

CALIFORNIA COASTAL COMMISSION

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W10e

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STAFF REPORT: REGULAR CALENDAR

Application No.: 6-12-022

Applicant: San Diego Unified Port District

Agent: Lesley Nishira

Location: 66.17-acre lot bound by H Street to the north, J Street to the south, Marina Parkway to the west, and the western boundary of a San Diego Gas and Electric (SDG&E) utility corridor to the east, Chula Vista, San Diego County (APN Nos. 571-330-12, 571-330-21, and 571-330-26)

Project Description: Demolition and removal of existing concrete slab foundations and asphalt paved areas located entirely on a 66.17-acre site. The debris will be tested for contaminants and either stored at a neighboring 8.8-acre stockpile site to the east or taken to disposal sites outside of the Coastal Zone.

Staff Recommendation: Approval with Conditions

SUMMARY OF STAFF RECOMMENDATION

Staff is recommending approval of this demolition project, with conditions. The project site is the former location of the Goodrich Aerostructures South Campus. The proposed project will demolish the foundation and pavement remaining from the demolition of the industrial buildings that were previously on site. All of the Goodrich Aerostructures buildings were demolished and cleared from the project site in three phases from 2005 to 2008 under coastal

development permits from both the applicant and the City of Chula Vista (CDP-2005-02, CDP #70, and CDP #07-081). The eastern portion of the site was previously within the City of Chula Vista's coastal permit jurisdiction, subject to that city's certified Local Coastal Program (LCP). However, in 1999, a Relocation Agreement between the applicant, Goodrich Aerostructures Group, and the City of Chula Vista was executed to transfer lands, including the subject site, from the City of Chula Vista to the applicant, and to terminate the public trust and applicant's ownership from a separate parcel to the northwest. Until the applicant amends its certified Port Master Plan (PMP) to incorporate the properties into the PMP, the transferred land is within the Commission's jurisdiction and Chapter 3 of the Coastal Act is the standard of review.

The proposed project raises issues affecting public access, water quality, and visual resources. Public access issues arise because the project site is fenced off and sits between Bay Boulevard and the 5 Freeway to the east and Marina Parkway and the Chula Vista Marina to the west, with the Bayshore Bikeway bisecting the site. Water quality issues are related to the runoff from both the main demolition site and the stockpile site where the debris will be stored. Finally, visual resource impacts are possible due to the stockpile blocking views of San Diego Bay.

Recommended conditions include requirements to locate storage and staging areas so as to have the least impact on public access, that impacts to coastal views are minimized, and that all future changes or development on the site shall require additional permits from the Commission or its successor in interest.

Commission staff recommends **approval** of coastal development permit application 6-12-022, as conditioned.

TABLE OF CONTENTS

I. MOTION AND RESOLUTION.....4
II. STANDARD CONDITIONS.....4
III. SPECIAL CONDITIONS.....5
IV. FINDINGS AND DECLARATIONS.....7
 A. PROJECT DESCRIPTION/HISTORY.....7
 B. PUBLIC ACCESS.....9
 C. WATER QUALITY.....12
 D. VISUAL RESOURCES.....13
 E. LOCAL COASTAL PLANNING.....14
 F. CALIFORNIA ENVIRONMENTAL QUALITY ACT.....15

APPENDICES

Appendix A – Substantive File Documents

EXHIBITS

Exhibit 1 – Aerial of Project Location

Exhibit 2 – Site Grading Plan

Exhibit 3 – SWPPP Site Plan

Exhibit 4 – Crushed Concrete Relocation Plan

I. MOTION AND RESOLUTION

Motion:

*I move that the Commission **approve** Coastal Development Permit No. 6-12-022 pursuant to staff recommendation.*

Staff recommends a **YES** vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

Resolution:

The Commission hereby approves a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit 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 development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. STANDARD CONDITIONS

This permit is granted subject to the following standard conditions:

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the applicant or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. **Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the Executive Director of the Commission.
4. **Assignment.** The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.

5. **Terms and Conditions Run With the Land.** These terms and conditions shall be perpetual, and it is the intention of the Commission and the applicant to bind all future owners and possessors of the subject property to the terms and conditions.

III. SPECIAL CONDITIONS

The permit is subject to the following conditions:

1. **Revised Final Plans.** PRIOR TO THE ISSUANCE OF THIS COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and written approval final project plans. Said plans shall be in substantial conformance with the plans submitted by Mayra Medel on April 13 and June 5, 2012, but revised to include the following:

- a. Storage, staging areas, and access corridors shall be located in a manner that has the least impact on vehicular and pedestrian traffic along H Street, J Street, Marina Parkway, Bay Boulevard, and the Bayshore Bikeway. No storage, blockage, or transport shall occur on, through, or across the Bayshore Bikeway. No public parking spaces may be used for storage or worker parking.
- b. A 50 foot buffer from the fencing currently closest to H street shall be delineated on the northern end of the stockpile. No stockpiling of debris or equipment may occur within this buffer area. No point within a stockpile can exceed seven feet in height.

