, 0.9 acres of Park, 0.4 acres of Commercial Recreation, 0.4 acres of Golf Course, and 0.6 acres of Street to 2.4 acres of Promenade. The Promenade designation had previously been delineated graphically, but not counted as acreage in PMP Tables 4 and 16.

In total, the net changes in the land use designations acreages resulting from the proposed PMPA would constitute:

- Commercial Recreation decreased by 0.4 acres
- Open Space decreased by 0.1 acres
- Park/Plaza decreased by 0.9 acres
- Golf Course decreased by 0.4 acres
- Promenade increased by 2.4 acres
- Street decreased by 0.6 acres.

E. Conformance with the Coastal Act. The proposed amendment would result in changes to land use categories and to the text and Precise Plan map in Planning District 6 (Coronado Bayfront). 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

The proposed amendment consists of changes in land use and new projects including a realignment and narrowing of Strand Way designed to accommodate a new public promenade and construction of a new public parking lot and a new 19-space public pocket park. The changes to Strand Way may have the effect of slowing traffic slightly, which could improve public safety but will not adversely impact the ability of the public to access the shoreline. The existing parking lot currently is reserved for the use of the Coronado Yacht Club with only 4 parking spaces available to the general public. The proposed lot will be entirely available to the public free of charge. This project, the new promenade, the improvements to the bike path and the new park will increase public access and recreational opportunities along San Diego Bay. No adverse environmental impacts are associated with these projects. The proposed revisions in land use are minor in scope, but overall will also increase the amount of land area designated for public recreational opportunities (to the "Promenade" designation) consistent with the policies of Chapter 8.

The replacement of approximately 600 linear feet of riprap has the potential to adversely impact public recreation and biological resources. However, the area currently consists of a gentle slope covered with iceplant at the top and scattered riprap and debris at the bottom. The existing, dilapidated revetment and the proposed revetment is intended to stabilize the shoreline and prevent erosion along Strand Way, which is currently immediately adjacent to the top of the slope. After the realignment of Strand Way, the proposed new public promenade will be located atop of the slope. There is currently no

sidewalk or accessway bayward of Strand Way roadway and no formal access to the water exists in this area. There is no sandy beach area bayward of the existing revetment that could be used for public access or recreation. As proposed, the replacement revetment will not extend beyond the toe of the existing revetment; thus, no impacts to access or biological resources will occur.

Therefore, the Commission finds that the amendment as proposed will improve public access and recreational opportunities. No impacts to sensitive environment resources will result from the amendment. Therefore, the proposed amendment is consistent with the public access, recreational, and environmental protection policies of 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. The proposed amendment will not result in significant adverse impacts to the environment of the coastal zone and there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the amendment may have on the environment. The Commission therefore finds the amendment is consistent with the California Environmental Quality Act.



Re Amendment of Port District]
]
 Master Plan - Glorietta Bay]
]
 Redevelopment]
 _____]

RESOLUTION 2001-65

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 Glorietta Bay Redevelopment project in the City of Coronado has been prepared and processed; and

WHEREAS, an Environmental Impact Report was prepared by the City of Coronado and said 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. 42055, pertaining to said Glorietta Bay Redevelopment 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 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 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 3rd day of April, 2001.

