#### CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA 7575 METROPOLITAN DRIVE, SUITE 103 SAN DIEGO, CA 92108-4402 (619) 767-2370



# **Th 13b**

### **Addendum**

Click here to go to the original staff report.

August 3, 2012

To: Commissioners and Interested Persons

From: California Coastal Commission

San Diego Staff

Subject: Addendum to **Item 13b**, Port Master Plan Amendment #41 (**Chula Vista** 

Bayfront Master Plan), for the Commission Meeting of August 9, 2012.

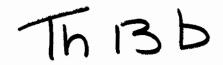
Staff recommends the following revisions be made to the above-referenced staff report (language to be added is <u>underlined</u>; language to be deleted is shown in <u>strike-out</u>):

1. On Page 30, the first sentence of the first paragraph under subsection A. Lower Cost Overnight Accommodations, shall be corrected as follows:

The proposed PMPA would allow for the construction of between 3,100 and 3,500 up to 2,850 hotel rooms in the Port (over 3,100 1,600 on Parcel H-3 would require additional environmental review), and 250 new hotel rooms in the City.

 $(G:\San\ Diego\Reports\PMPA\ \#41\ 6-PSD-MAJ-41-11\ Chula\ Vista\ Bayfront\ stfrpt\ addndm.doc)$ 

This page intentionally blank



On August 6 at 11-11:15 a.m. I had an ex parte telecom with Marco Gonzales and Alison Rolfe. Content below, signed form to be submitted

Allison Rolfe represents residential/hotel developer of privately owned parcels, Pacifica Companies. Marco Gonzalez represents Bayfront Coalition, which includes various San Diego environmental groups. Both are spokespersons for Port and City with respect to support for amendments.

Two matters coming forward, including a Port Master Plan Amendment (PMPA) and Chula Vista LCP (CVLCPA) Amendment. Staff supports PMPA as submitted, and CVLCPA with proposed modification.

Project area is 556 Acres of industrial and underutilized land in the middle of sensitive habitat areas, including National Wildlife Refuge lands. The planning process was decades long, with many bad prior projects opposed by the environmental groups and community. Most recent planning process began a decade ago with huge citizen participation process to get overarching goals and policies in place, and to define alternative frameworks.

Early on this phase, environmentalists and Pacifica recognized land swap of privately held parcels next to sensitive habitat for brownfield land owned by Port would resolve major issues. The land swap allows for clustering of density and impacts away from habitat, but creates need for taller buildings. Environmentalists then negotiated for appropriate building design and mitigation measures to account for massing, viewshed, climate change, adjacency, water quality, and other impacts.

Bayfront Coalition negotiated two settlements; one with Port/City and one with Pacifica. Addressed in detail every aspect of land use plans. The settlements had additional positive outcomes, including a Community Benefits Foundation that will provide funding for affordable housing and other programs.

Settlement with agencies resulted in formation of Wildlife Advisory Group tasked with creating a Natural Resources Management Plan – multiple meetings of which have already been conducted— to ensure constructed environment addresses the Urban/wildlife interface, appropriate management of waterways, parks and buffers, sea Level rise accommodation, and related issues.

Since plans submitted to CCC over a year and a half ago, there has been ongoing collaboration resulting in numerous concessions. This process resulted in a better plan and staff support. All prior organized opposition has been resolved.

At the end of the day, these plans will provide a huge boon to the existing nearby Chula Vista community, while protecting resources and providing precedence for

EX PARTE.

holistic planning process. The unprecedented coalition of government, business, environment, and labor provides desires a unanimous approval of both items.

—Received from J. Zimmer 8/6/12

BOAT WORKS
SAN DIEGO BAY | LOS CABOS

June 15, 2012

Cheryl Cox Mayor City of Chula Vista 276 Fourth Avenue Chula Vista, CA 91910

Diana Lilly
Coastal Program Analyst
California Coastal Commission
San Diego Coast District Office
7575 Metropolitan Drive, Suite 103
San Diego, CA. 92108-4421

Re: Letter of Support for Chula Vista Bayfront Master Plan (CVBMP)

Dear Mayor Cox and Ms. Lilly:

On behalf of Marine Group Boat Works (MGBW) we would like to express our support for the Port Master Plan Amendment (PMPA) and the related Chula Vista Bayfront Master Plan (CVBMP). We understand the PMPA and the CVBMP are on the agenda for the July meeting of the California Coastal Commission (CCC). MGBW plans on attending the CCC meeting to further lend our support for the PMPA and the CVBMP.

Although we're not drafted into the proposed plan, part of our success is attributed to the proximity and abundance of resources that surround us. Our customers—ranging from owners of yachts; captains, port engineers and crew managing vessels; government and commercial representatives—they seek hotel rooms, restaurants, shopping and entertainment during the repair process which can take anywhere from a few days to more than a year. Being adjacent to the proposed area of development, which engages ecotourism, retail shops and other local amenities, we can only look forward to the economic impact that the PMPA and CVBMP will create.

Sincerely,

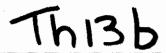
Signature on File

Todd Roberts Vice President

CC: Deborah Lee, CCC District Manager; Sherilyn Sarb, CCC Deputy Director; Wayne Darbeau, CEO of Port of San Diego

Letters of Support 15





### Crossroads II

RESIDENTS WORKING TOGETHER TO KEEP CHULA VISTA A GREAT PLACE TO LIVE

Will T. Hyde

August 2, 2012

Co-Founder, 1919-2004

**Board of Directors** 

David Danciu President

Peter Watry

Vice President

Mary K. Shallenberger, Chair California Coastal Commission

P.O. Box 354

Clements, Ca. 95277

AUG 0 6 2012

CALIFORNIA COASTAL COMMISSION SAN DIEGO COAST DISTRICT

Sam Longanecker Secretary

Todd Glanz Treasurer

Subject: Crossroads II Organization agreement with The Port of San Diego and City of Chula Vista

This letter is in regards to your meeting in Santa Cruz, Ca. on August

Susan Watry Membership Coordinator

Honorable Coastal Commission Chairperson Shallenberger

Jim Peterson

Gloria Cazares

Valerie Dixon

Juan Ulloa

Brian Lightbody

Patricia Aguilar (non-voting)

The Crossroads II Organization (the largest non-profit resident advocacy group of its kind in Chula Vista, Ca.) is pleased to announce that after months if not years of negotiations with the City of Chula Vista and Port of San Diego staff members, we are satisfied that the majority of concerns regarding the Chula Vista Bayfront Master Plan have been addressed in a manner that provides an improved park in the Harbor District, continues operations of one of our best employers and preserves view corridors to our bay.

To that end, The City of Chula Vista, Port of San Diego and Crossroads II have signed a letter of understanding on July 17, 2012 that memorializes this agreement. We therefore are joining the effort to approve the Master Plan for development of the Chula Vista Bayfront and support the Coastal Commission staff recommendations regarding:

- A. Chula Vista LCP amendment no. 1-11
- B. Port Master Plan amendment no. 41

9, specifically item 13- Parts A. and B.

81 Second Avenue

Chula Vista CA 91910

619.427.7493

e-mail: CrossroadsII@cox.net website: www.crossroads2.org



I would like to offer a very special thank you to the Coastal Commission San Diego staff members Deborah Lee and Diana Lilly who were instrumental in our education of the process involved in achieving this agreement. Also thanks to the Port of San Diego staff representative Leslie Nishihira and Chula Vista assistant city manager Gary Halbert for their patience and willingness to continue the dialogue that helped all of the players reach consensus.

Sincerely,

Signature on File

David Danciu, President Crossroads II

cc: Deborah N. Lee, District Manager San Diego Coast District Office California Coastal Commission

### Lilly, Diana@Coastal

# Th 13b

Subject:

FW: Chula Vista Bayfront Development

----Original Message----

From: Paula Matthei [mailto:pmatthei@mac.com]

Sent: Monday, August 06, 2012 11:50 AM

To: Matuk, Vivian@Coastal

Subject: Chula Vista Bayfront Development

Dear Commissioners,

As a resident of Chula Vista and a boater on South San Diego Bay I am totally opposed to the proposed development of The Chula Vista bay front.

The area is adjacent to a major U.S National Wildlife Refuge overseen by the California Fish and Game and the US Department of the Interior.

The Chula Vista proposal as it stands now will overwhelm the area with development of a major convention center and major hotel.

San Diego now has a Major convention center on the bay. that causes so much congestion downtown that residents avoid the area and has more hotels than are really needed.

The Chula Vista project should be reduced greatly in size or completely stopped until a satisfactory project that addresses the Refuge safety.

Do not be fooled by the presentations you hear at the meeting this week.

There will be few Chula vista residents. Instead, the developer, Pacifica, has offered free airline tickets and free hotel rooms to supporters of the project. The supporters are being paid by these freebees for their participation and support at the meeting.

The Port of San Diego is pushing through another major development, as they have so many times in the past, that will ruin the bay front in one of the last pristine wildlife areas left in Southern California.

Please postpone any development in this area until a reasonable proposal is presented.

Ed Pieters papier555@hotmail.com

#### CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA 7575 METROPOLITAN DRIVE, SUITE 103 SAN DIEGO, CA 92108-4421 (619) 767-2370



# Th 13b

June 26, 2012

TO: COMMISSIONERS AND INTERESTED PERSONS

FROM: SHERILYN SARB, DEPUTY DIRECTOR, SAN DIEGO COAST DISTRICT

DEBORAH LEE, DISTRICT MANAGER, SAN DIEGO COAST DISTRICT DIANA LILLY, COASTAL PROGRAM ANALYST, SD COAST DISTRICT

SUBJECT: Staff Recommendation on San Diego Unified Port District Port Master Plan

Amendment No. 6-PSD-MAJ-41-11 (Chula Vista Bayfront). For Commission

consideration and possible action at the Meeting of August 8-10, 2012

#### **SUMMARY OF STAFF RECOMMENDATION:**

Staff is recommending approval of the Port Master Plan Amendment (PMPA) as submitted.

The Chula Vista Bayfront Master Plan (CVBMP) is a joint and comprehensive undertaking by the Port of San Diego and the City of Chula Vista to guide development of an approximately 556-acre planning area that includes 497 acres of land area and 59 acres of water area over the next approximately 24 years. The CVBMP includes both the subject PMPA and a major amendment to the Chula Vista Local Coastal Program (LCPA 1-11 Bayfront Master Plan) which are being processed and reviewed concurrently by the Commission.

The Chula Vista Bayfront planning segment of the Port Master Plan currently covers the shoreline and water area from the Sweetwater Channel at the southern border of the City of National City, south to approximately what would be the bayward extension of L Street in the City of Chula Vista. The existing PMPA only includes land area seaward of the historic Mean High Tide Line, which is mostly that area located upland and northeast of the Chula Vista Harbor. Marine and biological resources are abundant in the proposed project area, primarily due to its proximity to San Diego Bay and the National Wildlife Refuge. The bayfront is also a scenic environment, with views to Coronado and downtown San Diego available from various shoreline and inland public roads and bayfront parks.

As a result of several land swaps and transfers with the City of Chula Vista, the proposed PMPA would significantly revise and expand the Port's planning jurisdiction. The largest land swap involves adding approximately 97 acres of land at the north end of the bayfront, formerly under the City's land use jurisdiction, into the Port's trusteeship and land use jurisdiction, and removing up to 33 acres of land from the PMP that would

convert to City land use jurisdiction (and be included in the City's LCP) as a result of the proposed land exchange with a private entity. The Port boundaries will also be amended on the southern end of Chula Vista's bayfront to incorporate the land area which is currently occupied by the South Bay Power Plant, which was recently decommissioned and its demolition is proposed.

The CVBMP is divided into three geographic segments for planning purposes—the northernmost segment is the Sweetwater District, the middle segment is the Harbor District, and the southern segment is the Otay District. The plan has been designed to provide low-density open space, public recreation, and commercial recreation uses in the Sweetwater and Otay Districts, which are closest to the biological resources surrounding the District, while concentrating active, high density, high intensity urban uses in the Harbor District

In total, the PMPA proposed to allow for the development of approximately 2,850 hotel rooms; 220,000 sq.ft. of commercial recreation/marine related office uses; 100,000 sq.ft. of restaurant; 245,000 sq.ft. of retail uses; 415,000 feet of meeting space/conference center; a new 600-foot long pier; 200,000 sq.ft. of cultural/retail uses; multiple parks, open space areas, pedestrian and bicycle paths; RV Park/campground uses; and dredging a realigned boat channel. The development proposed in the plan includes hotel towers as high as 300 feet, a 155 foot high parking garage, conference center buildings up to 120 feet, 65 foot high cultural/retail uses, and 44 foot high commercial retail/marine related office buildings, as well as 25 foot high buildings around the waterfront.

The Chula Vista bayfront has historically been developed with a variety of low-density light industrial uses, and the South Bay Power Plant. The bulk, scale and density of the uses proposed in the PMPA will unquestionably result in a significant change to the character of the bayfront. However, while never constructed, the existing City of Chula Vista certified LCP allows for significant densities and high-rise development, but located in the northern, Sweetwater District.

Since the LCP was certified almost 20 years ago, many concerns have been raised about the adverse environmental effect that build-out of these high density, tall structures in the Sweetwater District would have on the adjacent Sweetwater Refuge, from bird strikes to noise, foot traffic, and domestic animals associated with residential development. Thus, the City, the Port, and the community determined that development of the Chula Vista Bayfront should be reconsidered and planned comprehensively, looking at the entire Chula Vista Bayfront, including both Port and City properties, the area around the Harbor, and the South Bay Power Plant lands. The intent of the proposed CVBMP, including both the subject PMPA and the companion City LCPA, is to shift the intensity of the landside development away from the sensitive resources on both the northern and southern region of the bayfront, to the area upland of the harbor, is largely developed. The various land exchanges have been designed to accommodate this shift in intensity away from the Sweetwater Refuge and into the Harbor District.

As a result of this comprehensive planning approach, the northernmost portion of the bayfront, now almost entirely within the Port of San Diego's jurisdiction, is proposed to be developed with low-scale, visitor-serving uses, open space, and parks. As proposed, build-out of the Harbor District will result in extremely dense and tall structures. However, the development proposed is high-priority, visitor-serving uses. The proposed PMPA includes numerous mitigation measures to reduce the visual impact of the structures, avoid public view blockage, reduce massing and avoid walling off the bay, as well as ensuring that new development is pedestrian-oriented and attractive and appealing to both visitors and the general public. To further protect and enhance views and the visual quality of the new bayfront community, the plan also establishes new view corridors to the bay, building setbacks from public streets, and limits on buildings sizes.

The plan will also create significant new public access and recreational opportunities, including new roadway improvements, pedestrian and bicycle paths, RV/camping sites, hotels, retail, restaurants, and a new pier. The plan also includes implementation of a new public shuttle service to facilitate access and lessen reliance on personal vehicles to access the coast.

While there can be adverse impacts associated with the bulk and scale of high-rise developments, there can also be positive effects on the coastal environment. High density development concentrates public infrastructure into a defined area, rather than sprawling over a larger region. The density proposed in the plan will help support the provision of public transit that is built into the plan. The influx of people will help activate the shoreline and support the public recreational uses proposed.

The City of Chula Vista has demonstrated that there are a high number of existing low-cost hotels and motels near the shoreline within the City limits, although outside of the Coastal Zone. Thus, the plan does not require a mitigation fee be paid in association with the construction of high-cost hotels (although a mitigation fee must be considered). However, the plan does protect and encourage lower-cost visitor-serving accommodations. The plan allows for relocation of the existing Chula Vista RV Resort (the only RV Park or campground anywhere on Port Tidelands) but includes a requirement that the RV Park be replaced elsewhere in the immediate vicinity prior to closure of the existing Resort. The plan could result in an overall increase in lower-cost visitor-serving overnight accommodations, since the plan designates two areas for an RV park/camping, one in the Sweetwater District and one in the Otay District.

High priority marine-related uses are also protected under the proposed plan. The land area which currently houses the Marina Group Boat Works ship repair facility was redesignated from Marine-Related Industrial to Commercial Recreation in 2001. However, marine-related uses are permitted to continue on the site at least until redevelopment of the site is approved. Approval of any redevelopment project proposed for the subject site in the future will require a port master plan amendment and additional

environmental review which will assure the market demand and land to support the boat yard market will be thoroughly assessed and provided at that time. No changes to this requirement, or the land use designation of the ship repair site is proposed in the subject PMPA. The existing tenant recently agreed to a lease term extension for an initial 10 years with an additional 11-year option to extend. Conditions of the extension include public access and visual improvements to the site to ensure the use is compatible with nearby developments. Thus, the existing marine-related uses are expected to remain in Chula Vista for at least the next decade.

The plan contains numerous and extensive policies requiring the protection of biological resources on and around the bayfront. These include domestic animal control, restrictions on noise, lighting and window design, bird strike monitoring, prohibitions on disruption to ESHA, limits on permitted uses in wetlands consistent with Section 30233 of the Coastal Act, requirements for resource protection buffers around ESHA and wetlands, prohibitions on invasive plants, pesticides and rodenticides, and public education programs to educate residents and visitors about caring for and protecting the natural resources of the bayfront. Water activities that impact eelgrass or open water habitat must be mitigated, and surveys will be done of in water project areas to determine the presence of the invasive alga *Caulerpa taxifolia*. Development Policies also include water quality protection policies to protect sensitive resources from stormwater and urban runoff, and to ensure development associated with the marina does not adversely impact water quality. The Commission's ecologist and water quality staff have determined that the proposed plan will adequately protect biological resources.

## The appropriate motion and resolution can be found on Page 5. The main findings for approval of the amendment as submitted begin on Page 6.

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 July 11, 2011. 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. However, the Port District waived all applicable time limits for Commission action on the plan in order to allow staff sufficient time to review the amendment and the companion Chula Vista LCPA.

The Commission cannot offer suggested modifications or conditionally approve a Port Master Plan Amendment. Therefore, over the months since the PMPA was originally submitted to the Commission for review, Commission staff has worked closely with Port staff, City staff, and community and environmental groups to revise the PMPA to address the Coastal Act issues that were raised by the original proposal. As described in detail in this staff report, the Port has agreed to substantial revisions to the proposed project to protect sensitive environmental resources; reduce visual impacts and protect public views; protect marine related industry, enhance and expand the range of visitor-serving commercial opportunities, including the provision of lower cost overnight accommodations; and to improve public access and circulation to and around the bayfront. These revisions have all been incorporated into the proposed project, allowing for a recommendation of approval as submitted.

Section 30700 of the Coastal Act states that Chapter 8 of the Coastal Act 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 Coastal Act. The proposed amendment involves changes to both land and water use designations, and several of the proposed projects would be located in water areas, including the addition of a new dock, and the policies of Chapter 3 of the Coastal Act are the standard of review for these revisions and projects. Chapter 3 is also the standard of review for all projects appealable to the Coastal Commission, including, but not limited to, the various street revisions, the hotels and conference centers, and restaurant projects. Chapter 8 of the Coastal Act is the standard of review for the balance of the proposed amendment.

#### **STAFF RECOMMENDATION:**

#### I. PORT MASTER PLAN SUBMITTAL - RESOLUTIONS

Following a public hearing, staff recommends the Commission adopt the following resolution and findings. The appropriate motion to introduce the resolution and a staff recommendation are provided just prior to the resolution.

**RESOLUTION I** (Resolution to approve certification of Port of San Diego Master Plan Amendment No. 6-PSD-MAJ-41-11)

#### **MOTION I**

I move that the Commission certify the Port Master Plan Amendment as submitted by the port.

#### **Staff Recommendation**

Staff recommends a <u>YES</u> vote and the adoption of the following resolution and findings. An affirmative vote by a majority of the Commissioners present is needed to pass the motion.

#### **Resolution I**

#### **Certification of Amendment**

The Commission hereby certifies San Diego Unified Port District Master Plan Amendment No. 6-PSD-MAJ-41-11, and finds, for the reasons discussed below, that the amended Port Master Plan conforms with and carries out the policies of Chapter 3 and Chapter 8 of the Coastal Act. The Commission further finds that the plan amendment will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act (CEQA).

#### II. <u>FINDINGS AND DECLARATIONS</u>.

The Commission finds and declares as follows:

- **A.** <u>Previous Commission Action</u>. The Commission certified the San Diego Unified Port District Master Plan on October 14, 1980. The Commission has reviewed approximately forty amendments since that date.
- **B.** Contents of Port Master Plan Amendments. Pursuant to section 30716 of the Coastal Act, port master plan amendments shall 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 [of the Coastal Act] 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 and water uses are outlined in sufficient detail in the port master plan submittal for the Commission to make a determination of the proposed amendment's consistency with the Chapter 3 and Chapter 8 policies of the Coastal Act.

The proposed amendment was the subject of an Environmental Impact Report under the California Environmental Quality Act. The Environmental Impact Report associated with the plan amendment was subject to public review and hearing and was adopted by the Board of Port Commissioners on May 18, 2010 as Resolution 2010-78. A public hearing on the proposed master plan amendment was held and the amendment was adopted by the Board of Port Commissioners on May 18, 2010 as Resolution 2010-79.

C. Standard of Review. Section 30710 of the Coastal Act 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, the proposed amendment involves changes to both land and water use designations, and several of the proposed projects would be located in water areas, including the addition of a new dock, and the policies of Chapter 3 of the Coastal Act are the standard of review for these revisions and projects. Chapter 3 is also the standard of review for all projects appealable to the Coastal Commission, including, but not limited, to the various street revisions, the hotel and conference facilities, and restaurant projects. Chapter 8 of the Coastal Act is the standard of review for the balance of the proposed amendment.

#### D. Detailed Amendment Description/History.

The San Diego Unified Port District Port Master Plan (PMP) divides the Port's planning jurisdiction into eleven districts around San Diego Bay, from Shelter Island in the north, to the Imperial Beach Oceanfront in the south. Each planning district includes specific policies governing development of that district, a land use map, and a project list. The purpose of the project list in the Port Master Plan is to identify upcoming projects that have received plan-level Commission review and approval as consistent in concept with the Coastal Act. (Coastal permit review is still required to implement particular projects). All future projects must be included on this list, with the exception of minor alterations to existing structures or on-going operations consistent with the Master Plan. The PMP also

includes definitions of the various land use categories that are applied throughout the PMP area, and planning goals designed to be implemented by the policies in each district.

The proposed PMPA includes changes to several of the plan-wide land use categories contained in the PMP; significant revisions to the text of the Chula Bayfront Planning District 7 and the project list to accommodate the proposed development anticipated under the CVBMP; adds and incorporates a detailed new "Development Policies" plan that lists specific environmental and other development standards and policies; and adds a new Public Access Plan for the Planning District. In addition, the PMPA includes several major revisions and expansions to the jurisdictional boundaries for the Chula Vista Bayfront Planning District 7. These revisions are being processed though a Boundary Amendment that will be processed subsequent to the PMPA, but are an important part of the proposed development plan, and thus, are described in this report.

The PMPA submittal is contained in three documents attached to the staff report. The first is titled "Chula Vista Bayfront Master Plan & Port Master Plan Amendment Existing/Proposed Plan Text and Plan Graphics," the second "Chula Vista Bayfront Development Policies," and the third, "Chula Vista Bayfront Master Plan Public Access Program."

#### 1. Land Exchanges

The project includes a request for a Boundary Amendment which is being processed subsequent to the subject PMPA (San Diego Port District Boundary Amendment #6). The project will result in significant changes to the existing Port District boundary, including four separate land exchanges/acquisitions and a land swap that involve the exchange of trust lands for non-trust lands. The proposed uses for each of the new land parcels are described briefly below, with more detailed descriptions under the Development Plan and Project List section.

Exhibit #5 shows the land exchanges and acquisitions proposed and required by the proposed PMPA. The first is for the site of the South Bay Power Plant, which is currently designated for General Industrial uses in the certified City of Chula Vista LCP. The approximately 120-acre site is almost entirely upland of the historic Mean High Tide Line (MHTL). State law authorizes the Port District to acquire property upland of the historic mean high tide line. Title to this property was transferred to the Port District in 1999. The area is proposed to be designated Industrial Business Park, Commercial Recreation and RV Park, Park/Plaza, Open Space, and Street in the PMP.

The second site that has been acquired is the J Street Park. This 2.71 acre site is currently designated Parks & Recreation in the City's LCP, and would be designated Park/Plaza in the PMP. The site was purchased by the Port in 2002.

This land swap involves the transfer of 97 acres of privately owned land in the City of Chula Vista to the Port District in exchange for approximately 33 acres of public trust lands transferred to private ownership and into the City's LCP jurisdiction. This requires the abandonment of the public trust on the 35 acres, and the placement of the 97 acres into the public trust. This exchange required the authorization of the State Lands Commission, which has approved the transfer. However, the property will not actually be transferred until after approval of the subject PMPA and various mandatory legislative actions. The 97 acres of land being transferred to the Port is currently designated in the certified City LCP for high density residential and commercial recreation development, and park land. The proposed land uses for the area are park, commercial recreation (an RV/camping site) and open space.

The fourth site is also a land exchange which required a transfer of the public trust and approval by the State Lands Commission. The 14-acre Goodrich parcel is currently designated for Industrial Business Park in the PMP, and was been exchanged for approximately 25 acres of land that are currently designated General Industrial in the City in 1991. The area newly incorporated into the Port District is proposed to be developed with a variety of commercial recreation uses, including a hotel, retail, parking, and other commercial recreation uses. The new City parcel will be designated for General Industrial uses.

#### 2. Plan-Wide Revisions.

The proposed amendment would make several revisions to the land use category definitions that apply to the entire PMP. The Commercial Recreation land use would be expanded to include "dock and dine facilities" as an allowable use. A new land use designation, "Recreational Vehicle/Camping" would be added. This designation, which at this point would be found only in the Chula Vista Bayfront Planning District, would permit camping facilities and associated ancillary facilities such as offices, pools, snack bars, meeting spaces, and playground equipment. The Hotels and Restaurants section of the Commercial Recreation land use would be revised to include a new sentence emphasizing that overnight accommodations should be provided for a range of incomes.

The Industrial-Business Park category would be expanded to allow "cultural" uses, industrial distribution and related facilities, and the existing allowed use of "active sports facilities" would be clarified to permit such facilities only "where associated with a business park campus and intended for employees." Allowable uses in the Park/Plaza category would be expanded to include small food and beverage vending.

Several changes would be made to the Open Space and various conservation-related land use categories. The Open Space category would be amended to add policies limiting uses in open space setback areas to passive uses such as trails. The Wetlands category has been expanded to include requirements for buffers.

#### 3. Development Plan & Project List.

The proposed PMPA is intended to provide a development program for the 556-acre Chula Vista Bayfront for the next approximately 24 years. Development of the Chula Vista Bayfront Master Plan has been a joint planning effort of the Port District and the City of Chula Vista, and includes both the subject PMPA and a major amendment to the Chula Vista Local Coastal Program (LCP 1-11 Bayfront Master Plan) which are being processed and reviewed concurrently by the Commission.

The CVBMP, which, taken as a whole, includes area in both the Port's jurisdiction and the City of Chula Vista's land use jurisdiction, is divided into three geographic segments for planning purposes—the northernmost segment is the Sweetwater District, the middle segment is the Harbor District, and the southern segment is the Otay District (Exhibit #3). To help identify the various proposed projects, each "Parcel area" in the plan has been given a number on the Project List and Precise Plan map beginning with S, H, or O, corresponding with the three Districts. However, in both the existing certified PMP, and as proposed to be amended, the "Chula Vista Bayfront: Planning District 7" is divided into nine more specific subareas with the subareas within the proposed CVBMP area, a small portion of land south of the Sweetwater Channel and the shoreline and bay waters. The proposed amendment would revise and rename three of the existing subareas to correspond with the three geographic segments that make up the CVBMP. The PMPA also proposes changes in each of the other six subareas, as well as to the general description and policies for the planning area as a whole. These nine subareas, as proposed are: D Street Fill Area (71); Gunpowder Point Shoreline (72); Sweetwater District (73); Harbor District (74); Chula Vista Harbor (75); Otay District (76); Boat Channel (77); Outer South Bay (78); Wildlife Reserve (79) (see attached Chula Vista Bayfront Master Plan & Port Master Plan Amendment, Figure 20, Planning Subareas).

The D Street Fill Area, Gunpowder Point Shoreline, Outer South Bay, and the Wildlife Reserve subareas mainly consist of water, wetlands, and other habitat uses. There is also some existing Marine Sales and Service designated land in the D Street Fill Area, which is being redesignated as Habitat Replacement. Other than that one land use change, proposed revisions to these subsections consist of clarifications to the textual descriptions, and plans for long-term environmental protection. No changes to any of the other land/water use designations in these subareas are proposed, and no changes to the project list for these areas are proposed.

The projects on the Project List have been divided into four phases representing the time frame in which the development is expected to occur over the next 24 years. Phase I refers to the time period of approximately 1-7 years after PMPA certification, Phase II 4-10 years after PMPA certification, Phase III 11-17 years, and Phase IV 18-24 years after PMPA certification.

#### **Sweetwater District**

The proposed Sweetwater District is comprised of the 97 acres acquired by the Port as part of the above described Pacifica land exchange (see Exhibit #5). The area is adjacent to the National Wildlife Refuge to the north, and consists predominantly of long-fallow, largely vacant, undeveloped fields. A portion of the existing access road and the parking lot for the Chula Vista Nature Center is currently located on this parcel.

Development proposed for this area is described in detail in the text and/or project list of the PMPA. The proposed land use designation for the northeast portion of the Sweetwater District is Commercial Recreation. Parcel area S-1 was originally proposed to be developed with a 100-foot high resort hotel with approximately 500 to 750 rooms and associated meeting space, restaurants, and retail shops, but is now proposed to be developed with low-scale, low-intensity uses including a campground and recreational vehicle park, with some associated retail, restaurant and meeting space, and a new parking lot and access road for the Chula Vista Nature Center. The existing 236-space RV Park which is being removed from the Harbor District may be replaced on Parcel area S-1. Just south of Parcel area S-1, across the proposed E Street extension, mixed use retail/marine-related commercial buildings of up to 120,000 sq.ft. in size and 45 feet in height could be located on Parcel area S-3. The southern portion of the Sweetwater District, Parcel area S-2, would be developed with a 21-acre passive use park, known as the "Signature Park." Allowable structures in the park include restrooms, picnic tables, and shade structures. A 400-foot wide buffer is required to be located between the proposed development and the Refuge.

Roadway improvements planned include the extension of E Street, and rerouting the existing terminus of F Street to connect to the E Street extension.

#### **Harbor District**

The Harbor District is approximately 191 acres in size, and includes most of the bayfront land south of the Sweetwater District, up to the park area located just south of J Street. Existing uses include a boat yard, yacht club, marinas, restaurants, an RV park, former industrial vacant lots, and waterfront parks (see Exhibit #3).

The Sweetwater and Harbor Districts are linked at the north by lands under the jurisdiction of the City of Chula Vista; in particular, a bayfront parcel that is proposed to remain as designated Open Space that would developed as park land to connect the proposed Sweetwater (Signature) Park to the park area proposed in the Harbor District. Moving south, an approximately 35 acre parcel on the inland side of Marina Parkway, directly across from the Chula Vista Marina, has been transferred to the City's jurisdiction as part of the Sweetwater (Pacifica) land exchange.

Proposed land uses in the Harbor District include Park/Plaza, Open Space, and Commercial Recreation. The PMPA includes revising the roadways to eliminate the existing Sandpiper Road, Bayside Parkway and Quay Avenue, to be replaced with an extension of H Street connecting with the extension of E Street. In the Harbor District, E Street will run roughly parallel with the bayfront, and will constitute the new first public roadway along the shoreline. Between the shoreline and the Resort Conference Center, the existing Bayside Park (to be renamed Harbor Park) will be expanded to a minimum of 372 feet in width, and will connect with the Sweetwater Park to the northeast.

The Harbor District contains the majority of the planning district's proposed commercial uses, and is intended to be a high-intensity, dense mix of uses and public spaces. As noted, the PMPA originally included a 750 room hotel in the Sweetwater District. While the proposal has been revised to eliminate the hotel, in order to maintain a certain number of hotel rooms that the Port has indicated is necessary to support the necessary public infrastructure, proposed public transit and public amenities, the 750 hotel rooms originally proposed in the Sweetwater District will be reallocated among the two proposed hotels in the Harbor District. In total, up to 2,850 hotel rooms may be constructed in the Harbor District at two separate sites as described below. The exact number of rooms may be allocated among either site, up to the 2,850 room maximum for the Harbor District.

The most substantial single development contemplated in the PMPA is a large Resort Conference Center (RCC) proposed east of the planned E Street extension and upland of the renamed Harbor Park. The bayward portion of the RCC site is in the area where an existing 236-space recreational vehicle park is located. The inland portion contains several large vacant parcels that were previously developed with industrial uses that have been recently removed (see Exhibit #6 for Parcel area H-3). This area is currently designated Industrial Business Park and Commercial Recreation and would be redesignated to Commercial Recreation, and the existing Park/Plaza designation expanded to accommodate the expanded Harbor Park. The conference center and resort would include up to approximately 415,000 sq.ft. of meeting space, 100,000 sq.ft. of restaurant space, 20,000 sq.ft. of retail open space, and other ancillary uses. The hotel would accommodate some portion of the up to 2,850 hotel rooms proposed in the Harbor District. The bayward portion of the RCC would be developed with a village-style retail complex no more than 35 feet high including open plazas, restaurants, public art, and other pedestrian-oriented, public amenities designed to attract visitors and create a lively interface with the adjacent Harbor Park.

The maximum heights proposed for the resort conference center components are 240 feet for hotel structures and 120 feet for the conference center. The majority of the conference center and hotel uses will be located in the upland portion of the site (conference center and other related uses are also permitted in the upper levels of the retail village). The existing RV park will be relocated, either to the S-1 parcel in the Sweetwater District, or to the O-3A/O-3B parcels in the Otay District.

Also proposed in the Harbor District, at the southeast corner of H Street and Marina Parkway, is a second resort hotel with conference rooms, retail, open space, and other ancillary hotel uses (Parcel area H-23). The maximum number of hotel rooms permitted in the Harbor District will be distributed between the RCC and the H-23 hotel site. An additional 200,000 sq.ft. of cultural/retail uses could also be developed on the site. The height limit on this parcel would be 300 feet, the highest proposed within the planning area.

East of this site, (Parcel area H-18), the plan includes approximately 100,000 sq.ft. of mixed-use, marine related office and commercial recreation uses wrapped around a 10-story parking structure. The height limit on this parcel area would be 155 feet.

The site of the existing South Bay Boatyard (now known as the Marine Group Boatworks) is currently designated for Commercial Recreation use. The Port had originally intended to add language to the text and project list designating this area for redevelopment with a community boating center/yacht club and a recreational marina, and potentially an aquatic center, with marina support uses, low cost visitor-serving boating opportunities, dock and dine facilities, a water transportation dock, and boat launch uses. The adjacent water area would have been the site of a new 200-slip marina. These projects have been removed from the proposed PMPA, and the area is proposed to retain its existing land use designation. Future development projects would require further review by the Commission through a PMPA, as discussed in detail below under Marine-Related Industrial Uses.

As noted, the Harbor District is also the location of the Pacifica private residential and commercial development, which was previously Port land, but would now be transferred to the City of Chula Vista's jurisdiction (Parcel areas H-1, H-14 were previously public trust lands, while H-15 is above the MHTL, but was under Port ownership). This development is described in detail in the staff report for the City LCPA, but for context within the CVBMP, the site is located on the northeast corner of J Street and Marina Parkway, and consists of the construction of 1,500 residential units and 15,000 sq.ft. of retail located on the bayward side of the site, and a 250 room hotel and 420,000 sq.ft. of office development located on the eastern portion of the site. The residential development would be located in 11 towers ranging in height from 70 to 200 feet, with retail "podiums" and townhomes from 25 to 45 feet high (see Exhibits #7 & 8). The maximum allowable height on the eastern portion of the site would be 140 feet.

The text and the project list provide for several redevelopment projects around the existing harbor. A new ferry terminal/restaurant is proposed on the harbor to provide water transportation linkages to the central portion of the bay. New visitor-serving retail and marina support uses totaling approximately 25,000 to 50,000 square feet would be established around the northern periphery of the harbor. An additional approximately 75,000 to 150,000 square feet of retail and marina support uses and parking are planned

around the south end of the harbor. Marina support uses could include: offices, restrooms, showers, lockers, ship chandlery, boat/bicycle rentals, bait and tackle sales, delicatessens, and snack bars. As proposed, the maximum heights of these buildings would be 25 feet (30 feet for architectural or mechanical features).

