

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
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January 25, 2007

Thu 17b

TO: COMMISSIONERS AND INTERESTED PERSONS

FROM: SHERILYN SARB, 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. 38 (National City Aquatic Center).** For Commission consideration and possible action at the meeting of February 14-16, 2007.

SUMMARY OF STAFF RECOMMENDATION:

Staff is recommending approval of the Port Master Plan Amendment (PMPA) as submitted. The PMPA would allow for the construction of a new Aquatic Center providing recreational aquatic, safety, and environmental programs adjacent to the National City Marina and Pepper Park in the City of National City. Mitigation measures have been incorporated into the project to ensure impacts to the sensitive resources in the adjacent Sweetwater Marsh complex are avoided. Public recreational use and educational programs will be the primary operation at the Center.

The appropriate motions and resolutions can be found on Page 2. The main findings for approval of the PMPA begin on Page 4.

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 PMPA was deemed submitted on December 8, 2006. 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 Commission must take action by March 8, 2007.

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. 38)

MOTION: *I move that the Commission certify the Port of San Diego Master Plan Amendment No. 38*

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. 38 and adopts the findings set forth below on grounds that the amendment is consistent with Chapter 3 and Chapter 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-six 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 to the provisions of Section 30711 of the Coastal Act. The proposed changes in land uses contain sufficient detail in the port master plan submittal for the Commission to make a determination that the proposed amendment is consistent with the Chapter 3 and Chapter 8 policies of the Coastal Act.

The proposed amendment was the subject of a Mitigated Negative Declaration under the California Environmental Quality Act. The Mitigated Negative Declaration associated with the plan amendment was subject to public review and hearing and was adopted by the Board of Port Commissioners on October 10, 2006 as Resolution #2006-161. A public hearing on the proposed master plan amendment was held and the amendment was adopted by the Board of Port Commissioners on October 10, 2006 as Resolution # 2006-162.

C. Standard of Review. Proposed projects listed as appealable in Section 30715 must be consistent with the policies of Chapter 3 of the Coastal Act. As noted above, the proposed amendment would allow for construction of an aquatic center, which is an appealable project. Therefore, the policies of Chapter 3 and Chapter 8 of the Coastal Act are the standard of review the proposed amendment.

D. Summary of Proposed Plan Amendment. The proposed Port Master Plan (PMP) Amendment would allow for the construction of a new, 4,700 square foot, 16 to 22 foot high Aquatic Center providing recreational aquatic, safety, and environmental programs. The aquatic center itself would contain office and reception rooms, locker rooms, watercraft storage, restrooms for center users, an outdoor classroom, security office, janitorial area, a mechanical/electrical room, security walls, fencing, and lighting. Programs at the center would include sailing, windsurfing, kayaking, outrigger canoeing, rowing, fishing, search and rescue courses, wildlife appreciation and marine science, environmental education, youth group classes, school outreach programs, Boy/Girl Scout events, and day camps. Health and safety courses would include first aid and safety, CPR courses, boating safety, emergency response, and lifeguard training.

In addition to programs, the proposed Aquatic Center would be available for special activities such as specialty camps, theme birthday parties, and contracts with schools, special family events, community and corporate team building events, and environmental education. All of the activities at the site would take place as part of a organized group program; no rentals or unsupervised watercraft use would be permitted.

The proposed Aquatic Center would be located just east of Pepper Park, an existing 6-acre public park within Subarea 58 of the National City Bayfront, Planning District 5 of the Port Master Plan in the City of National City (see Exhibit #2). East of the project site is the National City Marina, which is currently under construction. North and west of the project site are industrial areas in National City. Paradise Creek and Marsh lies about ¼ mile to the east of the site, west of Interstate 5, running approximately 2,800 feet from the Sweetwater Flood Control Channel, while the Sweetwater Marsh complex and D Street Fill and mudflats lie immediately south of the flood control channel.

Construction of the center would require demolishing the existing public restroom on the project site, as well as removal of an existing drinking fountain, a public pay phone, 8 to 13 trees, turf, and concrete walkways, and restriping the existing parking lot to maximize the number of parking spaces. The public restrooms would be replaced or temporary restrooms made available prior to the demolition of the existing restroom facility. No in-water work would occur. All trees proposed for removal would be relocated or replaced in the adjacent park, parking lot, or street medians, and native plant species would be incorporated into the proposed landscape improvements. The existing access to the small boat dock on the Sweetwater Canal would be maintained and new walkways and continuous public access along the shoreline would be provided. The new shoreline walkways would connect with the accessways at the adjacent marina to the east and Pepper Park facilities to the west.

The site is currently designated for Commercial Recreation and Park/Plaza, and no changes to the land use designation are proposed. Rather, the amendment would add “water dependent educational and recreational program facilities and activities” to the description of uses permitted in Commercial Recreation- and Park/Plaza-designated land.

A description of the Aquatic Center would be added to the National City Bayfront Precise Plan section of the PMP, and the Center would be added to the project list as an appealable project. Completed or obsolete projects would also be deleted from the project list.

The following new projects would be added to the project list:

PEPPER PARK PUBLIC RESTROOMS: Demolish and remove existing structure, drinking fountain, public pay phone, and landscape materials. Construct new ADA compliant restroom facility, drinking fountain, public pay phone, walkways and landscape improvements.