The permittee shall undertake the development in accordance with the approved plans. Any proposed changes to the approved plans shall be reported to the Executive Director. No changes to the plans shall occur without a Coastal Commission-approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

2. **Other Permits.** PRIOR TO THE ISSUANCE OF THIS COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive director for review and written approval proof that all necessary local, state, and federal permits, including but not limited to San Diego County Air Pollution Control District permits entitled "Notification of Asbestos Renovation or Demolition Operations" and temporary "Sand, Rock, and Aggregate Plant," have been obtained from the proper permitting authorities for the project approved by this coastal development permit. Any mitigation measures or other changes to the project required through said permits shall be reported to the Executive Director and shall become part of the project. Such modifications, if any, may require an amendment to this permit or a separate coastal development permit.
3. **Runoff and Stormwater Management Plan.** PRIOR TO THE ISSUANCE OF THIS COASTAL DEVELOPMENT PERMIT, the applicant shall provide to the Executive Director for review and written approval a Stormwater Management Plan

that describes all structural and non-structural measures the applicant will implement to avoid and minimize project-related impacts to water quality.

The plan shall identify Best Management Practices (BMPs) that will be implemented during project activities to protect water quality in conformance with the following:

- a. Peak runoff rates and average volumes shall not exceed existing conditions.
- b. Appropriate structural and non-structural BMPs shall be designed to treat, infiltrate, or filter the runoff from all surfaces and activities on the development site.
- c. Structural BMPs (or suites of BMPs) shall be designed to treat, infiltrate, or filter the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or 85th percentile, 1-hour storm event, with an appropriate safety factor (i.e. 2 or greater) for flow-based BMPs.
- d. All BMPs shall be operated, monitored, and maintained for the duration of the project activities requiring the use of the BMPs. At a minimum, all structural BMPs shall be inspected, cleaned out, and – where necessary – repaired at least twice per month during the rainy season (i.e. between October 15 and April 15) and at least once per month during the dry season (i.e. between April 15 and October 15 of each year).
- e. The final plan shall identify a worker training program to be implemented that will identify coastal waters and their associated biological resources on and near the project site, identifying measures to be taken to avoid impacts to these resources.
- f. The final plan shall identify measures the applicant will implement to store and/or contain materials, soils, and debris originating from the project in a manner that precludes their uncontrolled entry and dispersion into nearby coastal waters or wetlands. Any debris that inadvertently enters coastal waters shall be removed immediately.
- g. Prior to starting staging or demolition activities, the applicant shall install construction fencing between the areas identified for such activities and the nearest coastal waters. The applicant shall maintain the fencing for the duration of the project activities.
- h. Staging and demolition activities shall not begin until all runoff control measures have been properly installed in and around active work areas consistent with the final plan as approved by the Executive Director.

- i. The plan shall include measures for reporting any events where BMPs did not prevent adverse impacts to coastal waters and the measures taken in response to these events.

The applicant shall undertake the development in accordance with the approved plans. Any proposed changes to the approved plans shall be reported to the Executive Director. No changes to the plans shall occur without a Coastal Commission-approved amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

4. **Stockpile Time Limit.** The stockpile related to this project, regardless of size, shall be permitted for a maximum of 5 years from the date of approval of this coastal development permit. The presence of any stockpile beyond that time shall require an amendment to this coastal development permit or a separate coastal development permit from the Coastal Commission or its successor in interest.
5. **Future Permitting Requirement.** This coastal development permit is for demolition and removal of existing concrete slab foundations and debris storage in the neighboring stockpile site. All other development proposals for the site, including, but not limited to, construction of other structures, shall require review and approval by the Coastal Commission or its successor in interest under an amendment to this coastal development permit or a separate coastal development permit.

IV. FINDINGS AND DECLARATIONS

A. PROJECT DESCRIPTION/HISTORY.

The proposed project is the demolition and removal of existing concrete slab foundations and paved areas located entirely on a 66.17-acre site that is generally bound by H Street to the north, J Street to the south, Marina Parkway to the west, and the western boundary of a San Diego Gas & Electric (SDG&E) utility corridor to the east in the City of Chula Vista.

The project is a required condition under the applicant's obligation as established by the Goodrich Relocation Agreement, Section 7.2.10 of which states:

“The Port shall be responsible for the dismantling, demolition and removal (collectively ‘Demolition’) of any structures (excluding Underground Storage Tanks) and all associated materials (including without limitation asbestos, lead-based paint, and light ballasts) located on the South Campus, including the Demolition of, without limitation, buildings, pads, foundations, parking lots, roads, sewers, storm sewers, utility trenches, and fences (collectively ‘Structures’); provided, however, if any South Campus Structures are contaminated with materials other than asbestos, lead-based paint, and/or light ballasts, the Port shall meet and confer with BFG concerning the handling and disposal of such contaminated Structures and any increased Demolition costs

associated with those contaminated materials shall be allocated pursuant to 7.2.1 and 7.2.2 above.”