The PMPA also includes several significant in-water development proposals. Construction of a new, approximately 60-foot-wide, 600-linear-foot pier is proposed at the terminus of the extended H Street corridor above existing open water area. Approximately half of the H Street Pier would be developed in Phase II at a length just short of the existing navigation channel. The remainder of the H Street Pier would be constructed in Phase IV, following realignment of the existing navigation channel. The existing navigation channel would be realigned and straightened in order to increase accessibility to the harbor. The realignment of the navigation channel will utilize an existing abandoned access channel and remove the "dog leg" portion of the current channel, thereby enhancing boat access between the Chula Vista Harbor and the northern portions of San Diego Bay. In addition, the new channel will be located further away from sensitive resources located along the shoreline west of the Sweetwater District.

#### **Otay District**

The Otay District consists of land area that was previously within the City's jurisdiction, designated General Industrial, and developed with the South Bay Power Plant. The power plant operated from the 1950s until it was decommissioned in 2010. In June 2012, the Commission approved a permit for demolition of the power plant and associated aboveground structures and infrastructure (CDP# E-11-027). The area will be incorporated into the Port Master Plan and designated Industrial Business Park (Parcel areas O-1, O-3, and O-4), Park/Plaza (OP-1B & 1A), and Commercial Recreation (O-3B & 3A), and a new public roadway would be located within the district. Proposed development in this area consists of a 24 acre park and a Recreational Vehicle Park, which could be the location of the replacement 236-space RV park being removed from the Harbor District. A buffer area would be established along the waterfront to protect the natural resources in this area. The maximum allowable height in the RV park would be 25 feet (30 feet for architectural or mechanical features). No specific projects are proposed in the area designated Industrial Business Park, and future development projects in those areas would require a PMPA.

#### 4. <u>Development Policies</u>

The Port is proposing to adopt "Development Policies" for the CVBMP as a separate document incorporated by reference into the PMP. The majority of the land area within the Port's jurisdiction consists of developed land in an urbanized setting, and typically, the Port Master Plan has relied on general, overarching policy goals and objectives to guide development of public tidelands and other Port property around San Diego Bay. However, the Chula Vista bayfront is bordered by the Sweetwater Marsh National

Wildlife Refuge to the north and the South San Diego Bay National Wildlife Refuge to the south, there are sensitive resources at the F & G Street Marsh, and at the shoreline mudflats south of J Street. The CVBMP is also one of the largest new development projects ever contemplated in the San Diego region, and will significantly change the character and appearance of the Chula Vista Bayfront. Therefore, as part of the regional planning effort behind the CVBMP, a settlement agreement was established between the Port of San Diego, the City of Chula Vista, the redevelopment agency for the City of Chula Vista and the Bayfront Coalition, which consists of the Environmental Health Coalition, San Diego Audubon Society, San Diego Coastkeeper, Coastal Environmental Rights Foundation, Southwest Wetlands Interpretative Association, San Diego Chapter of Surfrider Foundation and Empower San Diego. This settlement agreement contains mandatory standards and conditions governing the protection and management of biological resources in the CVBMP.

For the PMP, the Port has produced Development Policies based on the settlement agreement that consist of detailed and specific planning and development objectives and policies for the Chula Vista planning district covering not only environmental protection, but also energy conservation, views and aesthetics, public transit, pedestrian orientation, and visitor serving requirements.

#### 5. Public Access Plan

In addition to the changes to the text and project list in the PMP, and the Development Policies, the PMPA also includes adoption and incorporation by reference into the PMP, a Public Access Plan. The Plan, which has also been incorporated into the City's LCP, includes a description of the proposed circulation improvements including the roadways, the Bayshore Bikeway, public transit improvements, and parking requirements. Among the primary goals of the CVBMP is increasing pedestrian access to the shoreline. The PMPA includes a shoreline promenade around the planning area with appropriate pedestrian-scale landscaping, lighting, and street furniture. The pedestrian pathways are required to be constructed concurrently with adjoining or adjacent development within the districts, and open prior to or concurrent with occupancy of the first use within each district.

The Access Plan also includes a description of the proposed Chula Vista Bayfront Shuttle, which would service the master plan area with a key focus on connecting general users to and from: downtown areas east of I-5, the resort conference center, the residential project, park areas, and existing trolley stops. This shuttle service will be phased concurrent with development. At a minimum, service will be provided upon the issuance of certificate of occupancy for either the H-3 resort conference center hotel or the 500th residential unit in the City's portion of the CVBMP. Additional stops will be provided at the Signature Park, the Recreational Vehicle Park, the parking structure in the Harbor District, and the park in Otay District as these uses are developed.

#### 6. Revisions to South Bay Salt Ponds Planning District 9

In addition to the plan wide change and the revisions to the Chula Vista Planning District, the PMPA also includes a minor update to the South Bay Salt Ponds Planning District 9, to remove a reference to the South Bay Power Plant (see attachment Chula Vista Bayfront Master Plan & Port Master Plan Amendment, page 122, Planning District 9). The entire District will remain designated for conservation uses and no specific projects are identified in this planning area.

**E.** Findings for Consistency with Chapter 3/Chapter 8 of the Coastal Act. The proposed amendment would result in changes to both basic land use categories and to the specific policies contained in Planning District 7. In order for the Commission to certify the proposed master plan amendment, the Commission must determine that the amendment conforms to the following applicable Chapter 3 and Chapter 8 policies of the Act:

#### 1. Visual Quality & Community Character

Relevant Coastal Act policies include the following:

#### <u>Section 30251</u>

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....

In addition to the importance of protecting existing views to and along the ocean and scenic coastal areas, the visual protection policies of the Coastal Act require development to be sited and designed to be visually compatible with the character of surrounding areas. The Chula Vista bayfront, in addition to the bay itself, is bordered by the Sweetwater Marsh National Wildlife to the north and the South San Diego Bay National Wildlife Refuge to the south, and there are sensitive wetland resources at the F & G Street Marsh, in the undeveloped lands north of F Street, and at the shoreline mudflats south of J Street. There is also existing undeveloped historic agricultural land on the north side of the bayfront, and the South Bay Power Plant on the south side. While it is a highly visible structure on the waterfront, it is also surrounded by a great deal of open land, as are the South Bay Salt Works, a salt factory on the southern end of the City's bayfront, outside of the LCP planning area.

The land adjacent to Chula Vista bayfront is very flat, and there are limited views of the bay from the freeway or from most areas inland of the first public roadway, Bay Blvd.

There are public views to the bay from most of the major east/west streets, including E, F, and J Streets, as well as expansive bay views from Bay Boulevard between E and F Street, and from south of J Street. The developed parcels west of Interstate 5, including both the City and Port lands, have historically been built with general industrial uses, including manufacturing, office, and some limited retail. Structures on these lots have typically been fairly large warehouse-style buildings, with limited or no views across the developed lots. However, many of these buildings have been demolished in the past several years, creating opportunities for establishing new view corridors, avoiding development that physically or visually walls off the shoreline and respecting the historically open character of much of the bayfront.

The proposed plan would dramatically alter the existing landscape, creating a development density and character similar to downtown San Diego, which historically had a pattern of high-rise development established long before passage of the Coastal Act. The Port District has jurisdiction over the shoreline in downtown San Diego, which is the location for many of these high rise buildings, including the 497-foot high original Manchester Hyatt Tower; (one of the tallest waterfront buildings on the west coast), the second Hyatt Tower (446 feet); the two downtown Marriott Towers (361 feet); and the Bayfront Hilton (385 feet). Recently approved high rise buildings in the Port District include the 205 and 275-foot high hotels on Lane Field.

However, most cities in San Diego County strictly limit building heights in the coastal zone, particularly in the areas nearest the shoreline. For example, excepting the downtown region and some individual projects at SeaWorld and the former Naval Training Center, the City of San Diego imposes a 30-foot height limit in the Coastal Zone. The City of Imperial Beach has a height maximum of 40 feet. Maximum heights in the City of Coronado range between 40 and 50 feet. In National City's coastal zone, permitted uses have a height limit of between 50 and 60 feet.

The City of Chula Vista's existing certified LCP stands in notable contrast to the standards of these other local jurisdictions. In January 1993, the Commission reviewed and approved a major amendment to the certified City of Chula Vista Local Program. This prior amendment, which now constitutes the current, certified plan, includes a substantial development concept for the northern portion of the Bayfront, in the area bayward of the existing terminus of E Street, known as the Midbayfront. This area, which is the location of the proposed Pacifica land swap, is currently designated for approximately two million square feet of high density residential, visitor commercial, professional office, and cultural arts uses, and allows for substantial building heights.

The existing certified LCP requires a 200-foot buffer between the refuge and new development (compared to the 400-buffer proposed). On the northwest corner of Bay Boulevard and E Street, the basic building height allowed is 60 feet, with two high-rise residential structures up to 299 feet in height also allowed. The previously approved Central Resort District provides for a basic building height of 75 feet, with two high-rise

structures of up to 229 feet, a hotel of up to 100 feet, and a cultural arts facility up to 69 feet in height. A 95-foot high office tower could be located on the southwest corner of Bay Boulevard and F Street. The remaining mostly industrial-zoned properties south of F Street are generally designated for a maximum height of 44 feet (Exhibit #9).

The City's previous plan to construct high rise development on currently vacant parcels, in a low-density, low-intensity light-industrial environment, next to a wildlife reserve, was and remains unique for San Diego County. Since that time, over the past nearly 20 years, many members of the environmental community raised serious concerns about the potential impact build-out of these high density, tall structures would have on the adjacent Sweetwater Refuge. In particular, the noise, foot traffic, and domestic animals associated with the intense residential development, could have significant adverse impacts on the sensitive species at the reserve. Locating multiple high rise buildings so close to the reserve could also result in a significant number of bird strikes.

Thus, the City, the Port, and the community determined that development of the Chula Vista Bayfront should be reconsidered and planned comprehensively, looking at the entire Chula Vista Bayfront, including both Port and City properties, the area around the Harbor, and the South Bay Power Plant lands. The intent of the CVBMP is to shift the intensity of development and high rise buildings away from the northern portion of the bayfront, and away from the natural resources on the southern portion of the bayfront, to the Harbor District, which is the area most suitable for high-density, high-intensity development. The various land exchanges described above, particularly the Pacifica land swap, have been designed to accommodate this shift in intensity away from the Sweetwater Refuge and into the Harbor District.

The Commission agrees that the Harbor District is unquestionably the most appropriate location on the bayfront for high-intensity uses. Nevertheless, the heights and intensity of uses proposed in the current PMPA, are still extraordinary for an area not historically developed with tall, dense structures. In response to concerns over the bulk and scale of the proposed development, the PMPA has evolved over the months it has been under review at the Commission. As now proposed, the Sweetwater District is now almost fully reserved for low profile, low scale, visitor oriented uses. Under the plan as originally proposed, a 750-room, 100-foot high hotel was proposed in the Sweetwater District. While a significant reduction from the 299 feet allowed in the existing plan, 100 feet would have still been significantly higher than almost any new shoreline development permitted by the Commission in the San Diego County Coastal Zone outside of downtown San Diego (the City of Oceanside does have a 140-ft height limit in one area near the pier). One-hundred foot high buildings on this site would have severely impacted the existing expansive bay views from E Street and Bay Boulevard. Views from the nearby Chula Vista Nature Center (recently renamed the Living Coast Discovery Center) would have been dominated by 100 foot high buildings so close to the Refuge.

Therefore, after discussion with Commission staff, the Port District revised the PMPA to propose only low-scale, low-intensity uses on Parcel area S-1, consisting of a RV park and/or campground with retail, restaurant, or meeting space associated with these uses also permitted. No structures greater than one story are permitted on this parcel area. Because this site is adjacent to the proposed park on Parcel area S-2, and across from the seasonal wetland on Parcel area SP-2, the scale of development in this region will be low-scale and open, retaining much of the wide-open nature and character of the existing area. In addition, a view corridor has been established down E Street and partially across S-1. No structures are allowed within the view corridor (with the exception of minor view-compatible accessory structures such as fences and, perhaps, tent camping). The plan also requires 50-foot wide setbacks from E Street to ensure the bay and open sky views from this street are protected (see attachment Chula Vista Bayfront Development Policies, Exhibit #5 Sweetwater District Development).

The plan proposes up to 45-foot high commercial recreational development adjacent to Bay Boulevard between E and F Streets (Parcel area S-3). The existing bay views from Bay Boulevard are some of the best views of the shoreline from anywhere in the planning district. Under the existing City LCP, this area was proposed to be completely built out with the tall, high density structures in the Central Resort District. As proposed, the structures on this site are expected to partially block existing views across the site. However, there has also been a view corridor established down F Street that extends onto a portion of S-3 where no structures are permitted (see attachment Chula Vista Bayfront Development Policies, Exhibit #5 Sweetwater District Development). Thus, in addition to views down F Street, the plan requires some views across the site, and from the Cityowned Bay Boulevard Park will be preserved.

The tall buildings proposed in the certified LCP in the Sweetwater District have been shifted and will now be located in the Harbor District. In this area, the PMPA proposes a significant increase in intensity of use and heights along the shoreline compared to what either exists currently, or would be allowed under the existing PMP or Chula Vista LCP. Most significant is the proposed resort conference center (RCC) on the 38 acre parcel located along the northern portion of the Harbor District, at Parcel area H-3. As noted, the parcel would be developed with hotel rooms, up to 415,000 sq.ft. of conference space, 100,000 sq.ft. of restaurant, and 20,000 sq.ft. of retail space. The conference center building would rise up to 120 feet in height, and the hotel structures could be up to 240 feet high.

The RCC site is located on the portion of the bayfront that is closest to the water (that is, not separated from the bay by the existing marina), and its western edge is approximately 372 feet from the shoreline. The expanded Harbor Park would be bayward of the site. While this site is proposed to be built out at a very high intensity and bulk and scale, the Port has incorporated a number of mitigating measures into the project design.

The bayward portion of the RCC is proposed to be developed with a mix of open plaza and specialty shopping village-style retail structures no more than 35 feet in height. All structures must include retail or restaurant uses on the ground floor, while conference rooms or other uses associated with the hotel or conference center may be located on the upper level. The bayward portion of the site to a depth of approximately 440 feet inland of the parking site (excluding E Street), will include a public esplanade with pedestrian paths and bikeways, landscaping, public art, and other pedestrian friendly features (see (see attachment Chula Vista Bayfront Development Policies, Exhibit #4 Resort Conference Center). A minimum of 40% of this portion of the site will be open plaza, seating, (including seating for cafés), public art, and landscaping. Uses such as vendor carts, bicycle rentals, etc., may also be located in this area. Alternatively, E Street could be relocated further inland and additional esplanade uses or parkland could be located on the bayward side of the street.

In either case, the placement of lower-scale, pedestrian friendly structures will help break up the façade of structures and ensure there is sufficient open space to offset any impression that the conference center/hotel resort buildings are "looming" over the shoreline or public park or walling off the bay. The inland portion of Parcel H-3 will be developed with high-intensity hotel and conference center structures. While the heights proposed for this area are significant (the conference facility height is limited to a maximum of 120 feet, the hotel structures can be no more than a maximum of 240 feet), as proposed, the tallest buildings will be located over 800 feet from the shoreline. The design for the structures is required to avoid east-west monolith massing and must include architectural articulation to avoid the appearance of a solid mass of building. In addition, the hotel structures cannot result in lot coverage exceeding 30% of the inland half of the parcel. Furthermore, the resort hotel/conference center will be located on the north side of H Street, which will be a newly created street end view corridor. Buildings on the RCC will be set back a minimum of 50 feet from H Street to ensure views to the bay are maintained.

The tallest buildings proposed in the CVBMP would be located on Parcel area H-23, where a 300 foot tall hotel tower is proposed, with retail and cultural uses (such as maritime related museums) up to 65 feet in height. H-23 is located next to the City's Pacifica development which consists of 11 residential and commercial towers up to 200 feet in height. Both H-23 and the Pacifica buildings (discussed in greater detail in the LCPA staff report) will be directly across from the harbor. Just inland of the H-23 hotel, a 155-foot high mixed use/office commercial recreation and parking garage is proposed.

There is no doubt that the proposed high rise development in both the Port and the City will profoundly change the character and nature of the Chula Vista Bayfront. The CVBMP proposes heights and densities that will convert a mostly undeveloped, fairly natural, lightly trafficked area into a compact but intense "downtown" environment. However, as noted, the plan has been specifically designed so that as a result of concentrating development in the Harbor District, the Sweetwater and Otay Districts will

be preserved for low intensity uses most compatible with the adjacent wildlife reserves. The Harbor District will have a mix of retail, restaurant, visitor-serving, cultural, open space, and recreational uses, that will draw people to the shoreline and (on City of Chula Vista property), a large residential population to help support these public and private facilities year round. The high density is expected to create a highly active, lively destination, as well as a walkable, pedestrian and visitor friendly community. As described in further detail below under the findings for <a href="Public Access & Recreation">Public Access & Recreation</a>, shuttle service will be provided through the CVBMP and connecting to inland Chula Vista, to reduce traffic impacts and reliance on private automobiles. Mass transit requires a fairly high level of density and compact development to be feasible and successful.

Mitigation measures have been built into the PMPA to minimize the visual impacts of the development. Policies in the plan require that any large scale project (greater than two stories in height) must incorporate design techniques such as articulated facades, distributed building massing, horizontal banding, stepping back of buildings, and varied color schemes to separate the building base from its upper elevation, as well as color changes such that vertical elements are interrupted and smaller scale massing implemented. These plans shall be implemented for large project components to diminish imposing building edges, monotonous facades and straight-edge building rooflines and profiles, and to avoid the appearance or effect of "walling off" the bayfront. As mentioned, view corridors with specific building setbacks have been identified and protected at E Street, F Street, H Street, and J Street, Bay Boulevard between E and F Streets, on Marina Parkway, and G and L Streets (in the City of Chula Vista). Prior to approval of development in the Otay District, the specific views corridors of the bayfront from Bay Boulevard will be identified and preserved.

In addition to mitigating the impacts of the bulk and scale of the proposed high rise buildings, the PMPA includes provisions to ensure the new buildings proposed around the harbor, between the bay and Marina Parkway/H Street, do not block views towards the water. Traditionally, the Commission has limited the heights of buildings immediately adjacent to the shoreline, because of the potential for blocking views from surrounding streets. For example, in the Port's northern embarcadero area in downtown San Diego, building heights for accessory structures along the shoreline are limited to 12 feet in most cases, with one 25 foot high building permitted. Building heights for structures in the shoreline esplanade area in the approved North Embarcadero Visionary Plan permit are no more than 18 feet high.

Buildings proposed between the shoreline and the first public roadway in the CVBMP include various harbor-related and commercial recreational structures, and a new ferry structure. As originally proposed, buildings around the marina could have been as high as 30 feet, buildings in the Otay District RV Park/campground had a maximum height of 35 feet, and the new ferry terminal could have been as high as 40 feet. The Port surveyed the building heights for the existing buildings around the marina, which include a restaurant 34 feet in height (with a 45 foot high clock tower), a 31 foot high pavilion at the yacht

club, and marina support facilities ranging from 14 to 25 feet in height. Thus, there is a pattern of development in this area that supports somewhat higher buildings that have typically been allowed in the downtown San Diego Embarcadero. Nevertheless, allowing buildings that tower over the shoreline could create a "tunnel effect" along the street. This is particularly relevant along Marina Parkway, since the inland side of Marina Parkway will have the 300 foot high hotel and residential towers up to 200 feet high. Keeping buildings on the shoreline side of the street low-scale will keep views of the bay and marina open to light and sky and minimize the overall imposition of buildings immediately on the waterfront.

Therefore, the PMPA as now proposed limits heights for buildings between the bay and the first public roadway to 25 feet, or up to 30 feet for mechanical equipment or architectural features. The PMPA also identifies and protects view corridors approximately every 500 feet along Marina Parkway, so complete blockage of the marina views cannot occur (see Exhibit #6). These views have been designed to line up with view corridors established across the City's Pacifica project and the existing development west of Bay Boulevard. The height limits and the required view corridors will ensure that public views to the bay and marina are preserved from surrounding roadways.

In addition, throughout the planning area, signs must be designed and located to minimize impacts to visual resources and be visually compatible with surrounding areas and protect scenic views. Permitted monument signs shall not exceed eight feet in height, free-standing pole or roof signs are prohibited, and permanent advertising signs and banners are prohibited on public beaches and in beach parks.

In summary, the PMPA envisions a fundamental change in the visual quality and community character of the Chula Vista Bayfront by allowing multiple high-rise buildings along the shoreline in an area that is mostly undeveloped. However, the CVBMP was undertaken as a comprehensive planning effort by the Port and the City of Chula Vista for a more than 500-acre area specifically so that the approved high intensity development plans could be transferred away from environmentally sensitive areas to a more appropriate location. Because the area is being planned comprehensively, high density development will be concentrated in one central area with limited natural resources, with other areas left more open. New view corridors to the bay are being established, building setbacks from public streets are required, limits on buildings sizes have been set, and public parks, plazas, and public open space have been incorporated into the plan. The RCC development adjacent to the shoreline park will be set back on the site and pedestrian scale structures and amenities will be provided closest to the bay. All large-scale buildings must be designed to minimize the impacts of bulk and scale by incorporating varied facades and other architectural techniques. Therefore, as proposed, the PMPA can be found consistent with the visual protection and community character policies of Chapter 3 of the Coastal Act.

#### 2. Public Access & Recreation

The following Coastal Act policies are relevant and applicable:

#### 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 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 or providing substitute means of serving the development with public transportation....

#### Section 30253

New development shall do all of the following:

...

(d) Minimize energy consumption and vehicle miles traveled.

. . .

#### Section 30708

All port-related development shall be located, designed, and constructed so as to:

..

(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.

. . . .

The proposed PMPA includes many roadway improvements that are expected to maintain or increase public access and circulation to and within the CVBMP. In the Sweetwater District, E Street would be realigned and extended. A new pedestrian bridge and bike path would be built over the inlet that flows into the F & G Street Marsh to provide continuous access and link parklands. F Street/Lagoon Drive would terminate in a new cul-de-sac, and a new F Street segment would be constructed. The abandoned segment of the existing F Street would remain in place but would be accessible to only emergency vehicles, pedestrians, and bicycles. The realignment of Gunpowder Point Drive and a new parking lot for the Chula Vista Nature Center are also proposed. A public waterfront promenade would be constructed all along the shoreline, and new bicycle paths, including an extension of the Bayshore Bikeway, are included in the plan.

In the Harbor District, E and H Streets would be extended and H Street would serve as the primary entry to the RCC. J Street/Marina Parkway and Marina Way would be realigned. Bay Boulevard would remain open. A newly constructed Street A and Street C would also provide access to new development in the Harbor District. All proposed roadway improvements in the Harbor District would occur in Phase I. In the Otay District, a new Street A and Street B would be built during Phase III to accommodate the new uses. No other roadways in the Otay District are proposed.

Intersections throughout the project site and off site would be improved during all phases of the CVBMP. These improvements would include through lanes and turning lanes, all-way and two-way stop-controlled intersections, and traffic signals. In addition, the project proposes enhanced pedestrian access within developed and open space areas, enhanced public access to the waterfront, and a bikeway loop connecting the Bayshore Bikeway with the various elements of the PMPA.

All of the Phase I Signature Park improvements (including development of Parcel S-2, within the Transition Buffer Areas and Limited Use zones of Parcel SP1, and the fencing of the No Touch Buffer Area of Parcel SP1) must be completed prior to the issuance of

Certificates of Occupancy for projects developed on either the RCC site (Parcel H-3) or the hotel on Parcel H-23.

Compared with the existing industrial uses, the uses proposed in the PMPA will substantially improve public access and recreational opportunities in the Chula Vista bayfront area, including the proposed new parks, RV/camping areas, commercial retail and recreation, visitor amenities, and the new dock. In general, all uses will be required to provide adequate parking; however, in the Harbor District, typical parking requirement standards for high intensity uses may be reduced if it can be demonstrated that the use will be adequately served by alternative transit.

Nevertheless, the scale and density of development proposed in this amendment request raises the potential for adverse impacts upon traffic that could impede public access. The traffic impacts of most concern are those at the shoreline access corridors E, H, and J Streets. The Commission is also concerned that development of the Chula Vista Bayfront could result in pressure to expand Interstate 5 or SR 54 in a manner that would result in impacts to the wetland resources around the Sweetwater Refuge or Channel.

In response to traffic concerns, a detailed traffic study was prepared for the EIR associated with the CVBMP. The traffic analysis determined that all of the impacts to road segments and intersections could be mitigated to a level less than significant with the required road upgrades, with the exception of impacts to I-5 all along the eastern border of the CVBMP in both directions during AM and PM peak segments, and the E and H Street intersections affected by the at-grade trolley crossings could experience significant delays.

To address these impacts, the PMPA includes public access and circulation improvement measures that will help reduce the impact of traffic congestion on coastal access. Most significantly, the Public Access Plan requires implementation of a shuttle service that will service the master plan area with a key focus on connecting general users to and from: downtown areas east of I-5, the resort conference center, the City's residential project, park areas, and existing trolley stops. Fees for the shuttle are anticipated to be in line with other public transit services. The Public Access Plan specifically requires that the shuttle system shall be designed with the following design considerations:

- 1. Ensure that it has fewer stops than a conventional bus and is located as close as possible to the major traffic generators.
- 2. Plan the general route of the transit shuttle to travel along Third Avenue between F Street and H Street, along F Street between Woodlawn Avenue and Third Avenue, along Woodlawn Avenue between E Street and F Street, along E Street, Marina Parkway, Street C, and Street A within the Bayfront development area, and along H Street between the Bayfront and Third Avenue
- 3. Plan the route to operate as a two-way loop with stops in both directions.

- 4. Plan for shuttles to initially run every 15 minutes.
- 5. Consider a private shuttle system to transport employees between the H-18 parking structure and the H-3 parcel in the Harbor District.

Shuttle service is required to be phased concurrent with development. At a minimum, service must be provided upon the issuance of certificate of occupancy for either the Port's H-3 resort conference center hotel or the City's 500th residential unit. Additional stops will be provided at the Signature Park, the Recreational Vehicle Park, parking structure, and the park in Otay District, as these uses are developed. The proposed Development Policies also contain a number trip demand reduction strategies, such as promoting ride sharing policies; providing public transit incentives, such as free or low-cost monthly transit passes; requiring bicycle parking; instituting telecommute work programs; and providing education and information to residents and visitors about public transportation.

In numerous past actions, including the Commission's action adopting the City's existing LCP, the Commission has found that the generation of traffic that has peaks at the morning and evening commuter peaks is not likely to result in significant impacts to coastal visitor access, demand for which peaks on the weekend and on holidays. The PMPA includes numerous and substantial new coastal access and recreational amenities, along with mitigation measures to help reduce the traffic and circulation impacts associated with the high-priority visitor-serving uses proposed in the Plan.

With regard to future impacts resulting from the expansion of I-5 or SR-54, the Port and the City have committed to participate in a multi-jurisdictional effort conducted by Caltrans and SANDAG to assist in developing a detailed I-5 corridor-level study that will identify transportation improvements along with funding, including federal, state, regional, and local funding sources, and phasing that would reduce congestion and improve traffic management consistent with Caltrans standards on the I-5 South corridor from the SR-54 interchange to the Otay River. The I-5 corridor segment lies within the City of Chula Vista's LCP planning area, and any alterations to the I-5 segment or associated improvements that would potentially impact wetlands or ESHA must be for incidental public services or resource dependent to be consistent with the Coastal Act and, must first be reviewed and approved by the Commission as an LCP amendment. Review of any such amendment would require a detailed alternatives analysis that looked at ways in which the project could be redesigned or downsized to avoid environmental impacts. Approval of this PMPA does not authorize any future expansion of I-5 or SR-54. Therefore, the Commission finds that overall, with respect to traffic generated by the proposed development under the PMPA, the proposed density and intensity will not result in inconsistencies with Chapter 3 policies.

In addition to the improvements to public access, the plan also includes numerous public and commercial recreational projects and improvements. There are two large parks proposed; the approximately 21-acre "Signature Park" in the Sweetwater District, and the

24 acre "South Park" in the Otay District. Due to their adjacency to the wildlife refuges, both of these parks will be passive-use parks; that is, typical park uses such as picnic areas, trails, informal gatherings, restrooms, tot lots, shade structures, etc. are all permitted, but no concerts, festivals, or other events requiring park event permits may occur.

Active park area will be located at the proposed Harbor Park, an expansion of the existing Bayside Park. This area, which is immediately bayward of the proposed RCC, has been designed to accommodate, in addition to all of the passive park uses, organized group events, amplified sound equipment, and special events. In response to community input, the original width of Harbor Park has been expanded by approximately 50 feet in width, for a total width of 372 feet, through relocating the proposed E Street further inland onto the RCC site (see attachment Chula Vista Bayfront Development Policies, Exhibit #4, Resort Conference Center). The revised park is expected to be able to have sufficient capacity for a variety of community events and will serve as an active destination point for both visitors and residents.

The PMPA would also significantly increase the amount of visitor-serving commercial designated land, from approximately 39 acres to 130 acres. The majority of the existing land use designation in the planning area is Industrial Business Park, and these areas are being converted to Commercial Recreation, and the planning area itself will increase significantly in size. Commercial recreational uses proposed in the plan include RV/Camping areas (discussed in greater detail below under 3. <a href="Protection of Priority">Protection of Priority</a> Uses), commercial recreation/marine related offices development on S-3 and H-18, two hotels and associated retail development, and the visitor-serving retail around the harbor.

In order to ensure commercial recreational facilities are inviting to the public, policies require that open spaces integrated into the hotels must include activating uses such as restaurants, outdoor sitting and dining areas and retail shops, which would be open to the public as well as hotel patrons. Public access and other path-finding signage should be placed at strategic locations throughout the hotel complexes and to guide guests and visitors to and from public use areas, shops and restaurants, restrooms, and other facilities. To help integrate all publicly accessible areas and provide convenience and low cost services for the general public, the ground floor of the hotel developments and associated outdoor areas are expected to contain a variety of pedestrian-oriented amenities, which may include reasonably priced restaurants, newspaper stands, outdoor cafés with sit down and walkup service, informational kiosks, ATMs, public art or gift shops easily accessible to the general public, not only hotel guests.

In particular, the design of the RCC is required to provide a strong public interface with the adjacent Harbor and Sweetwater Parks by including publicly accessible areas with visitor-serving, convenience and low cost services for the general public. As described above, the west side of the site will have a variety of pedestrian-oriented amenities and activating uses, such that the public will feel welcome on the site and encouraged to

connect to public promenades and other public amenities in the park areas or along H Street and Marina Parkway. Other public amenities that may be provided at various locations around both of the proposed hotel projects include public wireless connectivity, drinking fountains, bike racks, horticultural interpretive labels on landscape elements, educational and historic plaques/displays, and dog drinking fountains. These elements represent public recreational opportunities and will encourage access to and around the development.

In summary, the PMPA provides for a significant amount of new development, and this new development is expected to contribute to the heavy traffic loads on I-5, particularly during peak commuter periods. However, the plan will also create significant new public access and recreational opportunities, including new roadway, pedestrian and bicycle paths, a shoreline promenade, RV/camping sites, hotels, retail, restaurants, and a new pier. The pedestrian pathways are required to be constructed concurrently with adjoining or adjacent development within the districts, and open prior to or concurrent with occupancy of the first use within each district. These uses are expected to significantly increase the number of people who visit and use the bayfront.

In addition, by providing, in conjunction with the City of Chula Vista, a dense mix of visitor-serving commercial, public recreational, and residential uses, walking will be encouraged. Other mitigation measures such as the new public shuttle service will facilitate access and lessen reliance on personal vehicles to access the coast. Therefore, the proposed project is consistent with the applicable public access and recreation policies of Chapters 3 and 8 of the Coastal Act.

#### 3. Protection of Priority Uses

The following Coastal Act policies are relevant and applicable:

#### 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 30223

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

#### Section 30224

Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

#### Section 30234

Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

#### Section 30234.5

The economic, commercial, and recreational importance of fishing activities shall be recognized and protected.

#### 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.

The PMPA provides for the development of a variety of high-priority uses, including public parks, hotels, and commercial recreational uses. However, there are specific concerns with the plan's potential impact to lower cost overnight accommodations, the preservation of marine-related industrial uses, and the preservation of lower cost boating opportunities.

#### A. Lower Cost Overnight Accommodations

The proposed PMPA would allow for the construction of between 3,100 and 3,500 hotel rooms in the Port (over 3,100 would require additional environmental review), and 250 new hotel rooms in the City. While it is not known at this time what the hotel rates will be, it is reasonable to anticipate the room rates in the newly constructed hotels would be moderate to high in cost.

Section 30213 of the Coastal Act requires that lower cost visitor and recreational facilities be protected and retained, encouraged, and where feasible, provided. The Commission has the responsibility to both protect existing lower-cost facilities, and to ensure that a range of affordable facilities be provided in new development along the coastline of the state. In light of current trends in the marketplace and along the coast, the Commission is increasingly concerned with the challenge of providing lower-cost overnight accommodations consistent with the Coastal Act. Recent research in a Commission workshop concerning hotel-condominiums showed that only 7.9% of the overnight accommodations in nine popular coastal counties were considered lower-cost.

Although statewide demand for lower-cost accommodations in the coastal zone is difficult to quantify, there is no question that camping and hostel opportunities are in high demand, and that there is an on-going need to provide more lower-cost and even affordable (mid-range) opportunities along California's coast. For example, the Santa Monica hostel occupancy rate was 96% in 2005, with the hostel being full more than half of the year. State Parks estimates that demand for camping has increased 13% between 2000 and 2005. Nine of the ten most popular State campgrounds are along the coast.

When exclusive visitor accommodations are located on the waterfront, they occupy area that would otherwise be available for lower cost visitor and public recreational facilities. The problem with exclusivity of shoreline accommodations has become increasingly acute throughout California. The particular distinction in the subject case is that the site is publicly owned land held in trust by the Port District. The Port District has the ability to ensure the provision of lower-cost overnight facilities in a way that is much more difficult for the Commission or local governments to accomplish when regulating development of privately owned land. Lower-cost overnight facilities can and should be provided and encouraged along San Diego Bay. There is a place for higher-end facilities in the Port District, but it should be as one component of a wide range of overnight accommodations available to serve all segments of the population, to ensure the shoreline is available to everyone.

Currently, there are no lower-cost motels or hostels anywhere on San Diego Port District tidelands. Even transient boat mooring rates in San Diego Bay have increased substantially in recent years. Upland of the Port's jurisdiction, in the City of Chula Vista's coastal zone, there is only one existing hotel (the Good Nite Inn on Bay Boulevard, which is a lower-cost accommodation). However, the Coastal Zone is fairly narrow in this region, and there are many overnight accommodations located just inland of the City's Coastal Zone. The Port and the City of Chula Vista have submitted a survey for the south bay region indicating that there are approximately 1,208 lower-cost hotel and motel rooms in the City of Chula Vista within 3-4 miles of the Chula Vista Bayfront. Including the near shore areas of National City and Imperial Beach, the study determined that there are over 3,000 lower cost rooms available. Thus, while they are not on the City's bayfront, there is a large quantity of affordable accommodations in the nearby area.

When no lower cost units are proposed as part of a project or plan amendment that involves the construction of new overnight accommodations, the Commission has typically required mitigation to ensure a range of accommodation rates are made available to visitors. If development cannot provide for a range of affordability on-site, the Commission requires off-site mitigation.

However, as noted, unlike many coastal cities, Chula Vista does have an abundance of existing lower cost accommodations within close access to the coast. The proposed PMPA will not result in the removal of any of these existing lower-cost hotel rooms, but

will rather significantly increase the overall availability of (moderate to high cost) rooms in the bayfront area.

In order to ensure that a range of accommodations continue to be available in the region, policies in the PMPA require that where a new hotel or motel development would consist of entirely high cost overnight accommodations, after thorough consideration of a supply/demand analysis within the Chula Vista Master Plan and South Bay area, in-lieu fees or comparable mitigation may be required as a condition of approval for a coastal development permit. High cost is defined as those hotels with daily room rates 25% higher than the statewide average for coastal areas. Any such mitigation payment would be for providing funding for the establishment of lower cost overnight visitor accommodations within the City of Chula Vista or South Bay coastal area.