AQUATIC CENTER: Construct restrooms, locker rooms, offices, classrooms, watercraft storage, paved exterior activity areas, security walls, fencing, lighting, and landscape improvements. Remove temporary classroom and storage facility and return pavement area to parking use.

The aquatic center has been designated an appealable project.

In addition, after discussions with Commission staff, the Port has agreed to make revisions to the proposed amendment to include the “Promenade” designation next to the Center on Figure 15 of the PMP, to make it clear that the walkway is to be maintained for continuous public access, and may not be impeded by activities at the Center. The Port has also agreed to add the following language to the text of the plan: "The aquatic center will be primarily for public programs, events, and organized activities." The language is intended to ensure that public recreational and educational events are always the focus of center activities, rather than private or corporate events.

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 30220

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30221

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

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 30240(b).

(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 30253.

New development shall: [...]

(4) Minimize energy consumption and vehicle miles traveled.

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

As cited above, Section 30221 requires that “oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.” Section 30213 requires the provision of lower cost visitor and recreational facilities, where feasible, and that public recreational opportunities are preferred.

The proposed amendment consists of changes in allowable land uses and adds two new projects to the project list. As noted above, the land area proposed for the Center is currently designated half as “Park, Plaza” and half “Commercial Recreation,” even though the existing land use is a public restroom. The Pepper Park parking lot is also designated Commercial Recreation. The designation suggests that at one time, this area was planned for more intensive commercial uses, such as the “Commercial Support Area: Construct buildings, parking, landscape” listed on the PMP project list for the area.

The current amendment would not make any revisions to the underlying land use, but would instead allow “water dependent educational and recreational program facilities and

activities” as a permitted use in both Commercial Recreation and Park/Plaza designated area. As proposed, the aquatic center is mainly designed for recreational and educational type uses, although some community and private uses such as government and corporate retreats will also be permitted. Overall, the Center will be more publicly-oriented than many commercial recreation uses (such as hotels, retail stores, and restaurants), and will increase opportunities for lower-cost water-dependent programs around San Diego Bay. In support of the publicly-oriented nature of the uses at the site, the Port has agreed to add the following language to the text of the plan: "The aquatic center will be primarily for public programs, events, and organized activities." As such, it is clear that public recreational and educational events must always be the focus of center activities over private or corporate events.

The proposed aquatic center and promenade will provide new and improved public access and recreational opportunities along San Diego Bay. Continuous public access will be provided around the site in a replaced promenade approximately 8.5 to 14.5 feet in width. The Port has agreed to revise the initial amendment submittal to put the “Promenade” designation on Figure 15, next to the Center, to clearly indicate that the walkway is a public recreation use to be maintained for continuous public access unimpeded by activities at the Center.

There are no sensitive biological resources on the project site itself, but the site is within ¼ mile of Paradise Marsh and located just north of the D Street Fill and Sweetwater Marsh Complex of the Sweetwater National Wildlife Refuge (SMNWR), which is known to support federally listed endangered and threatened species. Mitigation measures have been incorporated into the project to ensure impacts to sensitive species are minimized or avoided. These include construction and post-construction best management practices to prevent sediments and other pollutants from entering the Sweetwater Channel, a requirement that lighting be shielded and directed away from the refuge, using only non-reflective glass, preferably with etchings, decals or other methods to make windows visible, and installing anti-perching structures on the edges and peaks of the building roof and mechanical equipment. To reduce potential human disturbance to the refuge from recreational activities taking place at the center, physical barriers and signage will be placed around the refuge to prevent encroachment onto the refuge, similar to the measures taken for the adjacent National City Marina. Aquatic Center watercraft will not be rented or made available for unsupervised use, to limit the potential for accidental or intentional encroachment into the refuge. The aquatic center facility will also develop and implement an education program that includes education on the program boundaries and location of sensitive habitats.

There are currently 68 general and 23 trailer parking spaces on the site. The project is not expected to result in a significant increase in the demand for parking in the area, because the bulk of the users attending courses at the center would be elementary, middle, and high school age students shuttled to and from the site from the South Bay Family YMCA. The parking study performed for the project estimates that classroom uses could generate

demand for up to 30-40 parking spaces in the evenings and on weekends. Staff parking for the center will require five parking spaces.

The parking study concluded that no adverse parking impacts are expected under typical conditions of project operation. However, the study notes that if parking were to become an issue post-project, overflow parking could use the nearby Goesno Place and Tidelands Avenue parallel curb spaces, as yet unmarked. Thus, the project is not expected to result in a parking deficit or impacts to public access or recreation.

The project site is located approximately ½ mile west from portions of I-5 that are eligible for scenic highway designation. In addition, the project site is visible from State Route 75 in Coronado, which is a designated scenic highway as outlined by the California State Scenic Highway mapping system. However, the I-5 corridor essentially blocks all views of the project site and vicinity for the urban areas of National City and Chula Vista to the east of the freeway. The proposed Aquatic Center Project would not substantially alter or block views from the scenic vistas or highways. The proposed building will be 16-22 feet high, set back from the shoreline from approximately eight to 14 feet, and will have architectural details, overhangs and façade variations to provide visual appeal. Views of the open ocean would remain available from the park, portions of the marina, and other surrounding areas. Therefore, the project would not result in an adverse impact on views or the visual quality of the area.