The Goodrich Relocation Agreement was between the applicant, Goodrich Aerostructures Group, the Redevelopment Agency of the City of Chula Vista, and the City of Chula Vista and was executed in order to transfer lands, including the subject site, from the City of Chula Vista to the applicant, as well as consolidate the Goodrich Aerostructures facilities north of H Street to allow for the eventual redevelopment of the project site. The Goodrich Relocation Agreement was analyzed under a Mitigated Negative Declaration, titled BF Goodrich Relocation agreement, dated February 26, 1999.

The transfer of land ownership established by the Goodrich Relocation Agreement resulted in the consolidation of Goodrich Aerostructures facilities onto their north campus located north of the H Street corridor, as well as in the reconfiguration of public trust lands under the applicant’s ownership to include the entire site of the proposed project.

The project is required in order to comply with obligations set forth in Cleanup and Abatement Order 98-08 (CAO No. 98-08), issued by the California Regional Water Quality Control Board (RWQCB) in March 1998. The CAO No. 98-08 ordered Goodrich to conduct a site-wide Environmental Site Assessment, conduct comprehensive storm water runoff sampling, conduct a comprehensive storm water conveyance system investigation, compile and evaluate site-wide data, and perform interim remedial actions necessary to abate or correct the effects of illicit discharges and/or mitigate emergency situations. In order for Goodrich Aerostructures to complete their obligations, the applicant must remove existing paved area on the project site so that underlying soils are accessible for soil testing.

In its present condition, the 66.17-acre project site is mostly covered by concrete slab foundation that previously supported the Goodrich Aerostructures industrial buildings as well as asphalt paved areas; all of the Goodrich Aerostructures industrial buildings were demolished and cleared from the project site in three phases from 2005 to 2008 in accordance with CAO 98-08 and under Coastal Development Permits from both the Port District and the City of Chula Vista (CDP-2005-02, CDP #79, and CDP #07-081). Piles of concrete debris and dirt are strewn throughout the project site, and weeds cover the areas not currently paved. The concrete foundation, which occupies 43.4 acres of the project site, has building footings that extend up to four feet below existing grade. Grade beams extend two to four feet below the footings, and wood, steel, or concrete piles are anticipated beneath grade beams and footings. Approximately 43.4 acres of the project site is covered with asphalt paved area, and the remaining 22.77 acres are unimproved areas covered with weeds. There is no evidence of extensive presence of native vegetation or usage of the paved area as habitat by local wildlife.

Demolition will compromise break-up and removal of existing concrete slab foundations and asphalt paved areas. In addition, existing abandoned utilities, such as sewer, storm drain lines, potable water, fire water, electrical lines in conduits, gas lines, compressed

air, and oil lines are anticipated throughout the project site. Any utilities discovered/uncovered during demolition activities will be removed and capped at the subject property boundary, with the applicant following the appropriate regulatory protocol for the removal of each abandoned utility.

Demolition and earthwork will be performed by heavy hydraulic excavators with bucket and breaker attachments, large rubber tire loaders, track dozers, and rock trucks. The applicant estimates approximately 50,000 to 100,000 tons of concrete and asphalt will be demolished and stored on the project site. The crushed concrete and asphalt will then be temporarily stockpiled and spread just east of the demolition site on an approximately 8.8-acre area generally bound by H Street to the north, Bay Boulevard to the east, I Street to the south, and the eastern boundary of a SDG&E utility corridor to the west; crushed concrete and asphalt will be used as road base in the future. Hauling of remaining demolition debris will be completed with dump trucks capable of hauling up to 25 tons of material per trip. A total of approximately 4,000 truck loads of demolition debris are anticipated; some demolition debris will be hauled off-site to the Otay Landfill, located approximately 6 miles from the project site, and some will be taken to the stockpile site, as described above. The applicant believes that the stockpile will reach a maximum height of 7 feet, and plans indicate that the applicant will cover the surrounding 8 foot tall chain link fence with mesh in order to block off the public's view of it. The applicant will compact the crushed debris in the stockpile to 85% of maximum relative compaction and stabilize against erosion by spraying hydroseed over the crushed concrete. Regarding the duration of the stockpile, the applicant plans to reuse as much material as possible as road base for future development, but at the moment is unclear how long that may be. They have indicated that the max period of storage would be five years.

It is anticipated that the final grade of the main demolition area of the project site will be at or below the existing building slab grades. After slabs are removed, the project site will be graded for proper drainage. The final surface will be stabilized with an impermeable cap or liner then topped with twelve inches of soil/hydroseed native seed mix. Construction demolition is anticipated to occur for 12 to 14 months, and construction work is planned to occur between 7:00 AM and 3:30 PM Monday through Friday.

CEQA review for this project was addressed under the Mitigated Negative Declaration for the BF Goodrich Relocation Agreement issued by the City of Chula Vista (Case # IS-99-21, dated 12/26/1999) as well as the Addendum to the Final Environmental Impact Report for the Chula Vista Business Park Expansion and Port Master Plan Amendment (SCH #96101030; dated April 2005) issued by the Port District. Although the project will accommodate future build-out of the project site, the project's fulfillment of the obligation under CAO No. 98-08 and the Relocation Agreement to remove existing paved areas from the Goodrich Aerostructure South Campus property is a project independent of improvements proposed under the Chula Vista Bayfront Master Plan. Approval of the requested Coastal Development Permit will not commit the Coastal Commission in any way to the approval of the proposed Chula Vista Bayfront Master Plan amendments to the Port Master Plan.