In addition, policies require that once lower or moderate cost accommodations are developed within the CVBMP, for example on Parcel area S-1, which is designated for development of an RV Park/campground, these units must be protected from removal or conversion to higher cost accommodations. If removal or conversion of lower or moderate cost overnight accommodations is proposed in the District, the inventory must be replaced with units that are of comparable cost with the existing units to be removed or converted. The District must proactively work with hotel/motel operators and offer incentives to maintain and renovate uses rather than replace these properties.

If replacement of lower or moderate cost units is not proposed (either on-site or elsewhere in the Port or Chula Vista within 5 miles of the coast), then the new development shall be required to pay, as a condition of approval for a coastal development permit, a mitigation payment to provide significant funding for the establishment of lower cost overnight visitor accommodations within Chula Vista, preferably, or within the South Bay, for each of the low or moderate units removed/converted on a 1:1 basis. Other policies in the PMPA include a prohibition on Limited Use Overnight Visitor Serving Accommodations (i.e., fractional ownership condominium hotels and timeshares).

The CVBMP does include another source of lower-cost overnight accommodations that are unique in the San Diego Port District—the existing 237-space Chula Vista RV Resort. This RV park is a highly used facility adjacent to the existing shoreline park and marina that provides lower-cost, transient overnight accommodations currently located less than 200 feet from the waterfront. As proposed, this RV park would be replaced by the Resort Conference Center, and a replacement 237 space RV park built in either the Otay or Sweetwater District. However, the RCC is expected to be one of the first projects undertaken in the CVBMP, while the permanent replacement RV park site may not be developed until many years later, particularly if the removal and remediation of the power plant is required.

Thus, as originally proposed, there could have been a significant temporal loss of a unique high priority visitor-serving use in the Chula Vista Bayfront. At one point, Port had suggested that the RV park could be temporarily replaced somewhere in the South Bay area, outside of the CVBMP, until the Otay District site was available. At that time, there would be the possibility that the temporary RV site could be made permanent, and the Otay facility would also be constructed, thereby doubling the amount of RV spaces in the South Bay region.

However, no South Bay site has been identified at this time. Given the scarcity of available waterfront land, it is likely that any replacement site outside of the planning area would not be on the shoreline, and would most likely be located outside of the Coastal Zone in an area without the scenic amenities currently available at the Chula Vista RV site. Additionally, there was no time limit on when the replacement site would have to be made available.

However, given the size of the CVBMP area and the long-term phasing during which development will occur in the planning area, there is adequate room to temporarily relocate the RV site elsewhere in the CVBMP if a permanent site is not available prior to removal of the existing RV park. Therefore, the Port District revised its original proposal to require that in the event the replacement park cannot be opened to visitors prior to closing the existing RV Park, an interim site with an equivalent number of RV sites shall be established and opened elsewhere with the CVBMP, at Parcel area S-1, H-23, or elsewhere in the Otay District.

Although the plan only specifically requires development of the replacement RV park, Parcel S-1 in the Sweetwater District and Parcels O-3B/O-3A in the Otay District have both been designated in the plan for RV/Camping sites. Thus, the potential exists that additional RV/camping facilities will be developed in the future beyond that required to replace the existing RV park. It is important that every effort be made to develop these sites with a range of low-cost overnight facilities to serve the segment of the population that may not be able to afford the higher-end hotels proposed in the plan area, or who simply wish to enjoy the scenic beauty of the bayshore in more rustic accommodations. To serve the widest range of people, wherever feasible, new campground facilities should accommodate both recreational vehicles and tent camping.

At the time the replacement RV park is designed, either as a permanent or temporary facility, the feasibility of providing both RV and tent camping in the development should be analyzed. The S-1 site, for example, clearly has some constraints on how and where development can occur on the site, due to the need to protect the Sweetwater Refuge from domestic animals that often accompany campers, and the prohibition on most structures within the view corridor established on Parcel area S-1. However, fencing can be designed to protect the Reserve, and while no structures such as restrooms or kiosks would be permitted within the view corridor, limited fencing and perhaps tent camping could be located in the view corridor, as long as it is designed in an attractive manner and

allows views through and across the site. These constraints and opportunities must be considered with any development proposal on the RV/camping designated sites.

In summary, although most of the accommodations proposed in the plan are expected to be higher cost, the Chula Vista region currently includes many lower cost overnight accommodations. As proposed, the plan preserves the existing lower-cost accommodations at the RV park, and allows for the expansion of new lower-cost accommodations in the plan at S-1 and O-3B/O-3A. Therefore, the PMPA can be found consistent with the Coastal Act policies protecting and promoting lower-cost recreational facilities.

#### **B.** Marine-Related Industrial Uses

Section 30708(c) of the Coastal Act gives the highest priority to the use of existing land space within harbors for port purposes, such as navigational facilities, shipping industries, and necessary support and access facilities. Section 30708(d) of the Coastal Act provides for the accommodation, to the extent possible, of other public trust uses such as recreation and wildlife habitat. Section 30708(e) of the Coastal Act requires all port-related development to minimize substantial environmental effects. All three of the above policies should be considered along with the underlying objectives of Sections 30705 and 30706 of the Coastal Act which are to minimize fill of coastal waters to only that necessary for specific port-related uses and to minimize harmful effects to coastal resources. Therefore, adequate existing land area should be reserved for port-related purposes so as to avoid the need for additional fill of coastal waters to accommodate future demand for such facilities.

The overall amount of Marine Related Industrial in the PMP will be reduced by 3.5 acres, because the only existing Marine Related Industrial designated land in the Chula Vista Bayfront Planning District is being removed. That area consists of a small strip of land adjacent to the water alongside the South Bay Power Plant. It is being redesignated to Open Space and Wetlands. As previously noted, there is also 9.7 acres of existing Marine Sales and Service designated land in the D Street Fill Area, which is being redesignated as Habitat Replacement. These redesignations are consistent with the resources in those locations.

The Chula Vista Bayfront is also the location of the Marina Group Boat Works ship repair facility. The boatyard is located on the north side of the western terminus of G Street, on the border of the Sweetwater and Harbor Districts. In December 2001, the Commission approved PMPA #32, converting the land use designation of the leasehold housing what was then known as South Bay Boat Yard ship repair facility from "Marine-Related Industrial" to "Commercial Recreation," "Habitat Replacement," and "Promenade." A 1.8 acre portion of the water use area was also changed from "Specialized Berthing" to "Wetlands."

At that time, the Port District submitted a variety of studies examining the demand for ship building and repair facilities. Based on those studies, it concluded that due to parcel size, inadequate water depths to accommodate contemporary vessel sizes, the changed boat/ship building and repair market conditions, and the adjacency to the U.S. Fish and Wildlife Sweetwater Marsh National Wildlife Refuge, the South Bay Boat Yard did not constitute a feasible marine-related industrial site. The Commission concurred with these findings; however, due to the fact that the submitted studies also indicated current boat yards were at or near capacity, the Commission required that an alternative replacement boatyard be identified prior to redevelopment of the subject leasehold.

#### The text of the existing PMPA states:

The parcels formerly designated as Marine Related Industrial are envisioned to be part of a future redevelopment project which is planned to be compatible with the surrounding conservation land uses. The public promenade will be extended along the entire water frontage of the Commercial Recreation site. The existing boatyard use may continue to operate until the site is redeveloped to a conforming Commercial Recreation use. Prior to redevelopment, additional boat repair capacity will be identified.

The Commission further found that "...the Port has added language to the PMPA which indicates that prior to redevelopment of the subject site, additional boatyard capacity will be identified. The Port has concluded there are sites available to meet potential future demand in the South Bay; therefore, with the proposed language, it is assured an alternative site will be identified to meet the demand at the time the subject site redevelops to a use other than the existing boat yard. Additionally, the redevelopment project for the subject site will require a port master plan amendment and additional environmental review which will assure the demand and supply of the existing boat yard market will be thoroughly assessed at that time."

Originally, the Port had proposed adding several new commercial recreation projects to the project list for the area currently occupied by the boatyard, including a community boating center/yacht club and a new 200-slip recreational marina, since a reduction in 200 slips was anticipated to occur with the proposed revisions to the existing Chula Vista marina. However, while the PMP requires that the demand for and potential relocation of the uses at the boatyard site be determined prior to redevelopment of the site, the use on the boatyard site is expected to remain in operation for at least another decade. A demand and land availability study done at this time in association with the proposed PMPA would likely not be accurate or useful by the time the boatyard site might be available for redevelopment.

Therefore, the Port decided to remove the boating center, a new recreational marina next to the boating center, and the removal/relocation of 200 slips from the existing marina to the new recreational marina, from the project list. These projects are no longer proposed

as part of the subject PMPA. If redevelopment of the shipyard is contemplated in the future, it will require a future Port Master Plan Amendment and a up-to-date recent ship repair demand study. Therefore, marina-related industrial uses will be protected consistent with the Coastal Act requirements.

#### **C.** Lower-Cost Boating Opportunities

As cited above, Coastal Act policies require, among other things, that facilities serving the commercial and recreational boating industries shall be protected and, where feasible, upgraded. Further, the Coastal Act requires that existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. In addition, the policies encourage the increased recreational boating use of coastal waters by, among other things, developing dry storage areas, increasing public launching facilities, and providing additional berthing space in existing harbors.

As noted, the reconfiguration originally included a 200 slip reduction in the number of slip spaces at the marina, which was to be relocated in a new marina. Although this is no longer proposed, the project includes reconfiguration of the existing docks at the Chula Vista Marina. The goal of the reconfiguration, and ultimately, the reduction in the number of slip spaces, is to create an approximately 4-acre open water area, which is intended to enhance boating activity on the water by accommodating ferry loading and unloading, water taxis, dinner boats, harbor cruises, visiting historic vessels, and boat rentals. However, either a reduction in the total number of slips available to boaters or a reduction in the number of slips under 35 feet raises concerns that with the loss of smaller slips, lower-cost recreational boating opportunities may be diminished.

The CVBMP Development Policies include the following requirement:

Prior to approval of any changes in the slip size or distribution, the Port will undertake an updated comprehensive boater use, slip size, and slip distribution study which is no more than five years old for each dock redevelopment project that affects slip size and distribution of slips, to assess current boater facility needs within the individual project and the Harbor as a whole. The Port will continue to provide a mix of small, medium and large boat slips based on updated information from the comprehensive study with priority given to boats less than 25 ft. in length and a goal of no net loss in number of slips harbor wide. Should future projects propose reducing the number or proportion of small slips for boats 25 ft. or less within the marina, a Port Master Plan amendment will be required.

This policy will ensure that high-priority lower-cost boating recreational opportunities are protected, and that any future proposal to reduce these opportunities will be analyzed and reviewed by the Commission. Therefore, the PMPA as proposed can be found consistent with the priority use protection policies of the Coastal Act.

#### 4. Biological Resources

The following Coastal Act policies are relevant and applicable:

#### 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:
- (l) 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 [...]
- (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 [...].

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

[...]

#### <u>Section 30240</u>

- (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.

As noted, the Chula Vista Bayfront is located between two significant wildlife preserve areas; the Sweetwater Wildlife Refuge to the north, and the South Bay Wildlife Refuge to the south. In addition, there are significant wetland resources within the planning area, including the F&G Street Marsh, the J Street Marsh, and the natural shoreline and mudflats along the shoreline in the Sweetwater and Otay Districts. There are also wetlands located in the remediation ponds in the Otay District planning area. The development pattern in the CVBMP was specifically designed to minimize potential environmental impacts, particularly in comparison to the development pattern in the existing certified City of Chula Vista Local Coastal Program. Rather than concentrating extremely high density commercial and residential development adjacent to the Sweetwater Wildlife Refuge, as in the City's existing LCP, the proposed plan concentrates the highest intensity uses in the Harbor District.

The plan includes a 400-foot wide ecological buffer along the refuge boundary designed to preserve and protect the Sweetwater Refuge and provide a gradual transition from undeveloped native landscape to developed areas. From west to east, the buffer consists of a 200-foot wide "no-touch" zone, a 100-foot wide "limited use" zone, and a 100-foot wide "transitional use" zone (see attachment Chula Vista Bayfront Development Policies, Exhibit #2 – Buffers Areas). As specified in the text of the plan, the "no-touch" zone primarily consists of existing wetlands and upland potentially suitable for upland habitat mitigation. To prohibit access by the public and nuisance predators into the sensitive habitat areas, the eastern boundary of the no-touch zone will include fencing which must

include land contouring to minimize visual impacts of the fence, taking into account public views of the bay. The "limited use" zone will contain outlook stations, open space areas, and a meandering trail system. The "transitional use" zone will accommodate increased recreational uses such as picnic areas and trails, and consists of revegetated open space. A no-touch zone has also been established around the shoreline in the Otay District.

The Development Policies also include many specific policies to protect the resources of the adjacent reserves, and ensure wetland and environmentally sensitive habitat (ESHA) are protected. These include domestic animal control, restrictions on noise, lighting and window design, bird strike monitoring, prohibitions on disruption to ESHA, limits on permitted use in wetlands consistent with Section 30233 of the Coastal Act, requirements for resource protection buffers from ESHA and wetlands, prohibitions on invasive plants, pesticides and rodenticides, and public education programs to educate residents and visitors about caring for and protecting the natural resources of the bayfront. Water activities that impact eelgrass or open water habitat must be mitigated, and surveys will be done in water project areas to determine the presence of the invasive alga *Caulerpa taxifolia*.

Specific projects will be designed to accommodate and protect the biological resources. For example, in the City's jurisdiction, (City Parcel area 1-g), a pedestrian bridge is proposed to create a linkage over a tidal inlet associated with the F and G Street Marsh, so that there will be continuous public access between the proposed Sweetwater and Harbor Parks. The Commission's ecologist determined that these tidal habitats are considered ESHA and the bridge crossing will be designed to enhance the habitat values present and reduce erosion. The bridge span will be extended and the existing incised channel slope cut back, reducing the slope and then creating additional salt marsh habitat on the created floodplain. The trails and bicycle paths in and around the coastal sage scrub in the Sweetwater District will be integrated into the natural environment and sited and designed to preserve, and be compatible with, native habitat. In all cases, site specific studies to assess the extent and quality of natural resources on a site will be required at the time development is proposed. The Commission's ecologist has visited the CVBMP area and reviewed the proposed PMPA, and determined that the sensitive resources in the CVBMP have been identified and that the plan policies are adequate to comply with the resource protection policies of the Coastal Act.

The Development Policies also include water quality protection policies to protect sensitive resources from stormwater and urban runoff, and to ensure development associated with the marina does not adversely impact water quality. The Commission's water quality technical experts have reviewed the PMPA, and determined that the policies are adequate to comply with the water quality protection policies of the Coastal Act. Therefore, as proposed, the PMPA can be found consistent with the Chapter 3 and Chapter 8 resource protection policies of the Coastal Act.

#### 5. Hazards and Sea Level Rise

The following Coastal Act policies are relevant and applicable:

#### 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....

#### Section 30706

In addition to the other provisions of this chapter, the policies contained in this section shall govern filling seaward of the mean high tide line within the jurisdiction of ports:

- (a) The water area to be filled shall be the minimum necessary to achieve the purpose of the fill.
- (b) The nature, location, and extent of any fill, including the disposal of dredge spoils within an area designated for fill, shall minimize harmful effects to coastal resources, such as water quality, fish or wildlife resources, recreational resources, or sand transport systems, and shall minimize reductions of the volume, surface area, or circulation of water.
- (c) The fill is constructed in accordance with sound safety standards which will afford reasonable protection to persons and property against the hazards of unstable geologic or soil conditions or of flood or storm waters.
  - (d) The fill is consistent with navigational safety.

As a bayfront development, portions of the CVBMP are potentially subject to hazard from flooding and storms, which may be exacerbated by future sea level rise. Planning for sea level rise was part of the EIR process, and for several years, the Port has been participating in a task force to develop an adaptation strategy for sea level rise in San Diego Bay. As a result, there are policy requirements in the PMPA to address planning for sea level rise. For example, the environmental buffers incorporated into the plan take into account expected sea level rise through 2050 based on best available science (specifically, the 2010 Sea Level Guidance from the California Ocean Protection Council), and anticipating a projected range of between 10 and 17 inches. Concerns about sea level rise also informed the proposed development patterns on the site, particularly adjacent to the Sweetwater Refuge. The land adjacent to the Refuge has been designated

for Park and low-intensity uses such as an RV Park and/or camping in part to acknowledge that these areas could be at risk, or more likely, that the adjacent Refuge lands could be lost. Should the Refuge be inundated in the future, it may be possible for the biological resources and functionality of the Refuge to migrate upland to those areas.

Other policies in the Development Policies require that development consider the potential changes in functionality of wildlife habitat areas due to rising sea levels. Siting and design of new shoreline development must take into account predicted future changes in sea level, including consideration of an acceleration of the historic rate of sea level rise based upon up-to-date scientific papers and studies. New structures must be set back a sufficient distance landward or other sea level rise adaptation strategies incorporated to eliminate or minimize, to the maximum extent feasible, hazards associated with anticipated sea level rise over the expected economic life of the structure. Upland areas in the Sweetwater and Otay Districts will be adaptively managed to provide additional habitat or environmental protection to create appropriate transitional habitat during periods of high tide and taking into account future sea level rise. Prospective development on S-1, specifically, must be evaluated for potential hazards associated with the current year 2050 and 2100 projected sea level rise scenarios, including making development and siting decisions taking into account identified risks both on the site, as well as to surrounding resources. Building setbacks or other sea level rise adaptation strategies must be incorporated as appropriate. However, consistent with Section 30253 of the Coastal Act, construction of shoreline protective devices such as seawalls or other forms of armoring to protect new development would not be considered an appropriate strategy and would not be approvable. Therefore, as proposed, the PMPA can be found consistent with the Chapter 3 and Chapter 8 resource protection policies of the Coastal Act.

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

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 and the Chula Vista City Council. The Port of San Diego is the lead agency and the City of Chula Vista is the responsible agency for purposes of CEQA. Both the City and the Port jointly certified a final EIR for the projects in their jurisdictions. In the final EIR the Port identified that even after adopting all feasible mitigation measures, there would be the following unavoidable significant environmental impacts: direct significant impacts on Land/Water Use Compatibility, Traffic and Circulation, Aesthetics/Visual Quality, Air Quality, and Public Services (Library Services); and cumulative significant impacts on Traffic and Circulation, Aesthetics/Visual Quality, Air Quality, Public Services (Library Services), and Energy. The Port determined that specific economic, social, and other benefits of the proposed project outweigh the project's unavoidable adverse environmental effects. In making this determination, the Port made statements of overriding considerations also adopted by the City. For example, the Port identified the following overriding considerations: the

project's improvements to recreation, open space, public access and connectivity between upland Chula Vista and the bay; economic and social sustainability; the provision of new low-cost visitor public facilities, new recreational boating opportunities, a new pier, and improvements to the navigation channel; and the project's protection of environmental resources. Therefore, the Port determined that the benefits of the project outweigh its significant environmental impacts, and therefore, such impacts are considered acceptable.

As described above, the Commission has reviewed and evaluated the proposed amendment, and finds that the impacts have been mitigated, and that the amendment does not have the potential to result in significant individual or cumulative impacts to sensitive resources, recreation, or the visual quality of the environment of the coastal zone. 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 agrees that the benefits of the project include improvements to public access, recreation, visitor serving amenities, and that these outweigh any remaining impacts. The Commission therefore finds the amendment is consistent with the California Environmental Quality Act.

(G:\San Diego\Reports\Port\PMPA #41 6-PSD-MAJ-41-11 Chula Vista Bayfront stfrpt FINAL.doc





EXHIBIT NO. 2

CVBMP (Port & City) Boundary

PMPA #41 CVBMP
California Coastal Commission



AERIAL SOURCE: DIGITAL GLOBE, MARCH 2007

**EXHIBIT NO.3** 

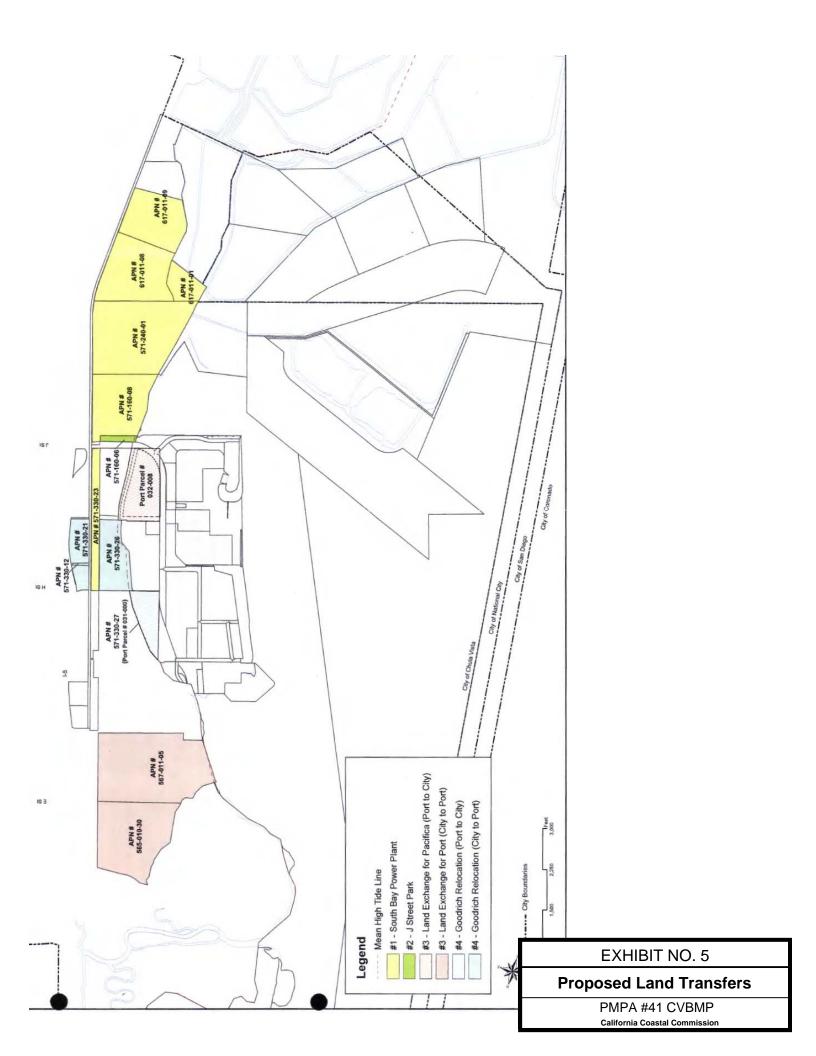
**CVBMP** Districts

PMPA #41 CVBMP

**California Coastal Commission** 

<sup>\*</sup>Including Port and City jurisdiction







## Proposed City of Chula Vista Residential Project

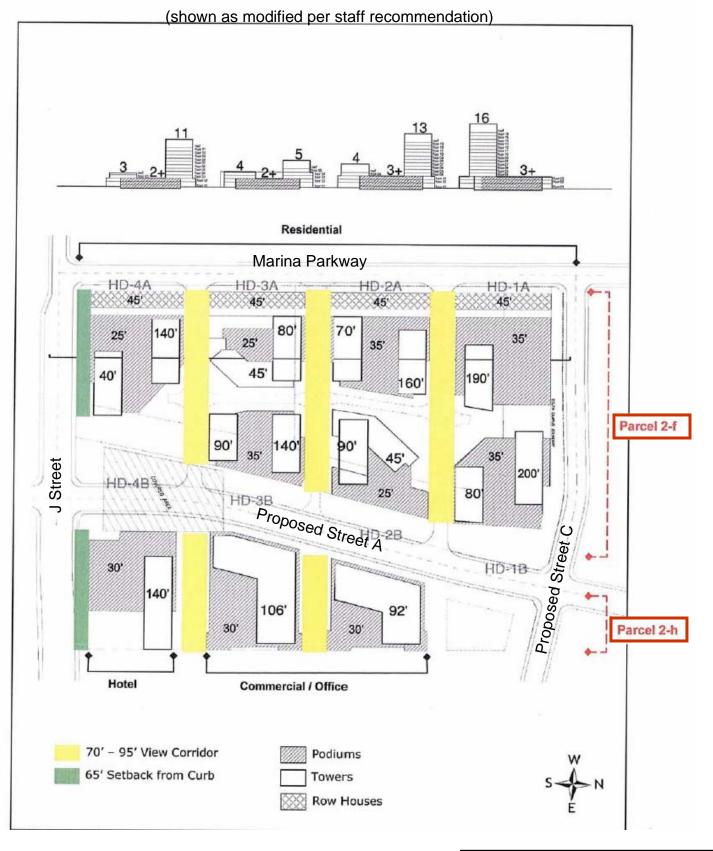


EXHIBIT NO. 7

Proposed City Residential Project

PMPA #41 CVBMP

California Coastal Commission

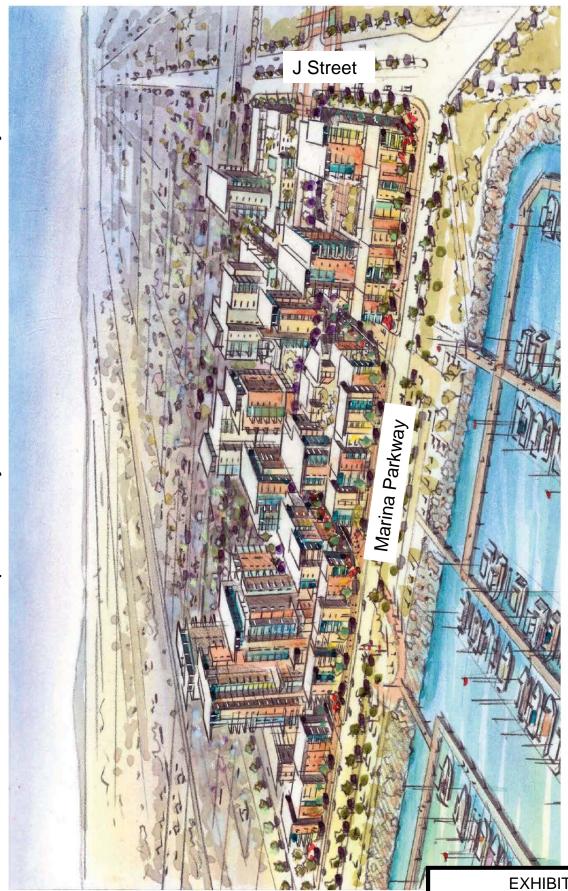


EXHIBIT NO. 8

**City Residential Project Overview** 

PMPA #41 CVBMP
California Coastal Commission

Exhibit 5 i|! 0 8 2 High-Rise and 1 Mid-Rise Hotel Sites
1 Mid-Rise Cultural Arts Facility Site (up to 69')
1 Mid-Rise Office Site (up to 95')
Viewing Tower Site/Nature Interpretive Center
2 High-Rise Residential Sites (up to 229')
Special Architectural Feature Sen Dago Bay SPECIAL HEIGHT CONDITIONS MAXIMUM BUILDING HEIGHTS NOTE: Areas without height regulations are not planned for any buildings. 30 Feet 35 Feet 44 Feet 60 Feet 75 Feet **EXHIBIT NO. 9** Allowable Heights Existing Certified LCP PMPA #41 CVBMP **California Coastal Commission** 

#### RESOLUTION 2010-79

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, the Port District and the City of Chula Vista (City) desire to create a master plan for the approximately 556 Acre Chula Vista Bayfront, which consists of amendments to the Port Master Plan and to various City plans to allow the development of commercial recreation and public recreation land uses, as well as improvements to coastal access and additional protection of natural resources and the environment throughout the project area, an exchange of land between the Port District and North CV Waterfront LP, and a development proposal known as the Pacifica Project; and

WHEREAS, the property which is subject to the Chula Vista Bayfront Master Plan is located in the Port District's Planning District 7, Chula Vista Bayfront, and is bounded on the north by the Sweetwater Marsh National Wildlife Reserve, the mouth of the Sweetwater River and the City of National City, on the east by Interstate 5 and the commercial development along Bay Boulevard, on the south by Palomar Street and the South Bay Unit of the San Diego Bay National Wildlife Refuge on the south, and on the west by San Diego Bay; and

WHEREAS, a proposed Master Plan Amendment for the Chula Vista Bayfront

Master Plan has been prepared and processed; and

Page 1 of 3

**EXHIBIT NO. 10** 

Resolution of Approval

PMPA #41 CVBMP

California Coastal Commission

WHEREAS, pursuant to Resolution 2010-11, adopted 5 January 2010, the Board of Port Commissioners of the Port District authorized the Executive Director or his authorized representative to execute a Real Estate Exchange Agreement and Joint Escrow Instructions (Agreement) with San Diego Gas & Electric Company (SDG&E) (said Agreement is on file in the office of the District Clerk as Document No. 56143) transferring approximately 12.42 acres of property located in the City of Chula Vista, as described in the Quitclaim Deed, Easement Reservation and Covenant Agreement between SDG&E, as Grantor, and the Port District, as Grantee, on file in the office of the Port District Clerk as Document No. 38357, as amended; and

WHEREAS, an approximately 6.08 acres portion of Parcel OP-3, directly adjacent to the above-referenced approximately 12.42 acres of transferred property, will not be included in said proposed Master Plan Amendment, thereby reducing the total acreage of the Otay District of the Proposed Project by approximately 18.5 acres; and

WHEREAS, a Final Environmental Impact Report for the Chula Vista Bayfront Master Plan 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 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, pertaining to the Chula Vista Bayfront Master Plan 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 Final Environmental Impact Report, and the Coastal Act consistency analysis to the California Coastal Commission for its review,

approval and certification pursuant to the California Coastal Act, and that said

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 _	18th	day	of	May	, 2010	)
----------------	------	-----	----	-----	--------	---

sw 5/18/10

## San Diego Unified Port District

### Office of the Clerk

### **CERTIFICATION OF VOTE**

Passed and adopted b	y the Board of Port Commissione	ers of the San	n Diego Unified	Port
District on May 18, 2010,	by the following vote:			

Commissioners	Yeas	Nays	Excused	<u>Absent</u>	<b>Abstained</b>
Michael Bixler	X				
Lee Burdick	X				
Stephen P. Cushman			X		
Stephen C. Padilla	X				
Scott H. Peters	X				
Lou Smith	X .		-		
Robert Valderrama	X				
AUTHENTICATED BY:	Signatu	/i re on File		•	
	Cha	irman of th	e Board of Po	ort Commissio	oners
		MAF	RY ANN LINE	R	
	By:	Signatur	e on File <u>V</u> District Clerk	ec	
(Seal)			2.5thot oron		
Resolution Number: 2010-79 OR	_ ,				
Ordinance Number:	-				
Adopted: May 18, 2010	:				



3165 Pacific Highway San Diego, CA 92101 www.portofsandiego.org 276 Fourth Avenue Chula Vista, CA 91910 www.chulavistuca.gov



July 17, 2012

David Danciu, President Peter Watry, Vice President Crossroads II 81 Second Avenue Chula Vista, CA 91910

Subject: Letter of Agreement on the Chula Vista Bayfront Master Plan

Dear Mr. Danciu and Mr. Watry:

The purpose of this letter is to memorialize the actions the San Diego Unified Port District ("Port") and the City of Chula Vista ("City") have taken in response to issues raised by your organization on March 3, 2010, February 20, 2012 and June 26, 2012 with regard to the Chula Vista Bayfront Master Plan ("CVBMP"). This letter will act as the Port, City's and Crossroads II agreement on all the issues raised in your correspondence identified above. In exchange for all of the revisions made by the Port and City to the CVBMP, Crossroads II agrees to fully support the CVBMP and its implementing actions, including but not limited to, all future discretionary and permitting actions by the Port and City so that the CVBMP and Port Master Plan Amendment ("PMPA") and the City's Local Coastal Program Amendment ("LCPA") are fully realized.

This letter will first address the issues raised in Crossroads letter of March 3, 2010 followed by the issues raised in your correspondence of February 20, 2012 and June 26, 2012.

#### Crossroads request March 3, 2010:

The Crossroads II Board requested five changes to the CVBMP in correspondence dated March 3, 2010, to which the Port and City replied on April 27, 2010 (Attachment 1). The Port and City would like to update you on progress made regarding those five issues.

1. Maintain the view corridor of the Bay from the I-5 J Street over-crossing.

**EXHIBIT NO. 11** 

Port Settlement with Crossroads

PMPA #41 CVBMP

California Coastal Commission

Crossroads II Chula Vista Bayfront Master Plan July 17, 2012 Page 2 of 6

- A minimum building setback of 50 feet from J Street, which will accommodate viewing opportunities from I-5 on parcels H-13 and H-14.
- Building setbacks and step-backs to provide a 70-foot-wide minimum street section at podium level and 95-foot-wide minimum street section at tower level on J Street.
- Building setback on J Street, between the I-5 Corridor and A Street (Parcel H-15), have been increased from 35 feet to 65 feet, measured from the north curb of J Street. Based on a visual analysis by Carrier-Johnson, this will permit a wider view corridor from I-5 than proposed by the project as originally planned. Uses such as a hotel pool will be permitted in the setback so long as the view to the bay is not impeded.
- Proposed towers gradually step downward in height from north to south, thereby
  locating the more intensive proposed land uses to the north and less intensive land
  uses to the south to be more environmentally sensitive to the existing
  environmental preserve and J Street marsh.
- 2. At the "choke point" area between the two segments of the park designated areas, a separate bridge will be built to handle pedestrians that is separate from vehicular traffic. It should be of an attractive, welcoming character that invites people flow from one area of the park to the other.

As stated in our April 27, 2010 letter, the Port and City agree that this important park linkage can be enhanced by providing a welcoming pedestrian environment and a clear separation between pedestrian/bicycle traffic and vehicle traffic across the Marsh inlet. To address this, staff has prepared an alternative alignment to the proposed E Street extension that includes a pedestrian and bicycle-bridge crossing that will be separate from the vehicular bridge crossing (Attachment 2).

The Port and City remain committed to soliciting your input and feedback as engineering designs proceeds for the E Street bridge crossings. The Port and City acknowledge that the design and materials used for this separate pedestrian/bicycle bridge should be attractive and welcoming to enhance the pedestrian experience, as well as providing pedestrian/bicycle/vehicular separation access to the park.

3. Development of park parcel H-1A will be changed from being scheduled for Phase IV to being scheduled for Phase I. (This may require an easement across Port property leased by the Boatyard.) In addition, we wish to go on record again as preferring that the Boatyard stay in Chula Vista.

Crossroads II Chula Vista Bayfront Master Plan July 17, 2012 Page 3 of 6

Port and City staff prepared alternative alignments to the proposed E Street extension between H Street in the Harbor District and Bay Boulevard at the north end of the Sweetwater District (Attachment 3). The resulting configuration provides a stronger connection between the parks in the Sweetwater and Harbor Districts and will serve to achieve Phase I park improvements along E Street that are equivalent to the park acreage previously proposed on H-1A at Phase IV. Although the new configuration reduces the size of the resort conference center site (parcel H-3), additional areas on the north and west sides of the re-aligned E Street will now be dedicated to park areas in both the Sweetwater and Harbor Districts (increased area for parcels S-2 and HP-1).

As previously committed to by the Port and the City, a refined plan to address the linkage between the parks over the F & G Street Channel will be included in the concept approval for the Signature Park on Parcel S-2. The concept design effort will ensure that the linkage between the two parks is easily accessed, obvious, and allows visitors to flow naturally and safely between the two parts of the park.

In regards to the Marine Group Boat Works ("MGBW") issue, please also be advised that on July 10, 2012 the Port extended the leasehold. The extension to the lease will require that H-1A remain in Phase IV so that operations of MGBW may be accommodated.

4. Language will be written into the various Bayfront agreements assuring that the designated hotel/conference center will be a First Class hotel, similar in nature to Gaylord.

The following language is included in the approved Financing Agreement for the CVBMP:

- "...the RCC Project will consist of an integrated project, comprised of a hotel (such hotel being herein after referred to as the "RCC Hotel") meeting or exceeding the service quality standards of a four diamond, AAA standard..."
- 5. Language will be written into the various Bayfront agreements assuring that the opportunity to provide for civic uses in the area that is designated ½ hotel and ½ civic area will not be usurped by the hotel use.