In summary, the PMPA will provide lower-cost visitor and public recreational opportunities, which are preferred and protected under both Chapter 3 and 8 of the Coastal Act. No adverse impacts to recreational, biological, or visual resources are expected. Therefore, the Commission finds the Port Master Plan Amendment to be consistent with the Chapter 3 and Chapter 8 policies of the Coastal Act regarding public recreation, biological resources, and visual quality.

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 sensitive resources, recreation, or visual quality. No significant, unmitigable environmental impacts were identified. The proposed amendment was the subject of a Mitigated Negative Declaration under CEQA. The MND 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 - National City]
Aquatic Center]

RESOLUTION 2006-162

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

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

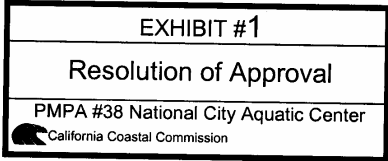
WHEREAS, National City Community Development Commission proposes to develop an Aquatic Center on property to be leased from the Port District and operated by the South Bay Family YMCA; and

WHEREAS, said property is located on the north side of the Sweetwater Flood Control Channel, east of the Pepper Park Boat Launch Ramp, and west of the National City Marina at 32nd Street and Marina Way, in the City of National City; and

WHEREAS, a proposed Master Plan Amendment for the National City Aquatic Center project in the City of National City has been prepared and processed; and

WHEREAS, a Final Mitigated Negative Declaration for the National City Aquatic Center and Port Master Plan Amendment, pursuant to the California Environmental Quality Act, State CEQA Guidelines, and Port District procedures relative to said Amendment has been prepared and adopted and its contents considered, NOW, THEREFORE,

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



2006-162

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, pertaining to the National City Aquatic Center 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 adopted Final Mitigated Negative Declaration, 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 10th day of October, 2006.