The eastern portion of the subject site was previously within the City of Chula Vista's coastal permit jurisdiction, subject to that City's certified Local Coastal Program (LCP). However, in 1999, the Goodrich Relocation Agreement between the applicant, Goodrich Aerostructures Group, and the City of Chula Vista was executed to transfer lands, including the subject site, from the City of Chula Vista to the applicant, and to terminate the public trust and applicant's ownership from a separate parcel to the northwest. Until the applicant amends its certified PMP to incorporate the properties into the PMP, the transferred land is within the Commission's jurisdiction and Chapter 3 of the Coastal Act is the standard of review.

B. PUBLIC ACCESS.

The following Coastal Act policies are most pertinent to this issue, and state in part:

Section 30210 of the Coastal Act states:

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 of the Coastal Act states:

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 of the Coastal Act states, in part:

- (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, (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.*

[...]

- (c) *Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14,*

inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.

Section 30213 of the Coastal Act states, in part:

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

[...]

Section 30604 of the Coastal Act states, in part:

[...]

- (c) Every coastal development permit issued for any development between the nearest public road and the sea or the shoreline of any body of water located within the coastal zone shall include a specific finding that the development is in conformity with the public access and public recreation policies of Chapter 3 (commencing with Section 30200).*

The subject property is located in Chula Vista south of H Street, east of Marina Parkway, North of J Street, and west of an SDG&E utility corridor. To the east across Bay Boulevard is the 5 Freeway. Across H Street to the North is the condensed Goodrich Aerostructures North Campus, where industrial manufacturing currently occurs. To the west across Marina Parkway is the Chula Vista Yacht Club, Chula Vista Marina, and neighboring restaurants. To the south across J Street is Marina View Park.

Running north-south through the project site - separating the main demolition site and the stockpile site - is a segment of the Bayshore Bikeway. The Bikeway is open only to pedestrian and bicycle traffic and is fenced off on both sides from the rest of the project site.

The entire project site is currently fenced off from public access, with signage indicating that it is private property and that trespassing is prohibited. The project site was also fenced off when it was utilized by Goodrich Aerostructures, and to this this day H Street does not run west through the site, but instead terminates at the Bayshore Bikeway and the parking lot for the Goodrich Aerostructures North Campus. There is currently no evidence of public usage of the site.

Bay Boulevard to the east of the stockpile site is a two-way public road with bike lanes and sidewalks. Due to the fencing around the project site, while the public can look across the site and see the Chula Vista Yacht Club, neighboring businesses, and masts of some of the boats in the marina, to get to there they have to circumnavigate the project site, just as they had to do when the site was in use by Goodrich Aerostructures. Along Marina Parkway on the west side of the project site, the road runs parallel to San Diego

Bay and allows access to the aforementioned facilities. East-west access is provided by J Street along the south of the project site and G Street a quarter-mile north of the site.

Special Condition #1 minimizes impacts to public access by requiring the applicant's plans to indicate that all storage and staging will occur on site and that no public parking spaces or public right-of-ways will be used or blocked by the applicant. Additionally, the Bayshore Bikeway is protected by prohibiting the applicant from storing or transporting any material or equipment on any part of the bikeway right-of-way.

This coastal development as conditioned minimizes impacts on public access and ensures that it comports with those sections of Chapter 3 of the Coastal Act.

C. Water Quality.

The following Coastal Act Policies are most pertinent and state:

Section 30233 (a) of the Coastal Act states:

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 30233 (a) of the Coastal Act states:

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.

The project site is located upland of San Diego Bay and is generally flat. However, there is concern that runoff from the site could result in water quality impacts due to the large size of the site and its long history of use and an industrial manufacturing facility. The closest demolition activity to coastal water will be the demolition just north of J Street (across from Marina View Park) and the demolition on the northwest corner of the site east of Marina Parkway (across from the Chula Vista Yacht Club and Chula Vista Marina). In both spots development will be approximately 275-300 feet from coastal waters.

Project activities could mobilize dust or contaminants through surface water runoff. The applicant proposes final grading at or below current grade for the demolition site and will grade the main site in such a way that runoff flows toward sand filters installed along various points of the demolition site's perimeter. In addition, multiple monitoring wells will be installed at various locations throughout the demolition site for use in future cooperative water quality monitoring by the applicant and Goodrich Aerostructures as required by the RWQCB's CAO 98-08.

Regarding the stockpile site, the applicant proposes to place the crushed debris such that stockpile slopes are a maximum slope of 3:1, compact the crushed debris material to 85% of maximum relative compaction (the maximum density with the optimum water content in the material), and stabilize against erosion by hydroseeding a drought-tolerant native seed mix. The stockpile will be surrounded by two rows of gravel bags as well as inlet treatment filters at various points.