The following language is included in the approved Financing Agreement for the CVBMP:

"...the project description included in the Final EIR provides for up to 200,000 square feet of cultural/retail use on Parcel H-23 in accordance with the Public Trust Doctrine and the Port District Act and each of the parties agrees to preserve the opportunity to develop such cultural/retail use on Parcel H-23..."

Crossroads II Chula Vista Bayfront Master Plan July 17, 2012 Page 4 of 6

#### Crossroads request of February 20, 2012 and June 26 2012:

On February 20 2012, Crossroads II presented a "Terms of Agreement" to both City and Port staff requesting an agreement with the Port and City concerning the below items. Port and City staff provided the following in response to the proposed "Terms of Agreement" on June 18, 2012 and subsequently received additional modifications from Crossroads on June 26 2012. The following represents the final language as agreed to by the Port, City and Crossroads on the six remaining issues:

1. Provide verification that realignment of the section of road at the north end of Harbor District, and separate pedestrian connection and bridge between Sweetwater and Habror Districts, has been/will be included in PMPA and LCP proposed to be adopted by the California Coastal Commission.

The revisions have been included in modifications made to the PMPA and the LCPA that have been submitted to California Coastal Commission ("Coastal") staff. The Port is preparing final revisions to the PMPA for submission to Coastal staff and will provide documentation of the above prior to the PMPA/LCPA hearing date.

2. Provide assurance that hotel and retail uses proposed for Parcel H-23 will not "squeeze out" future cultural uses. Revise text of City-Port Financing Agreement.

As Crossroads II is aware, the Finance Agreement has already been approved by both the Port Board and City Council. Notwithstanding the forgoing, the Port and City will commit to maintaining a minimum of 25,000 square feet of space for cultural uses on parcel H-23.

3. Assurance of quality of hotel proposed for Parcel H-3.

The Port and City agree and commit that the hotel(s) component of the RCC project will meet or exceed the service quality standard of a four diamond, AAA standard as of 2012 or a comparable future standard.

4. Assurance of re-consideration of the Chula Vista Bayfront Master Plan if after 10 years Parcel H-3 is not encumbered.

The approved Finance Agreement provides the opportunity for the parties to terminate the agreement prior to the end of the ten year term. No modification is necessary. We would note that should termination occur, future development of the Bayfront would be contingent upon a public outreach process to assist the Parties in formulating a revised land use plan.

Crossroads II Chula Vista Bayfront Master Plan July 17, 2012 Page 5 of 6

# 5. Design of fire station must preserve views of the Bay to southbound traffic on I-5 approaching the J St. overcrossing.

The revisions have been included in modifications made to the PMPA and the LCPA that have been submitted to Coastal staff. The Port and City have revised the LCPA heights on Parcel H-17 from 60 feet to 30 feet ensuring that the building will not impact the view from the I-5 Freeway.

## 6. Increase the size of parcel HP-1 from 11 to 20 acres; reduce size of parcel H-3 from 39 to 30 acres.

The Port and City agree to move the entire portion of E Street fronting on the western edge of parcel H-3 to the east by 50 feet as identified in Attachment 4. The revisions have been included in modifications made to the PMPA and the LCPA that have been submitted to Coastal staff. The result of this action will be an increase in park acreage of approximately 1.4 acres. The realignment of this segment of E Street, together with the relocation of the MGBW warehouse to the eastern portion of their site, will increase the total Phase I park acreage in the Harbor District to approximately 25 acres without reducing the development envelop of the H-3 site.

In addition, the District and City will commit to maximizing the green/park space within the Harbor District Signature Park area to the greatest extent feasible by locating as much parking as possible on parcel HP-1(N) and adjacent streets.

This letter, together with any other written document referred to or contemplated in it, embody the entire agreement and understanding between the parties relating to the subject matter hereof. Neither this letter nor any provision of it may be amended, modified, waived or discharged except by an instrument in writing executed by all parties hereto.

Each party signing this letter agreement represents and warrants that it has full authority to obligate the party or parties on its behalf and that no further action or authorization is necessary to execute this letter agreement on behalf of such party. Crossroads II represents and warrants that it has the full authority to obligate its organization and that no further action is necessary for Crossroads II to enter into this agreement. All the parties agree that all the proposed revisions to both the PMPA and LCPA are subject to the approval of the California Coastal Commission. The parties also agree should any of the above referenced revisions to the CVBMP not be approved by Coastal the parties agree to meet and discuss how to proceed on amending this letter agreement.

The City and Port value the input and feedback Crossroads II has provided on the CVBMP and we look forward to Crossroads II active support of the CVBMP and implementing actions as discussed above and agreed to herein.

Crossroads II Chula Vista Bayfront Master Plan July 17, 2012 Page 6 of 6

In WITNESS WHEREOF, this Chula Vista Bayfront Master Plan letter agreement is executed on the date(s) set for the below.

Dated: July 24, 2012	City of Chula Vista
	By: Signature on File
	Assistant wing ages
Dated: July / 7, 2012	San Diego Unified Port District
	By: Signature on File =
Dated: July/Z 2012	Crossroads II ~
	By: Signature on File
	- Claracy

#### Attachments:

- Joint Port and City letter to Crossroads II, dated April 27, 2010 1)
- 2) Separated Pedestrian Bridge Crossing
- 3) Revised E Street Alignment
- 4) E Street realignment on the western edge of H-3

cc: California Coastal Commission Staff and Commissioners **Board of Port Commissioners** City of Chula Vista City Council Members Executive Leadership Group, San Diego Unified Port District Eric Crockett, City of Chula Vista Marisa Lundstedt, City of Chula Vista Chris Hargett, San Diego Unified Port District Lesley Nishihira, San Diego Unified Port District Port District Attorney

City of Chula Vista-City Attorney

#### **ATTACHMENT 1**



CHOTAVISTA

April 27, 2010

Peter Watry, Acting President
Pat Aguilar, President (on leave of absence)
Crossibads II
81 Second Avenue
Chula Vista, CA 91910

Subject: Chula Vista Bayfront Master Plan

Dear Mr. Watry and Ms. Aguilar.

Thank you for your continued interest in the Chula Vista Bayfront Master Plan (CVBMP). The purpose of this letter is to respond to the five changes to the Sweetwater Park Plan requested by the Crossroads II Board and submitted to the San Diego Unified Port District ("Port") and the City of Chula Vista ("City") on March 8, 2010, and which were also discussed in our meetings on February 10, 2010 and April 2, 1010.

Maintain the view corridor of the Bay from the I-5 J Street over-crossing.

Consistent with your discussions with Pacifica, the development proposed on parcels adjacent to J Street (H-15 and H-13/H-14) are being specifically designed by Pacifica to reduce visual impact and preserve view corridors. Design measures that aim to preserve the view corridor of the Bay from the I-5 J Street over-crossing include:

- Minimum building setbacks of 50 feet from J Street on parcels H-13/H-14 to accommodate viewing opportunities from I-5
- Building setbacks and step-backs from J Street to provide a 70-foot-wide minimum street section at podium level and 95-foot-wide minimum street section at tower level.
- Increased building setbacks from 35 feet to 65 feet from the north curb of J Street on parcel H-15 to permit a wider view corridor from I-5
- Gradual step down in height of towers from north to south, reflecting the more intensive proposed land uses to the north and the environmental preserve to the south

Crossroads II Chula Vista Bayfront Master Plan April 27, 2010 Page 2 of 3

2. At the "choke point" area between the two segments of the park designated areas, a separate bridge will be built to handle pedestrians that is separate from vehicular traffic. It should be of an attractive, welcoming character that invites people flow from one area of the park to the other.

The Signature Park in the Sweetwater District is separated from the park in the Harbor District by the inlet to the F & G Street Marsh. Currently the proposed design of the E Street bridge, which crosses this inlet, provides a 16-foot wide, multipurpose trail for park uses to travel between both park areas. We concur that this important park linkage can be enhanced by providing a welcoming pedestrian environment and a clear separation between pedestrian/bicycle traffic and vehicle traffic across the Marsh inlet. Prior to final design of the E Street bridge connection, the Port and City commit to evaluating the feasibility of a separate pedestrian and bicycle bridge crossing that will be separate from the vehicular bridge crossing. The Port and City acknowledge that the design and materials used for this separate pedestrian/bicycle bridge are critical to the success of this park connection. As engineering designs proceed for the E Street bridge crossings, we will solicit your input and feedback to ensure the pedestrian bridge achieves your stated goal.

3. Development of park parcel H-1A will be changed from being scheduled for Phase IV to being scheduled for Phase I. (This may require an easement across Port property leased by the Boatyard.) In addition, we wish to go on record again as preferring that the Boatyard stay in Chula Vista.

Parcel H-1A includes approximately 5 acres of park area proposed for redevelopment in Phase IV of the CVBMP. In order to strengthen the connection between the park areas in the Sweetwater and Harbor districts in Phase I, the Port and City commit to analyzing the reconfiguration of E Street around parcel H-3 prior to initiating development of the Resort Conference Center. The goal of the roadway reconfiguration will be to achieve Phase I park improvements along E Street that are equivalent to the park acreage proposed on H-1A at Phase IV. Design options for this roadway section will require consultation with traffic engineers and may be result in interim solutions until Phase IV build-out occurs. If the street reconfiguration is not feasible, other options for strengthening the connection will be explored, including the suggested easement. A refined plan to address the linkage between the parks over the F & G Street Channel will be included in the concept approval for the Signature Park on Parcel S-2. The design will ensure that the linkage between the two parks is easily accessed. obvious, and allows visitors to flow naturally and safely between the two parts of the park.

Crossroads II Chula Vista Bayfront Master Plan April 27, 2010 Page 3 of 3

4. Language will be written into the various Bayfront agreements assuring that the designated hotel/conference center will be a First Class hotel, similar in nature to Gaylord.

The Port and City have agreed to include the following language in the Financing Agreement currently being negotiated for the Implementation of the CVBMP:

"The hotel portion of the Resort Conference Center will meet or exceed the service quality standards of a four (4) diamond, AAA standard."

5. Language will be written into the various Bayfront agreements assuring that the opportunity to provide for civic uses in the area that is designated ½ hotel and ½ civic area will not be usurped by the hotel use.

The Port and City have also agreed to include the following language in the Financing Agreement for the CVBMP:

The Project Description included in the Final EIR provides for up to 200,000 square feet of cultural/retail use on Parcel H-23 in Phase II of the Project (such cultural/retail use is hereinafter called "H-23 Cultural/Retail Use"). The Port and City agree that the opportunity to develop the H-23 Cultural/Retail Use will not be usurped or impaired by development of hotel uses on Parcel H-23.

We value the input and feedback you have provided on the CVBMP to date and look forward to collaborating with you on these issues in the future.

Sincerely,

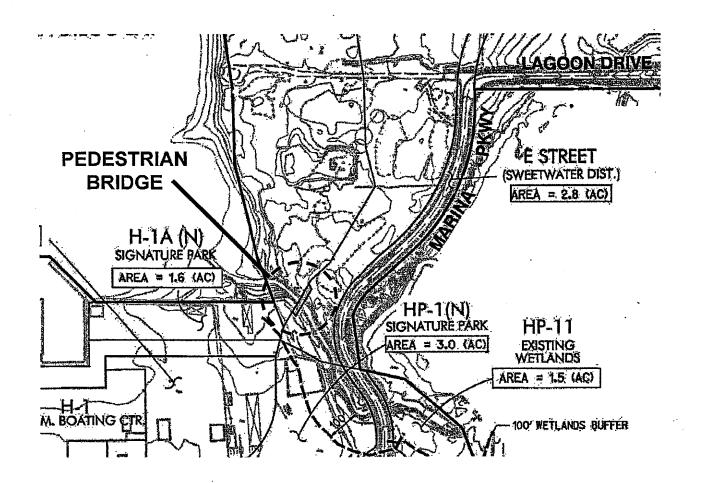
Signature on File

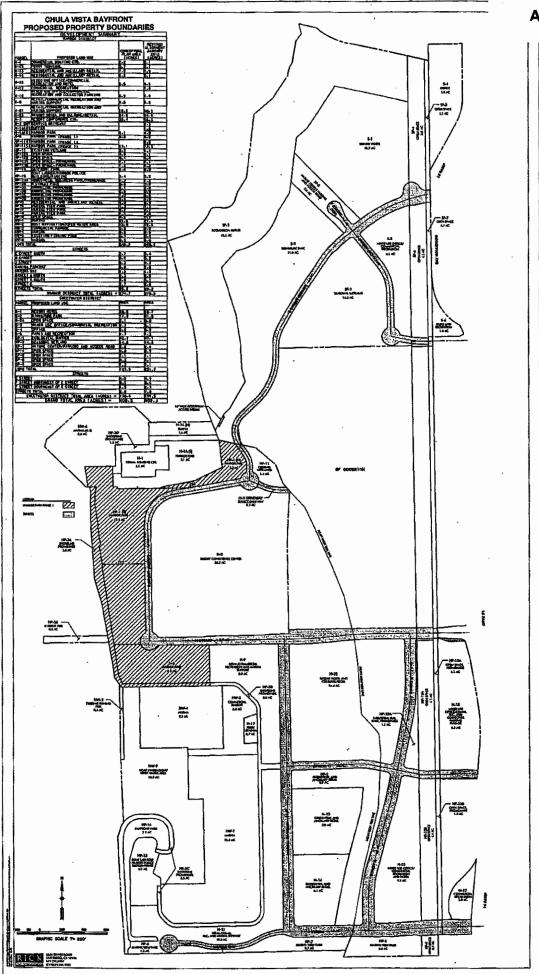
John Helmer, Director Land Use Planning Department Signature on File

Gary Halbert Deputy City Manager

CC:

Denny Stone Marisa Lundstedt Chris Hargett Michael Kennedy Charles Black Allison Rolfe Leslie Wade Lesley Nishihira





## FORM FOR DISCLOSURE OF EX PARTE COMMUNICATIONS

Name or description of project, LPC, etc.:	City of Chula Vista LCP ITEM Th12d
Date and time of receipt of communication:	Monday, 10/3 at 1:30 PM
Location of communication:	3000 Olympic Blvd, Santa Monica, CA
Type of communication (letter, facsimile, etc.):	Meeting
Person(s) initiating communication:	Susan McCabe
Detailed substantive description of content of communication: (Attach a copy of the complete text of any written material received.)	
I received a briefing from a representative of the City of Chula Vista regarding the proposed LCPA time extension. The representative described the importance of the Bayfront Master Plan project to the San Diego region and informed me of the widespread support for the project in the environmental, labor and business communities. The City and Port staffs are working closely with Commission staff to expedite processing of the LCPA and PMPA and are looking into possible funding of a dedicated staff position to work on the project. The City supports the current time extension, but requests the matter be considered in early 2012.  Signature on File	
Date / Sign	ature of Commissioner

If the communication was provided at the same time to staff as it was provided to a Commissioner, the communication is not ex parte and this form does not need to be filled out.

If communication occurred seven or more days in advance of the Commission hearing on the item that was the subject of the communication, complete this form and transmit it to the Executive Director within seven days of the communication. If it is reasonable to believe that the completed form will not arrive by U.S. mail at the Commission's main office prior to the commencement of the meeting, other means of delivery should be used, such as facsimile, overnight mail, or personal delivery by the Commissioner to the Executive Director at the meeting prior to the time that the hearing on the matter commences.

If communication occurred within seven days of the hearing, complete this form, provide the information orally on the record of the proceeding and provide the Executive Director with a copy of any written material that was part of the communication.

EXHIBIT NO. 12

Commissioner Ex Parte

PMPA #41 CVBMP

California Coastal Commission



SUPERVISOR, FOURTH DISTRICT
SAN DIEGO COUNTY BOARD OF SUPERVISORS

DECISION NAVI 1 6 2012

MAY 1 6 2012

CALIFORNIA COASTAL COMMISSION SAN DIEGO COAST DISTRICT

May 8, 2012

Dr. Charles Lester Executive Director California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

Dear Dr. Lester:

On behalf of the County of San Diego (County) Board of Supervisors, I am writing to encourage the California Coastal Commission to support the Chula Vista Bayfront Master Plan (CVBMP) and certify the related amendments to Chula Vista's Local Coastal Program.

The CVBMP is one of the last great development opportunities on San Diego Bay and one of the largest waterfront projects in California. It was initiated in 2002 with development of a joint master plan that has been refined and certified through an environmental impact review process by the City of Chula Vista and the Port of San Diego. It is a cooperative public/private planning effort with Pacifica Companies that encompasses 556-acres and includes hotels, commercial, retail and residential development, and other public amenities. The plan allows for a 2,000-room hotel among other smaller hotels, a convention center, 1,500 condominiums and additional office space. The Port of San Diego estimates these developments will create 7,000 construction jobs and more than 2,000 permanent jobs that, when completed, will generate \$11.5 million annually in tax revenue for the local economy.

The Master Plan will also create a legacy destination that includes more than 200 acres of parks and open space with ecological buffers to protect environmentally sensitive resources, pedestrian walkways, bicycle paths, and other recreational amenities and shoreline enhancements. The CVBMP promotes public access to the waterfront while protecting sensitive environmental habitat.

The County of San Diego urges you to support the CVBMP. Enclosed is a resolution in support of the CVBMP and the related amendments to the Local Coastal Program that was unanimously adopted by the Board of Supervisors.

Sincerely,

Signature on File

RON ROBERTS Chairman

San Diego County Board of Supervisors

RR:sia

**ENCLOSURE** 

EXHIBIT NO. 13

**Letters of Support** 

PMPA #41 CVBMP

California Coastal Commission

County Administration Center • 1600 Pacific Highway, Room 335 • San (619) 531-5544 • Fax: (619) 531-6262 • E-Mail: Ron-Roberts(



### DENISE MORENO DUCHENY

Attorney at Law / Abogada

2168 Logan Avenue San Diego, CA 92113-2204 Ph: 619.239.1388 Fax: 619.239.1366

E-mail: ducheny@pacbell.net

APR 1 9 2012

CALIFORNIA COASTAL COMMISSION

SAN DIEGO COAST DISTRICT

April 12, 2012

Mary K. Shallenberger, Chairwoman California Coastal Commission c/o Diana Lily 7575 Metropolitan Drive, Ste. 103 San Diego, CA 92108-4402

Re: Chula Vista Bayfront Master Plan Support Letter

Dear Chairwoman Shallenberger:

I am writing to express my support of the Chula Vista Bayfront Master Plan (CVBMP), under consideration at your July 2012 commission meeting.

As a longtime resident of San Diego's Southbay, and previous Senator representing thousands of constituents in the South Bay who live, work, and recreate in the region, I would like to offer my support for the Chula Vista Master Plan. For too long, the unsightly Southbay Power Plant has monopolized Chula Vista's waterfront. The approval of the CVBMP will finally provide the Chula Vista and surrounding communities' access to open-space near the waters edge; a much-needed convention center and hotel; and improved access to the San Diego Bay.

The CVBMP has the support of residents, businesses, and environmental community members. This is as an excellent example of what the private sector and government can accomplish when they work cooperatively toward innovative solutions to our regional issues. After 40 years, it's time to allow Chula Vista the opportunity reinvigorate its waterfront, economy, and community.

I support the Chula Vista Bayfront Master Plan and would truly appreciate the support of the California Coastal Commission in this endeavor. Thank you for your time and consideration of this important project.

Sincerely,

DENISE MORENO DUCHENY Ret. State Senator, 40th District

(h) cale of the Co.



## carrierjohnson + CULTUR3

architecture + environments + brand strategy + graphics

July 9, 2012

Chair Mary Shallenberger and Coastal Commissioners Attn: Diana Lilly CALIFORNIA COASTAL COMMISSION San Diego District 7575 Metropolitan Drive, Suite 103 San Diego, CA 92119 Beceiael

JUL 1 6 2012

CALIFORNIA COASTAL COMMISSION SAN DIEGO COAST DISTRICT

RE: SUPPORT Chula Vista Bayfront Master Plan

Dear Chair Shallenberger and Coastal Commissioners:

I am writing you today to urge the Coastal Commission to support the adoption of the Chula Vista Bayfront Master Plan. The Chula Vista Bayfront Master Plan has taken 10 years to plan and has involved extensive public input in over 100 meetings.

Most importantly, the Master Plan when built out will provide over 155 acres of public parks, promenades and open space throughout the Bayfront accessible to the public. This will enable more local residents to easier access to quality park experiences—especially those in low-income areas.

The Master Plan provides many protections for our precious wildlife. It will restore and protect habitat needed by wildlife and preserves almost 70 acres needed to protect our wildlife refuges. It will also re-locate proposed high-rise development away from wetlands, will require high levels of energy efficiency and clean, renewable energy and will drive cleanup of many contaminated areas on the site. The policies adopted as part of the plan will also ensure that there will be significant public participation in future planning and management of the area.

These are just a few of the major enhancements that the Chula Vista Bayfront Master Plan will bring to the region. We are confident that this plan will allow development to move forward on the Bayfront in a manner that protects the environment and greatly increases public access opportunities.

The Master Plan is a landmark achievement and very worthy of your support. We urge you to adopt the Chula Vista Bayfront Master Plan.

Sincerely,

Gordon R.Carrier, FAIA, NCARB

cc. Diana Lilly, Coastal Staff







CALIFORNIA COASTAL COMMISSION SAN DIEGO COAST DISTRICT

RECEIVED APR 1 9 2012

CALIFORNIA COASTAL COMMISSION

April 13, 2012

California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

Dear Coastal Commissioners.

My name is Steve Miesen, Division Manager for Allied Waste Services located in Chula Vista, California. Allied Waste Services is privileged to have the franchise to provide trash, recycling and yard waste collection services to the City of Chula Vista.

I have paid close attention to the negotiations between the City of Chula Vista, Port of San Diego and the other interested parties to develop the Chula Vista Bay Front Master Plan (Plan). It appears abundantly clear that the City and Port leadership have reached out to all facets of our community by conducting more than 90 public meetings that generated over 1,000 comments from more than 50 stakeholders and organizations.

I have attended many of these meetings and I am very confident that the Plan's EIR will ensure that the citizens of Chula Vista will have a first class development with adequate protection of environment.

Our community has been anticipating the development of our beautiful bay front for many decades. Finally, we now have the opportunity to enhance our bay property with a truly environmentally sound development that will allow our citizens and guests of our City to really enjoy and benefit from the San Diego Bay.

I respectively request your support to place the Plan as soon as practical on the Coastal Commission Agenda. I hope you will agree that the Plan is very reasonable and give it your seal of approval with a Unanimous Vote of Support.

Thank you for your time and generous consideration.

Sincerely.

Heve Miesen

Division Manager

CC: Mayor Cheryl Cox - City of Chula Vista water, via a good of the character water oper termina Amphilippa protes occhrist des fil den commissioner einer den dem grant both de segre de

野綠樹紅門門監督 前炎病肥白病心疗病症

armenta il agreso ottakvati on til hala i jaka in Majara ad soptima ett modavislate ar elegi viga štoga





April 24, 2012 605-C Ave. Sevilla Laguna Woods, CA



California Coastal Commission 7575 Metro Dr. Suite 103 San Diego, CA 92108-4402

Attn: Diane Lilly and Debora Lee

Dear Commissioners:

Shortly after my arrival in the city of San Diego, I visited the famed Balboa Park site and within 3 hours I was a committed advocate of this jewel of vision and planning. Since I had been a resident of Chua Vista for 31 years I had joyfully been anticipating having our own 35-acre park jewel right here in South Bay. These hopes have now been dashed!

I now write to you in support of "A Better Bayfront Plan" which presents an environmentally sustainable and psychologically sound 35-acre active park on the water.

As true public service representatives who we feel are motivated by the adage "what's best for the people", I urge you to accept and implement the Better Bayfront Plan.

Very truly yours,

(ms.) Lupe M. Jimenez

lmi



**Goodrich Aerostructures** 

850 Lagoon Drive Chula Vista, California 91910-2098

Tel: 619 691 3036 Fax: 619 691 2222

www.aerostructures.goodrich.com

February 14, 2012

Honorable Chair and Members California Coastal Commission 45 Fremont Street Suite 2000 San Francisco, CA 94105-2219

Re: Chula Vista Bayfront Master Plan

Honorable Chair and Members:

We appreciate the opportunity to submit this letter in support of approval of the Chula Vista Bayfront Master Plan by the California Coastal Commission through certification of the Port of San Diego Master Plan Amendment and City of Chula Vista Local Coastal Program Amendment.

Goodrich Aerostructures' Chula Vista facility is located in the central portion of the Harbor District, one of the three districts comprising the Master Plan. Goodrich Aerostructures is one of the leading suppliers of aircraft engine nacelles and structures to the world's major commercial aircraft and engine makers. Work at the Chula Vista facility, which has been in continuous operation on the Bayfront since the early 1940s, includes design, testing and industrialization of nacelle systems (the aerodynamic housings for jet engines) for a variety of commercial and military programs. The Chula Vista facility is one of the largest employers in Chula Vista, and comprises a substantial component of the City's tax base.

Goodrich Aerostructures' Chula Vista facility formerly occupied much of the land currently proposed for development as part of the Master Plan. In the late 1990s, in order to consolidate the Port's Bayfront landholdings and create the platform for a master planned Bayfront redevelopment, Goodrich, the Port and the City of Chula Vista agreed to a series of land transactions that realigned the Port/Goodrich property ownership in its current north-south configuration. The result was to deliver to the Port an assemblage of property that could be developed in a comprehensive, cohesive manner. The Master Plan represents the culmination of the lengthy planning process intended to achieve that goal.

Goodrich initially had concerns regarding potential incompatibilities between the residential component of the Master Plan and the long-term operation of the Chula Vista facility; however Goodrich, the Port and the City have since worked cooperatively together to resolve these concerns. That process has resulted in agreements that address the issues and concerns raised by Goodrich, and provide the framework for long-term cooperation among the parties to accomplish environmental remediation of the Bayfront and take other actions designed to facilitate the proposed redevelopment.

Goodrich and our stakeholders, most notably our 2,600 working men and women in Chula Vista, appreciate the time and consideration the City and Port have afforded us during this process, and the careful thought and consideration that have gone into the Master Plan that is before you. The Plan will allow for development of a vibrant mix of visitor-serving, retail, office, residential, recreational and other uses while incorporating measures designed to preserve Goodrich's ongoing operation of our Chula Vista facility. We support its approval by this Commission.

Very truly yours,

Marc Duvall President

Goodrich Aerostructures

Marc A. Duvali

President

Goodrich Aerostructures marc.duvall@goodrich.com





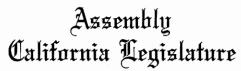
ツグ

STATE CAPITOL

P.O. BOX 942849 SACRAMENTO, CA 94249-0079 (916) 319-2079 FAX (916) 319-2179

DISTRICT OFFICE

303 H STREET, SUITE 200 CHULA VISTA, CA 91910 (619) 409-7979 FAX (619) 409-9270





**BEN HUESO** 

ASSEMBLYMEMBER, SEVENTY-NINTH DISTRICT

February 29, 2012

DECEIVE ()

SAN DIEGO COAST DISTRIC:

CALIFORNIA.
COASTAL COMMISSION

45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

California Coastal Commission

RE: California Coastal Commission - Support for the Chula Vista Bayfront Master Plan

Dear California Coastal Commission:

As a representative of the San Diego region, I am writing to urge the California Coastal Commission to support the Chula Vista Bayfront Master Plan. As a former Coastal Commissioner, I understand the partnership you have with the coastal cities and counties to regulate the use of land and water in the coastal zone. The current plan will provide our region with a thriving waterfront destination that is a model of sustainability, balancing the needs of residents and visitors.

The City of Chula Vista incompliance with the Port of San Diego have worked very hard to protect the 316 acre Sweetwater marsh and follow the California Coastal Act. They worked closely with the Wildlife Advisory Group to come up with a plan to move the density away from the marsh and provide a 400 foot transitional buffer along the environmentally sensitive areas.

The Chula Vista Bayfront Master Plan includes a large dedication to public open space, a resort conference center, mixed-use commercial and office development, retail and restaurants. This project is expected to bring over \$1.3 billion to the region's economy over the next 20 years, including more than \$11.5 million in annual tax revenues. The project will create more than 2,200 permanent jobs, nearly 7,000 construction jobs and numerous indirect jobs to a region that has high unemployment.

After thoroughly analyzing the plan, I am proud to offer my support for the Chula Vista Bayfront Master Plan. Please feel free to contact me at 619-409-7979 if you have any questions or require more information.

Sincerely,

BEN HUESO

Assemblymember, 79th District

CC: Mayor Cox, City of Chula Vista



HOUSING AND COMMUNITY DEVELOPMENT JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY LOCAL GOVERNMENT RULES WATER, PARKS AND WILDLIFE

#### **SELECT COMMITTEES**

CALIFORNIA-MEXICO BI-NATIONAL AFFAIRS LOW HIGH SCHOOL MATRICULATION RATES SAN DIEGO TRADE, TOURISM AND JOB CREATION

### Tom Leech

## Outdoors San Diego: Hiking, Biking & Camping

8387 Abbots Hill Road, San Diego, CA 92123 Phone 858-650-0810 Fax 206-350-8671 outdoorssd@aol.com www.outdoorssandiego.com

7/6/2012

To: Chair Mary Shallenberger and Coastal Commissioners

cc: Diana Lilly, Coastal Staff

California Coastal Commission, San Diego District 7575 Metropolitan Drive, Suite 103 San Diego, CA 92119

**RE: SUPPORT Chula Vista Bayfront Master Plan** 

Dear Chair Shallenberger and Coastal Commissioners,

I am writing you today to urge the Coastal Commission to support the adoption of the Chula Vista Bayfront Master Plan. The Chula Vista Bayfront Master Plan has taken 10 years to plan and has involved extensive public input in over 100 meetings.

Most importantly, the Master Plan when built out will provide over 155 acres of public parks, promenades and open space throughout the Bayfront accessible to the public. This will enable more local residents to easier access to quality park experiences—especially those in low-income areas.

The Master Plan provides many protections for our precious wildlife. It will restore and protect habitat needed by wildlife and preserves almost 70 acres needed to protect our wildlife refuges. It will also relocate proposed high-rise development away from wetlands, will require high levels of energy efficiency and clean, renewable energy and will drive cleanup of many contaminated areas on the site. The policies adopted as part of the plan will also ensure that there will be significant public participation in future planning and management of the area.

These are just a few of the major enhancements that the Chula Vista Bayfront Master Plan will bring to the region. We are confident that this plan will allow development to move forward on the Bayfront in a manner that protects the environment and greatly increases public access opportunities.

The Master Plan is a landmark achievement and very worthy of your support. We urge you to adopt the Chula Vista Bayfront Master Plan.

Sincerely,

Tom Leech

DECEIVED

JUL 1 0 2012

CALIFORNIA COASTAL COMMISSION SAN DIEGO COAST DISTRICT Chair Mary Shallenberger and Coastal Commissioners ATTN: Diana Lilly

California Coastal Commission San Diego District 7575 Metropolitan Drive, Suite 103 San Diego, CA 92119 Or fax to (619) 767-2384

RE: SUPPORT Chula Vista Bayfront Master Plan

Dear Chair Shallenberger and Coastal Commissioners:

I am writing you today to urge the Coastal Commission to support the adoption of the Chula Vista Bayfront Master Plan. The Chula Vista Bayfront Master Plan has taken 10 years to plan and has involved extensive public input in over 100 meetings.

Most importantly, the Master Plan when built out will provide over 155 acres of public parks, promenades and open space throughout the Bayfront accessible to the public. This will enable more local residents to easier access to quality park experiences—especially those in low-income areas.

The Master Plan provides many protections for our precious wildlife. It will restore and protect habitat needed by wildlife and preserves almost 70 acres needed to protect our wildlife refuges. It will also re-locate proposed high-rise development away from wetlands, will require high levels of energy efficiency and clean, renewable energy and will drive cleanup of many contaminated areas on the site. The policies adopted as part of the plan will also ensure that there will be significant public participation in future planning and management of the area.

These are just a few of the major enhancements that the Chula Vista Bayfront Master Plan will bring to the region. We are confident that this plan will allow development to move forward on the Bayfront in a manner that protects the environment and greatly increases public access opportunities.

The Master Plan is a landmark achievement and very worthy of your support. We urge you to adopt the Chula Vista Bayfront Master Plan.

Sincerely,

Paula Mack cc. Diana Lilly, Coastal Staff

JUL 1 0 2012

COASTAL COMMISSION SAN DIEGO COAST DISTRICT Chair Mary Shallenberger and Coastal Commissioners ATTN: Diana Lilly

California Coastal Commission San Diego District 7575 Metropolitan Drive, Suite 103 San Diego, CA 92119 Or fax to (619) 767-2384

RE: SUPPORT Chula Vista Bayfront Master Plan

Dear Chair Shallenberger and Coastal Commissioners:

My wife and I are teachers in Chula Vista and South San Diego.

We have raised our family near and worked around the Chula Vista Bayfront for 25 years. I am proud of the progress and the beauty that has been preserved along this piece of the coast. I am also confident that the Chula Vista Bayfront Master Plan that has been developed by the community with the cooperation of the Environmental Health Coalition will beautifully develop and continue to preserve this wonderful area.

I am writing you today to urge the Coastal Commission to support the adoption of the Chula Vista Bayfront Master Plan. The Chula Vista Bayfront Master Plan has taken 10 years to plan and has involved extensive public input in over 100 meetings.

Most importantly, the Master Plan when built out will provide over 155 acres of public parks, promenades and open space throughout the Bayfront accessible to the public. This will enable more local residents to easier access to quality park experiences—especially those in low-income areas.

The Master Plan provides many protections for our precious wildlife. It will restore and protect habitat needed by wildlife and preserves almost 70 acres needed to protect our wildlife refuges. It will also re-locate proposed high-rise development away from wetlands, will require high levels of energy efficiency and clean, renewable energy and will drive cleanup of many contaminated areas on the site. The policies adopted as part of the plan will also ensure that there will be significant public participation in future planning and management of the area.

These are just a few of the major enhancements that the Chula Vista Bayfront Master Plan will bring to the region. We are confident that this plan will allow development to move forward on the Bayfront in a manner that protects the environment and greatly increases public access opportunities. We urge you to adopt the Chula Vista Bayfront Master Plan.

Sincerely,

Monty Lish. M. C. Liz 47/12

cc. Diana Lilly, Coastal Staff

JUL 1 1 2012

CALIFORNIA COASTAL COMMISSION SAN DIEGO COAST DISTRICT

## Chula Vista Bayfront Master Plan Support

#### Sharon M. Floyd 273 D Street Chula Vista, CA 91910

July 16, 2012

California Coastal Commission

Dear Ladies and Gentlemen; members of the Commission:

Because of my disappointment in my testimony on July 13th, I am writing to explain my concerns regarding the Chula Vista Bayfront Master Plan.

I have lived in the Chula Vista area since 1942. After retiring as a kindergarten/first grade teacher, I joined Crossroads II, a community group headed by Patricia Aguilar. The Chula Vista bayfront soon became the focus of our attention. We attended a meeting at the Port of San Diego, at which I was very impressed with EHC's Laura Hunter. She asked me to join EHC's Citizen Action Team. I respect Laura's work ethic and her sincere dedication and commitment.

Patricia Aguilar and Peter Watry see themselves as the "Preservers of Chula Vista's Character," but neither she nor Peter remember the tomato fields at the foot of E and F Streets that Ash Israni agreed to swap for fewer acres to build his condominiums away from the Sweetwater National Wildlife Preserve. They didn't live here when freight trains rumbled down Third Avenue on their way to the lemon packing shed. I am now a member of committees trying desperately to revitalize Third Avenue and we have had to navigate their obstructionism at every turn.

I became disillusioned with their leadership of Crossroads II when I and three Crossroads II board members also affiliated with EHC were told by Aguilar that we "had to choose" between the two groups. I was told I would have one opportunity to state my position and one opportunity to rebut. Since my departure from Crossroads, I supported two civic associations. I believe that without community activism things can quickly get out of kilter and that "watchdog" organizations are a boon to any community.

Because of my ten year commitment to bayfront development, I sat at the table during CVBMP negotiations. These fine-tuning sessions came after years and years of meetings, dialogue, debate, compromise and concessions. I was there as a representative of the residents of Chula Vista, and I spoke up. It is not true that there was "no resident input." Two other residents served those sessions just as I did; three of us "just residents" who happen to be affiliated with EHC. Peter Watry told me that our representation "didn't count" because of that affiliation.