sw
10/10/06

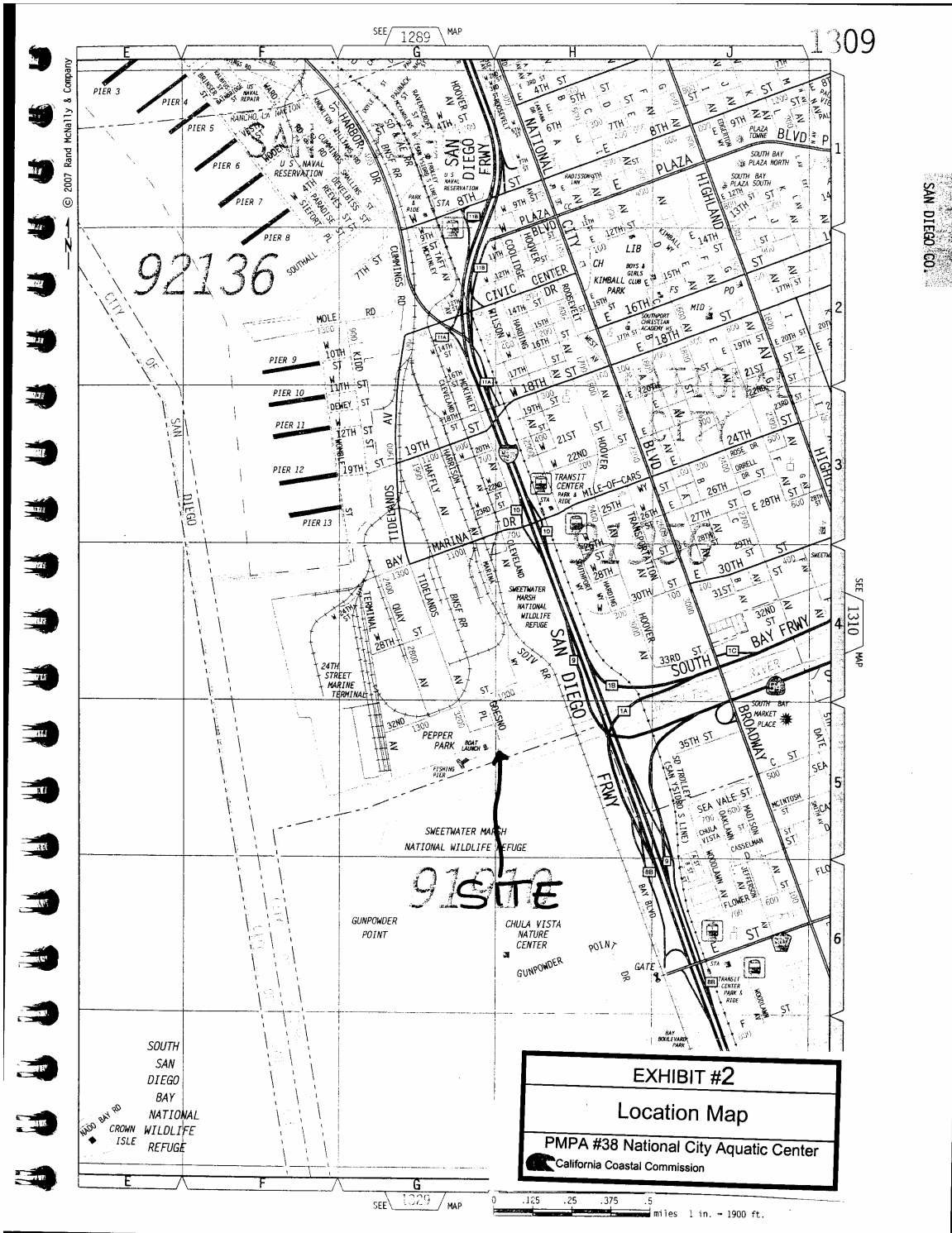


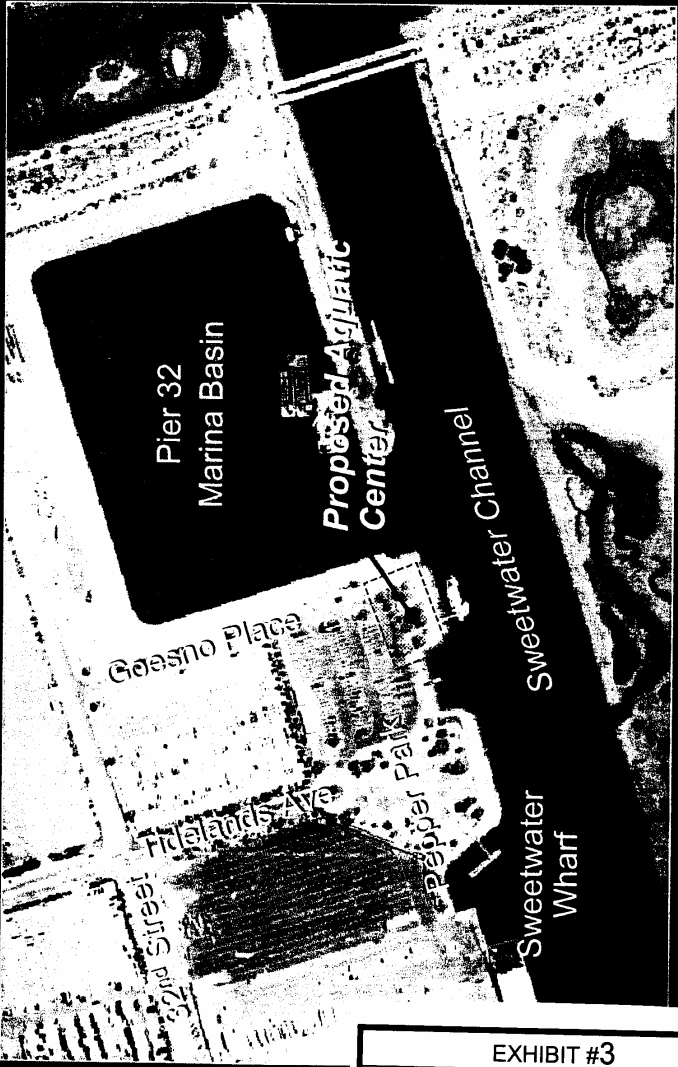
EXHIBIT #2
Location Map
 PMPA #38 National City Aquatic Center
 California Coastal Commission

SEE 1289 MAP 0 .125 .25 .375 .5 miles 1 in. = 1900 ft.

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SAN DIEGO, CALIF.

Proposed Aquatic Center Pepper Park Vicinity



9

EXHIBIT #3
Aerial Photo
PMPA #38 National City Aquatic Center
California Coastal Commission

San Diego Unified Port District
Port Master Plan Amendment

DRAFT


National City
Aquatic Center

Existing/Proposed Plan
Text and Graphics

January 25, 2007

*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.*

Rev: NCAC dPMPA – AAAF - January, 2007

EXHIBIT #4
Proposed Master Plan Amendment
PMPA #38 National City Aquatic Center
 California Coastal Commission

The 1980 Port Master Plan was certified by vote of the California Coastal Commission (CCC) on January 21, 1981. Subsequent amendments, all of which have been incorporated into this copy, are listed below:

Amendment Title	BPC Res. No.	CCC Certification Date
Coronado Tidelands	83-133	12 Apr 1984
Convention Center and Option Site Hotel	84-290	14 Mar 1985
Bay Mooring and Anchorage Management Plan	84-304	25 Apr 1985
Chula Vista Bayside Park Extension	84-379	27 Aug 1985
Crosby Street Site	86-365	27 Feb 1987
Shelter Island Roadstead	88-212	15 Nov 1988
Coronado Boatyard/The Wharf	89-383	11 Apr 1990
East Harbor Island Hotel	90-170	14 Sep 1990
Seaport Village Street Relocation	92-74	11 Jun 1992
NASSCO Ways Modification	92-118	11 Jun 1992
Solar Turbines Incorporated	92-190	13 Oct 1992
Lindbergh Field Immediate Action Program	92-406	13 Apr 1993
Driscoll Boatyard Expansion	93-033	14 May 1993
National City Marina	94-152	11 Aug 1994
Design Refinements to IAP	95-223	15 Dec 1995
San Diego Convention Center Expansion	95-389	12 Jan 1996
A-9 Cruiser Anchorage	95-266	11 Apr 1996
Convair Lagoon	96-135	12 Nov 1996
Imperial Beach Oceanfront	97-187	10 Dec 1997
Chula Vista Industrial Business Park Expansion	97-227	10 Mar 1998
South Embarcadero Redevelopment Program I	98-136	15 Oct 1998
North Embarcadero Alliance Visionary Plan	2000-83	14 Mar 2001
Former Naval Training Center Land Transfer	2000-166	12 Jun 2001
D Street Fill Mitigation Site	2001-86	11 Sep 2001
South Embarcadero Redevelopment Program 2	2001-72	12 Dec 2001
National Distribution Center, National City	2001-99	12 Dec 2001
South Bay Boat Yard, Chula Vista	2001-190	12 Dec 2001
Glorietta Bay Redevelopment	2001-65	05 Feb 2003
America's Cup Harbor	2002-120	12 Jun 2003
Fifth Avenue Landing Spinnaker Hotel	2004-66	12 Aug 2004
Old Police Headquarters	2006-29	10 Aug 2006
National City Aquatic Center	2006-162	XX Xxx 200X