SW
4/3/01

San Diego Unified Port District
Proposed Master Plan Amendment

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Glorietta Bay Redevelopment

Existing/Proposed Text
and
Proposed Plan Graphics

Revised April 4, 2001

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

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	263.2	354.0		282.0	383.8	737.0	737.8	14%
MARINE SALES AND SERVICES	26.2		MARINE SERVICES BERTHING	23.1				
AIRPORT RELATED COMMERCIAL	38.0							
COMMERCIAL FISHING	7.8		COMMERCIAL FISHING BERTHING	18.0				
COMMERCIAL RECREATION	277.7	278.5	RECREATIONAL BOAT BERTHING	330.6				
SPORTFISHING	3.7		SPORTFISHING BERTHING	40.2	11.1			
INDUSTRIAL	4166.3	1217.1		220.1		4386.4	1437.2	26% 27%
AVIATION RELATED INDUSTRIAL	152.9							
INDUSTRIAL BUSINESS PARK	113.7							
MARINE RELATED INDUSTRIAL	222.4	332.8	SPECIALIZED BERTHING	172.9				
MARINE TERMINAL	149.6		TERMINAL BERTHING	47.2				
INTERNATIONAL AIRPORT	418.3	488.1						
PUBLIC RECREATION	267.5	271.2		278.4	680.1	544.8	951.3	40% 18%
OPEN SPACE	48.4	19.0	OPEN BAY/WATER	278.4	680.1			
PARK/PLAZA	437.3	139.6						
GOLF COURSE	98.2	97.3						
PROMENADE	12.4	14.3						
CONSERVATION	394.7			1053.6		1448.3		27%
WETLANDS	304.9		ESTUARY	1053.6				
HABITAT REPLACEMENT	89.8							
PUBLIC FACILITIES	226.6	228.2		392.3		647.9	620.5	12%
HARBOR SERVICES	4.9	5.0	HARBOR SERVICES	10.5				
CITY PUMP STATION	0.4		BOAT NAVIGATION CORRIDOR	283.4				
			BOAT ANCHORAGE	25.0				
FIRE STATION	0.4		SHIP NAVIGATION CORRIDOR	49.2				
STREETS	240.9	222.4	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				402.9		402.9		3%
TOTAL LAND AREA	2432.2	2491.1	TOTAL WATER AREA	2856.6	2955.5			
MASTER PLAN LAND AND WATER ACREAGE TOTAL						5287.7	5346.6	100%

Existing acreage:

NORTH EMBARCADERO VISIONARY PLAN PMPs on March 14, 2001

Revised acreage includes previously certified, adopted, and draft PMPs:

Marina Beach Oceanfront PMPs on December 10, 1997

San Diego Bay PMPs BPC Adoption July 25, 2000 Acquisition February 23, 2001

San Diego Bay PMPs BPC Adoption April 3, 2001

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TABLE 16

CORONADO BAYFRONT: PLANNING DISTRICT 6
PRECISE PLAN LAND AND WATER USE ALLOCATION

LAND USE	ACRES		WATER USE	ACRES		TOTAL		
	Existing	Revised		Existing	Revised	ACRES	% OF TOTAL	
					Existing	Revised	Existing	Revised
COMMERCIAL	28.63	25.7		19.8	46.43	45.5	42%	17%
COMMERCIAL RECREATION	28.63	25.7	RECREATIONAL BOAT BERTHING	19.8				
PUBLIC RECREATION	123.74	128.1		152.9	276.64	209.3	71.8%	79%
OPEN SPACE/Beach	2.63	1.4	OPEN BAY/WATER	152.9	83.2			
PARK/Shoreline Path/PLAZA	26.26	24.5						
GOLF COURSE	96.98	97.8						
PROMENADE		2.4						
PUBLIC FACILITIES	14.20	10.1		48.0	62.20	10.1	16.1%	4%
Sewer/CITY PUMP STATION	0.30	0.4	BOAT ANCHORAGE A-4 (N)**	23.0				
STREETS	13.84	9.7	BOAT ANCHORAGE A-4 (S)**	21.5				
			BOAT ANCHORAGE A-5**	3.5				
TOTAL LAND AREA	464.57	461.9	TOTAL WATER AREA	220.70	103.0			
PRECISE PLAN LAND AND WATER ACREAGE TOTAL					385.27	264.9	100%	

Acreage figures are subject to some revision during plan refinement and implementation phasing.

* Includes state tidelands leases totalling 117.7 acres.