Peter's desire for a place to have large gatherings and make noise is above protecting and preserving the wetlands. In the Sweetwater Valley where I grew up, I witnessed the loss of burrowing owls, kangaroo rats, quail, pheasants and hawks wheeling in the sky. I have



JUL 1 7 2012

CALIFORNIA COASTAL COMMISSION

seen what happens when our environment is treated with disdain and disrespect; when flora and fauna are not valued.

The "Signature Park" was a Crossroads II concept and they are deeply invested in it--but only on their vision of what it should be. The planned passive park area nearest the wildlife preserves protects the last of the biome that supports the Pacific Flyway. Chula Vista has the promise of becoming an eco-tourism destination once hotels are built.

You have heard much testimony of bringing together many divergent entities to collaborate on how to fulfill the dream. The Chula Vista Bayfront Master Plan is sound. It is the best plan it can be.

Therow M. Flayd



RESOLUTION NO. 12-057 MEETING DATE May 1, 2012 (8)

# RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SAN DIEGO IN SUPPORT OF THE CHULA VISTA LOCAL COASTAL PROGRAM AND BAYFRONT MASTER PLAN

WHEREAS, the Chula Vista Bayfront, located south of the Sweetwater Marsh and north of Palomar Street along San Diego Bay, is part of the South Bay region; and

WHEREAS, the County of San Diego recognizes the collaborative efforts of the City of Chula Vista and the San Diego Unified Port District Port District in working on a comprehensive Chula Vista Bayfront Master Plan that began in 2002; and

WHEREAS, work begun in 2005 to amend the 1993 Local Coastal Program with amendments to the Bayfront Master Plan and a land swap earned unanimous approval on May 18, 2010 of the San Diego Unified Port District, City of Chula Vista Planning Commission, Chula Vista Redevelopment Corporation and City Council of the City of Chula Vista; and

WHEREAS, the County of San Diego supports sound planning principles and practices that protect and conserve sensitive natural resources; and

WHEREAS, the County of San Diego values providing more direct access to the Chula Vista Bayfront and a better connection to the South Bay region for the enjoyment by its residents and visitors to the region of possible entertainment, retail, cultural, office, parks and open space uses; and

WHEREAS, the County of San Diego appreciates opportunities for future economic investment that accrue to the South Bay when the Chula Vista waterfront image is enhanced by implementing high quality development, multimodal transportation and recreational amenities; and

NOW, THEREFORE, IT IS HEREBY RESOLVED, that the Board of Supervisors of the County of San Diego supports the joint efforts of the San Diego Unified Port District and the City of Chula Vista in requesting certification of Chula Vista's Local Coastal Program by the California Coastal Commission.

BE IT FURTHER RESOLVED, that the Board of Supervisors supports the Chula Vista Bayfront Master Plan and the economic development it provides while protecting and preserving sensitive natural resources.

APPROVED AS TO FORM AND LEGALITY COUNTY COUNSEL

BY RACHEL H. WITT, SENIOR DEPUTY

ON MOTION of Supervisor Cox, seconded by Supervisor Jacob, the above Resolution was passed and adopted by the Board of Supervisors, County of San Diego, State of California, on this 1<sup>st</sup> day of May, 2012, by the following vote:

AYES:

Cox, Jacob, Slater-Price, Roberts, Horn

STATE OF CALIFORNIA) County of San Diego)<sup>SS</sup>

I hereby certify that the foregoing is a full, true and correct copy of the Original Resolution entered in the Minutes of the Board of Supervisors.

THOMAS J. PASTUSZKA Clerk of the Board of Supervisors

Nancy Vizcarra Deputy

OF SUPERIVE COUNTY. CH.

No. 12-057 05/01/2012 (8)



## COUNCILMEMBER

Steve Castañeda

May 22, 2012

California Coastal Commission Office of Commissioners 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

Support: Chula Vista Bayfront Master Plan

Dear California Coastal Commissioners,

As Chula Vista's Deputy Mayor and longest serving Councilmember, I am delighted to support the Chula Vista Bayfront Master Plan (CVBMP), which will soon come before you for consideration. I was a member of the Chula Vista City Council which unanimously approved the CVBMP in 2010.

Chula Vista has the opportunity now to provide the South Bay region of San Diego with a 556 acre thriving waterfront destination, integrating our current marina. More than 40 percent of the Bayfront will feature parks, nature preserve and open space, with a network of bike paths, nature trails and pedestrian walkways to provide greater public access.

The project is expected to generate \$1.3 billion for the regional economy, including more than \$11.5 million tax revenues annually. Nearly 7,000 construction jobs, more than 2,200 permanent jobs and numerous ancillary jobs will be added to our region.

For far too many years Chula Vistans have been forced to view a neglected industrial landscape at our City's front door. The CVBMP offers the opportunity to improve our Bayfront environmentally and economically, providing employment for Chula Vista residents who have been most impacted by the current economy.

The Chula Vista Bayfront Master Plan has reached a consensus that I strongly support. Now is Chula Vista's time. I urge you to approve the Chula Vista Bayfront Master Plan for Chula Vista, the entire South Bay and the San Diego region.

Warm regards,

Steve Castaneda Deputy Mayor

City of Chula Vista

cc: Mayor Cheryl Cox



### **COUNCILMEMBER**

Steve Castañeda

May 22, 2012

California Coastal Commission Office of Commissioners 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

Support: Chula Vista Bayfront Master Plan

Dear California Coastal Commissioners,

As Chula Vista's Deputy Mayor and longest serving Councilmember, I am delighted to support the Chula Vista Bayfront Master Plan (CVBMP), which will soon come before you for consideration. I was a member of the Chula Vista City Council which unanimously approved the CVBMP in 2010.

Chula Vista has the opportunity now to provide the South Bay region of San Diego with a 556 acre thriving waterfront destination, integrating our current marina. More than 40 percent of the Bayfront will feature parks, nature preserve and open space, with a network of bike paths, nature trails and pedestrian walkways to provide greater public access.

The project is expected to generate \$1.3 billion for the regional economy, including more than \$11.5 million tax revenues annually. Nearly 7,000 construction jobs, more than 2,200 permanent jobs and numerous ancillary jobs will be added to our region.

For far too many years Chula Vistans have been forced to view a neglected industrial landscape at our City's front door. The CVBMP offers the opportunity to improve our Bayfront environmentally and economically, providing employment for Chula Vista residents who have been most impacted by the current economy.

The Chula Vista Bayfront Master Plan has reached a consensus that I strongly support. Now is Chula Vista's time. I urge you to approve the Chula Vista Bayfront Master Plan for Chula Vista, the entire South Bay and the San Diego region.

Warm regards,

Steve Castaneda Deputy Mayor

City of Chula Vista

cc: Mayor Cheryl Cox

BECEIVED

MAY 3 0 2012

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DIEGOTOR

709 Redlands Place, Bonita, CA 91902

February 8, 2012

California Coastal Commission e/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Dear California Coastal Commissioners,

My name is Margarita Holguin, I am a resident of South Bay and I believe now its our time to turn our bayfront into the world-class venue it has the potential to be. I targe you to please help us make Chula Vista an even more wonderful place to five. Approval by the California Coastal Commission will allow visible progress to begin in an area that the entire community wants to enjoy.

As a resident of South Bay and someone who works to help our community in my work as the Director for the Chula Vista Community Collaborative. I know that residents in Chula Vista need to have access to healthy open space and recreational venues. We know Chula Vista is a wonderful place to live; we now need to also enjoy our leisure time in Chula Vista and not have to travel out of our region to enjoy this space.

In addition, in my work with our community I can tell you that we desperately need a meeting center. I host an annual conference that has the potential to be an international conference, but I am limited by the meeting space options in our city. I have insisted on keeping the conference in Chula Vista, but it has limited growth and exposure for the conference and for our work.

A thriving waterfront would help us achieve our vision of a healthier community, it would create more jobs and help our economy, a need I see everyday! As a resident and an engaged stakeholder. Lurge to help us move forward on this and to approve the Chula Vista Bayfront development.

Sincerely

Margarita Holguin

California Coastal Commissioners C/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

February 12, 2012

Reference: The Chula Vista Bayfront Development Project

Dear California Coastal Commissioners,

I am writing to you as a long-time resident of the City of Chula Vista and as a supporter that has been involved in the promotion and development of the economy and quality of life in the South County for many years. The benefits to the City are rather obvious and have been adequately addressed by other members of the community. I ask that you take a longer view as well; the positive impacts that this project will have throughout the region.

The five South County cities, along with those in northern Baja Mexico, are nestled very close together. Our economies, quality of life, environment and infrastructure are therefore closely related. An event that happens in one of them has extensive ripple effects on the other communities as well. With the Bayfront Project acting as an economic generator, we will be able to develop bay oriented business and industry clusters that will attract related and supporting businesses throughout the region. We will also be creating a quality destination that will expand tourism regionally, from Mexico, and from visitors to other destinations in the County.

The Bayfront Project will draw attention to San Diego Bay's wildlife and other ecological benefits. It will enable us to showcase the bay by marrying it to the Chula Vista Nature Center, the neighboring wildlife refuges and marshes. The Project's parks and other open spaces will also serve as a reminder of the need for our continued environmental stewardship. Non-invasive boating, such as kayaking and canoeing, will draw attention to the recreational aspects of the bay.

The few negative concerns that may be expressed to you should be easily mitigated and will be offset by the overwhelming benefits to the region. I respectfully urge you to approve this wonderful project.

Sincerely,

William W. Tunstall

1647 Mills St.

Chula Vista, CA 91913

William W. Tunstall

(619) 421-1903

Jessica Hayes 2393 Green River Drive Chula Vista, CA 91915

February 8, 2012

California Coastal Commission 45 Fremont St. Suite 2000 San Francisco, CA 94105

Dear Commissioners,

I was asked by my neighbor to write a nice letter in support of redevelopment of our Chula Vista Bayfront. However, when I think about what has happened with the Chula Vista Bayfront it makes me angry. Chula Vista is long overdue for redevelopment of its Bayfront. In fact it is so overdue one might believe Chula Vista, in fact, the entire Southbay of San Diego, was being redlined. The upshot of the failure to develop our Bayfront has been a stifling of our City's economy and the economy for all of Southbay. Empty lots, aging abandoned factories and other ills make our Bayfront inaccessible and hazardous. I'm not fully clear on what the requirements are for approval from the Commission, but, once again, looking at places like Richmond, Twin Lakes, Newport Beach, Long Beach and other approved development by the Commission the fleeting thought of redlining again rears its ugly head. I can tell you as someone who has lived in Chula Vista for over 20 years, I'm sick of it. So my letter to you is, approve it. This is a good plan, it makes great use of the area and it has been thoroughly vetted. If we here in the Southbay had true access to our Bayfront we would use our Bayfront. We deserve the same approval which will give us the same access other parts of the State enjoy.

Sincerely, Jessica Hayes April 9, 2012

#### **California Coastal Commission**

c/o Office of the Mayor City of Chula Vista 276 Fourth Ave. Chula Vista, CA 91910

#### REQUEST YOUR SUPPORT AND APPROVAL OF THE CHULA VISTA BAYFRONT MASTER PLAN

Every work day my wife and I get in our car and commute 25 miles north to our offices in North San Diego along with approximately 250,000 other commuting South Bay residents. It is not our fault that we do not work in Chula Vista. There are over 500,000 local residents currently living in South Bay communities, including Chula Vista, National City, Paradise Hills, Imperial Beach, and South San Diego, and far too few jobs. We love living in Eastern Chula Vista and certainly wish we could work much closer to home, but the reality is that it will not happen any time soon without your help.

The development of the Chula Vista Bayfront, in accordance with the Bayfront Master Plan that will be before you for approval, in my view is the most important revitalization project in the history of Chula Vista. I firmly believe that this project will do much more than provide over 2,000+permanent jobs and be great boost for the Chula Vista economy. This project will be the catalyst for major support development along the Interstate 5 corridor from the U.S./Mexico border to National City and will carry tourist business east to Chula Vista's downtown and beyond. With the influx of new tourist hotels, conference center, office, industrial, and residential uses it would not surprise me that the economic stimulus created will turn the projected 2,000+ permanent jobs into 20,000 new job opportunities for South Bay residents.

It is time for Chula Vista to have a balanced economy where residents can live, work, and play within this great community setting without commuting to northerly destinations. Approval of the Chula Vista Bayfront Master Plan will provide new hope and opportunity for all of us. The Chula Vista Bayfront will be a great destination/recreation alternative for both tourists and residents and for a number of local residents it will be with great pride that they can say they work at the Chula Vista Bayfront!

I sincerely hope that you approve the Chula Vista Bayfront Master Plan, with the current design and uses as presented and approved by numerous local groups and agencies, and that you allow the City of Chula Vista and the San Diego Unified Port District to move forward immediately on this important project.

**CARL W. HARRY** 

839 Shadow Ridge Place

Chula Vista, Ca. 91914

## Ranig & Donald Hunter 1367 South Echo Ridge Chula Vista, California 91915

February 14, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista 276 Fourth Avenue Chula Vista, CA 91910

RE: Chula Vista Bayfront Master Plan

What better gift for the citizens of Chula Vista and all of San Diego County than a beautiful, thriving bay front in Chula Vista. Having grown up in Chula Vista, I wasn't really aware of Chula Vista's bayfront for many years. Development of the "J" Street Marina brought us to the bay but it was awkward to get there and recreational opportunities were limited. That will all change with your approval of the Chula Vista Bayfront Master Plan (CVBMP).

The CVBMP offers the vision and hope for a world-class bayfront, much like the City of San Diego's magnificent bayfront. With over 230 acres of parks, nature preserve and open space, sensitive areas will be preserved, while residents will have unobstructed access to the area. It would be wonderful to have a destination hotel with conference facilities to serve residents and attract convention and business travelers. The promise of creating an economic machine with anticipated annual tax revenues of more than \$11.5 million only makes the plan better. This project will undoubtedly be a catalyst for revitalization of Chula Vista's oldest neighborhoods within the western portion of the city.

As a Chula Vista resident, I urge you to approve the Chula Vista Bayfront Master Plan.

Sincerely.

Ranie L. Hunter

April 18, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista 276 Fourth Avenue Chula Vista, CA 91910

Dear California Coastal Commissioners,

I am writing this letter in support of the Chula Vista Bayfront Master Plan that you will be voting on in the near future. As a retired Navy Rear Admiral who spent most of his career in San Diego and now has chosen to make our home in Chula Vista, my wife and I were extremely excited when we saw the initial plans for this project some years back. She was born and raised in Chula Vista, and was thrilled to hear that they were going to prop up "that wasteland on the water" into a vibrant recreational area that would bring everyone to the bayshore of Chula Vista, instead of warding visitors from the area, as she recalled it.

Chula Vista has always been a great place to live, but the residents never felt connected to the water because of the vast industrial usage that permeated the area. The idea of creating a recreational marina with hundreds of acres of open space designed to bring visitors to our waterfront would greatly improve the utilization of that property, and further expose our Nature Center to new visitors. It would also serve as a source of pride for those of us who live in the area, as opposed to the blighted piece of property it now is.

On behalf of my wife Norah and our entire family, we sincerely hope you will vote to approve this tremendous improvement to the Chula Vista waterfront.

Sincerely,

Mac MdLaughlin

### TANA M. LORAH 4753 50<sup>th</sup> Street San Diego, CA 92115

February 10, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

RE: Chula Vista Bayfront Master Plan

Dear California Coastal Commissioners:

I am writing you today asking for your support and to approve the Chula Vista Bayfront Master Plan.

As a native Chula Vistan, I have a vested interest in seeing the Bayfront developed for future generations in a meaningful way. The proposal before you has been put together in a very thoughtful way, far exceeding any prior plans. The collaborative process has brought you a proposal that will safeguard the interests of the environment, the residents, the business owners, and the workforce that supports it all.

I left Chula Vista in the 1990s to attend college on the East Coast. I have seen the redevelopments of coastal properties in historic areas be done in the same meaningful ways as proposed by the City of Chula Vista and the people it represents. The outcome has revitalized the communities and the surrounding regions in significant and positive ways.

The Chula Vista Bayfront Master Plan makes sense.

It will create jobs

It will create a park space to promote physical wellbeing

It will conserve environmental aspects of our Bayfront

It will create affordable homes

It will breathe life into a community that is in need of this essential boost

It will drive Chula Vista from being the "Dullest City in America" as reported by Yahoo News to being a model city for Bayfronts.

This plan is a leading example of how the people and the domain you represent can come together to bring a new vision, for a new life for America's Most Vibrant City.

The California Coastal Commission support of the Chula Vista Bayfront Master Plan will go down in history as being one of the best decisions for our community of this generation.

With best regards,

Tana Lorah



February 14, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

RE: Chula Vista Bayfront Master Plan

Dear California Coastal Commissioners:

I am writing you today urging your support for the Chula Vista Bayfront Master Plan.

As a provider of health care services for more than 100,000 residents of Chula Vista and the South Bay, Kaiser Permanente supports community changes that will improve and enhance the health and wellbeing of our members. Kaiser Permanente's social mission is to improve the communities in which we live and serve.

The Chula Vista Bayfront Master Plan embodies this mission and will promote healthy living for our employees, physicians, members, and the communities in which we serve. This includes the development of enhanced recreational spaces, new business opportunities for companies, workforce development opportunities, and beyond.

We appreciate your consideration of this proposal to help Chula Vista and the San Diego region thrive.

Sincerely,

Mary Ann Barnes

Senior Vice President and Executive Director

MAB/tml/br

#### Dominic & Claire Fadden

755 Neptune Court Chula Vista, CA 91910 619-425-2885 fad5@sbcglobal.net

February 7, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Dear Members of the Commission,

We have lived in Chula Vista for more than three decades. During that time, as our three sons grew, we watched the city grow, expand and prosper.

Chula Vista is a wonderful place to live, work and raise a family. As we look to the future, and perhaps our grandchildren, we can't help but hope that the Chula Vista Bayfront will be developed. This gem at the water's edge offers acres of open space where all children can romp and enjoy the beauty of nature.

The need for the West Side of our city to be improved is long overdue. The Chula Vista Bayfront Master Plan covers all the bases. It offers a thriving waterfront destination that is a model of sustainability while balancing the needs of residents, it will boost the local economy and best of all—the Bayfront Project will be funded with revenues generated by new development within the project area.

We fully support and embrace the redevelopment of Chula Vista's waterfront.

Sincerely,

Nick Fadden

Claire Fadden

Dear California Coastal Commissioners,

As a current tenant of Chula Vista Marina, and as a resident of the South Bay area of San Diego, I am writing in support of the Chula Vista Bayfront Master Plan. Many years have been spent considering how our bayfront can best serve current and future residents and visitors. It is past time for action.

I have worked and lived in this area for over 20 years. I truly believe that this is one of the best places in the world to live. Master Planning has been successful in the eastern part of Chula Vista. Despite some outstanding features, the western edge of the city, facing the amazing San Diego Bay, has huge unrealized potential. It can and must be developed in a manner that will make it one of the most beautiful spots in the city, the county, and the state.

The marina, especially Chula Vista Marina where I dock my boat, is among the best maintained and best managed in San Diego County. The surrounding parks are constantly in use by people of all ethnicities and walks of life, greatly enhancing their life style. Wildlife is plentiful in the area. The quality of the water, even in our end of the bay, is excellent compared to many California harbors. But more people should be attracted to and enjoying this area, and they will be when the Master Plan is put in place.

A resort hotel and conference center is an important part of this Plan. It is needed in the South Bay and there is no better location. We have many resources for visitors in Chula Vista, including the all-volunteer OnStage Playhouse, where I am on the Board of Directors. We don't have enough attractive places for visitors to stay.

I understand why the plan must involve four phases and take over 24 years to complete, but I don't like it. As a recent addition to the "senior citizen" demographic, I may not live to see this realistic dream fully realized. Delays will deprive many of a valuable resource. Please don't be a roadblock to progress—be a facilitator of a world-class environment.

Most sincerely,

Robert N. Christiansen 6213 Avenida de las Vistas, Unit 2 San Diego, CA 92154 bobchristiansen@cox.net California Coastal Commission %Office of the Mayor 276 Fourth Ave. Chula Vista, CA 91910

The bayfront area in the Chula Vista Master Plan has long been vacant and is such a waste of a prime coastal space that could draw residents and visitors to the bayfront in addition to promoting jobs and tax revenue. In this long economic recession, I see this Master Plan as a job creator both during the development stage and after completion. It would be such a benefit to the South Bay area and Chula Vista in particular. The plan has a good mix of uses with hotels, convention center, condominiums, commercial & office space and restaurants. With 40% planned open space in 556 acres, there is room for parks, bicycle and pedestrian paths and habitat protection.

I am writing as a Chula Vista resident who has visited one of the possible hotel & convention facilities that could be a part of the Chula Vista Bayfront. It is the Gaylord National Hotel & Convention Center in Maryland along the Potomac River near Washington, D.C. It is such an asset to that area and has attracted other businesses. I have enjoyed strolling the promenades and walkways around the area. It has open space to enjoy views and easily access the river.

I have lived in Chula Vista since 1970 and have seen this part of Chula Vista fall into disuse after the departure of Rohr Industries manufacturing facility. It would be a joy to see this area brought back to be an attractive part of our community. It has so much potential to be a vibrant part of Chula Vista for all.

I sincerely urge you to approve the Chula Vista Bayfront Master Plan.

Respectfully,

Nancy Dreesen

1058 Torrey Pines Rd.

Mancy Dreesen

Chula Vista, CA 91915

Randy Van Vleck

1529 Max Avenue

Chula Vista, CA 91911

April 17, 2012

Dear California Coastal Commissioners,

I'm writing today to express my support for the Chula Vista Bayfront Master Plan. Chula Vista is in need of more open space, park space, and spaces for active, healthy living. The bike path and parks that are planned will help allow for healthy and active lifestyles, while also helping to connect the Chula Vista community to the often overlooked South San Diego Bay.

Chula Vista is also in need of places that celebrate culture, art, and entertainment. Without those features, young people are known to leave cities. I've known many young people who have left Chula Vista to go to college and then never return to Chula Vista because the city doesn't provide enough opportunities for culture, art, and entertainment. The absence of young, educated people who leave a city, never to return, is known as "brain drain." The culture, art, and entertainment features that are planned in the Bayfront vision will have the potential to draw back college graduates to the city, as well as appeal to folks of all ages.

The Chula Vista Bayfront Master Plan is a plan for a better future in CV that will improve the quality of life for Chula Vistans. I hope that you will support it, as well.

Sincerely,

Randy Van Vleck

Chula Vistan

University of California, San Diego Honors Alumni: Sociology and Urban Studies & Planning

#### David E. Watson 2800 Durham Place Chula Vista, CA 91914

February 6, 2012

California Coastal Commission Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Dear Members of the Coastal Commission:

As a resident of the City of Chula Vista, I am writing to ask for your support for the Chula Vista Bayfront Master Plan. After several years of a collaborative community and planning process, the leaders and citizens of Chula Vista are eagerly anticipating your final approval of our Bayfront Plan.

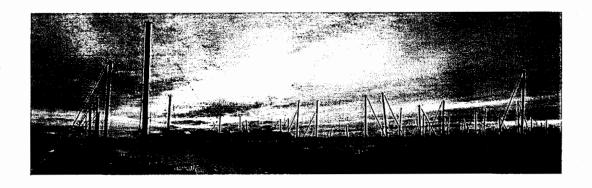
This gorgeous site has the potential to be one of the most beautiful and vibrant areas of San Diego's bayfront. Of the 556 acres of waterfront, more than 230 acres will consist of parks, nature preserve and open space linked by bike paths, nature trails and pedestrian walkways.

Coastal visitors will be served by a resort conference center, restaurants, retail and commercial uses. This careful balance of mixed uses has the potential for generating \$1.3 billion for the regional economy.

Along with dozens and dozens of my fellow Chula Vista neighbors, we encourage your support and look forward to your approval.

Thank you.

David E. Watson



Lou Ann Vogler
1532B Apache Drive \* Chula Vista, CA 91910 \* lavogler@mac.com

February 14, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Subject: California Coastal Commission Consideration of Chula Vista Bayfront Redevelopment

Dear California Coastal Commission Members,

I am writing this in support of expediting the review and approval of our bayfront redevelopment. I have been a resident of Chula Vista for 28 years and have waited that long to see our bayfront take shape and become an asset to not only Chula Vista, but to the entire San Diego Bay.

I walk in the small parks that are existing now, but would love to see the expansion of walkways that are covered in the redevelopment plan. As you can see from the photo above, I am an avid photographer and enjoy the beauty of our bayfront. This redevelopment project will only enhance this beauty and make it more accessible to the citizens of Chula Vista and visitors alike.

In addition to access and beautification, the planned hotels and meeting space would greatly help organizations keep their events in Chula Vista. I currently belong to a group that had to move their major fundraiser to Coronado because there wasn't appropriate space for our event in Chula Vista.

Your consideration in expediting this approval process is greatly appreciated.

Sincerely,

Spee Ann Voyler

March 26, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista 276 Fourth Ave. Chula Vista, CA 91910

Dear California Coastal Commissioners:

I am pleased to offer support of the Chula Vista Bayfront Master Plan.

The Plan has been in the making for a very long time and everyone who has a stake in the outcome was given adequate time to weigh-in. Compromises were made by all those involved. Time has come to implement this Plan.

Do not let the few "naysayers" sway your vote — I am convinced plenty of open space has been set aside for residents and the public. Housing close to the beautiful bay can be a reality. And our dream of holding graduations, senior proms and various large events right here in our area can come true.

Please approve this Plan at your earliest opportunity.

Thank you.

Sincerely,

Sandra Duncan 262 Second Ave.

Chula Vista, CA 91910

(619) 691-1651

Ohula Vista la 91911

California Coastal Commission c/ Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Estimados miembros de la Comisión Costal de California,

Como residente de la ciudad de Chula Vista, yo creo que ya es tiempo de convertir nuestra bahía en Chula Vista a una bahía de primera clase que beneficie a todo Chula Vista y al condado de San Diego. Su aprobación es necesaria para hacer esto una realidad.

Chula Vista es una gran ciudad, pero estamos muy limitados en el oeste de Chula Vista. Necesitamos mas espacio saludable para caminar, pasear en bicicleta, y simplemente para divertirnos con nuestra familia. El desarrollo de nuestra bahia nos proporcionara trabajos y áreas saludables y bonitas, las cuales benefician a toda nuestra comunidad.

Como Promotores de salud de nuestra ciudad, el bienestar de Chula Vista es muy importante para nosotros, por lo tanto les pido que nos ayuden a aprobar el plan de desarrollo de la bahía de Chula Vista y conviertan este sueño comunitario en una realidad.

Chir Cangford

121 Oyange Ave

Spc 2 CV CA

91911

California Coastal Commission c/ Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Estimados miembros de la Comisión Costal de California,

Como residente de la ciudad de Chula Vista, yo creo que ya es tiempo de convertir nuestra bahía en Chula Vista a una bahía de primera clase que beneficie a todo Chula Vista y al condado de San Diego. Su aprobación es necesaria para hacer esto una realidad.

Chula Vista es una gran ciudad, pero estamos muy limitados en el oeste de Chula Vista. Necesitamos mas espacio saludable para caminar, pasear en bicicleta, y simplemente para divertirnos con nuestra familia. El desarrollo de nuestra bahia nos proporcionara trabajos y áreas saludables y bonitas, las cuales benefician a toda nuestra comunidad.

Como Promotores de salud de nuestra ciudad, el bienestar de Chula Vista es muy importante para nosotros, por lo tanto les pido que nos ayuden a aprobar el plan de desarrollo de la bahía de Chula Vista y conviertan este sueño comunitario en una realidad.

Aida G. Meza 521 D ST. Chula Vista CA 91910

California Coastal Commission c/ Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Estimados miembros de la Comisión Costal de California,

Como residente de la ciudad de Chula Vista, yo creo que ya es tiempo de convertir nuestra bahía en Chula Vista a una bahía de primera clase que beneficie a todo Chula Vista y al condado de San Diego. Su aprobación es necesaria para hacer esto una realidad.

Chula Vista es una gran ciudad, pero estamos muy limitados en el oeste de Chula Vista. Necesitamos mas espacio saludable para caminar, pasear en bicicleta, y simplemente para divertirnos con nuestra familia. El desarrollo de nuestra bahia nos proporcionara trabajos y áreas saludables y bonitas, las cuales benefician a toda nuestra comunidad.

Como Promotores de salud de nuestra ciudad, el bienestar de Chula Vista es muy importante para nosotros, por lo tanto les pido que nos ayuden a aprobar el plan de desarrollo de la bahía de Chula Vista y conviertan este sueño comunitario en una realidad.

Maria V. Romirez 4241 Oaklawn Ave Apt D. Chila Vista CA 91910

California Coastal Commission c/ Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Estimados miembros de la Comisión Costal de California,

Como residente de la ciudad de Chula Vista, yo creo que ya es tiempo de convertir nuestra bahía en Chula Vista a una bahía de primera clase que beneficie a todo Chula Vista y al condado de San Diego. Su aprobación es necesaria para hacer esto una realidad.

Chula Vista es una gran ciudad, pero estamos muy limitados en el oeste de Chula Vista. Necesitamos mas espacio saludable para caminar, pasear en bicicleta, y simplemente para divertirnos con nuestra familia. El desarrollo de nuestra bahia nos proporcionara trabajos y áreas saludables y bonitas, las cuales benefician a toda nuestra comunidad.

Como Promotores de salud de nuestra ciudad, el bienestar de Chula Vista es muy importante para nosotros, por lo tanto les pido que nos ayuden a aprobar el plan de desarrollo de la bahía de Chula Vista y conviertan este sueño comunitario en una realidad.

Sinceramente,

Maria V Romitet

L'i lia Salazar 566 Naples st Chula Vistaca 7911

California Coastal Commission c/ Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Estimados miembros de la Comisión Costal de California,

Como residente de la ciudad de Chula Vista, yo creo que ya es tiempo de convertir nuestra bahía en Chula Vista a una bahía de primera clase que beneficie a todo Chula Vista y al condado de San Diego. Su aprobación es necesaria para hacer esto una realidad.

Chula Vista es una gran ciudad, pero estamos muy limitados en el oeste de Chula Vista. Necesitamos mas espacio saludable para caminar, pasear en bicicleta, y simplemente para divertirnos con nuestra familia. El desarrollo de nuestra bahia nos proporcionara trabajos y áreas saludables y bonitas, las cuales benefician a toda nuestra comunidad.

Como Promotores de salud de nuestra ciudad, el bienestar de Chula Vista es muy importante para nosotros, por lo tanto les pido que nos ayuden a aprobar el plan de desarrollo de la bahía de Chula Vista y conviertan este sueño comunitario en una realidad.

Sinceramente,

Silia Salazac

RUBY VANECAS 1151 4TH AUE \$210 CHULA VISTA, CA 9/9/1

California Coastal Commission c/ Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Estimados miembros de la Comisión Costal de California,

Como residente de la ciudad de Chula Vista, yo creo que ya es tiempo de convertir nuestra bahía en Chula Vista a una bahía de primera clase que beneficie a todo Chula Vista y al condado de San Diego. Su aprobación es necesaria para hacer esto una realidad.

Chula Vista es una gran ciudad, pero estamos muy limitados en el oeste de Chula Vista. Necesitamos mas espacio saludable para caminar, pasear en bicicleta, y simplemente para divertirnos con nuestra familia. El desarrollo de nuestra bahia nos proporcionara trabajos y áreas saludables y bonitas, las cuales benefician a toda nuestra comunidad.

Como Promotores de salud de nuestra ciudad, el bienestar de Chula Vista es muy importante para nosotros, por lo tanto les pido que nos ayuden a aprobar el plan de desarrollo de la bahía de Chula Vista y conviertan este sueño comunitario en una realidad.

950 River oaks at unit "F" Chula VISTA OA 91915

California Coastal Commission c/ Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Estimados miembros de la Comisión Costal de California,

seleau Vielannel

Como residente de la ciudad de Chula Vista, yo creo que ya es tiempo de convertir nuestra bahía en Chula Vista a una bahía de primera clase que beneficie a todo Chula Vista y al condado de San Diego. Su aprobación es necesaria para hacer esto una realidad.

Chula Vista es una gran ciudad, pero estamos muy limitados en el oeste de Chula Vista. Necesitamos mas espacio saludable para caminar, pasear en bicicleta, y simplemente para divertirnos con nuestra familia. El desarrollo de nuestra bahia nos proporcionara trabajos y áreas saludables y bonitas, las cuales benefician a toda nuestra comunidad.

Como Promotores de salud de nuestra ciudad, el bienestar de Chula Vista es muy importante para nosotros, por lo tanto les pido que nos ayuden a aprobar el plan de desarrollo de la bahía de Chula Vista y conviertan este sueño comunitario en una realidad.

424 Oaklawn Ave Apt D. Chua Vista, CA 91910 Ang C. Exalante

California Coastal Commission c/ Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Estimados miembros de la Comisión Costal de California,

Como residente de la ciudad de Chula Vista, yo creo que ya es tiempo de convertir nuestra bahía en Chula Vista a una bahía de primera clase que beneficie a todo Chula Vista y al condado de San Diego. Su aprobación es necesaria para hacer esto una realidad.

Chula Vista es una gran ciudad, pero estamos muy limitados en el oeste de Chula Vista. Necesitamos mas espacio saludable para caminar, pasear en bicicleta, y simplemente para divertirnos con nuestra familia. El desarrollo de nuestra bahia nos proporcionara trabajos y áreas saludables y bonitas, las cuales benefician a toda nuestra comunidad.

Como Promotores de salud de nuestra ciudad, el bienestar de Chula Vista es muy importante para nosotros, por lo tanto les pido que nos ayuden a aprobar el plan de desarrollo de la bahía de Chula Vista y conviertan este sueño comunitario en una realidad.

Sinceramente,

Ana C. Escalante

Buadalupe Limon 319 Via Salaria Chula Vista CA 91 410

California Coastal Commission c/ Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Estimados miembros de la Comisión Costal de California,

Como residente de la ciudad de Chula Vista, yo creo que ya es tiempo de convertir nuestra bahía en Chula Vista a una bahía de primera clase que beneficie a todo Chula Vista y al condado de San Diego. Su aprobación es necesaria para hacer esto una realidad.

Chula Vista es una gran ciudad, pero estamos muy limitados en el oeste de Chula Vista. Necesitamos mas espacio saludable para caminar, pasear en bicicleta, y simplemente para divertirnos con nuestra familia. El desarrollo de nuestra bahia nos proporcionara trabajos y áreas saludables y bonitas, las cuales benefician a toda nuestra comunidad.

Como Promotores de salud de nuestra ciudad, el bienestar de Chula Vista es muy importante para nosotros, por lo tanto les pido que nos ayuden a aprobar el plan de desarrollo de la bahía de Chula Vista y conviertan este sueño comunitario en una realidad.

Sinceramente,

Guadalya Zimin

Dayanara Marin. 1470 Second Avenue Apt # 14 Chula Vista (a 91911

California Coastal Commission c/ Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Estimados miembros de la Comisión Costal de California,

Como residente de la ciudad de Chula Vista, yo creo que ya es tiempo de convertir nuestra bahía en Chula Vista a una bahía de primera clase que beneficie a todo Chula Vista y al condado de San Diego. Su aprobación es necesaria para hacer esto una realidad.

Chula Vista es una gran ciudad, pero estamos muy limitados en el oeste de Chula Vista. Necesitamos mas espacio saludable para caminar, pasear en bicicleta, y simplemente para divertirnos con nuestra familia. El desarrollo de nuestra bahia nos proporcionara trabajos y áreas saludables y bonitas, las cuales benefician a toda nuestra comunidad.

Como Promotores de salud de nuestra ciudad, el bienestar de Chula Vista es muy importante para nosotros, por lo tanto les pido que nos ayuden a aprobar el plan de desarrollo de la bahía de Chula Vista y conviertan este sueño comunitario en una realidad.

Mayor Cheryl Cox City of Chula Vista 276 4<sup>TH</sup> Ave. Chula Vista, CA 91910

Dear Mayor Cox,

Thank you for your presentation on the Chula Vista Waterfront Redevelopment Plan last night to the members of the Chula Vista Yacht Club. It is an exciting plan that I hope the Coastal Commission will seriously consider.