Commercial Recreation



Land use demand forecasts have established a basis for anticipating continued demand for commercial recreational type facilities due to trends drawn

from the convergence of numerous factors, of which the most significant are expendable income, paid holidays, leisure time, population, education, travel habits, and new modes of transportation. All of these are increasing while the average number of working hours is decreasing. It seems likely that activities associated with water-based pursuits will continue to be among the most popular. The trends are almost certain to have considerable repercussions on the full range of leisure services. Tourism in the San Diego Bay region is a significant economic base activity, and at the national level, it figures highly in maintaining the balance of payment.

Activities associated with commercial recreation contribute to the economic base of the region with full-time jobs, secondary employment for part-time help, and spin-off employment opportunities in construction, warehousing, trucking, custodial, and personal services. It is the intent of this Master Plan to create attractive destinations in carefully selected locations around the bay to serve the needs of recreationalists for lodging, food, transportation services, and entertainment. Site amenities are to be enhanced and over-commercialization is to be avoided by the balanced development of commercial and public recreational facilities.

Commercial recreation allocations of the Land and Water Use Map include approximately 287 acres of land and about 343 acres of water area, including sportfishing and recreational craft berthing. The Commercial Recreation category includes hotels, restaurants, convention center, recreational vehicle parks, specialty shopping, pleasure craft marinas, water dependent educational and recreational program facilities and activities, and sportfishing, which are discussed or illustrated in the various District Plans.

Hotels and Restaurants located on San Diego Bay cater to markets involving leisure recreation, tourism, business travel and specialized conference facilities accommodating conventions, training, seminars and meetings. Of growing importance are the attractions or amenities of the restaurant, which caters to the varied age groups dining for pleasure, and the hotel as a provider of more than just rooms.

Hotels constitute a significant part of the local recreation industry and, as generators of ancillary business such as restaurants and specialty shops, have an important influence on land use. Uses typically associated with hotels, frequently in the same building or on the same site, include lodging; coffee shop; cocktail lounge and restaurant; specialty shops for gifts, sundries, cigarettes, candy, liquor, clothing and sporting goods; tourist information and travel services; auto service station; personal services such as dry cleaning, barber and beauty shop; convention, banquet and conference rooms; and recreational facilities such as swimming pools, cabanas, game rooms, tennis courts, putting green, boat and bicycle rental or charter, and theatrical entertainment. In addition to the man-made structures and organized sports facilities, hotel locations on the bay feature waterfront locations with easy access to beaches, scuba diving and snorkeling, deep sea fishing, sailing, water skiing, boat rides, and "whale watching" during the whale migration season. New hotel locations are allocated in Planning Districts 2, 3, 6, 7 and possibly 8.

Specialty Shopping involves the planned assembly of stores, frequently operating within a unified building complex, designed to give patrons a varied selection of retail goods, personal services, and entertainment facilities. Activities typically found in specialty shopping areas include restaurants and the retail sale of ice cream, dessert items, beverages and sandwiches; artisan activities associated with the production and sale of hand-crafted gift items, and original works of art; professional office

Public Recreation Uses

Land Use Objectives & Criteria

Parks, plazas, public accessways, vista points and recreational activities on Port lands and tidelands should:

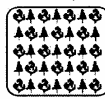
- provide a variety of public access and carefully selected active and passive recreational facilities suitable for all age groups including families with children throughout all seasons of the year.
- enhance the marine, natural resource, and human recreational assets of San Diego Bay and its shoreline for all members of the public.
- provide for clear and continuous multi-lingual information throughout Port lands and facilities to and about public accessways and recreational areas.

Master Plan Interpretation

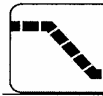
A growing population, greater discretionary incomes and more leisure time all contribute significantly to the increasing demand for both active and passive outdoor recreational opportunities. The public recreation opportunities developed on tidelands by the Port District along with the commercial recreation opportunities developed by private investment provide a balanced recreation resource for San Diego Bay. When thoughtfully planned, both public recreational developments and commercial recreational developments benefit from each other as off-site improvements, although as a matter of planning policy, commercial activities within public recreation areas will be limited. Recreational areas must be of the appropriate type and size to be efficiently developed, administered and maintained by the Port District at a reasonable cost. This Plan places primary emphasis on the development of public facilities for marine oriented recreational activities for the purposes of fishing, boating, beach use, walking and driving for pleasure, nature observation, picnicking, children's playing, bicycling and viewing.

Recreation Area/Open Space is a category illustrated on the Land and Water Use Element Map to portray a wide array of active and passive recreational areas allocated around the bay. More specific information on public recreational areas is provided at the Planning District level under the following use categories.