To minimize the impact that the project could have on coastal waters, Special Condition #3 requires the applicant to implement various Best Management Practices (BMPs) and prepare a project runoff and stormwater management plan to ensure runoff from project activities do not adversely affect nearby coastal waters. To further ensure that adverse effects of runoff are minimized, Special Condition #3 further requires the applicant, prior to starting staging or construction activities, to provide the aforementioned management plan for Executive Director review and approval, specifying the type and locations of BMPs to be used. That project runoff and stormwater management plan is to specify the type and locations of BMPs the applicant will implement to meet the special condition.

This coastal development permit, as conditioned, will minimize water quality impacts from the proposed project so as to be in conformance with the relevant sections of Chapter 3 of the Coastal Act.

D. VISUAL RESOURCES

Section 30251 of the Act addresses visual resources, and states, in part:

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.

[...]

The project site is currently surrounded by 8 foot tall chain link fencing, which is covered in wooden siding and vegetation along its southern and northwestern stretches. In the remaining stretches of fencing not covered in wooden siding or vegetation, the flat nature of the site affords views clear across the site to the opposite side. Thus, when looking

west from Bay Boulevard on the eastern border or from the Coastal Bikeway - between the site where demolition will occur and the proposed debris stockpile site - a viewer can see the Chula Vista Yacht Club, neighboring restaurants, and masts of some of the boats in the Chula Vista Marina. The best views of San Diego Bay – meaning a viewer can also see the water, Marina View Park, and the Silver Strand in the distance – occur on the northeast corner of the proposed debris stockpile site, the intersection of H Street and Bay Boulevard. It is here that both streets increase in elevation and a person can see over the fencing, affording a wide view across the entirety of the project site.

The applicant claims that the fence perimeter was previously covered in a green mesh that blocked view into/across the project site but that it had fallen into disrepair and fallen off over time. The applicant claims that the green mesh served two purposes – it blocked the unsightly appearance of the weed-infested project site, and it helped security by reducing the temptation for people to trespass into the area for various activities. As part of this application, the applicant proposes to replace the green mesh around the perimeter of the project site.

Because the H Street/Bay Boulevard intersection gives a vantage point above the height of the fencing, it is this viewpoint that the conditions in this permit are designed to protect. Since the applicant plans to grade the site where demolition will occur at or below existing grade, the main source of possible view impacts is the stockpile. The applicant's plans for the stockpile call for a maximum height of seven feet at any one spot – one foot shorter than the 8 foot fence currently present. Additionally, while the stockpile will have a ten foot setback on its eastern, southern, and western sides, on the northern side – where it approaches the H Street/Bay Boulevard intersection, it will be set back 50 feet from the fencing running nearest to H Street. Finally, when the applicant's workers dump the crushed debris at the stockpile site, they will do so in an evenly spread manner starting from the southern end of the stockpile and then working their way north. This will ensure that each new addition of debris will have as much as possible deposited on the end opposite from the intersection viewpoint.

Special Conditions #1 and #4 minimize the project's impacts to visual resources. Special Condition #1 does this by requiring the applicant to create a 50 foot setback from the northern side of the proposed debris stockpile site – the side closest to the intersection of H Street and Bay Boulevard. Additionally, no section of the stockpile can be higher than 7 feet, ensuring against obstruction of views from the above intersection caused by any overly large piles or "peaks" of debris. These requirements will help create a view corridor towards the bay. Special Condition #4 puts a time limit of 5 years on any stockpile at the project site, ensuring that the stockpile and its impacts do not become a permanent fixture at the site.

The permit as conditioned will minimize anticipated visual resource impacts and make the coastal development permit comport with the relevant sections of Chapter 3 of the Coastal Act.

E. LOCAL COASTAL PLANNING

Section 30604(a) also requires that a coastal development permit shall be issued only if the Commission finds that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program (LCP) in conformity with the provisions of Chapter 3 of the Coastal Act. In this case, such a finding can be made.

The site was previously under the coastal permit jurisdiction of the City of Chula Vista and the standard of review for coastal development permits was the certified LCP. However, in 1999, the Goodrich Relocation Agreement between the applicant, Goodrich Aerostructures Group, and the City of Chula Vista was executed to transfer lands, including the subject site, from the City of Chula Vista to the applicant, and to terminate the public trust and applicant's ownership from a separate parcel to the northwest. Until the applicant amends its certified Port Master Plan (PMP) to incorporate the properties into the PMP, the transferred land is within the Commission's jurisdiction and Chapter 3 of the Coastal Act is the standard of review. As conditioned, the proposed development is consistent with Chapter 3 of the Coastal Act, the certified PMP, and the Chula Vista certified LCP. Approval of the project, as conditioned, will not prejudice the ability of the applicant to implement its certified PMP.