I have had three sailboats in slips at California Yacht Marina (CYM) over the years. My current sailboat has been in slip A-14 since Sunday July 19, 1998. I have continued to keep my boats in CYM in the city of Chula Vista for a number of reasons. The marina is easily reached by the "J" Street exit off the I-5 Freeway. There are restaurants, grocery and other stores within a short walk or drive. The management of the CYM has kept up with the maintenance and upgrading of the facility and amenities. My boating neighbors in CYM are friendly members of our "front porch society" on the water of the Chula Vista Basin in San Diego Bay.

My extended family has enjoyed the boat and the location of the marina in Chula Vista. They enjoy the safety and beauty of walking around the harbor as part of a morning workout or after a day of sailing.

Please continue to present and support the Chula Vista Waterfront Redevelopment Plan.

Sincerely yours.

Frank Fitzgerala

PO Box 12938 Prescott, AZ 86304

928.771.9261 (h)

619.838.9551 (c)

# Estela Gómez-Ruíz

February 5, 2012

RE: Chula Vista Bayfront

Dear California Costal Commission:

When my husband and I moved to the city of Chula Vista to live, work and educate our children, over 30 years ago, the Bayfront was a project in the making. Our children, as many others in the area have left to pursue their higher education, work and establish their lives elsewhere for lack of universities, quality of jobs and entertainment facilities in Chula Vista.

You, the members of the California Costal Comisión must find consensus and approve the Project. You have an obligation to give the people Chula Vista the use of the Bayfront. Our generation can not wait another 30 years.

Respectfully,

Estela Gómez-Ruiz

#### THOMAS M. LEONARD 448 WESTMONT COURT BONITA, CA 91902

February 10, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

RE: Chula Vista Bayfront Master Plan

Dear California Coastal Commissioners:

I am writing you today asking for your support and to approve the Chula Vista Bayfront Master Plan. I believe the plan before you is a visionary plan to improve the quality of life for the residents of South Bay and respect the environment in a mutually beneficial manner.

I have lived in Chula Vista since the 1950s. I have also spent 40 years as a civic employee of the City of Chula Vista – first as a law enforcement officer with the City of Chula Vista Police Department and second as an Emergency Operations Coordinator (EOC) for the City of Chula Vista Fire Department. I have raised 4 children and 4 grandchildren in Chula Vista utilizing the Bayfront for recreation, exercise and fine dining.

I would welcome the Chula Vista Bayfront Master Plan as proposed. It will bring new opportunities for the health and wellbeing of our community and vitalize our area with new economic developments, included much needed jobs in our region.

Please don't hesitate to contact me, if you would like more information or additional input on our community.

Sincerely,

Thomas M. Leonard

#### February 10, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

RE: Chula Vista Bayfront Master Plan

Dear California Coastal Commissioners:

I am writing you today asking for your support and to approve the Chula Vista Bayfront Master Plan.

I lived in Chula Vista for all of my childhood and most of my adulthood. I recently moved out of Chula Vista seeking an environmental change for my children. As a single mom, my options for affordable housing were somewhat limited. The development of affordable housing, as proposed in the Chula Vista Bayfront Master Plan, would bring me back to the community -- hopefully as a homeowner.

The opportunities for me and my children in the proposed master plan are limitless. To name just a few:

- More outdoor recreation space more exercise for me and my children!
- More jobs, I am an educator, so YES for me!
- More business opportunities more businesses, means more jobs and new students for schools
- More retail space for my future teens!
- And most of all, creating an environment that will keep current and future Chula Vistans calling Chula Vista "Home" – permanently.

Your consideration and support for the Chula Vista Bayfront Master Plan is much appreciated.

Singerely,

Sala Leonard

#### MARGARET LEONARD 448 WESTMONT COURT BONITA, CA 91902

February 10, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

RE: Chula Vista Bayfront Master Plan

Dear California Coastal Commissioners:

I am writing you today asking for your support and to approve the Chula Vista Bayfront Master Plan (CVBMP). Having lived in Chula Vista most of my life, I have seen many plans for the Bayfront come and go. The current CVBMP is the most comprehensive, well thought out and collaborative plan to date. I believe it represents the interests of the residents, the environment, and the workforce in this community.

Having lived around the world as a daughter of a military officer, I had the opportunity to live in regions with multi-use bayfronts and coastal areas for my entire life. After getting married, along with my husband, we chose Chula Vista to live, work and raise our children.

We have long envisioned a Chula Vista Bayfront that can meet all of our multigenerational needs in recreation, jobs, and affordable housing -- while at the same time -- respecting the environment of our community. I believe this proposed CVBMP is the right combination to bring our Bayfront up to par with the rest of our region's Bayfronts and coastal communities.

Thank you for your consideration and support for Chula Vista's future.

Sincerely,

Margaret Deppard

#### Mr. Aubrey Lavitoria 1760 East Palomar Street # 319 Chula Vista, CA 91913

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Dear California Coastal Commissioners,

My name is Aubrey Lavitoria and I am a local Chula Vistan working man employed by the Department of the Navy. I'm also a department head at a Chula Vista church, Hilltop Pentecostal Tabernacle.

The purpose of my letter to you is to hopefully tip the scales of determination for improving the bayfront in our locale. An improvement to our Bayfront with conference and hotel and business establishments with recreation areas will be a huge benefit for my family and for our community. I regularly travel from Otay Ranch to Seaport Village to enjoy the Bayfront activities with my children and this would absolutely steer my patronage to a closer venue.

For our community, we hold several conferences at our community church and more choices for hotels and meeting rooms would be very beneficial for the logistics of hosting national attendance. We currently do business in Carlsbad to host a marriage retreat and do business at Harbor Island on a recurring basis. A closer and competitive venue would be most desirable.

Please consider the development of our Chula Vista Bayfront to these requests.

Very respectfully

Aubrey Lavitor's

#### Dear California Coastal Commission:

I am writing to ask you to approve the Chula Vista Bayfront Master Plan.

The first is that redevelopment of this 550 acres will provide accessibility to the waterfront and associated waterfront amenities that have been denied to both residents and visitors for over forty years.

That is how long we have been trying to convert this area to something useful and beneficial.

We have been able to convert a previously unused industrial area to dirt, ready for development.

We have devoted five years to intensive, sometimes dramatic, public input, discussion and review.

We have hammered out resolutions to all of the concerns and demands of all of the stakeholders.

We have successfully negotiated the quagmire of the environmental review process.

All that remains is the regulatory approval of the California Coastal Commission.

That would be you.

I ask you to grant that approval so I can fully enjoy the beauty of our Bayfront.

I would like my drive to the marine to visually present me with more than the dirt I see now.

I would like to choose from more that two waterfront restaurants.

I would like expanded park and recreation areas.

I would like a decent place for my children and grandchildren to stay and play when they come to visit.

They are clearly not impressed by the Chula Vista Bayfront as it currently exists, especially when compared to Memphis, Portland or even Philadelphia.

My daughters, daughter-in-law and granddaughters find no shopping on our Bayfront. None!

They are not happy when they come to Chula Vista.

Some are employed by major hoteliers.

They are not happy with currently available accommodations in Chula Vista.

Not happy relatives make me not happy with my Bayfront as it is now.

I can't think of one valid reason to prevent going ahead with the Chula Vista Bayfront Master Plan.

Both the Port of San Diego and the City of Chula Vista have done everything they have been asked to get this done.

Now it is up to you.

Please say yes to an accessible, enjoyable and useful Bayfront.

Please say yes to the Chula Vista Bayfront Master Plan.

Respectfully

Thomas E. Kirwan 642 Marina Pkwy #11

Chula Vista, CA 91910

#### February 11, 2012

Dear California Coastal Commission,

I am an active boater.

I enjoy being on and around the water.

I keep my boat in California Yacht Marina in Chula Vista.

It is a beautiful marina with wonderful facilities.

There are two restaurants and a park.

But nothing else on the Bayfront.

It is ugly.

Just dirt and an ugly old power plant.

My children and grandchildren really don't like coming to Chula Vista, even with the boat.

They really did not like the local motel.

I went to a couple of meetings for the Chula Vista Bayfront Master Plan.

The plans are exciting with decent hotels, restaurants, shopping and lots of parks and green space.

All of the people who objected or had problems got listened to. All the problems got worked out.

Everybody seems to be happy with the plan, even the environmentalists.

When we get it done, we will have a Bayfront to be proud of.

My kids and grandkids will want to come and visit.

They'll have a classy hotel, shopping, restaurants and plenty of green.

I guess it is all up to you.

Please make the ugly go away.

Please approve the Chula Vista Bayfront Master Plan.

Thank you.

Respectfully,

Barbara Kirwan

642 Marina Pkwy #11

Chula Vista, CA 91910

#### Betsy J. Keller

#### 324 Park Way #1, Chula Vista CA, 91910

April 5, 2012

Dear California Coastal Commissioners:

I am writing you to express my interest in moving ahead <u>now</u>, without delay, on the Chula Vista Bayfront Master Plan. The City has worked hard (especially over the past 7-10 years) to provide information to the citizens of Chula Vista, given them opportunities to ask questions and share comments at the public hearings. The <u>majority</u> of Chula Vistans **AGREE** to start this exciting redevelopment project.

I have been a resident of this wonderful city for 7 years and I look forward to taking my family down to the improved recreational areas at the Bayfront. I am seriously considering purchasing a condo to be closer to the water. I love this city and I want it to **thrive.** This proposed Bayfront is a jump start. It will create only positive energy which the City of Chula Vista deserves.

As President of OnStage Playhouse, located in the Third Avenue Village, I can report that the Board of Directors are looking forward to making this project and the Village a place of destination for future travelers and San Diegans.

Thank you for listening.

Respectfully Yours,

**Betsy Keller** 

California Coastal Commission C/O Mayor Cheryl Cox City of Chula Vista 276 Fourth Ave Chula Vista, CA 91910

Honorable Members of the California Coastal Commission:

Jason + Christne Moore

For more than a decade, my family has been proud to call this beautiful city our home. We could have chosen anywhere in the County to raise our family, but we chose Chula Vista for its sense of community, its abundant recreational opportunities and its proximity to all the amenities that San Diego County has to offer.

On any given weekend we can go hiking in the Otay Valley River Park, fishing at Otay Lakes or bike riding along the Bay Shore Bikeway that runs along Chula Vista's bayfront. There are also abundant opportunities for shopping, dining, concerts and recreation. The only thing Chula Vista is lacking is a waterfront project that has been developed to its full potential.

For too many years our bayfront has sat underdeveloped. Now is the time to move forward with utilizing the amazing resources to create a world-class tourism destination. We look forward to the day when our family can enjoy a Sunday brunch at a waterfront destination that maximizes the "beautiful view" Chula Vista is so lucky to have. Perhaps our son will attend his prom at a hotel ballroom just down the street from our west side home. Maybe there will be a day when friends and family don't choose to stay in hotels two cities away when visiting us.

We chose Chula Vista because we believed that the future of this city held promise for a place we wanted to raise our children and where someday we hope they raise their children. Please help us realize the dream of a vibrant and thriving community by supporting our vision for Chula Vista's bayfront. Thank you for your consideration of this very important issue.

Sincerely,

Jason and Christine Moore

202 F Street

Chula Vista, CA 91910

Dear California Coastal Commissioners,

Nothing would please my husband and me more than to have a beautiful hotel and convention center on our waterfront. We spent many years, months and days of meetings looking forward to Gaylord Entertainment becoming a reality, and then it was gone. We were very disappointed. We do not believe that people realized just what kind of a jewel we had with Gaylord until it was gone. It is an organization that we truly need here and we would welcome them back at any time.

Sincerely,

Jim and Gall Monaghan

377 Alpine Avenue

Chula Vista, CA 91910

Grace Nall 1395-46 Callejon Palacios Chula Vista, CA 91910

February 12, 2012

RE: Chula Vista Bay Front Master Plan

To: California Coastal Commission C/O Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Dear California Coastal Commissioners:

As a longtime Chula Vista resident, I am writing to support the Chula Vista Bay Front Master Plan. I have visited the Chula Vista Marina in the past on several occasions and we, as a caring community, are ready for an eco-friendly and improved recreational development. I see the potential to enhance community involvement, partnerships, and tourism.

Not only did | participate in Chula Vista's 75<sup>th</sup> Jubilee/Silver Anniversary, but I was a volunteer for the Chula Vista Centennial Committee. I have seen a spirited and dedicated community who cares.

The beautification of the waterfront area in Chula Vista's Marina will include parks, nature reserves, and open spaces. It is my hope for your consideration to approve the Chula Vista Bay Front Master Plan. Our city's population has increased and so should the visible progress to improve Chula Vista's Marina, Having a safe, eco-friendly place with family-themed venues would enhance our community outreach.

Thank you for your time and consideration.

Respectfully,

Grace Nall, Educator and Chula Vista Resident February 8, 2012

Dear California Coastal Commissioners

This letter is in support of the Chula Vista Bayfront Master Plan (CVBMP).

This project is an enhancement to San Diego Bay, the City of Chula Vista, the County of San Diego and the state of California. Not only will it provide a beautiful venue for residents and visitors alike, it will provide much-needed economic stimulus. If cities are to thrive they require growth through planned development that provides taxes generated from various types of enterprises. This project will provide a significant tax base and partially relieve Chula Vista citizens of an increased tax burden to pay for city services and infrastructure.

For those of use interested in living in an area that provides close by shopping, parks, meeting centers and scenic views without having to drive, CVBMP is especially important. This project is long overdue so please support this initiative so that we may realize its many benefits sooner that later.

Respectfully;

Alfred E. Pellerin

a L Allerin

645 El Portal Dr.

Chula Vista, CA 91914

To: California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

From:
Eric Rimmele
148 Festival Drive
Oceanside, CA 92057

Dear California Coastal Commissioners,

As a Hotelier myself, I can't stress enough the point, of how economically important the Chula Vista Bayfront development Plan would be for Chula Vista. Having the opportunity to be a host to small and large conventions has a dramatic impact on the local work force and local business community. Just as an example, see the San Diego convention center and how many room nights it generates for San Diego

I have lived in Chula Vista for 12 years and moved to Oceanside 2 years ago and learned to appreciate a nicely developed waterfront. Hotels, restaurants, waterfront walking, play areas for the kids just to name a few features...but my heart remained in Chula Vista, where I will be moving back to.

Chula Vista needs this chance for economic growth and at the same time, being able to create a beautiful recreational environment for its citizens.

Respectfully

Eric Rimmele

Treasurer Chula Vista Rotary Club

Director of Sales & Catering, The Westgate Hotel, San Diego.

CALIFORNIA COASTAL COMMISSION c/o Office of the Mayor City of Chula Vista CHULA VISTA CA 91910

February 14, 2012

Dear California Coastal Commissioner,

I have learned recently about the latest attempt for development of our South Bay waterfront sponsored by City of Chula Vista and Port District of San Diego? I have seen proposed CHULA VISTA BAYFRONT MASTER PLAN. We live in this area since 1972. That year I founded and operated SEDA PRODUCTS Inc, import/export business on 916 Industrial Blvd and also Marine Retail store ADVENTURE BOATS Inc, located at 1085 Bay Blvd. My companies were within a mile from J Street launching ramp and both Chula Vista Marinas developed during that decade.

I am mentioning those credentials here to let you know, that I was intimately involved with South Bay waterfront redevelopment. That development started but stopped soon after. The tracts west of Freeway 5 become just a blight of various large fenced parcels with tumble weeds growing on them. Just like the large fenced parcel on the south end of our "J" street marinas. I recall that a destination hotel was supposed to be on that parcel shortly after second marina was completed. Still vacant.

I have been invited, as a business owner and also a former canoe World Champion, by then Mayor Greg Cox, to sit many times on City of Chula Vista committees. While we were successful making ARCO US Olympic Center reality, all subsequent plans for our bayfront, after marinas were completed, failed. I was involved under Chula Vista Port commissioner Dr. Robert Penner with our city's plans to extend J street Park creating Chula Vista Aquatic Center, similar to Mission Bay and this failed. When our two sons were on high school tennis team, world famous tennis coach came to south bay with master plan to build about 40 tennis courts with other facilities, same as he has in Florida. Construction of Nick Bollettieri West Coast Tennis Academy also failed. Every resident remembers the excitement from past decade of the grandiose Gaylord Entertainment master plan.

Now after long 40 years of South Bay development failures, we residents could finally enjoy hundreds of beach front acres of parks and open space. We ask you for your help of converting such "plans" to reality. It is mind boggling how much of our tax money our city wasted over those 4 decades on environmental and other feasibility studies? How much money was paid to scores of consultants and for conceptual graphic designs drawn by highly paid architects? Negative outside influence always thwarted our Chula Vista city's many proposed bayfront developments in the past.

While we have seen 40 years of beautification of our San Diego's downtown waterfront, our neglected South Bay is a blithe area. This latest Chula Vista waterfront's development offers turn key opportunity for PRIVATE INVESTORS to use their, not our taxpayer's capital, to deliver us a waterfront worthy of 21 Century. As a by-product of such urban improvement for us, South Bay residents, our city, county and state would also vastly improve theirs financial situation. New stream of tax revenues from new businesses, hotels and Convention Center would benefit our city and the state. We residents plead with you; can you finally help us make this happen?

Josef Sedivec

3652 Bonita Verde Drive

Bonita, CA 91902

619 479 4748

5628 Galloping Way Bonita, CA 91902 January 19, 2012

California Costal Commission C/o Office of the Mayor City of Chula Vista 276 Fourth Avenue Chula Vista, CA 91910

#### **Dear Commission Members:**

For the past 36 years I have lived in the South Bay community of San Diego County. Our community includes Chula Vista, Bonita, San Ysidro, Imperial Beach, National City and Paradise Hills. We are a large geographic and heavily populated community, but we are sometimes seen as the step child of the City of San Diego.

Even though our prestige may currently not shine as brightly as that of San Diego, all of our residents are clearly worthy of the kind of benefits that a redeveloped Chula Vista bay front area would provide for us and anyone else who wanted to take advantage of the natural beauty park lands, new housing, and commercial facilities that would be a part of a redeveloped Chula Vista bay front.

To be able to enjoy bayside parks that are close to our homes, to have the ability to choose bay front housing that is not priced at La Jolla levels, and to be able to attend large group gatherings at a local convention center that is a component of a first class hotel would be absolutely wonderful. Frankly, it is very difficult finding hotel accommodations and meeting rooms in our community that are worthy of more than two stars. We deserve what the rest of San Diego County has to offer in every aspect.

I attended the 2000 Sydney Olympics and marveled at their beautiful bay front areas, all of which are what the Chula Vista and San Diego bay fronts can replicate and improve upon. The employment opportunities and income generated by a redeveloped Chula Vista bay front are unlimited and something from which everyone in our, and adjacent communities, can benefit.

Please give the Chula Vista bay front redevelopment plan your most serious consideration and move forward with your support, just as our local leaders have seen fit to do. We need your approval to help make Chula Vista the true jewel of the South Bay that it is capable of becoming.

Sincerely,

Jeffrey A. Schaeffer

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910 February 11, 2012

Dear California Coastal Commissioners,

Please consider this letter as a request for you, our California Coastal Commission, to give careful consideration to the development plans for the Chula Vista Bayfront. Having lived in Chula Vista since 1966, I have patiently waited for others to realize the potential of this jewel located just south of San Diego City. Chula Vista has one of the most under used and underdeveloped waterfront areas in the state. It is long overdue for the development of visitor and resident friendly enhancements such as first class hotels, dining and recreational facilities, a convention center and first class marina facilities. Included in the elements which must be a part of such a comprehensive plan would certainly be parks and open spaces which would be used and enjoyed by locals and visitors alike. Hopefully, with careful planning and farsightedness for our future, Chula Vista will once again become a premier destination for young families to relocate and people to vacation and visit. As the Chula Vista Bayfront Master Plan is expected to pay for itself, it should be seen as a win-win situation for the economic benefit of local businesses as well as a wonderful source of tax revenue for the future of Chula Vista. We urge you to give careful consideration and approval to this comprehensive, well thought out Master Plan proposal. Please make it a reality.

Sincerely,

Dick and Michele Wold 1506 Via Hacienda Chula Vista, CA 91913



June 13, 2012

California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

Dear California Coastal Commissioners and Staff,

I am pleased to submit to you letters of support for the Chula Vista Bayfront Master Plan and information that has been shared with the public regarding the much anticipated project. The collected insights from elected officials, businesses, nonprofit organizations, environmental organizations, educational institutions, economic development agencies and residents represent the opinions of many in our city and the South Bay region. Like the bayfront master plan you will soon consider, these letters also represent diversity and collaboration, qualities that made Chula Vista's plan strong and generated broad regional support for its environmental and economic benefits.

This book also includes historic excerpts about Chula Vista's bayfront from *Chula Vista Centennial: A century of people and progress*, the official book commemorating our city's 100<sup>th</sup> anniversary in 2011. In addition, you will see copies of the Bayfront Master Plan Factsheet, Frequently Asked Questions (FAQ), photographs and a local artist's painting.

Chula Vista's bayfront has seen plans come and go with the 1984 Local Coastal Program and a 1992 LCP Amendment. Over the past 10 years, the Port of San Diego and City of Chula Vista worked towards a vision that provides a balanced and sustainable development that also works to protect natural resources. I am confident we have a plan that will take our bayfront into a promising future.

The Chula Vista Bayfront Master Plan was built on community input and the expertise of leading representatives from environment, community, business and government. This plan is a story of give-and-take through years of public outreach that resulted in a plan that has the potential to generate thousands of jobs and billions of dollars for the regional economy, all while placing the importance of protecting our portion of San Diego Bay. The master plan received unanimous support from the Chula Vista City Council, San Diego Unified Port District and State Lands Commission, and remarkably, without litigation.

Our region seeks a thriving waterfront destination composed of 556 acres around Chula Vista's current marina. Over 40 percent of the land on the bayfront will feature parks, nature preserve and open space, linked to a network of bike paths, trails and walkways which will provide for greater public access.

I welcome you to our city for your July Commission meeting and urge you to approve the Chula Vista Bayfront Master Plan.

Respectfully,

Cheryl C



#### PAMELA BENSOUSSAN COUNCILWOMAN

March 8, 2012

California Coastal Commission 45 Fremont, Suite 2000 San Francisco, CA 94105-2219

Dear California Coastal Commissioners,

Chula Vista is a thriving and growing city – now over 100 years old – whose residents have patiently awaited development of their bayfront for nearly forty years. During the last decade a lot of time has been invested by the Port, the City of Chula Vista, and South Bay communities to create a master plan that would be responsive to all the needs and desires of our residents and stakeholders. It has benefited from an unprecedented number of planning and outreach meetings and hearings resulting in a comprehensive, thoroughly vetted and viable plan – the best that we could ever hope for and which surpasses all previous coastal plans for our waterfront. Additionally, it is a realistic plan that can become a catalyst for the economic activity we know is possible.

While the Bayfront Masterplan is key to progress for Chula Vista, beneficial to communities, families, businesses, the entire County and ultimately the State of California, it also is compatible with and provides stewardship of the important environmental resources, the delicate balance of wildlife preserves and marshlands that our waterfront offers, which is unique to San Diego Bay. I urge you to approve this plan without hesitation to ensure that its implementation begins. Time is of the essence, the city has done its due diligence for the Bayfront Masterplan and we are ready to move forward.

Thank you for your consideration and for your service to our State.

Sincerely,

Pamela Bensoussan



### Rudy Ramirez Councilman

May 1, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista 276 Fourth Ave. Chula Vista, CA 91910

Dear California Coastal Commissioners,

As a Chula Vista City Councilmember and the city's former Deputy Mayor, I write to you in support of the Chula Vista Bayfront Master Plan (CVBMP), which you will soon consider.

As a member of the plan's Citizen Advisory Committee, I understand firsthand the public outreach and community input that was gathered during the planning process. In 2010, I was a member of the Chula Vista City Council who unanimously approved the CVBMP before you. Our city now has the opportunity to provide our region with a thriving waterfront destination composed of 556 acres around Chula Vista's current marina. Over 40 percent of the land on the bayfront will feature parks, nature preserve and open space, linked to a network of bike paths, nature trails and pedestrian walkways which will provide for greater public access.

The project is expected to generate \$1.3 billion for the regional economy, including more than \$11.5 million in annual tax revenues. More than 2,200 permanent jobs, nearly 7,000 construction jobs and numerous indirect jobs will be added to a region in great need of opportunity.

My constituents are eager to see this plan take form on our bayfront. For too long our residents have had to look at a neglected industrial landscape, one that can be improved environmentally and economically for people in great need of jobs.

The Chula Vista Bayfront Master Plan is strong, demonstrated by the consensus reached around its elements. Now is Chula Vista's time and I urge you to approve the Chula Vista Bayfront Master Plan for our residents, the South Bay and the San Diego region.

Respectfully,

Rudy Ramirez

Chula Vista City Councilman



# GREG COX SUPERVISOR, FIRST DISTRICT San Diego County Board of Supervisors

February 14, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista 276 Fourth Avenue Chula Vista, CA 91910

#### Dear Commissioners:

As Supervisor for the First District of San Diego County, which includes Chula Vista and all of the area surrounding San Diego Bay, and a former Mayor of Chula Vista from 1981-1990, I am pleased to support the proposed Chula Vista Bayfront Master Plan. The Chula Vista Bayfront will be a thriving waterfront destination that is a model of sustainability, balancing the needs of residents and visitors, the economy and the environment.

The project includes 556 acres of waterfront area that will include a resort conference center, mixed-use commercial and office development, retail and restaurants while dedicating 230 acres towards a nature preserve, parks and public open spaces. This project will create more than 2,200 permanent jobs and nearly 7,000 jobs during construction, which will have a tremendous impact on our regional economy.

Additionally, I am pleased that the project includes a dedicated bike path that will become part of the Bayshore Bikeway, which is a planned 24-mile bike path that loops around San Diego Bay and is designated as part of the California Coastal Trail. The Chula Vista Bayfront is one of the last remaining gaps in the Bayshore Bikeway and with its completion, will mark a significant accomplishment among dozens of stakeholder groups.

This is a very worthwhile project that creates jobs, improves public access to San Diego Bay, and protects valuable resources. I respectfully request that you approve the Chula Vista Bayfront Master Plan without delay. Thank you for your consideration.

Sincerely,

Vice Chairman



### RON ROBERTS

CHAIRMAN SUPERVISOR, FOURTH DISTRICT SAN DIEGO COUNTY BOARD OF SUPERVISORS

May 8, 2012

Ms. Mary K. Shallenberger Chair California Coastal Commission P.O. Box 354 Clements, CA 95227-0354

Dear Chairwoman Shallenberger:

On behalf of the County of San Diego (County) Board of Supervisors, I am writing to encourage the California Coastal Commission to support the Chula Vista Bayfront Master Plan (CVBMP) and certify the related amendments to Chula Vista's Local Coastal Program.

The CVBMP is one of the last great development opportunities on San Diego Bay and one of the largest waterfront projects in California. It was initiated in 2002 with development of a joint master plan that has been refined and certified through an environmental impact review process by the City of Chula Vista and the Port of San Diego. It is a cooperative public/private planning effort with Pacifica Companies that encompasses 556-acres and includes hotels, commercial, retail and residential development, and other public amenities. The plan allows for a 2,000-room hotel among other smaller hotels, a convention center, 1,500 condominiums and additional office space. The Port of San Diego estimates these developments will create 7,000 construction jobs and more than 2,000 permanent jobs that, when completed, will generate \$11.5 million annually in tax revenue for the local economy.

The Master Plan will also create a legacy destination that includes more than 200 acres of parks and open space with ecological buffers to protect environmentally sensitive resources, pedestrian walkways, bicycle paths, and other recreational amenities and shoreline enhancements. The CVBMP promotes public access to the waterfront while protecting sensitive environmental habitat.

The County of San Diego urges you to support the CVBMP. Enclosed is a resolution in support of the CVBMP and the related amendments to the Local Coastal Program that was unanimously adopted by the Board of Supervisors.

Singerely,

RON ROBERTS
Chairman

San Diego County Board of Supervisors

RR:sia

**ENCLOSURE** 



### JERRY SANDERS

May 10, 2012

Honorable Cheryl Cox Mayor of the City of Chula Vista Chula Vista Mayor and Council Office 276 Fourth Avenue Chula Vista, CA 91910-2631

Dear Mayor Cox:

Re: Support for the Chula Vista Bayfront Master Plan (CVBMP)

The implementation of the CVBMP will help bring to fruition a long-awaited vision to develop a world-class waterfront that will benefit the citizens of Chula Vista and the region. The Chula Vista Bayfront will be transformed with commercial development, recreational opportunities, parks and open spaces, and new public infrastructure. I would respectfully urge approval of this project at the California Coastal Commission hearing.

The economic impact and revitalization this conference center can have on the region is substantial. The proposed project will complement the San Diego Convention Center and be a beautiful addition to the San Diego Bay. I commend you and the City of Chula Vista for pursuing a catalyst project not just for your city, but for the entire region.

Sincerely,

JERRY SANDERS

Mayor

cc:

Chairman Lou Smith, Commissioner, San Diego Unified Port District Vice Chair Ann Moore, Commissioner, San Diego Unified Port District President/CEO Wayne Darbeau, San Diego Unified Port District



#### CITY OF CORONADO

## OFFICE OF THE MAYOR CASEY TANAKA

1825 STRAND WAY . CORONADO, CA 92118 . (619) 522-7320 . CTANAKA@CORONADO.CA.US

March 6, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista 276 Fourth Ave. Chula Vista, CA 91910

SUBJECT: Support for Chula Vista Bayfront Master Plan

Dear Commissioners:

I am writing to request certification by the Coastal Commission of the Chula Vista Bayfront Master Plan.

We feel changes to Chula Vista's bayfront, including improvements to the parks and open space, as well as the addition of a convention center, hotel and commercial and office space, will benefit the region and state of California.

We have seen and endorse the collaborative and comprehensive process used by the City of Chula Vista to develop its Bayfront Master Plan and we encourage the Commission's certification.

Sincerely,

Casey Tanaka

Casustraka

Mayor, City of Coronado

CAPITOL OFFICE STATE CAPITOL SACRAMENTO, CA 95814 TEL (916) 651-4040 FAX (916) 327-3522

DISTRICT OFFICE 333 H STREET SUITE 2030 CHULA VISTA CA 91910 TEL (619) 409-7689 FAX (619) 409-7688

WEBSITE WWW.SENATE.CA.GOV/VARGAS

### California State Senate

### SENATOR JUAN VARGAS

FORTIETH SENATE DISTRICT



COMMITTEES

BANKING & FINANCIAL INSTITUTIONS

AGRICULTURE

BUSINESS, PROFESSIONS & ECONOMIC DEVELOPMENT

**EDUCATION** 

PUBLIC EMPLOYMENT & RETIREMENT

JOINT RULES

March 29, 2012

Chairwoman Mary Shallenberger California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

RE: Letter of Support for the Chula Vista Bayfront Master Plan

Dear Chairwoman and Commissioners:

On behalf of California's Fortieth Senate District, I write in strong support of the Chula Vista Bayfront Master Plan. Approval by the California Coastal Commission will provide the City of Chula Vista and the Unified Port of San Diego with the opportunity to fulfill the forty year vision of a thriving waterfront destination in Chula Vista.

This 556 acre plan balances the diverse needs of the community and through the ten-year public planning process has included the ideas and interests of the various stakeholders. The proposed bayfront would protect sensitive wildlife habitat while providing open spaces and parks for the public. New amenities, such as hotels and a conference center, allow the City of Chula Vista to host visitors and conventions in the South Bay. I applaud the due diligence of all the parties involved and I am pleased to see the significant progress that has been made.

A fully developed bayfront would be a long-term economic catalyst for the regional economy. Through four-phases of implementation, this project is expected to generate \$1.3 billion for the local economy and create approximately 7, 000 construction jobs in the next 24 years. The bayfront also pays for itself through revenues generated by new development within the project area and will provide 2,200 permanent jobs.

I believe these benefits are crucial to the continuing growth of the San Diego South Bay communities that I represent in the Legislature. This plan also fits well with the character of the surrounding environment and will complement the local harbors and the neighboring Goodrich Aerostructures facility, a long-standing employer in Chula Vista. I would like to thank you for your dedication to the state of California and for your commitment to protecting our beautiful coastal environment. I look forward to working with you in the future and I thank your consideration of this vital project.

If you have any questions or concerns, please feel free to contact my District Representative Aaron Allen at 619-409-7690.

Sincerely.

JUAN VARGAS State Senator

han Vargas

40th District

STATE CAPITOL P.O. BOX 942849 SACRAMENTO, CA 94249-0078 (916) 319-2078 FAX (916) 319-2178

DISTRICT OFFICE 7144 BROADWAY LEMON GROVE, CA 91945 (619) 462-7878 FAX (619) 462-0078

WEBSITE democrats.assembly.ca.gov/members/a78/



COMMITTEES
CHAIR, HIGHER EDUCATION
ACCOUNTABILITY AND
ADMINISTRATIVE REVIEW
GOVERNMENTAL ORGANIZATION
JOBS, ECONOMIC DEVELOPMENT,
AND THE ECONOMY
VETERANS AFFAIRS

SELECT COMMITTEES
CHAIR, SAN DIEGO TRADE, TOURISM
AND JOB CREATION
BIOTECHNOLOGY
COMMUNITY COLLEGES
COMMUNITY RESOURCES IMPACTED
BY RE-ENTRY

April 9, 2012

California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

Re: Chula Vista Bayfront Master Plan

Dear Commissioners:

On behalf of the California 78<sup>th</sup> Assembly District, I write to express my strong support of the Chula Vista Bayfront Master Plan (CVBMP). The City of Chula Vista and the Unified Port of San Diego have long envisioned creating a bustling, world-class waterfront destination for local residents and visitors. This transformative plan will not only benefit the communities I serve in Chula Vista, but also other communities I represent in San Diego County.

Over a ten-year public planning process, the City of Chula Vista and the Unified Port of San Diego have meticulously developed the CVBMP, taking into account ideas and concerns from a wide array of stakeholders. To give some examples, in Phase I of the CVBMP, the planning team had 15 Citizens Advisory Committee meetings, seven South Bay Power Plant Working Group meetings, eight public workshops, joint Board Port of Commissioners-Chula Vista City Council meetings, and 30 community presentations. As a result of this public planning process, the Board Port of Commissioners and Chula Vista City Council approved the CVBMP and later certified the CVBMP Final Environmental Impact Report. I applaud all parties involved for ensuring an exhaustive public planning process, and I am pleased to see the significant progress they made in the CVBMP.

The CVBMP's proposed 556-acre waterfront site balances the diverse needs of the community. The plan will spur the development of a commercial harbor, while protecting environmentally-sensitive wildlife habitats. Individuals and families will be able to enjoy over 200 acres of open space, including walking trails, a public park, and shoreline promenades. New amenities, such as hotels and conference centers, will allow the City of Chula Vista to host visitors and conventions in the South Bay. Such a fully developed waterfront will be a boon to the regional economy.

The CVBMP will promote job growth and generate public revenues for the region. More than 2,200 permanent jobs and nearly 7,000 construction jobs will be created during the plan's

implementation. Over its first 20 years, the project is expected to produce \$1.3 billion, including at least \$11.5 million in annual tax revenues.

These benefits are crucial in supporting the continuing growth of San Diego County, especially the South Bay region. I hope you will consider approving the CVBMP and fulfill a 40-year-old vision of building a Chula Vista Bayfront. If you have any questions or concerns, please call my district office at 619-462-7878. Thank you for your service and dedication to preserving the beauty of our California coast.

Sincerely,

MARTY BLOCK

Assemblymember, 78<sup>th</sup> District

MB:bb

STATE CAPITOL P.O. BOX 942849 SACRAMENTO, CA 94249-0078 (916) 319-2078 FAX (916) 319-2178

DISTRICT OFFICE 7144 BROADWAY LEMON GROVE, CA 91945 (619) 462-7878 FAX (619) 462-0078

WEBSITE democrats.assembly.ca.gov/members/a78/

Assembly California Legislature



ASSEMBLYMEMBER, SEVENTY-EIGHTH DISTRICT

COMMITTEES
CHAIR, HIGHER EDUCATION
ACCOUNTABILITY AND
ADMINISTRATIVE REVIEW
GOVERNMENTAL ORGANIZATION
JOBS, ECONOMIC DEVELOPMENT,
AND THE ECONOMY
VETERANS AFFAIRS

SELECT COMMITTEES
CHAIR, SAN DIEGO TRADE, TOURISM
AND JOB CREATION
BIOTECHNOLOGY
COMMUNITY COLLEGES
COMMUNITY RESOURCES IMPACTED
BY RE-ENTRY

April 9, 2012

California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

Re: Chula Vista Bayfront Master Plan

Dear Commissioners:

On behalf of the California 78<sup>th</sup> Assembly District, I write to express my strong support of the Chula Vista Bayfront Master Plan (CVBMP). The City of Chula Vista and the Unified Port of San Diego have long envisioned creating a bustling, world-class waterfront destination for local residents and visitors. This transformative plan will not only benefit the communities I serve in Chula Vista, but also other communities I represent in San Diego County.