Park, Plaza is a use category designating



landscaped urban type recreational developments and amenities. Users are generally drawn from the region so that access to the site needs to link with regional and statewide roadways, regional bicycle ways, and regional mass transit, and provide adequate traffic facilities to handle large volumes of traffic and peak use demands. Parks and plazas encourage and accommodate public access to and along the interface zone of land and water. Recreational facilities frequently associated with parks include public fishing piers, boat launching ramps, beaches, historic and environmentally interpretive features, public art, vista areas, scenic roads, bicycle and pedestrian ways, water dependent educational and recreational program facilities and activities. Maintenance of park and other landscaped areas shall be provided through integrated pest management and Best Management Practices to avoid or minimize the application of chemicals to such area.



Promenade indicates the shoreline public pedestrian promenade-bicycle route system that is improved with landscaping, lighting, directional and informational signage and other street fixtures, works of art, and seating. Many short trips, especially recreation related, can involve walking or bicycling rather than motorized transportation. There are many assumed benefits of walking and bicycling; it is inexpensive, exerts no adverse impact on the environment, contributes to the physical well-being of the individual, and affords an unfettered opportunity to enjoy the amenities of San Diego Bay.

NATIONAL CITY BAYFRONT: Planning District 5

Precise Plan Concept

The National City Bayfront is an established and developed marine industrial area. Continued use and intensification of the marine related use is anticipated for the duration of the planning period. Substantial areas are currently used for lumber storage, wood products and vehicle storage, manufacturing and distribution, which are dependent on close proximity to the Port's deep-water wharves. The plan proposes improvements to the Port related road transportation network. In addition, new public access and water-oriented recreational, educational, and commercial uses are focused on the development of a pleasure craft marina of approximately 250 slips.

Land and Water Use Allocations

The National City Bayfront planning area contains a total of roughly 420 acres, consisting of 250 acres of land and 170 acres of water (Table 14). The Master Plan assigns most of the land to Marine Related Industrial and Marine Terminal use, with Commercial Recreation, Park and Recreational Boat Berthing located north of the Sweetwater Channel.

National City Bayfront Planning Subareas

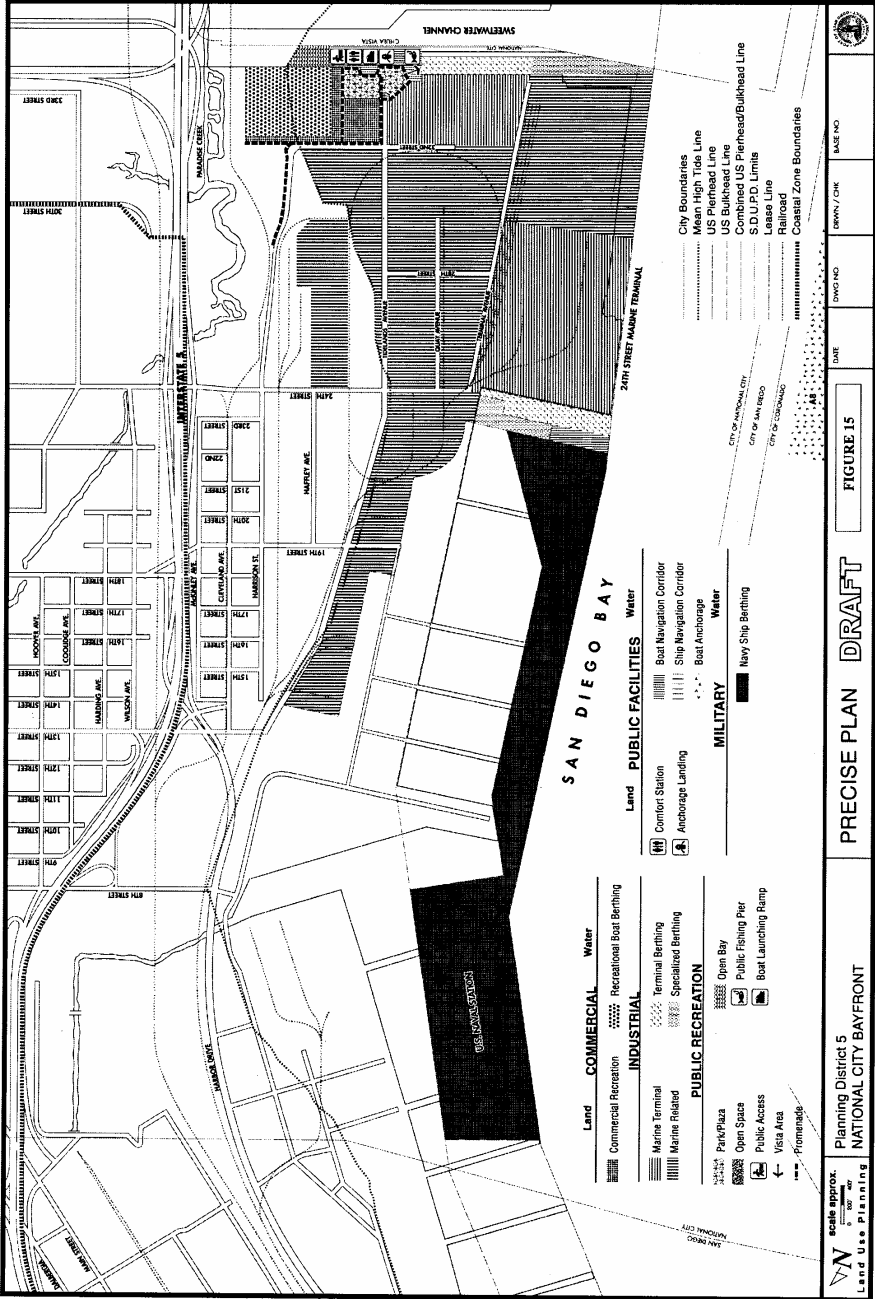
The subareas are listed on Figure 16.