F. CONSISTENCY WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The City of Chula Vista is the lead agency for purposes of CEQA review for this project, and the Coastal Commission is a responsible agency. The City issued a Mitigated Negative Declaration for the BF Goodrich Relocation Agreement (Case # IS-99-21, dated 12/26/1999) as well as the Addendum to the Final Environmental Impact Report for the Chula Vista Business Park Expansion and Port Master Plan Amendment (SCH #96101030; dated April 2005) issued by the Port District. Section 13096 of the Commission's Code of Regulations requires Commission approval of coastal development permits to be supported by a finding showing the permit, as conditioned, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

The proposed project has been conditioned in order to be found consistent with the Chapter 3 policies of the Coastal Act. Mitigation measures, including conditions addressing location of staging/storage areas, disposal of graded spoils, minimizing effects on public access and visual resources will minimize all adverse environmental impacts. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project is the least environmentally-damaging feasible alternative and is consistent with the requirements of the Coastal Act to conform to CEQA.

APPENDIX A

SUBSTANTIVE FILE DOCUMENTS

- Certified San Diego District Port Master Plan
- Certified City of Chula Vista LCP
- Chula Vista Bayfront Master Plan Final EIR, May 2010
- Plans submitted April 13 and June 5, 2012.

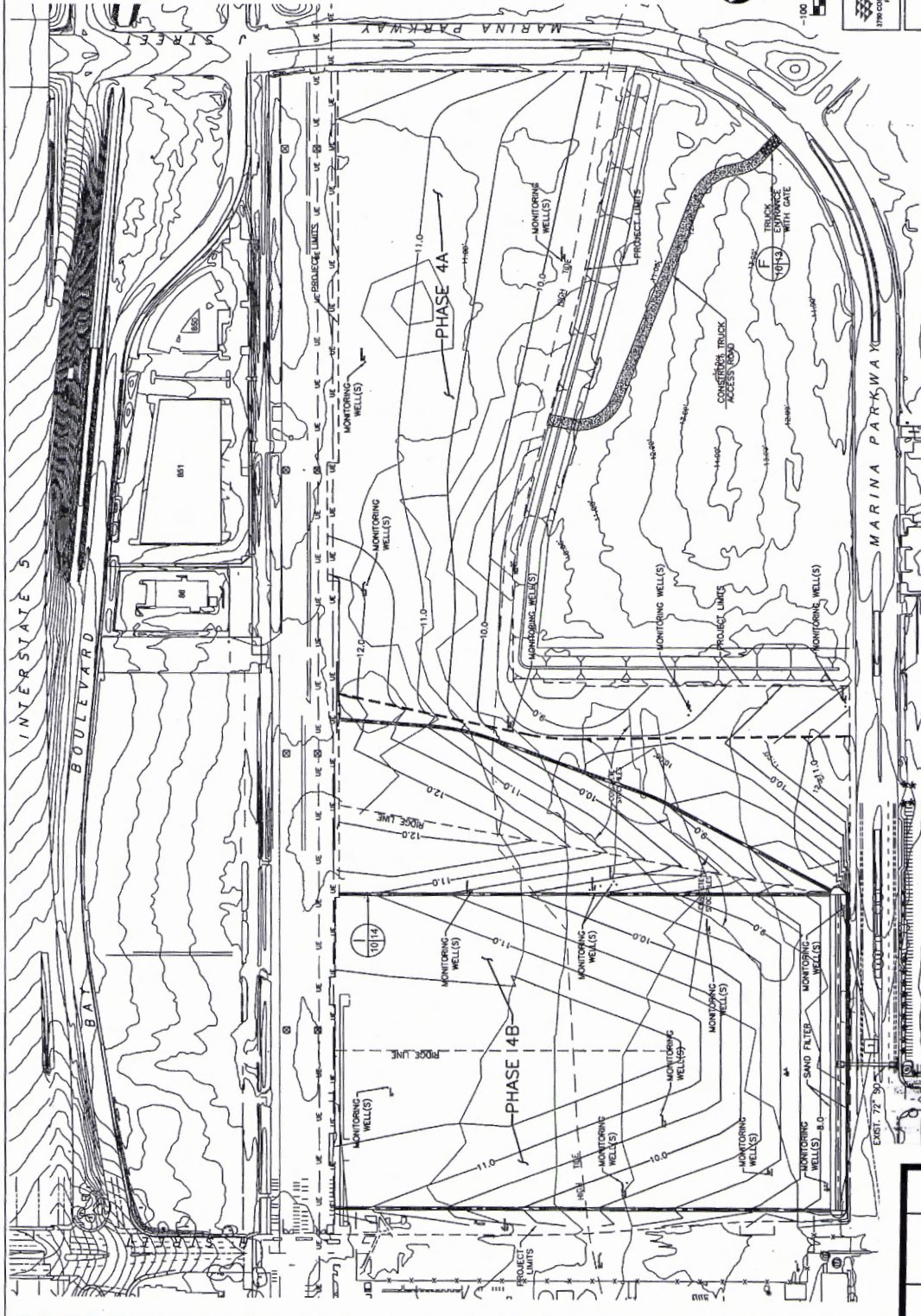


EXHIBIT NO. 1

APPLICATION NO.