** Ungranted state lands, federally designated anchorage.

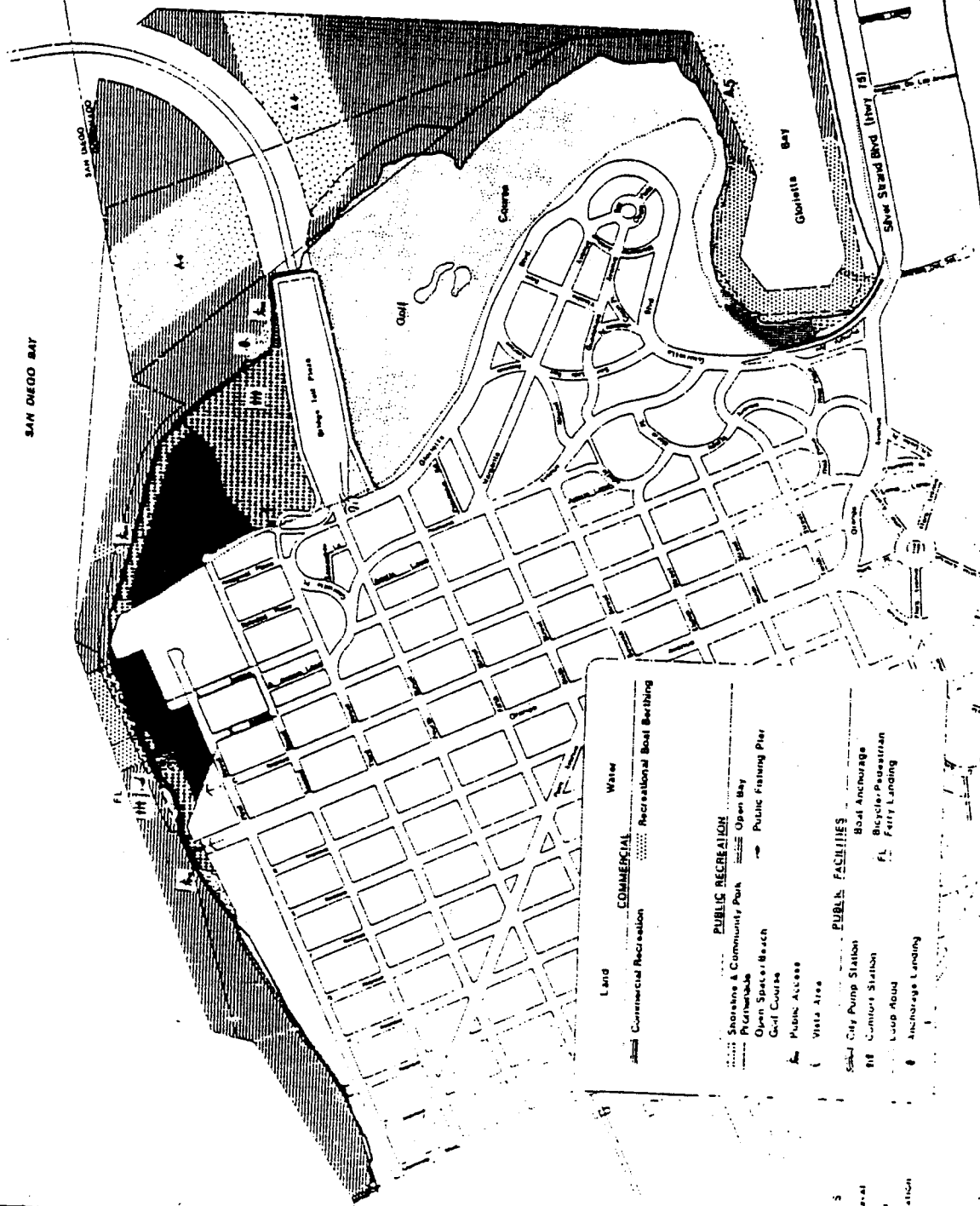
Note: Table 16 does not include state tidelands leases of 117.8 acres.

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Existing acreage:
CORONADO BAYFRONT THE WHARF PMPA on APRIL 1, 1990

Revised acreage includes from PMPA
Glorietta Bay PMPA SPG location April 2, 2001

SAN DIEGO BAY



Land	Water
Commercial Recreation	Recreational Boat Berthing
PUBLIC RECREATION	
Shoreline & Community Park	Open Bay
Picnic Area	Public Fishing Pier
Open Space/Beach	Golf Course
Public Access	
Wild Area	
PUBLIC FACILITIES	
City Pump Station	Boat Anchorage
RR Conduit Station	Bicycle/Pedestrian
Loop Road	FL Ferry Landing
Anchorage Landing	

Figure 17
PRECISE PLAN
 Planning District 6
CORONADO BAYFRONT

- Source: Links
- Map: High Tide Line
- US Pierhead Line
- US Subhead Line
- Combined US Pierhead/Subhead Line
- Lease Line
- State Lands Leased to Port District

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Glorietta Bay

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The leased areas of land and water utilized by the yacht club and marina in Glorietta Bay, together with the remaining unleased open bay uses, are to continue. Renovation and full development of leased areas for marine-related uses are encouraged.