Over a ten-year public planning process, the City of Chula Vista and the Unified Port of San Diego have meticulously developed the CVBMP, taking into account ideas and concerns from a wide array of stakeholders. To give some examples, in Phase I of the CVBMP, the planning team had 15 Citizens Advisory Committee meetings, seven South Bay Power Plant Working Group meetings, eight public workshops, joint Board Port of Commissioners-Chula Vista City Council meetings, and 30 community presentations. As a result of this public planning process, the Board Port of Commissioners and Chula Vista City Council approved the CVBMP and later certified the CVBMP Final Environmental Impact Report. I applaud all parties involved for ensuring an exhaustive public planning process, and I am pleased to see the significant progress they made in the CVBMP.

The CVBMP's proposed 556-acre waterfront site balances the diverse needs of the community. The plan will spur the development of a commercial harbor, while protecting environmentally-sensitive wildlife habitats. Individuals and families will be able to enjoy over 200 acres of open space, including walking trails, a public park, and shoreline promenades. New amenities, such as hotels and conference centers, will allow the City of Chula Vista to host visitors and conventions in the South Bay. Such a fully developed waterfront will be a boon to the regional economy.

The CVBMP will promote job growth and generate public revenues for the region. More than 2,200 permanent jobs and nearly 7,000 construction jobs will be created during the plan's

STATE CAPITOL P.O. BOX 942849 SACRAMENTO, CA 94249-0079 (916) 319-2079 FAX (916) 319-2179

DISTRICT OFFICE 303 H STREET, SUITE 200 CHULA VISTA, CA 91910 (619) 409-7979 FAX (619) 409-9270

February 29, 2012

# Assembly California Legislature



**BEN HUESO** 

ASSEMBLYMEMBER, SEVENTY-NINTH DISTRICT

COMMITTEES HOUSING AND COMMUNITY

DEVELOPMENT JOBS, ECONOMIC DEVELOPMENT AND THE ECONOMY LOCAL GOVERNMENT

RULES

WATER, PARKS AND WILDLIFE

SELECT COMMITTEES CALIFORNIA-MEXICO BI-NATIONAL

AFFAIRS LOW HIGH SCHOOL MATRICULATION RATES

SAN DIEGO TRADE, TOURISM AND

JOB CREATION

California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

RE: California Coastal Commission - Support for the Chula Vista Bayfront Master Plan

Dear California Coastal Commission:

As a representative of the San Diego region, I am writing to urge the California Coastal Commission to support the Chula Vista Bayfront Master Plan. As a former Coastal Commissioner, I understand the partnership you have with the coastal cities and counties to regulate the use of land and water in the coastal zone. The current plan will provide our region with a thriving waterfront destination that is a model of sustainability, balancing the needs of residents and visitors.

The City of Chula Vista incompliance with the Port of San Diego have worked very hard to protect the 316 acre Sweetwater marsh and follow the California Coastal Act. They worked closely with the Wildlife Advisory Group to come up with a plan to move the density away from the marsh and provide a 400 foot transitional buffer along the environmentally sensitive areas.

The Chula Vista Bayfront Master Plan includes a large dedication to public open space, a resort conference center, mixed-use commercial and office development, retail and restaurants. This project is expected to bring over \$1.3 billion to the region's economy over the next 20 years, including more than \$11.5 million in annual tax revenues. The project will create more than 2,200 permanent jobs, nearly 7,000 construction jobs and numerous indirect jobs to a region that has high unemployment.

After thoroughly analyzing the plan, I am proud to offer my support for the Chula Vista Bayfront Master Plan. Please feel free to contact me at 619-409-7979 if you have any questions or require more information.

Sincerely

BEN HUESO

Assemblymember, 79th District

CC: Mayor Cox, City of Chula Vista



Printed on Recycled Paper

# BOB FILNER 51st District, California

VETERANS' AFFAIRS COMMITTEE RANKING MEMBER

## TRANSPORTATION AND INFRASTRUCTURE COMMITTEE

AVIATION

HIGHWAY AND TRANSIT

WATER RESOURCES AND ENVIRONMENT

ECONOMIC DEVELOPMENT, PUBLIC BUILDINGS,
AND EMERGENCY MANAGEMENT



# CONGRESS OF THE UNITED STATES HOUSE OF REPRESENTATIVES

March 15, 2012

2428 RAYBURN HOUSE OFFICE BUILDING WASHINGTON, DC 20515 Tel: (202) 225–8045 FAX: (202) 225–9073

333 F Street, Suite A Chula Vista, California 91910 Tel.: (619) 422–5963 Fax: (619) 422–7290

1101 AIRPORT ROAD, SUITE D IMPERIAL, CALIFORNIA 92251 TEL: (760) 355–8800 FAX: (760) 355–8802

website: www.house.gov/filner

Dr. Charles Lester Executive Director California Coastal Commission 45 Fremont Street Ste 2000 San Francisco, CA 94105

Dear Dr. Lester:

I urge you to approve the Chula Vista Bayfront Master Plan. For the last 40 years Chula Vista has been working hard to plan its Bayfront alongside the Unified Port of San Diego. The master plan that your commission will soon have the opportunity to review unveils a comprehensive vision embraced by the many individuals and stakeholders.

The plan offers hundreds of acres of open-space for parks, nature preserves and trails; a business and tourism development project expected to generate \$1.3 billion for the regional economy over the next 20 years, and more than 2,200 permanent jobs and nearly 7,000 construction jobs. Our challenging economy indicates that there is no better time than right now to implement this plan which offers so many benefits to this community.

I strongly support the approval of the Chula Vista Bayfront Master Plan. The future is bright for Chula Vista with approval of this master waterfront plan that has been carefully structured and whose implementation the entire region is eagerly awaiting.

If you have any questions, please feel free to contact me or Jessica Gomez of my staff at (619) 422-5963.

Member of Congress

CC: Commissioners, California Coastal Commission

BF/jg 2608521 Attorney at Law / Abogada

2168 Logan Avenue San Diego, CA 92113-2204 Ph: 619.239.1388 Fax: 619.239.1366

E-mail: ducheny@pacbell.net

April 12, 2012

Mary K. Shallenberger, Chairwoman California Coastal Commission c/o Diana Lily 7575 Metropolitan Drive, Ste. 103 San Diego, CA 92108-4402

Re: Chula Vista Bayfront Master Plan Support Letter

Dear Chairwoman Shallenberger:

I am writing to express my support of the Chula Vista Bayfront Master Plan (CVBMP), under consideration at your July 2012 commission meeting.

As a longtime resident of San Diego's Southbay, and previous Senator representing thousands of constituents in the South Bay who live, work, and recreate in the region, I would like to offer my support for the Chula Vista Master Plan. For too long, the unsightly Southbay Power Plant has monopolized Chula Vista's waterfront. The approval of the CVBMP will finally provide the Chula Vista and surrounding communities' access to open-space near the waters edge; a much-needed convention center and hotel; and improved access to the San Diego Bay.

The CVBMP has the support of residents, businesses, and environmental community members. This is as an excellent example of what the private sector and government can accomplish when they work cooperatively toward innovative solutions to our regional issues. After 40 years, it's time to allow Chula Vista the opportunity reinvigorate its waterfront, economy, and community.

I support the Chula Vista Bayfront Master Plan and would truly appreciate the support of the California Coastal Commission in this endeavor. Thank you for your time and consideration of this important project.

Sincerely,

DENISE MORENO DUCHENY

Ret. State Senator, 40th District

## Mary Salas 245 Davidson Street Chula Vista, CA 91910

Dr. Charles Lester Executive Director California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105

Dear Dr. Lester and Members of the Coastal Commission:

I am a former Member of the California State Assembly as well as a former Chula Vista City Councilmember. I urge you to approve the Chula Vista Bayfront Master Plan.

My grandparents immigrated to Chula Vista nearly one hundred years ago and settled in a little barrio called Las Salinas, the neighborhood near the salt flats. Over the years, haphazard development occurred with toxic industrial businesses sprouting up between and near humble homes. As businesses crowded the bayfront, there were fewer and fewer opportunities for families to access and enjoy the waterfront.

The name of our City means "beautiful view," with good reason. Imagine the thousands of Chula Vista residents who can gaze at a glimmering body and yet have few options or venues to fully access and enjoy this unique area. Our community has long awaited to develop our bayfront into a place with hundreds of acres of open space, fine hotels and restaurants, convention centers and an improved recreational arena.

It's our time to shine. It's time for the people of Chula Vista to have the highest use of our precious waterfront as many California coastal communities enjoy.

The approval of this plan is crucial for the economic health of the city and its residents. The development of this space will provide thousands of local jobs while providing quality recreational venues for the region's families.

Once again, I urge your approval of the Chula Vista Bayfront Master Plan. Mary Sales
Mary Salas

### Brad Wilson PO Box 180606 Coronado, CA 92178

May 18, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista 276 Fourth Ave. Chula Vista, CA 91910

#### Dear Coastal Commissioners:

In the 1970's a trio of Chula Vista businessmen, while vacationing in La Paz, Baja California with their wives, were discussing developing the J Street Marina as an effort to combat the crime that was increasing in the area. They envisioned an RV Park, Retail and Restaurants, and a Marina to complement the public space in the area. They thought that this would serve as the springboard for bayfront development in Chula Vista that would balance public open space, residents and visitors, and the local economy. One of the men pursued the concept and eventually signed a lease from the Port of San Diego. His vision was eventually carried out after selling plans to Major Chance and Ron McEllliot of Income Property Group, who developed the marina and RV resort in the early 1980's.

That man was my grandfather, Richard W. Wilson.

I know you are getting feedback from the community about our need to further develop our Bayfront, so I won't get in to the details. I just wanted to express that for 40 years my family has hoped for quality bayfront development that would balance public access and private development for the benefit of our community.

Please approve the Chula Vista Bayfront Master Plan, a collaborative effort to provide a progressive, eco-friendly blueprint for development of our bayfront.

Sincere

**Brad Wilson** 

Past President, 1998

Chula Vista Chamber of Commerce



THIRD AVENUE VILLAGE ASSOCIATION

353 Third Avenue Chula Vista, CA 91910 (619) 422-1982 Phone (619) 422-1452 Facsimile

www,thirdavenuevillage.com

### 2012 Board of Directors

Adam Sparks – President
Lisa Moctezuma – Vice President
Greg Smyth – Secretary
Michael Green – Treasurer

Eric Crockett

Carl Harry

Betsy Keller

John Mendez

Sherry Mestler

Tom Money

Christine Moore

Snooky Rico

Ian Trotter

TAVA STAFF

EVENT MANAGER
Jovita Juarez

OFFICE MANAGER
Heather Marshall

Dear California Coastal Commissioners,

The Third Avenue Village Association (TAVA) is eager to see the Bayfront Master Plan come to fruition after the 40 year journey the City of Chula Vista and the Port of San Diego have taken to revitalize the beautiful but under-developed west side of Chula Vista. These organizations have done their due diligence, ensuring that the Bayfront is primed for these essential improvements. TAVA places its confidence and support behind this project.

This comprehensive master plan is just what TAVA has been hoping for to bring activity to the west end of Chula Vista. TAVA's goal is to create a thriving destination for visitors to historic downtown Chula Vista and we are convinced that this plan will make immense strides, not just for the Bayfront, but for downtown Chula Vista and all of San Diego County.

We have seen the success that the Convention Center and the hotel industry have brought to the Gaslamp Quarter of San Diego. What better time than now to create a business and tourism epicenter in the South Bay? The completion of the Bayfront Master Plan will send a much needed message of prosperity and progress to the people of Chula Vista, San Diego County and potential visitors from the world at large. We implore you to approve this crucial plan for the betterment of our wonderful city.

Thank you for your consideration,

Wdam Sparks, Board President

Third Avenue Village Association



**Board of Directors** 

President Lisa Johnson

President Elect Jerry R. Rindone

Vice Presidents Keyin Carlson Micole Hohenstein Jay Norris Steve Miesen William A. Half

Past President Robert J. Bliss

Directors
Jim Biddle
Dr. Francisco
Escobedo
Bryan Fuller
Fodd Galarneau
David Hoffman
Dr. Henry Kikunaga
Martin R, Lodge
Kevin Marshall
Jaime Ottiz
Lynti Sarolia
Chudin Valenzuela
Pablo Velez

Special 1 Year Term Adam Sparks

CEO Lisa Cohen

Dear San Diego Unified Port District Commissioners and Leadership Team:

COULD GROWER SERVICES

MAY - 7 2012

RECEIVED

Over four decades the citizens of Chula Vista and Southbay have nurtured the dream of a world class waterfront.

During the last decade, through public outreach, debate, and structured economic analysis, the citizens have developed a plan that has enjoyed tremendous acceptance and acclaim. A Citizens Advisory Committee comprised of a variety of disparate stakeholders that included the Environmental Health Coalition, the Audubon Society, Coast Keeper, the Chula Vista Chamber of Commerce, all concurred in the plan that will come before the Coastal Commission.

The goals and dreams evolved under the sponsorship of the Port of San Diego, driven by the support of the vast majority of the citizens of San Diego County and the south bay.

Today, the Marine Group and Crossroads II are trying to counter or scuttle the Chula Vista Bay Front Master Plan. Working in close harmony, their opposition is founded on two issues: 1) the preference for an alternative "signature park" and 2) the potential for the eventual termination of the lease between the Port and the Marine Group that could, in turn, threaten a number of well-paying, maritime industrial repair jobs.

The first issue has been addressed by the economic analysis conducted by the Port. The "signature park" alternative creates impacts that threaten the economic viability of the total Master Plan, sacrificing the parcel most likely to attract an anchoring hotel / convention facility and enable bay front uses that would provide the financing to build the infrastructure, parks, reclaimed habitat and public spaces.

The second issue demands action by the Port. The Port needs to be proactive in selecting and developing the maritime industrial lands that will allow the Marine Group, at a minimum, to move at the end of its current lease and options. That move could be required to facilitate the full build out of the CV Bay Front Plan. Action by the Port today to designate and entitle parcel(s) that would preserve and accommodate the maritime repair and boat building capacity of the Marine Group, would help alleviate one major barrier to the approval and execution of the Master Plan.

The Port should immediately state and prioritize their intent to properly plan and entitle parcels that could include the current rental car facilities adjacent to Harbor Island or other suitable locations preserving the jobs and industrial capacity stressed under the Port Act.

The Chula Vista Chamber of Commerce and our 800 member businesses urge the Port to move quickly on this matter. The Port and the Chula Vista Bay Front Master Plan have our strongest possible support. Your action can help deliver on the dreams and economic potential of the south bay.

Sincerely

Lisa Johnson

April 11, 2012

President

Jerry R. Rinklejne

Fourth Avenue

Chula Vista, CA 91910

619.420,6603

fax 619,420,1269

www.chulavistachamber.org

Vice President's

David I Joffm



From: Kim Soto [ksoto@SDCVB.org] on behalf of Joe Terzi [jterzi@SDCVB.org]

Sent: Friday, April 27, 2012 9:48 AM

To: Cheryl Cox

Cc: Ian Monahan; Eric Lund

Subject: A letter of support from the San Diego Convention & Visitors Bureau

Dear Mayor Cox,

I hope all is well with you.

I am writing to you in support of the Chula Vista Bayfront Master Plan (CVBMP). It includes a 556 acre waterfront area around Chula Vista's current marina. It is important to the visitor industry that Chula Vista's future planning result in a thriving waterfront destination that is a model of sustainability, balancing the needs of residents and visitors, the economy and the environment. The addition of a hotel, resort and conference center included in the proposal would not only fill a great need for the South Bay, but would improve upon the many amenities and venues that the San Diego region currently offers our group and leisure market visitors as a whole.

We look forward to supporting a plan that is synergistic with the surrounding communities of the San Diego Bay and one that would help to improve visitor demand and enhance the competitiveness of San Diego as a desirable destination in the global visitor market.

The San Diego Convention & Visitors Bureau looks forward to supporting your efforts to improve the waterfront and our visitor industry. Please don't hesitate to let me know if I can assist you further in any way.

Best regards,

Joe Terzi



Joseph Terzi | President & CEO San Diego Convention & Visitors Bureau 750 B Street ► Suite 1500 ► San Diego, CA 92101 tel (619) 557-2831 ► fax (619) 696-9371

website | vCard | map | jterzi@sdcvb.org







402 West Broadway Suite 1000 San Diego, 3585

Tel 6 1 9 . 5 4 4 . 1 3 0 0 www.sdchamber.org

February 27, 2012

California Coastal Commission c/o Mayor Cheryl Cox City of Chula Vista 276 Fourth Avenue Chula Vista, CA 91910

Subject:

Support for Chula Vista Bayfront Master Plan

Dear Mayor Cox:

The San Diego Regional Chamber of Commerce is in strong support of the Chula Vista Bayfront Master Plan. This 550 acre waterfront development will bring investment and jobs to South San Diego County.

Many people have worked long and hard to develop a plan that provides balance, economic opportunities, job creation and maintains public access to San Diego Bay.

The Chula Vista Bayfront development will bring needed investment into an older area of the city. This portion of the city has older homes and businesses, with a lower per capita household income than the city overall. The tremendous positive impact this plan will have on nearby areas cannot be overstated. The downtown business district and many small owner-operated businesses are expected to receive additional customers from the bayfront development, helping many of them to expand.

This project will enable the City of Chula Vista to attract visitors to the city and become a destination for smaller conventions. The convention center will also meet the needs of South County residents for annual dinners, proms, meeting etc., providing a much needed gathering place. Large local events will no longer have to take place outside the community.

We strongly urge the California Coastal Commission to support the Chula Vista Bayfront Plan.

Sincerely,

Ruben Barrales President & CEO



February 21, 2012

901 National City Boulevard National City, CA 91950-3203 Business: 619 477-9339

Fax: 619 477-5018

E-mail: thechamber@nationalcitychamber.org Web site: www.nationalcitychamber.org

California Coastal Commission c/o Mayor Cheryl Cox City of Chula Vista 276 Fourth Avenue Chula Vista, CA 91910

Honorable Mayor Cox,

On behalf of the National City Chamber of Commerce Board of Directors this letter is to convey our strong support for the Chula Vista Bayfront Master Plan. This 550 acre waterfront development will bring investment and jobs to an economically challenged portion of South County and create a strategy that encourages jobs and business opportunities for tomorrow.

The positive impacts this development will have on the surrounding areas including the City of National City is great with a project of this magnitude. It will offer new business opportunities for existing companies. The historic business district and many small owner-operated businesses are expected to reap additional customers from the bayfront development helping many of these "mom and pop" businesses thrive.

National City has an opportunity to benefit from this project. Our proximity to Chula Vista, the second largest city in San Diego County, will catapult the South Bay region, and National City' growing tourism sector into a destination point. This will carry widespread positive economic impact on National City's business community. National City's hotels, restaurants, recreational facilities, and support services will benefit from increased visitor traffic and tourist activity resulting from the proposed Chula Vista Bayfront Master Plan

The convention center will offer a gathering place for hundreds. These options do not currently exist in South County, forcing conventions and meetings, including the annual National City Chamber of Commerce Installation Dinner, to be held in San Diego.

Your approval today sends a message that communities can come together and encourage investment. Diverse groups can work toward economic prosperity and a common future. The Chula Vista Bayfront has been planned for over 40 years. The time to maximize its potential and build is NOW!

Sincerely,

Jess Van Deventer

Jacqueline Reynoso President/ CEO



Officers

President Ernesto Lozano Mexamerica

Vice President

Eduardo Acosta
R.L. Jones Customhouse Brokers

Secretary
Patricia Alvarez
XEWT 12 Televisa

Treasurer
Shane Harmon
CB Richard Ellis – Brokerage

Directors

James Burritt Panaloina, inc.

Silvia Cornejo – Darcy Southwestern College

Enrique Esparza, Jr.
Co-Production International and
Cail Center Services International

Carolyn Goding International Automated Brokers

Linda Greenberg
Colliers International Commercial
Real Estate

Cheryl Hammond Scudi, Johnson & Ayers

Mett Jones
Innovative Cold Storage Enterprises

Arazeli Penilla Driscoli's Strawberry Associates

Rafael Rodriguez

Agencia Aduanal Rodriguez

Joaquin Samaniego

L Armando Valenda New York Life Insurance Co.

Steven Zisser Zisser Group

#### Platinum Circle

Co-Production International and Call Center Services International SDG&F

#### President's Circle

Circle Foods, LLC Comfort Suites - Otay Mesa Corrugados de Baia California COX Communications Deloitte: Bala California Distinctive Projects Company Kearny Real Estate Company Kimley - Horn & Associates, Inc. Mexamerica MEX-CAL Truckline Pardee Homes Sanyo North America SHARP HealthCare South Bay Expressway rian Hearing Protection NT 12 Televisa / Rep. ECC. Zahava Group, Inc.

March 8, 2012

California Coastal Commission c/o Mayor Cheryl Cox City of Chuia Vista 276 Fourth Avenue Chuia Vista, CA 91910

Honorable Mayor Cox,

On behalf of the Otay Mesa Chamber of Commerce (OMCC) Board of Directors this letter is convey our strong support for the Chula Visa Bayfront Master Plan. This 550 acre waterfront development will bring investment and jobs to an economically challenged portion of South County and create a strategy that encourages jobs and business opportunities for tomorrow.

The positive impacts this development will have on the surrounding areas is great with a project of this magnitude. It will offer new business opportunities for existing companies. The historic business district and many small owner-operated businesses are expected to reap additional customers from the bayfront development helping many of these "mom and pop" businesses thrive.

The development is located on the west side of the city. This portion of the city contains older homes and businesses. It also has a lower per household income. The bayfront development will bring needed investment into this older community accompanied with new job opportunities.

Chula Vista has an opportunity to reinvent itself with this project. As the second largest city in San Diego County this project will catapult Chula Vista into a destination point, instead of simply a suburb of San Diego. The convention center will offer a gathering place for hundreds. These options do not currently exist in South County, forcing conventions and meetings, including OMCC Mexport, to be held outside of South County.

Your approval today sends a message that communities can come together and encourage investment. Diverse groups can work toward economic prosperity and a common future. The Chula Vista Bayfront has been planned for over 40 years. The time to maximize it potential and build a future is NOW!

Sincerely,

Alejandra Mier y Terán

**Executive Director** 



Our Mission is to enrich, lead and foster the San Ysidro business community and our bi-national region.

2012 Board of Directors

President Thomas M. Currie Thomas M Currie & Assoc.

Immediate Past President Israel Adato Express Financial Services

Vice President Billy Meza Radio Latina 104.5

Secretary Hector Espinoza San Ysidro High School

Treasurer Raquel Alspuro Old Navy at Las Americas

Vanessa Barrón Las Americas Premium Outlets

Josie Calderón JLC Consultants

Juan Ceseña Ceseña Consulting Services

Louis Escareño UETA Duty Free

Silvia Cornejo-Darcy Southwestern College

Richard Gomez
Border Transportation Council

Roberto Herrera Mercado internacional

Juan Antonio López Crucero USA

Spencer Skeen, Esq Fisher & Phillips, LLP

Edna Solórzano San Diego PR Events

Mike Wolf Wal-Mart

Executive Director Jason M-B Wells

Border-Crossing Partner



Progress Partner



Hensel Phelps Construction Co. March 6, 2012

California Coastal Commission c/o Mayor Cheryl Cox City of Chula Vista 276 Fourth Avenue Chula Vista, CA 91910

Honorable Mayor Cox,

On behalf of the San Ysidro Chamber of Commerce, please accept this letter as our official conveyance of strong support for the Chula Vista Bayfront Master Plan. This 550-acre waterfront development will bring investment and jobs to an economically challenged portion of South County and create a strategy that encourages jobs and business opportunities for tomorrow.

The positive impacts this development will have on surrounding areas, including San Ysidro is precisely what South Bay needs and deserves. Many of our small owner-operated businesses are expected to reap additional customers from the bayfront development helping many of these "mom and pop" businesses thrive.

Chula Vista has an opportunity to reinvent itself with this project, and catapult South Bay into a true destination point. Options for large meetings or events, as you witnessed attending the Annual Gala for San Ysidro in Point Loma, do not currently exist in South County, forcing conventions and meetings, including SCEDC's Annual Summit, to be held outside of South County.

Your approval today sends a message that our communities and diverse groups can and must come together and encourage investment. The Chula Vista Bayfront has been planned for over 40 years... Its time certainly has come.

Sincerely,

Jason M-B Wells

**Executive Director** 

#### **Board of Directors**

Allied Waste Services

AT&T

Brown Marketing Strategies

City of Chula Vista

City of Coronado

City of Imperial Beach

City of National City

City of San Diego

County of San Diego

Cox Communications

DEITAC

GEOCON

. Giftaria

J. Simms Agency

McCune Chrysler/Jeep/Dodge

McMillin Companies

O.A.P. Packaging

Pacific Western Bank

Project Design Consultants

PSAR

SANDAG

San Diego National Bank

San Diego Regional Chamber

S.D. Unified Port District

San Ysidro Health Center

Scripps Mercy Hospital

Scott Alevy Communications

Security Business Bank

Sempra

Sharp Hospital

Solidus Property

Southbay Expressivay

Southwestern College

Southwest Strategies, LLC

SWUHSD.

The Paul Company

Tijuana CDT

Tijuana DEITAC

Union Bank



San Diego's Voice for Binational Business

# South County Economic Development Council

January 13, 2012

California Coastal Commission

c/o Mayor Cheryl Cox

City of Chula Vista

276 Fourth Avenue

270 ; Odi (11 7 (Ve) Ide

Chula Vista, CA 91910

Honorable Mayor Cox,

On behalf of the South County Economic Development Council (SCEDC) Board of Directors this letter is convey our strong support for the Chula Visa Bayfront Master Plan. This 550 acre waterfront development will bring investment and jobs to an economically challenged portion of South County and create a strategy that encourages jobs and business opportunities for tomorrow.

The positive impacts this development will have on the surrounding areas is great with a project of this magnitude. It will offer new business opportunities for existing companies. The historic business district and many small owner-operated businesses are expected to reap additional customers from the bayfront development helping many of these "mom and pop" businesses thrive.

The development is located on the west side of the city. This portion of the city contains older homes and businesses. It also has a lower per household income. The bayfront development will bring needed investment into this older community accompanied with new job opportunities.

Chula Vista has an opportunity to reinvent itself with this project. As the second largest city in San Diego County this project will catapult Chula Vista into a destination point, instead of simply a suburb of San Diego. The convention center will offer a gathering place for hundreds. These options do not currently exist in South County, forcing conventions and meetings, including SCEDC's Annual Summit, to be held outside of South County.

Your approval today sends a message that communities can come together and encourage investment. Diverse groups can work toward economic prosperity and a common future. The Chula Vista Bayfront has been planned for over 40 years. The time to maximize it potential and build a future is NOW!

Ciprov Compper-Graves, Chief Executive Officer



San Diego Regional Economic Development Corporation

May 1, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista 276 Fourth Ave. Chula Vista, CA 91910

Dear California Coastal Commissioners,

I am writing in support of the Chula Vista Bayfront Master Plan, which you will soon be considering for approval.

For decades, Chula Vista's bayfront has seen several plans come and go as our community, the San Diego Unified Port District, and the City of Chula Vista worked towards a vision that would balance the economics of sustainable development and protection of natural resources. I am confident we have now achieved that vision.

The fact that the Chula Vista Bayfront Master Plan was created through diverse input from leading representatives from environment, community, business and government is testimony to the commitment of all parties. This plan is a story of give and take through a five-year process of public outreach, the focus on the importance of protecting our portion of San Diego Bay. The master plan has received unanimous support from the Chula Vista City Council, Port Commissioners and State Lands Commission without any litigation.

We now have the opportunity to provide our region with a thriving waterfront destination composed of 556 acres around Chula Vista's current marina. Over 40 percent of the land on the bayfront will feature parks, nature preserve and open space, linked to a network of bike paths, nature trails and pedestrian walkways that will provide greater public access.

The project is expected to generate \$1.3 billion for the regional economy, including more than \$11.5 million in annual tax revenues. More than 2,200 permanent jobs, nearly 7,000 construction jobs and numerous indirect jobs will be added to a region in great need of opportunity.

For all of these reasons, I urge you to approve the Chula Vista Bayfront Master Plan

530 B Street Seventh Floor San Diego CA 92101

Mark Cafferty
President and CEO

Respectfully.

Ph: 619-234-8484

Fax: 619-234-1935

www.sandiegobusiness.org



# United States Department of the Interior

# VISH & WILDLAFF SERVICE

FISH AND WILDLIFE SERVICE San Diego National Wildlife Refuge Complex 1080 Gunpowder Point Drive Chula Vista, CA 91910

May 31, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Re: Chula Vista Bayfront Master Plan

Dear California Coastal Commissioners:

Thank you for the opportunity to participate in your March 8, 2012 tour of the project area of the Chula Vista Bayfront Master Plan. We appreciated the interest expressed by the Coastal Commission in understanding the Chula Vista Bayfront Master Plan (Master Plan) and its relationship to the San Diego Bay National Wildlife Refuge (NWR or Refuge). We offer the following comments for your consideration.

The Master Plan recognizes the richness and diversity of the biological resources of south San Diego Bay and has incorporated significant conservation measures to protect the San Diego Bay NWR. The project area for the Chula Vista Bayfront Master Plan borders the San Diego Bay NWR at two locations: 1) the Sweetwater Marsh Unit is adjacent to the Sweetwater District and 2) the South San Diego Bay Unit abuts the Otay District. Conservation measures incorporated into the Master Plan include land use designations that locate buffer zones, passive park, and open space between the boundary of the Refuge and future development; protection and management of additional wildlife habitats such as mudflats and the J Street Marsh; the formation of the South Bay Wildlife Advisory Group; and development, funding, and implementation of a Natural Resources Management Plan. Together, these conservation measures avoid and minimize potential effects to the San Diego Bay Refuge and result in the increased management of wildlife resources in south San Diego Bay.

We look forward to working the City of Chula Vista and San Diego Port District on the Chula Vista Bayfront Master Plan and the San Diego Bay National Wildlife Refuge.

Sincerely,

Andrew Yuen
Project Leader





Goodrich Aerostructures 850 Lagoon Drive Chula Vista, California 91910-2098

Tel: 619 691 3036 Fax: 619 691 2222 www.aeroetructures.goodrich.com

February 14, 2012

Honorable Chair and Members California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Re: Chula Vista Bayfront Master Plan

Honorable Chair and Members:

We appreciate the opportunity to submit this letter in support of approval of the Chula Vista Bayfront Master Plan by the California Coastal Commission through certification of the Port of San Diego Master Plan Amendment and City of Chula Vista Local Coastal Program Amendment.

Marc A. Duvall

Goodrich Aerostructures marc.duvalt@goodrich.com

President

Goodrich Aerostructures' Chula Vista facility is located in the central portion of the Harbor District, one of the three districts comprising the Master Plan. Goodrich Aerostructures is one of the leading suppliers of aircraft engine nacelles and structures to the world's major commercial aircraft and engine makers. Work at the Chula Vista facility, which has been in continuous operation on the Bayfront since the early 1940s, includes design, testing and industrialization of nacelle systems (the aerodynamic housings for jet engines) for a variety of commercial and military programs. The Chula Vista facility is one of the largest employers in Chula Vista, and comprises a substantial component of the City's tax base.

Goodrich Aerostructures' Chula Vista facility formerly occupied much of the fand currently proposed for development as part of the Master Plan. In the late 1990s, in order to consolidate the Port's Bayfront landholdings and create the platform for a master planned Bayfront redevelopment, Goodrich, the Port and the City of Chula Vista agreed to a series of land transactions that realigned the Port/Goodrich property ownership in its current north-south configuration. The result was to deliver to the Port an assemblage of property that could be developed in a comprehensive, cohesive manner. The Master Plan represents the culmination of the lengthy planning process intended to achieve that goal.

Goodrich initially had concerns regarding potential incompatibilities between the residential component of the Master Plan and the long-term operation of the Chula Vista facility; however Goodrich, the Port and the City have since worked cooperatively together to resolve these concerns. That process has resulted in agreements that address the issues and concerns raised by Goodrich, and provide the framework for long-term cooperation among the parties to accomplish environmental remediation of the Bayfront and take other actions designed to facilitate the proposed redevelopment.

Goodrich and our stakeholders, most notably our 2,600 working men and women in Chula Vista, appreciate the time and consideration the City and Port have afforded us during this process, and the careful thought and consideration that have gone into the Master Plan that is before you. The Plan will allow for development of a vibrant mix of visitor-serving, retail, office, residential, recreational and other uses while incorporating measures designed to preserve Goodrich's ongoing operation of our Chula Vista facility. We support its approval by this Commission.

Very truly yours,

Marc Duvall President

Goodrich Aerostructures



# CHULA VISTA ELEMENTARY SCHOOL DISTRICT

84 EAST "J" STREET • CHULA VISTA, CALIFORNIA 91910 • 619 425-9600

### EACH CHILD IS AN INDIVIDUAL OF GREAT WORTH

February 8, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Dear California Coastal Commission:

This letter is in support of the Chula Vista Bayfront Master Plan (CVBMP). I am the Superintendent of the Chula Vista Elementary School District, the largest elementary school district in the state of California. We serve over 28,000 students who reside 5-10 miles from the border of Mexico. This area holds special meaning for me and this is why I would like to see Chula Vista grow and thrive. I believe that development of the waterfront will allow Chula Vista to become a sought-after destination, which will bring prosperity to the city.

Our District has a diverse ethnic and socioeconomic population that continues to grow, especially in our eastern corridor. Unfortunately, our western corridor suffers from disparate job opportunities. The residents living within the western boundaries are subjected to the highest criminal activity and the lowest ratio of open park space in our community. Students and residents in the area lack recreational opportunities in a safe environment and as a result, the students suffer from the highest obesity levels in our District. The proposed CVBMP project, with its components of additional open-space areas, housing, and job opportunities, will become a beacon that will not only help Chula Vista flourish but also improve the quality of life for families in the area.

The CVBMP is a visionary, well-thought plan that has been in the making for ten years. It takes into consideration community and environmental needs while keeping in mind the features needed to attract out-of-town business.

I wholeheartedly encourage you to approve this collaborative development plan for the Chula Vista waterfront. The project will benefit the whole community!

Sincerely.

Francisco Escobedo, Ed.D.

Superintendent

**BOARD OF EDUCATION** 

DAVID BEJARANO ♦ RUSSELL Y. CORONADO ♦ LARRY CUNNINGHAM ♦ DOUGLAS E. LUFFBOROUGH, III ♦ PAMELA B. SMITH



Melinda Nish, Ed.D. Superintendent/President

Governing Board Norma L. Hernandez Tim Nader Humberto Peraza, Jr. Jean Roeseli, Ed.D. Terri Valladolid February 13, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Dear California Coastal Commissioners:

I am writing you to express the strong support of the Southwestern Community College District for the Chula Vista Bayfront Master Plan that you will be reviewing this spring.

This project stands to benefit thousands of our students in the coming years. As the only public higher education institution in the South Bay, we are responsible for training much of the future workforce in our region. They will greatly benefit from the 2,200 permanent jobs that could be created here, not to mention the 7,000 construction jobs and numerous indirect jobs that will result.

The beauty of this plan is that it is self-funding through revenue generated by the new development in the area. Moreover, the \$1.3 billion generated for our regional economy over the next 20 years will greatly improve our economic wellbeing and the \$11.5 million in annual tax revenues will provide sorely needed funds to our public agencies.

This is an excellent sustainable project which balances the needs of residents and visitors with the environment to provide an enhanced quality of life for our community.

We urge you to support this plan.