6-12-031

Location Map



NOTES:

1. PHASE 4A AND 4B PROJECT AREAS SHALL BE GRADED TO COMPLETELY CONTAIN STORMWATER RUNOFF ON THEIR RESPECTIVE SITES, EXCEPT WHERE NOTED OTHERWISE.
2. PHASE 4A SHALL DRAIN TO THIS EXISTING 1 DITCH ALONG ITS SOUTHERN BOUNDARY.
3. PHASE 4B SHALL DRAIN TO THE PROPOSED SAND FILTER AND DITCH TO THE SOUTHERN BOUNDARY. THE DITCH SHALL BE AT THE FENCE LINE.
4. PROPOSED GRADING SHOWN IS CONCEPTUAL AND IS PROVIDED TO CONVEY THE GRADING INTENT. THE GRADING SHALL BE SUBJECT TO THE FINAL GRADING PLAN. DRAINAGE TO THE PROPOSED SAND FILTER SHALL BE SHOWN TO PROVIDE A BALANCED SITE.
5. PRIOR TO BEGINNING GRADING, THE CONTRACTOR SHALL OBTAIN A LICENSED SURVEYOR TO PROVIDE ELEVATIONS OF THE EXISTING SITE AND THE PROPOSED GRADING. THE SURVEYOR SHALL BE PROVIDED TO THE ENGINEER WHO WILL REVISE THE GRADES AS NECESSARY TO BALANCE THE SITE.

CONSTRUCTION KEYNOTES:

1. 700 LF SAND FILTER PER DETAIL H ON SHEET D-302

THIS DRAWING IS A RECORD SCALE DRAWING. IT IS NOT TO BE USED FOR CONSTRUCTION. IT IS THE RESPONSIBILITY OF THE USER TO OBTAIN THE NECESSARY INFORMATION FOR CONSTRUCTION.

SCALE 1" = 100'