The Port District is working cooperatively with the City of Coronado in implementing its Glorietta Bay Master Plan. The goal of the plan is to enhance public access, recreational, and civic opportunities along the bayfront, and to better integrate the Glorietta Bay area with the surrounding community. Several components of the plan involve areas under Port District jurisdiction. A small, passive use public park will be constructed just south of the yacht club. A portion of Strand Way will be vacated to allow for reconfiguration of the adjacent yacht club leasehold and public right-of-way improvements. The remaining portion of Strand Way will be realigned and will allow for construction of an approximately 15-foot-wide public shoreline promenade. Approximately 600 linear feet of existing riprap along the crescent-shaped shoreline area will be repaired.

The Glorietta Bay Anchorage (A-5) is a 3.8 acre federally designated anchorage with a capacity to accommodate about 20 vessels at fore and aft anchoring with vessel ground tackle. Administrative control over the use of the anchorage will continue to be exercised by the Port District. The plan proposes to retain the low intensity of use of the anchorage by reserving the anchorage for use by transient cruising vessels and short durations of stay.

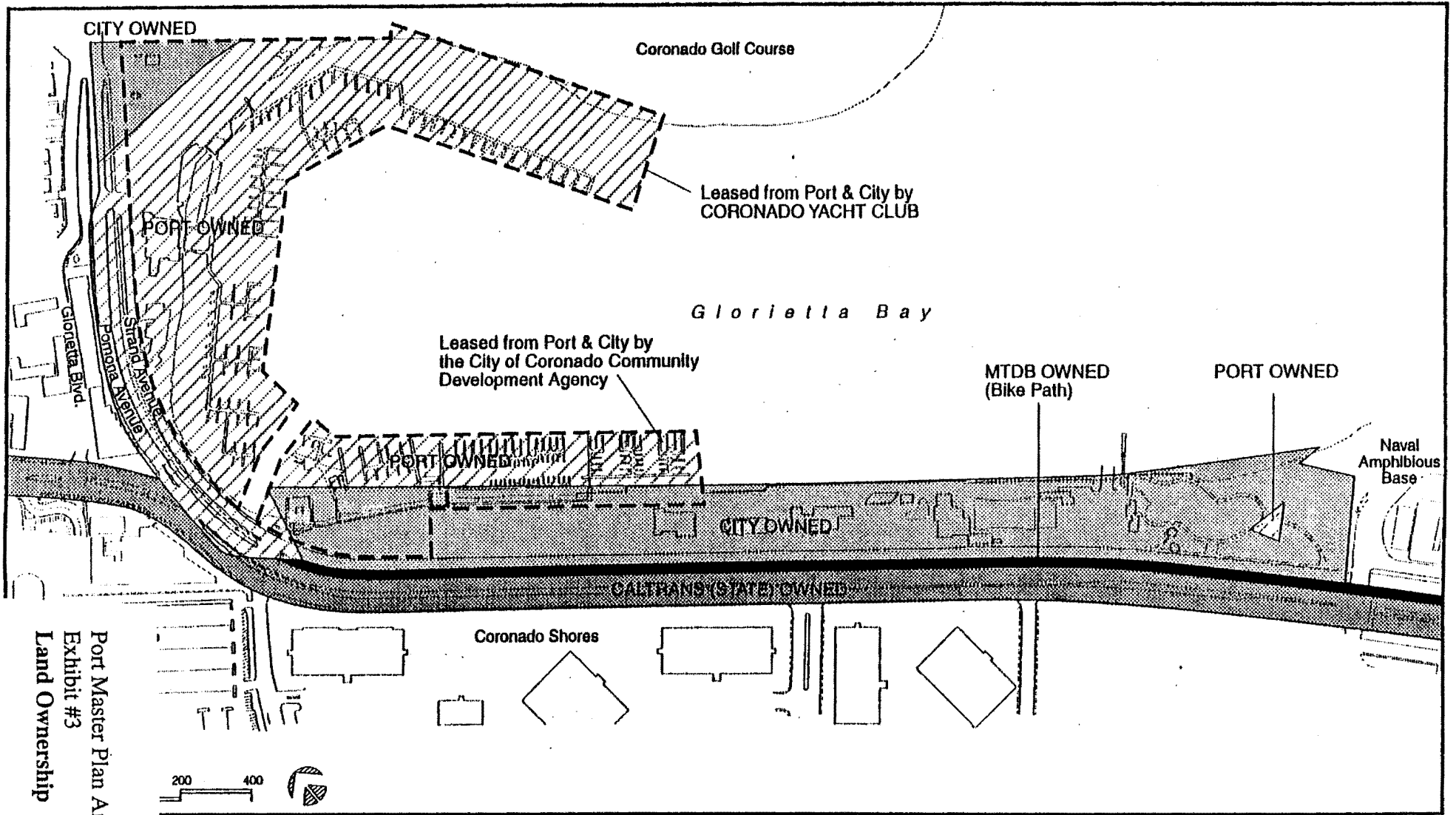
Anchorage use is by permit of Harbor Police for a period of time up to 72 hours within any seven-day period. Although no formal landing site is designated, users could land at the public launching ramp across the channel. The placement of boundary market buoys, coordinated with the City of Coronado, is proposed on site, subject to State approval.