Northern Industrial Area

The Northern Industrial Area is isolated from the water by the San Diego (32nd Street) Naval Station, which occupies all of the adjacent waterfront and forms the western and northern boundary of this subarea. The subarea contains a ship repair and lumber transport/storage yard. These uses, or similar ones, are expected to occupy this land into the foreseeable future.

Due to its distance from the water, its remoteness and its relatively small size, this subarea will remain a backup storage area for the marine terminal and other marine industries occupying water frontage. Permitted uses under the marine industrial designation might also include manufacturing, storage, transportation and distribution.

A new street section connecting Harbor Drive to Tidelands Avenue is proposed just north of this planning subarea. This street improvement will more directly link Harbor Drive with Tidelands Avenue; creating a north-south street to serve traffic in the National City waterfront area west of the I-5 freeway and enhancing access to the Civic Center freeway interchange.



Lumber Yards

At present the area back of the National City Marine Terminal is used almost exclusively for storage, assembly and handling of lumber and wood products. A fuel oil storage farm and a food cold storage locker are the only other uses. These uses display the benefits of water linkage with the marine terminal and require a considerable amount of space. Other activities appropriate for this area, as well as Subareas 51 and 52, include wood preserving, manufacturing of wood products, wholesaling of building supplies, ice manufacture, food processing, petroleum storage, freight distribution and associated or similar uses. Industrial performance standards are encouraged, especially landscaping and appearance treatments along Tidelands Avenue; however, such standards for development must be consistent with the functional needs of the industrial area and individual operations.

If additional backup cargo storage area is required because of expansion of the marine terminal, this area could be utilized for this purpose.

Southwest Corner

South of the present marine terminal is a fill area reserved on the Master Plan for Marine Related Industrial use. Current use is about half for industrial production and about half vacant.

As mentioned in the description of the Container Terminal subarea, the Master Plan envisions the extension of the apron wharf from the container crane along the Pierhead/Bulkhead Line to the Sweetwater Channel where it would follow the Bulkhead Line to the present Sweetwater Wharf.

Future use of the western parcel is envisioned as a shipyard or other marine industrial use. The eastern parcel could also be used for similar purposes. In any case, planning for this area favors large industries or activities which can utilize its unique attributes of deep water berthing, railroad and highway access, distance from residential neighborhoods, and ample space.

Sweetwater Wharf

Sweetwater Wharf designates that part of the National City Marine Terminal located on the Sweetwater Channel. It is linked administratively to the container terminal (Subarea 54). It has a 1,400-foot-long wharf and is used almost exclusively for landing

shipments of lumber and vehicles. This use is planned to continue into the future with a possibility of other products being shipped through the Sweetwater Wharf.

Launching Ramp

This public recreation area includes a park lawn area, a public fishing pier, a boat launch ramp and a parking area serving the entire site. The park provides picnic tables, a shoreline promenade with seating, open and shaded lawn areas and walkways leading to the fishing pier. The boat launch has 42 8 lanes for boating access, a restroom and a dock facility on the Sweetwater Channel. An aquatic center facility including restrooms, locker rooms, offices, classrooms, watercraft storage, paved exterior activity areas, security walls, fencing, lighting, and landscape improvements is proposed in the location of the existing restrooms. The existing restrooms will be replaced in a location accessible to the Pepper Park, launch ramp, and landing users. The aquatic center will be primarily for public programs, events, and organized activities. Continued heavy use of this public recreation area is anticipated for active yachting, instructional turf play and the more passive activities of fishing, picnicking and sightseeing.

Anchorage A-8, the Sweetwater Small Craft Anchorage, occupies a water area of approximately 200 acres. Although sheltered from the waves of the open ocean by the Silver Strand, the anchorage is exposed to long fetches inside the harbor. Approximately 250 vessels at single swing point anchorage using vessel ground tackle can be accommodated; however, use shall be incremental, the first phase to provide for up to 100 vessels, with any additional 100 increments to be subject to further public hearings and consultations with District member cities. About 30 percent of the spaces are to be reserved for short-term use by transient ocean cruising vessels. The boundaries of the anchorage are proposed to be identified by marker buoys and shown on bay charts. Control over the anchorage is to be exercised by the Port District. The existing National City small craft launching ramp provides landing and shoreside support services consisting of automobile parking, restrooms, public telephone, drinking water, trash disposal, and docking facilities.