0 100 200 300 400

NORTH

WENTZ ENGINEERING, INC.
1770 COMSTOCK STREET, SUITE 200, SAN DIEGO, CA 92111
(619) 544-4444 • FAX (619) 544-4445

RECORD
DRAWING

PROJECT NO. D-107
DATE 02-10-2012
SHEET 10 OF 18
1585

CHULA VISTA, CALIFORNIA
SOUTH CAMPUS DEMOLITION
PHASE 4A AND 4B

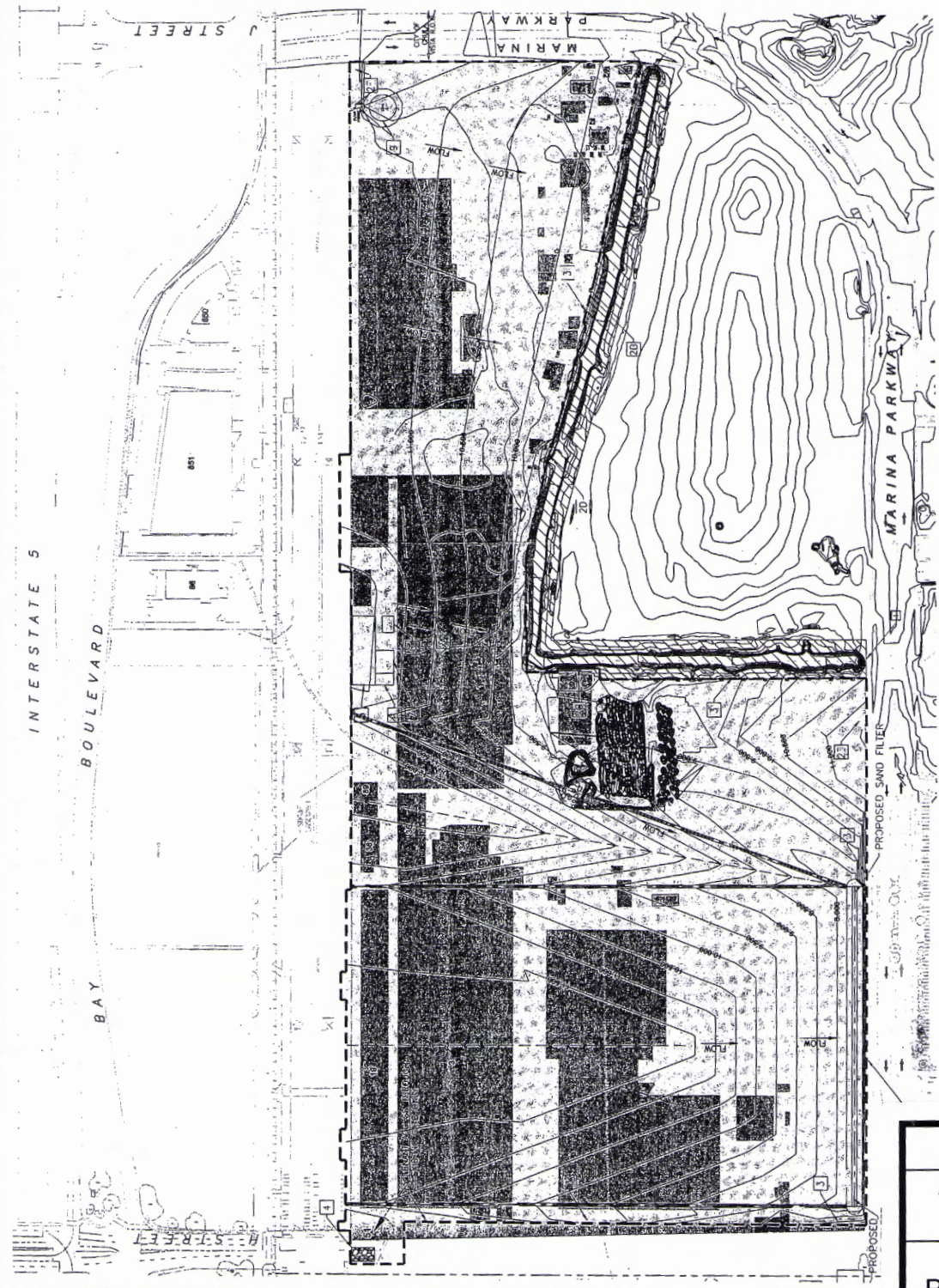
SITE GRADING PLAN

San Diego Unified
Port District
San Diego, California

EXHIBIT NO. 2
APPLICATION NO.
6-12-031
Demo Site Grading
Plan

INTERSTATE 5

BOULEVARD



NOTES

1. ALL UNBUILT OR HIL SIL IS CURRENTLY PAVED AND MOST OF IT WILL BE DEMOLISHED AS PART OF THE PROJECT.
2. IN THE "PROPOSED" CONDITION, THE SITE WILL BE STABILIZED USING A SOIL STABILIZING AGENT.
3. THE EXISTING SAND-FILLED "DITCH" WHICH ACTS AS A TREATMENT FACILITY, MEANS THAT IT WILL BE DEMOLISHED AND THE AREA WILL BE REPAVED AS A TREATMENT FACILITY.
4. THE EXISTING SAND-FILLED "DITCH" WHICH ACTS AS A TREATMENT FACILITY, MEANS THAT IT WILL BE DEMOLISHED AND THE AREA WILL BE REPAVED AS A TREATMENT FACILITY.

LEGEND

- PROJECT LIMITS
- EXISTING SAND-FILLED "DITCH"
- DRAINAGE DIRECTION
- STABILIZED CONSTRUCTION ENTRANCE
- EXISTING FOUNDATION TO BE REMOVED (STRUCTURAL REMOVED IN PREVIOUS PHASE)
- EXISTING CONCRETE SLAB TO BE REMOVED

CONSTRUCTION KEYNOTES

1. SAND-FILLED "DITCH" DISCHARGE POINT TO SAN DIEGO BAY
2. SAMPLING LOCATION
3. SALT FENCE AND/OR FENCE ROW
4. STABILIZED CONSTRUCTION ENTRANCE/DITCH
5. VEHICLE STORAGE AREA
6. WASTE STORAGE AREA
7. MATERIAL STORAGE AREA
8. FUELING LOCATION
9. FIRE WATER TANK AND PUMP HOUSE TO BE DEMOLISHED AS PART OF THIS PROJECT



NOTE: CHULA VISTA IS A REDUCED SCALE MAP OF THE CHULA VISTA AREA. THE SCALE OF THIS MAP IS 1" = 100'. THE SCALE OF THE CHULA VISTA MAP IS 1" = 100'. THE SCALE OF THE CHULA VISTA MAP IS 1" = 100'.

WINZLER & KELLY
 ENGINEERS, ARCHITECTS & PLANNERS
 3750 Camino del Rio South, Suite 200, San Diego, CA 92108
 PH (619) 594-4444 • FAX (619) 594-4441

SCALE
 1" = 100'

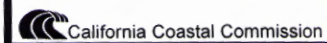


FIG 1
 CHULA VISTA, CALIFORNIA
 CHULA VISTA SOUTH CAMPUS
 PARTIAL DEMOLITION - PHASE 4
 SWPPP SITE PLAN
 2510

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



EXHIBIT NO. 3
APPLICATION NO.
6-12-031
Storm Water
Pollution Prevention
Plan



100% DESIGN SUBMITTAL - NOT FOR CONSTRUCTION



SCALE

100 200

64 - 100%

105

0 2 2 2 1 2 2 2 0
0 1 7 2 0 1 5 2 0

140-112 (C2S) X4
27X (S23) 264-0471

RECORD

DRAWING

50728 *hwh* (2009-09-29) 100

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ETS RELOCATION PLAN

San Diego Unified
Port District
San Diego • California

CHULA VISTA, CALIFORNIA
SOUTH CAMPUS DEMOLITION
PHASE 4A AND 4B

CRUSHED PAVEMENT RELOCATION PLAN

EXHIBIT NO. 4
APPLICATION NO.
6-12-031
Stockpile Site Plan