DRAFT

Table 17: Project List				FISCAL YEAR
CORONADO BAYFRONT: PLANNING DISTRICT 6				
	APPEALABLE ↓ SUBAREA ↓	DEVELOPER ↓		
1. ORANGE AVENUE PARK AND FERRY LANDING: Construct park, ferry dock and passenger waiting shelter, accessways	61-61	P	N	1987-88
2. FIRST STREET COMMERCIAL AREA: Construct restaurant, commercial buildings, parking and landscaping, pier and slips	62	T	Y	1984-85
3. PUBLIC FISHING PIER: Construct pier, restroom, bait and tackle shop, parking and accessways	62	P	N	1984-85
4. SHORELINE ACCESSWAY: Fill or bridge over bay water, install landscaping, bicycle/pedestrian path	61-64	P	N	1983-84
5. LOOP ROAD: Bay fill, install paving, curb, gutters, utilities, street Trees	63-64	P	Y	1983-84
6. HOTEL COMPLEX: Construct hotel, accessory uses, parking, landscaping, recreational facilities	63	T	Y	1984-85
7. TIDELANDS PARK: Install landscaping, play fields, park furnishings	64	P	N	1984-85
8. SHORELINE PROTECTION: Install stone revetment, other protection	Various	P	N	1983-84
9. BAY BRIDGE ROADSTEAD ANCHORAGE: Install boundary markers and mooring buoys, dinghy float and ramp, and lighting	64	P	Y	1984-85
10. GLORIETTA BAY ANCHORAGE: Install boundary markers	66	P	Y	1984-85
11. <u>STRAND WAY RECONFIGURATION: Vacate portion of street; construct sidewalk; enhance bike path; install landscaping. Narrow width of remaining street portion; construct shoreline promenade; install landscaping, benches, and lighting</u>	<u>66</u>	<u>P</u>	<u>Y</u>	<u>2003-05</u>
12. <u>POCKET PARK: Remove paving; construct passive use park lawn area; install public art</u>	<u>66</u>	<u>P</u>	<u>N</u>	<u>2003-05</u>
13. <u>SHORELINE STABILIZATION: Remove existing riprap; replace with new riprap; construct seawall</u>	<u>66</u>	<u>P</u>	<u>N</u>	<u>2003-05</u>

P- Port District
T- Tenant

N- No
Y- Yes








Port Master Plan Amendment #34 Glorieta Bay
 Exhibit #3
 Land Ownership

Map and Leases

10, Glorieta Bay
 1997.

Legend

-  San Diego Unified Port District (Port) Owned
-  City Owned
-  Caltrans (State) Owned
-  MTDB Owned
-  Boundary of Leased Property

Plan EIR