TABLE 15: Project List		NATIONAL CITY BAYFRONT: PLANNING DISTRICT 5			FISCAL YEAR
		SUBAREA ↓	DEVELOPER ↓	APPEALABLE ↓	
1.	CONTAINER WHARF: Extend rock revetment and apron wharf 1,000 feet. Excavate, drive support piles, place rock, construct wharf.	54	P	N	1988-99
2.	COMPLETION OF TERMINAL WHARF: Extend rock revetment and apron wharf an additional 2,400 feet, to Sweetwater Wharf. Construct as above.	56	P	N	1998-99
3.	SECOND CONTAINER CRANE: Install second container crane, miscellaneous equipment. Pave backup area.	54	P	N	1998-99
4.	CONTAINER TRACK EXTENSION: Convert 500 feet of Berth 3 to a container wharf.	54	P	N	1998-99
5.	MECHANICAL BULKLOADER: Install bulkloader, paving, railroad siding, conveyors, unloading pit.	54	P	N	1997-98
6.	SHIPYARD: Construct shipyard facilities, buildings, cranes, dry-dock.	56	T	N	1993-94
7.	COMMERCIAL SUPPORT AREA: Construct buildings, parking, landscape.	58	T	Y	1995-96
8.	MECHANICAL UNLOADER: Erect cargo handling equipment.	54	P	N	1995-96
9.	CONNECTING STREET: Linking Harbor Drive to Tideland Avenue north of the Civic Center Drive.	51	P	N	1993-97
10.	DREDGE MARINA BASIN: Excavate 500,000 cubic yards plus for marina basin, shoreline stabilization and access channel to Sweetwater Channel. <u>PEPPER PARK PUBLIC RESTROOMS: Demolish and remove existing structure, drinking fountain, public pay phone, and landscape materials. Construct new ADA compliant restroom facility, drinking fountain, public pay phone, walkways and landscape improvements.</u>	59 58	P P	N N	1993-94 2006-08
11.	RECREATIONAL MARINA: Install marina docks, utility services, shoreside structures, walkways, landscape improvements and parking area.	59	T	Y	1994-95
12.	ROADWAY EXTENSION: Extend 32nd Street east into the uplands purchase area for marina access. <u>AQUATIC CENTER: Construct restrooms, locker rooms, offices, classrooms, watercraft storage, paved exterior activity areas, security walls, fencing, lighting, and landscape improvements. Remove temporary classroom and storage facility and return pavement area to parking use.</u>	59 58	P T	N Y	1993-94 2006-08
13.	RENOVATE TIDELANDS FIRE STATION: Renovate building to permit full complement of fire and emergency medical staff	52	P	N	1993-94

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

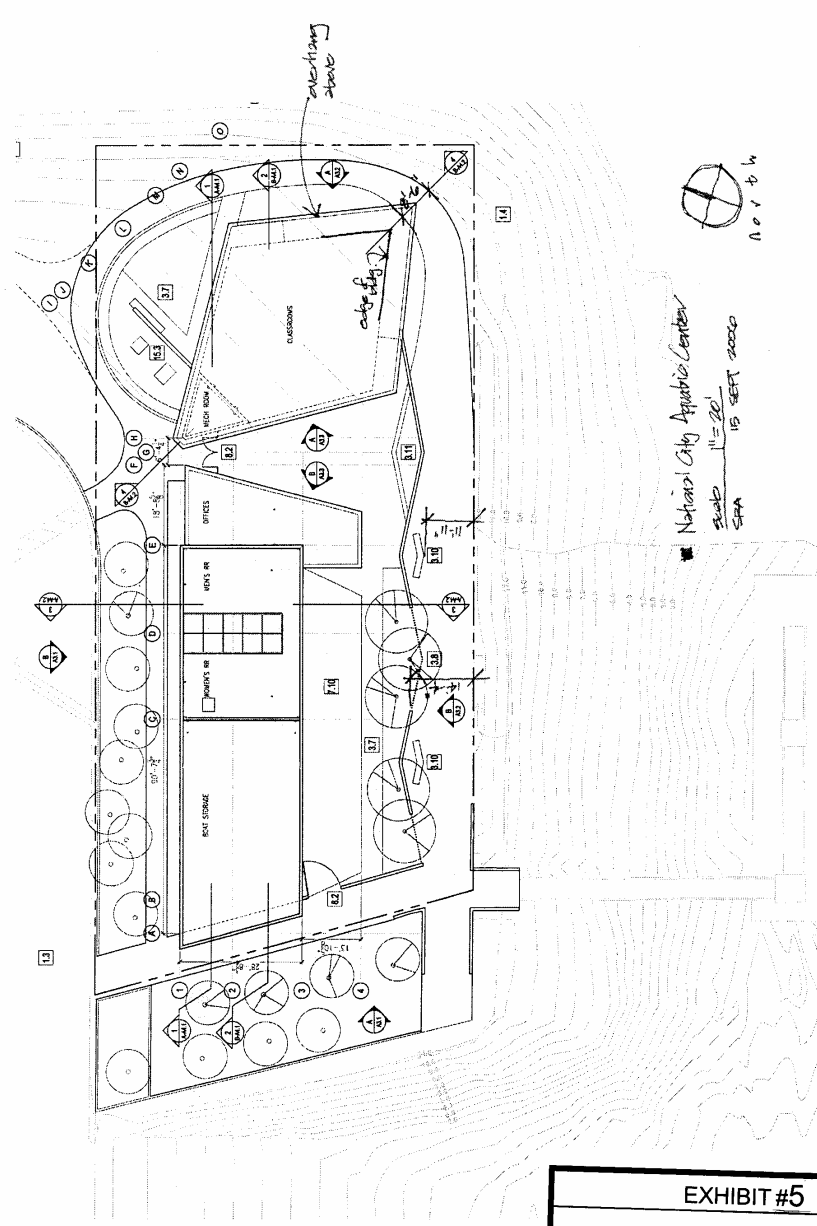


EXHIBIT #5
Site Plan
PMPA #38 National City Aquatic Center
California Coastal Commission