Sincerely,

Melinda Nish, Ed.D. Superintendent/President

MN/gb



### OFFICE OF THE SUPERINTENDENT

1130 Fifth Avenue • Chula Vista, California 91911-2896 (619) 691-5555 • FAX (619) 498-1997

Edward M. Brand, Ed.D. Superintendent

February 14, 2012

California Coastal commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Dear California Coastal Commissioners,

I am pleased to write this letter of support for the city of Chula Vista's Bayfront Master Plan. As superintendent of the Sweetwater Union High School District and a career educator in the South Bay, I realize the importance of developing the Chula Vista bayfront.

As the largest secondary school district in California, and the largest employer in the South Bay, the Sweetwater District, and those we serve, would benefit greatly from this development. All of our significant celebrations and milestones, such as proms, must be held outside the South Bay because there are no venues large enough to house our events.

Access to the bayfront currently is prohibitive because there are few public entry points. A developed bayfront is the economic engine needed to help stimulate business and provide meaningful job opportunities for our youth.

We are hopeful the Coastal Commission will approve the city's plan for the bayfront.

Sincerely

Edward M. Brand, Ed.D.

Superintendent

550 MARINA PARKWAY CHULA VISTA, CA 91910 (619) 691-1860 FAX (619) 420-9667



February 13, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

#### Gentlemen:

My company was the developer of the Chula Vista Marina and RV Resort in 1982. During the last 30 years, we have supported the numerous efforts to redevelop the balance of the bay front. Approval of the Chula Vista Bayfront Master Plan (CVBMP) is the next step in turning the Chula Vista bay front into a world class venue which will balance the economic consideration of the master plan and the environmental issues that must be considered. The land swap is a major part of achieving this balance. This will allow the environmentally sensitive areas to be preserved.

The CVBMP allows for the development of a truly integrated neighborhood, which will include residential, commercial and hotels, while preserving the marinas.

Your approval of the CVBMP will ensure existing as well as future residents of Chula Vista will have better access and opportunities to enjoy the bay front.

Sincerely,

CHULA VISTA MARINA/RV PARK, LTD.

St. Major Chance

W. Major Chance

Thank you for your consideration.

Suran Fuller

Respectfully Yours,

Susan Fuller

President, Board of Directors

Chula Vista Nature Center

1000 Gunpowder Point Drive

Chula Vista, CA 91910



February 29, 2012

California Coastal Commission
C/o Office of the Mayor
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

#### Dear Sirs:

I am writing to you in support of the Chula Vista Bayfront Master Plan (CVBMP).

The CVBMP impresses me in that it incorporates diverse input, contributed over more than a decade of discussion and planning, arriving at a balanced, mixed use plan that considers recreational, economic and environmental concerns, directed at achieving long term sustainability. This balance is of paramount importance since the southern end of San Diego Bay is characterized by tremendous ecological diversity, is the location of much of the remaining wetlands in the Bay, both of which would be adversely impacted by development plan that was strongly biased in favor of industry.

The inclusion of significant park land helps maintain a long term buffer for the Wildlife Refuge while encouraging outdoor activities for residents and visitors. In addition, the CVBMP adds pedestrian walkways, nature trails and bike paths. Outdoor activities have never been more important due to long term health concerns and resultant health care costs affecting an inactive population. Encouraging outdoor activities will, ultimately, help reduce potential health care costs resulting from inactivity.

The economic impact of the CVBMP to the region is of paramount importance. In a region recently characterized by a depressed economy, the CVBMP creates construction jobs, permanent jobs and tax revenues encouraging economic sustainability.

We strongly support the CVBMP.



March 23, 2012

Chair Mary Shallenberger and Coastal Commissioners California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

RE: Environmental Health Coalition SUPPORT for the Chula Vista Bayfront Master Plan

Dear Chair Shallenberger and Commissioners:

Environmental Health Coalition (EHC) is a 30-year old environmental justice organization working to empower people, organize communities, and achieve justice in the binational San Diego/Tijuana region. We have worked on the development issues related to the Chula Vista Bayfront for over 20 years. We are proud and happy to communicate to the Commission our support of the proposed Chula Vista Bayfront Master Plan as certified by the Port of San Diego and City of Chula Vista.

For those of us in the area, the South Bay is a very unique and special place. The wildlife resources are unparalleled in the region. The lack of appropriate public access has plaqued the community for decades. EHC believes that the Master Plan strikes the right balance of environmental protection, public access, and quality development and job creation opportunities for Chula Vista and the South Bay.

The Master Plan will implement the critical land trade that will protect 100 acres of the Sweetwater District from high-rise development by removing all residential development from the lands adjacent to the Sweetwater Marsh and San Diego Bay Refuges to a less impactful area—a top priority for the community and environmental groups. The Master Plan will create over 50 acres of new parklands throughout the Bayfront so that more local residents have easier access to quality park experiences. The plan calls for significant protective habitat buffers to ensure that the National Wildlife Refuge lands and sensitive tidal flats and salt marsh are protected from development and increased use.

EMPOWERING PEOPLE. ORGANIZING COMMUNITIES. ACHIEVING JUSTICE.
EMPODERANDO A LA GENTE. ORGANIZANDO A LAS COMUNIDADES. LOGRANDO LA JUSTICIA.

Part of the Master Planning process resulted in an important agreement signed by members of the Bayfront Coalition. The Coalition is comprised of Environmental Health Coalition, San Diego Audubon Society, Coastal Environmental Rights Foundation, San Diego Coastkeeper, EMPOWER San Diego, Southwest Wetlands Interpretive Association, and Surfrider Foundation, San Diego Chapter. This multi-faceted agreement includes requirements that will serve to protect habitat, fund management, create public spaces, reduce energy use, create good jobs, and increase funding options for local communities. All of the Coalition organizations support the Bayfront Master Plan.

The process to develop the Master Plan has been unlike any other process we have seen. It has taken ten years and significant public and agency input and thoughtful compromise in order to achieve the current proposal. We are confident that this plan will allow development to move forward on the Bayfront in a manner that protects the environment and greatly increases public access opportunities.

The Master Plan is a landmark achievement and very worthy of your support. We urge you to adopt the Chula Vista Bayfront Masterplan.

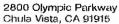
Thank you for your consideration of our comments. Please contact me at (619) 997-9983 with any questions.

Sincerely,

Laura Hunter

Haura Hunter

Environmental Health Coalition





February 6, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Dear California Coastal Commission,

With the Chula Vista Olympic Training Center being a regional asset on the east side of town, an improved and enhanced Chula Vista Bayfront on the west side of town would create even more of a reason for visitors to experience everything that Chula Vista has to offer.

The Olympic Training Center hosts numerous major events each year – not the least of which is the BMX Supercross World Cup. With attendance at this event approaching 5,000 people (many from out-of-town), it is a shame to have to direct these visitors to hotels that are further away because we have limited hotel options in the immediate area.

A world-class bayfront with added hotel options would be a benefit to the community and I appreciate your consideration of this project.

Warm Regards,

Tracy Lamb Director

U.S. Olympic Training Center - Chula Vista



February 6, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Re: Chula Vista Bayfront Master Plan

Dear California Coastal Commissioners,

California Yacht Marina – Chula Vista strongly supports the Goals and Vision as articulate in the Chula Vista Bayfront Master Plan (CVBMP) before you. For over twenty (20) years as an active member of the community, we have provided quality berthing opportunities for the recreational boaters in Chula Vista Harbor. Based on our experience of providing public access and enhanced enjoyment of the San Diego Bay and the Pacific Ocean, the heart of our support for the CVBMP is because of the achievable balance of enhancing public access to the waterfront in an environmentally sensitive fashion.

Truly, the City of Chula Vista's waterfront is uniquely positioned to encourage thoughtful enhanced revitalization. Rooted in the City of Chula Vista and San Diego Unified Port District demonstrated commitment to the environment, the CVBMP enjoys strong support from a cross section of groups and associations dedicated to the preservation of marine habitat. With a sound economic model, the majority of improvements, such as parks, habitat restoration and new roads will be funded with revenues generated by new development within the project area.

The economic benefits of the CVBMP further justify your support. In a time when our State and Country is struggling with high unemployment and economic stagnation, here is a project that has the potential to create over 9,000 in combined jobs and \$11.5 million in annual tax revenue.

For this plan to be successful it now needs your support. The citizens of the southern region of San Diego deserve quality access and amenities to San Diego Bay. No plan is perfect and it is always easier to criticize than to create. Don't let the naysayers sway you from the underlying benefits of the Chula Vista Bayfront Master Plan.

Sincerely,

R. Kevin Ketchum

Principal/General Manager



April 13, 2012

California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

Dear Coastal Commissioners,

My name is Steve Miesen, Division Manager for Allied Waste Services located in Chula Vista, California. Allied Waste Services is privileged to have the franchise to provide trash, recycling and yard waste collection services to the City of Chula Vista.

I have paid close attention to the negotiations between the City of Chula Vista, Port of San Diego and the other interested parties to develop the Chula Vista Bay Front Master Plan (Plan). It appears abundantly clear that the City and Port leadership have reached out to all facets of our community by conducting more than 90 public meetings that generated over 1,000 comments from more than 50 stakeholders and organizations.

I have attended many of these meetings and I am very confident that the Plan's EIR will ensure that the citizens of Chula Vista will have a first class development with adequate protection of environment.

Our community has been anticipating the development of our beautiful bay front for many decades. Finally, we now have the opportunity to enhance our bay property with a truly environmentally sound development that will allow our citizens and guests of our City to really enjoy and benefit from the San Diego Bay.

I respectively request your support to place the Plan as soon as practical on the Coastal Commission Agenda. I hope you will agree that the Plan is very reasonable and give it your seal of approval with a Unanimous Vote of Support.

Thank you for your time and generous consideration.

Sincerely

Steve Miesen Division Manager

CC: Mayor Cheryl Cox - City of Chula Vista



### SWEETWATER AUTHORITY

505 GARRETT AVENUE POST OFFICE BOX 2328 CHULA VISTA, CALIFORNIA 91912-2328 (619) 420-1413 FAX (619) 425-7469 http://www.sweetwater.org GOVERNING BOARD

RON MORRISON, CHAIR MARGARET COOK WELSH, VICE CHAIR W.D. 'BUD' POCKLINGTON JOSE PRECIADO MARIA RUBALCABA TERRY THOMAS JESS VAN DEVENTER

JAMES L. SMYTH GENERAL MANAGER

February 9, 2012

California Coastal Commission c/o Office of the Mayor 276 Fourth Avenue City of Chula Vista Chula Vista, CA 91910

Subject: Proposed Chula Vista Bayfront Master Plan

Dear California Coastal Commission:

Sweetwater Authority (Authority) is the public water purveyor serving the western portion of the City of Chula Vista, as well as all of the City of National City and the unincorporated area of Bonita. The proposed Bayfront project would be served by the Authority.

The Authority completed a Water Supply Assessment Report, which was incorporated into the project Environmental Impact Report and contemplated the impacts of the proposed Bayfront Development in the Authority's most recent Urban Water Management Plan. Both evaluations concluded that, with appropriate mitigations measures and system design modifications, the future water demands associated with the project could be supplied through 2035. The Authority looks forward to working jointly with all stakeholders to assure success of this project.

If you have any questions about the Authority's ability or willingness to service this project, please contact Assistant General Manager Jennifer Smith at (619) 409-6702.

Sincerely

Kon Morrison Chairman

RM:JHS:vls

A Public Water Agency
Serving National City, Chula Vista and Surrounding Areas

April 30, 2012

To: California Coastal Commission

From: Chula Vista Firefighters IAFF Local 2180

SUBJ: Chula Vista's Bay Front development.

Dear California Coastal Commission,

The Chula Vista Firefighters Local 2180 are in support of the bay front development. Our beautiful bay front has sat barren far too long. It is time we provide a place for tourism to thrive in our city and to give our citizens a beautiful destination within our borders. The opportunity for small business and jobs will provide a needed influx into the economy of our fair city. Our Mayor and City Council have worked long and hard to accomplish this important development for the city and our residents. It is time to complete this job.

In closing, we support the development of our bay front and the enrichment it will bring to our citizens.

Sincerely,

Michael Nash

President IAFF Local 2180



February 9, 2012

California Coastal Commission % Office of the Mayor City of Chula Vista 276 Fourth Avenue Chula Vista, CA 91910

RE: Support for the Chula Vista Bayfront Master Plan

Dear California Coastal Commission:

I am writing this letter to endorse and support the Chula Vista Bayfront Master Plan project and to request the Commission approve the Master Plan as presented.

I have strong ties to South County, both personally and professionally and therefore have a high level of interest in the plans being developed for the prime property along the waterfront. From a personal perspective, I am a third generation homebuilder who was raised in Bonita and currently I live with my wife Susan and our three children in Coronado.

Professionally speaking, my family's homebuilding company was founded by my mother and father in 1960 and the first homes built and sold by The Corky McMillin Companies were in Chula Vista and Bonita. Today - the company is run by my brother Mark and me. The majority of the 30,000 homes built by our company over the last 52 years are in master-planned communities located in the South Bay and we are very proud of our South County roots.

My entire family, my 100 San Diego employees and approximately 150 real estate agents join me in supporting the Chula Vista Bayfront Master Plan for the following reasons:

- It is expected to generate \$1.3 billion in revenues for the region over the next 20 years.
- The Port Commission projects over 7,000 construction jobs and nearly 2,000 permanent jobs will be created by this plan.
- The Master Plan will create an active commercial harbor with considerable public space along the water's edge.





McMillin Land Development







February 9, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista 276 Fourth Avenue Chula Vista, CA 91910

RE: Support for the Chula Vista Bayfront Master Plan

Dear California Coastal Commission:

I am writing to express my, and my company's support for the Chula Vista Bayfront Master Plan project, and to request the Commission approve the Master Plan as presented.

My company, the Corky McMillin Companies, is a fully integrated real estate investment, land development and home-building company which was founded in San Diego's south county more than 50 years ago. We have had the good fortune to be a partner with the City Chula Vista in it's economic development efforts for several decades and we believe in the direction that the City is heading and believe in it's vision for the future.

A key to that future is the sensitive development of the City's bayfront. The Master Plan that the City has approved is balanced – providing housing, entertainment, hospitality, public and open space uses with sensitive treatment of the City's tidelands. This balance is confirmed by the broad based support the project receives – from the business community, labor groups and environmental organizations and agencies. The consensus that is represented by this plan is extremely rare in California these days and it underscores the hard work and commitment to a plan that will provide multiple benefits for the community and San Diego region long into the future.

The Bayfront plan will provide multiple benefits to the City. It will be a catalyst project that will energize the revitalization of western Chula Vista and support the realization of the community's vision for the urban core of the City. New streets will provide linkages to the Bayfront from the existing urban core, allowing the bayfront to act as a western bookend for the City's downtown core.











The project will also provide benefits to the region as a whole. It is estimated that the financial benefits from the project will exceed \$1.3 billion dollars over the next two decades and will bring thousands of much needed jobs to San Diego. In addition to the economic benefits, the plan will set aside over 40% of the property as open space, and will provide greatly expanded public access to the bayfront via a network of pedestrian and bicycle trails.

The plan which will come before you represents the culmination of decades of hard work. It expresses a vision for a vibrant, active and sustainable bayfront for the south San Diego County region and I would respectfully request the Commission approve the Bayfront Master Plan as presented.

Sincerely,

Todd Galarneau

Senior Vice President

The Corky McMillin Companies

TG:vba



February 13, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista 276 Fourth Avenue Chula Vista, CA 91910

Re: Chula Vista Bayfront Master Plan

Dear California Coastal Commissioners,

I am writing to you to show my support for Mayor Cox and the City of Chula Vista's Bayfront Master Plan.

As a resident of Chula Vista, I have seen the landscape of eastern Chula Vista develop into beautiful, pedestrian friendly neighborhoods where it is a delight to bring up a family. When I moved to Otay Ranch in 1999, there were limited restaurants and commercial/retail areas in the community. This meant I continued to spend time on the freeway traveling north to dine and shop.

With the addition of Otay Ranch Town Center and a multitude of new restaurants, the majority of my families' dollars now remain in Chula Vista. Since eastern Chula Vista development plans are in full force, it is time to think about the incredible bayfront opportunities that exist for the city.

Nothing would give my family greater pleasure than taking our bikes on a bike ride through open space areas at the Chula Vista bayfront. After an invigorating ride, our family would stop for lunch at one of the new restaurant/entertainment areas while enjoying the vibrant recreational marina. No putting bikes on the back of the car to journey to another bayfront area — simply a commute free day in my own city.

From an economic perspective, the project has the potential to create thousands of new jobs which is good for the economy in general and all the potential new residents are good for the housing industry in South County. The city needs restaurants large enough to host dinner or lunch events with guests in excess of 200 people. Can we talk conventions? Imagine what a large convention center can add not only to Chula Vista, but the entire San Diego Bay, especially since San Diego is one of the top 10 U.S. convention cities.

Bottom line - Chula Vista is more than ready to develop the bayfront into a destination both the community and the region can enjoy for years to come.

Sincerely,

**BALDWIN & SONS** 

Mora de Murguia

**Public Finance Manager** 



February 7, 2012

California Coastal Commission:

Dear California Coastal Commissioners,

This letter is in support of the Chula Vista Bayfront Master Plan. In my position at the Boys & Girls Club I've had the unique opportunity to visit all the coastal communities of San Diego County. It didn't take long to see firsthand the differences between the North and South Counties of San Diego.

In the North County the coastal waterfronts are developed with recreational opportunities, biological reserves, destination hotels, fine restaurants, and historical sites.

In the South County much of the tide line is government property, industrial based, and commercially developed. Additionally, we struggle with the ecological challenges related to the proximity of the Tijuana River Valley.

The Boys & Girls Clubs of South County provides programs and services to 2,000 children and their families on a daily basis. We are dedicated to the youth and families of Chula Vista and the surrounding South County communities to offer the same type of recreational opportunities the residents of the North County are offered. Whether it's our Boys & Girls Club facilities, community recreational spaces, or offering the same employment opportunities for families, our non-profit organization will wholeheartedly support the Chula Vista Bayfront Master Plan.

It is our greatest hope that the California Coastal Commission approves the Chula Vista Bayfront Master Plan so work can begin to offer a worldclass venue the residents of the South County desperately deserve.

Thank you for your consideration,

Ken Blinsman President/CEO Boys & Girls Clubs of South County Administrative Center 847 Encina Avenue Post Office Box 520 Imperial Beach CA 91933 Tel - (619) 424-2266 Fax - (619) 424-8266

### Officers

Lynn France Chief Volunteer Officer/Chair

Christine Harlin

1st Vice Chair/Chair Elect

Chad Harbin 2<sup>nd</sup> Vice Chair of Programs & Human Resources

Randy Bellamy 3<sup>rd</sup> Vice Chair of Financial Resource Development

Donn Hall Secretary

Gary Trieschman Treasurer

Mark Neagles Immediate Past Chair

#### **Board of Directors**

Active Members Jim Algert Martha Estrada Gabriel Gutierrez James Haug Pedro Reyes Kelly Sisson

Emeritus Members Bud Harbin Paul Odermatt J. D. "Bud" Webb

Associate Members John Snyder

President/CEO Ken Blinsman



2462 Malito Drive | Bonita, California 91902 | 619.475.8524 | Fax: 619.475.9807 | mabpa@cox.net

EST, 1978

May 11, 2012

2012 EXECUTIVE BOARD

JOSIE L. CALDERON, President RUDY FERNANDEZ, Vice President JAVIER SAUNDERS, Treasurer RAY ARAGON, Secretary

COMMITTEE CHAIRS

PATRICIA CHAVEZ DR. ALBERTO OCHOA ZACHARY W, SCHLAGEL ROBERTO C. VARGAS

PAOLA AVILA EDWARD BARBAT, ESQ RAFAEL CASTELLANOS, ESQ DAVID CHACON JOSE CONTRERAS DR. GUADALUPE CORONA ESPERANZA DANIEL JUAN DIAZ MANUEL FLORES GARY GALLEGOS JUAN A. GALLEGOS LILIA GARCIA, ESQ DON GIAQUINTO D. CRUZ GONZALEZ DIANA GRIJALVA SHIRLEY GROTHEN DANIEL GUEVARA, ESQ ALEXIS GUTIERREZ, ESQ **HUMBERTO LOPEZ** TANA LORAH **EVERRARDO MACIAS** ARNULFO MANRIOUEZ IRMA MARTINEZ VELASCO GRACIA MOLINA DE PICK DR. MARIA PUIG MONICA MONTAÑO VICTOR NUNEZ, ESQ. DR. RALPH OCAMPO IRMA OLACHEA MANUEL ONCINA MARIO OSORIO ILEANA OVALLE PABLO C. PALOMINO, ESQ. DR. SANDRA PEREZ, MD ANTONIO V, PIZANO ROBERTO R. POZOS SUE REYNOLDS JACQUELINE REYNOSO FELICIA SALZANO CARMEN SANDOVAL JON SCHMID PATTI SILVAS ROBERT SILVAS REGINA TALAMANTEZ DR. HECTOR TORRES RAYMOND UZETA BRENDA VERGARA

JASON M-B WELLS DINA YORBA Callfornia Coastal Commission c/o: Office of the Mayor City of Chula Vista 276 Fourth Avenue, Chula Vista, CA 91910

RE: Support for the Chula Vista Bayfront Master Plan

Dear California Coastal Commissioners:

On behalf of the Mexican American Business & Professional Association (MABPA), I would like to convey our strong support for the Chula Vista Bayfront Master Plan (CVBMP), a 40 year collaborative process and an environmentally friendly development plan for Chula Vista's waterfront.

With your approval, this 550 acre proposed waterfront development will greatly enhance and revitalize Chula Vista's waterfront, an area that is severely blighted and underutilized. Spacious parks, trails and green open space would improve coastal access and significantly increase recreational use. Additionally, South County would, for the first time, have a five star resort hotel and convention center that would allow for local professional and social functions such as weddings, proms, business/industry conferences, and large community gatherings to be held in Chula Vista. These options, not presently available in South County, have made it impossible to generate local spending revenue. The CVBMP would change that through tax revenue raised through its mixed-use commercial development.

Moreover, the economic benefits that a project of this magnitude would produce for an economically struggling community, with one of the lowest retail sales and lowest household incomes in the County, would go far in safeguarding its revitalization and ensuring its prosperity. The flourishing of new businesses would also expand employment opportunities, more than 2,200 permanent jobs and approximately 7,000 construction jobs, in Chula Vista's disadvantaged and economically challenged west side. Over the next 20 years, the project is expected to generate \$1.3 billion for the regional economy, including more than \$11.5 million in annual tax revenues.

MABPA's mission to promote and advocate for the economic and social prosperity of underserved communities such as West Chula Vista is reflected in our support of the CVBMP. We have long-awaited for the vision of Chula Vista's Bayfront to materialize into a world-class waterfront. Now is the time to move forward with that vision. Please consider the benefits the CVBMP would bring to Chula Vista and the region and approve it without further delay.

Sincerely,

Rudy Fernandez



April 9, 2012

Dear California Coastal Commissioners,

On behalf of the UC San Diego Health System, I would like to communicate our support for the Chula Vista Bayfront Master Plan. We believe that this development will help to bring new business to Chula Vista and to spur the larger regional economy.

During a time of economic stagnation, this project is expected to generate \$1.3 billion for the regional economy over the next 20 years, including more than \$11.5 million in annual tax revenues. The project has the potential to create more than 2,200 permanent jobs, nearly 7,000 construction jobs, and numerous indirect jobs in the regional economy. It will also attract more people to live, work and play in Chula Vista, which could make it more economically viable for healthcare programs and/or facilities to operate there.

I have been impressed with the amount of thought and hard work that has gone into this Plan. It seems to accommodate the needs of the business community, while also respecting the environment and the community at-large. The amount of green space that is incorporated into this project will create many opportunities for those living and working nearby to live healthier lifestyles and prevent major diseases like asthma and diabetes.

I encourage you to support the Chula Vista Bayfront Master Plan, as it will be a regional economic generator and set a clear precedent for open and active space in major projects throughout California. Please do not hesitate to contact me at (619) 543-6654 with any questions.

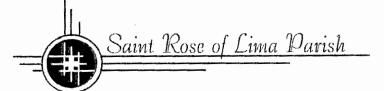
Sincerely.

Thomas McAfee, MD

Interim Chief Executive Officer, UC San Diego Health System

Dean of Clinical Affairs, UCSD Health Sciences

TVM/ab



May 22, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista 276 Fourth Avenue Chula Vista, CA91910

Dear California Coastal Commission Members:

I am writing to you in strong support of the Chula Vista Bayfront Master Plan. I serve on the Board of Directors of the Chula Vista Third Avenue Village Association, the association which represents the business and property owners of the Third Avenue property based improvement district. The Third Avenue Village constitutes the historic downtown section of the city. As a result of our ongoing efforts to enhance and market the village as a viable business venue, I am very familiar with the need to develop our Chula Vista waterfront to enhance the economic climate of Chula Vista. Such development will also yield great benefits for the village.

The Bayfront project which is coming before you for approval has been developed over many years by all the key stake holders in Chula Vista, the South Bay, and the Port of San Diego. It is a solid, well conceived plan which has the full support of environmental, business, city, and port leaders. The plan has taken into consideration all the needs, concerns, and dreams of the community. Implementation will bring to fruition the longstanding effort of Chula Vista to develop its waterfront.

We know that the business and property owners in the Third Avenue Village will greatly benefit if the bay front is developed. Visitors and residents of the waterfront will definitely patronize village business establishments. This will also ensure that our Saint Rose of Lima Parish, located in the village, will remain viable and continue to grow for years to come as it has since the parish was formed in 1921. Therefore, I urge you to make this major planning effort a reality by voting to approve the Chula Vista Bayfront Master Plan.

Sincerely,

Deacon Gregory S. Smyth

Pastoral Associate



# MEXICO BUSINESS CENTER

San Diego Regional Chamber of Commerce.

402 West Broadway, Suite 1000, San Diego, California 92101 USA

Tel: (619) 544-1376 Fax: (619) 744-7476 E-mail: jclark@sdchamber.org

January 9, 2012

California Coastal Commission c/o Mayor Cheryl Cox 276 Fourth Ave. Chula Vista, CA 91910

California Coastal Commission:

I have been a citizen of Chula Vista since 2003 and am saddened by the lost opportunities in the past to properly develop our great bay front for the use of all the people of San Diego County. Now is the time to assure that development begins in 2012.

As the last underdeveloped coastal property on the coast of Southern California, we must act now to preserve and enhance our bay front with quality sustainable, environmentally sensitive area for living and recreation.

The Chula Vista bay front should be a place where the public has direct access to the full length of bay with bayside pedestrian sidewalks and bicycle paths. I would like to see a mix of recreational facilities and condominium and rental apartment homes.

Chula Vista does not now have a quality hotel or the capacity to host medium size meetings and conventions. Such properties at the bay front would boost the amenities of the region and bring much need tax dollars to the city. The bay front project will also result in jobs creation for Chula Vista, attract more customers for existing businesses, and result in greater recognition of Chula Vista as one of California's most progressive cities.

Sincerely.

/James Clark Director General

Mexico Business Center

San Diego Regional Chamber of Commerce

February 14, 2012

California Coastal Commission c/o The Honorable Cheryl Cox Mayor of Chula Vista City Hall, 276 4<sup>th</sup> Ave. Chula Vista, CA 91910

Dear Commissioners,

Thank you for this chance to voice some of the hopes and dreams of Foundry United Methodist Church as they apply to the Chula Vista Bayfront.

Foundry UMC is a new addition to the Chula Vista community with our primary area of ministry being the inland communities of Otay Ranch and Eastlake. We have been active in these communities for the past 18 months and are in the process of establishing offices and a sanctuary in the local Design District. While we are not geographically located on the coast; we hope to take advantage of this natural resource when possible.

If a family-friendly, clean and safe bayfront becomes part of Chula Vista's landscape, we envision having beach parties, BBQs and other community gatherings there. Our sponsoring church, Foothills United Methodist Church in La Mesa sponsors beach days in La Jolla every week over the summer for its high school and middle school-aged students. Though it is a 30-45 minute drive, the beach provides an irresistible lure for the youth of this church. We trust that the same will be true of Foundry's youth groups as they begin to assemble. The bayfront would be a convenient — and attractive — option for the students. It would also be our hope to invite our La Mesa brothers and sisters to join the fun that Chula Vista has to offer.

Foundry has also sponsored a walking program for the community at Mountain Hawk Park overlooking Otay Lake. This program is called *Out & About* and draws day hikers who want to combine outdoor exercise with conversation and meeting new people. We would love to add scenic bayfront walks to *Out & About's* list of great places to walk.

Enclosed are a couple of pictures that members of Foundry's youth group drew to illustrate my point. I asked them, "If our new church had a fun place to meet near the bay, what would it look like?" I hope you enjoy their interpretations as much as I did!

Sincerely,

Reverend Christian DeMent

Lead Pastor

Foundry United Methodist Church

Christian De Ment

FOUNDRY

4031 Avocado Blvd. La Mesa, CA 91941

Phone: 619-670-4009 x233 foundryotayranch.org facebook.com/foundryumc





April 11, 2012

Dear California Coastal Commissioners,

On behalf of Energy Communications Corp., (the U.S. representative for Televisa TV stations along the California Border Markets), We are very happy to support the ongoing efforts for Chula Vista's Bay Front Master Plan. We have been in business for 23, having been in Chula Vista for 15 of them.

As part of the community, we feel that this project is a must. It will bring a tremendous amount of benefits to the City of Chula Vista, create jobs not only for the people within our community, but will also allow them to enjoy and live closer to the water front. We will have a variety of restaurants, hotels, a convention center, and a beautifully improved recreational marina.

Chula Vista will also reap the benefits from our border "sister" city of Tijuana, Mexico; the busiest border crossing in the world! Hispanics crossing from Mexico already spend approximately \$3.1 billion annually, \$8.5 million on a daily bases, bringing growth and tourism to the west side of Chula Vista alone (west of the 805 Freeway).

If approved, and when completed, this community will benefit from more than 230 acres of dedicated parks, open space, and habitat restoration. Visitors serving amenities and mix-uses will be clustered in the Harbor District to welcome tourists. The plan is expected to be economically sustainable, and help create local and regional jobs. More importantly... the money will stay within the city of Chula Vista.

Respectfully

Patricia Alvarez de los Cobos

President

Energy Communications Corp.

\*(According to Sandag 2006)



Joseph C. Ayers President/CEO San Diego Termite Inc. 3135 Crela Street Bonita, CA 91902 January 10, 2012

SAR DIEGO TETMICE Keeping San Diego Beautiful!

California Coastal Commission c/o Mayor Cheryl Cox City of Chula Vista 276 Fourth Avenue Chula Vista, CA 91910

## To whom it may concern:

I am writing to ask you to support to support Chula Vista's Bayfront Master Plan. This plan will soon come to the Chula Vista city Council that you will be a part of in March. I feel strongly as a citizen of the community that this plan will bring great benefits to the City of Chula Vista, its residents, and all of San Diego.

The purpose of this plan as I understand it is to redevelop the Bayfront area to something that would bring out the natural beauty of the land and provide for the people to experience those beauties as never before, while maintaining the integrity of the environment. The Chula Vista bayfront has tremendous potential.

The bayfront project would benefit us all in several ways. First it would attract new business to the area that would help Chula Vista, San Diego, and California. Second, tourism would increase bringing people from around the world to visit more of California's natural beauties. Third, it would provide access for the citizens in the area to significantly increase their enjoyment and appreciation for their own bayfront, where they could come down and visit the open spaces and enjoy the waterfront as they never have.

The Bayfront Project people have spent years and time and money invested into making a plan that would take into all of these considerations along with environmental and labor concerns. Having accomplished these things <u>now</u> is the time to give your support for this hugely beneficial project to the Chula Vista area.

Thank you for your support.

Best Regards,

Joseph C. Ayers 619-876-0218

ayersjc@sandiegotermite.biz



7 February 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Dear California Coastal Commissioners:

I urge you to support our efforts in Chula Vista, California, as we seek your approval for the Bayfront Master Plan. You are aware that the plan has been at least a decade in the making. Thoughtful and rigorous consideration has been given to all of the elements that comprise the plan, including environmental impacts, aesthetics and the economic impact on our community.

I am a long time resident of Chula Vista, raised my children here, headquartered our business in the community and contribute to the extent that I can to the further development of our area. With the economic downturn and its devastating and disproportionate impact on all of our families, I see development of the Bayfront, as proposed, as a winning proposition for all. We will see employment rise, provide a venue for conferences and a rich environment in which families can appreciate both the value of our natural resources and of the jobs created by the project.

Please help us bring to fruition a project that makes eminently good sense. You have the power and the influence to change the lives of thousands of our citizens for the better. I can think of no more pressing issue before you than this one. The project has my wholehearted and enthusiastic support.

If I can provide additional supporting materials, please let me

Yours very truly,

Jose L. Betancourt

Rear Admiral, US Navy (Ret)

President/CEO

2700 Adams Avenue, Suite 203 San Diego, CA 92116 www.gsecorp.us



245 "E" Street, Chula Vista, California 91910-2942

(619) 426-3550

February 10, 2012

California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94105-2219

Re:

Proposed Chula Vista Bayfront Development

Dear Sirs:

I have lived in and been involved in the City of Chula Vista since 1972. I have been the President of the Chula Vista Chamber of Commerce and the Chula Vista Rotary Club. I am currently serving on three different community boards or committees. In short, I have been an active part of this community for a very long time and I believe I know my city as well as any citizen.

The proposed Bayfront Development is not new, but in its current state has been refined in such a way that much of the prior opposition has dissipated to the point that only those who oppose any change at all are all that are left. This 500+ acre parcel means a significant economic benefit for all the citizens of the City can be derived for the decades ahead. And, at the same time, the citizens will be able to enjoy the significant open spaces within the development for generations to come.

As a small business owner I am great enthused by the prospect of such a fine economic engine to take our City forward. This is a change that is dynamic and stabilizing for our business community.

I urge you to approve this development at your earliest opportunity.

Sincerely

James E. Biddle President and CEO







Custom Made Quilts, Doll clothes 236 E. Oneida St. Chula Vista CA 91911 619 425 1793

February 13, 2012

**California Costal Commission** 

Dear Members of the California Costal Commission,

It would appear that after many years of hard, sometimes frustrating ,work by so many diligent people, our dream of redeveloping our bay front may finally come to fruition.

I am a life long Chula Vista resident and have seen many, many changes over the years, some good and some just plain terrible. To my layman's eye, the current plan for redevelopment seems very good. We would have our Nature Center and the Marine Boat Works along with a prestigious world class resort hotel, parks and residences for those who would like to live near the water. Access to the public would be a primary concern and the plan thus far seems to have provided for that.

I envision spending a day along the waterfront with my grandchildren, shopping in the wonderful shops along the marina, having lunch in one of the fine restaurants, taking in the nature center and then going to the resort hotel later in the evening for a night of dining and dancing.

I respectfully ask you to approve the plan, we would end up with a world class resort hotel (our young citizens would be able to stay in their own city for "Prom" night) many good paying jobs from our marine industry and a lot of happy citizens and tourists who would be all too glad to make frequent use of our "new" bay front.

Sincerely,

Muley Bodie
Shirley Bodie



565 Broadway, Suite 1019 Chula Vieta, CA 91910 T: 619.427.6701 F: 619.427.9763 ROUSEPROPERTIES.COM | NYSE: RSE

March 2, 2012

California Coastal Commission

Re: Chula Vista Bayfront Master Plan

Dear California Coastal Commissioners:

I am writing this letter to encourage you to approve the Chula Vista Bayfront Master Plan.

For decades, the residents of Chula Vista have worked toward a vision of the Bayfront that can provide a new identity for the City and for the South County area; a vision of a Bayfront that addresses needed services and amenities, while underscoring the environmental and quality of life assets that make this a great area to live and raise a family. With your support, the focus of nearly a half-century of collaborative effort can bear fruit in the form of a world-class bayfront project the entire community can enjoy and be proud of.

Moving this project forward can provide timely relief from the residual effects of the recent employment and economic turmoil and put the area on firm economic footing with momentum toward what we all hope will be a prosperous recovery for all.

The Chula Vista Bayfront Master Plan provides something for everyone; from improved marina facilities and quality hotels and meeting accommodations to the promise of a beautiful waterfront stroll near the nature preserve. Please lend your support to this worthy effort.

Thank you for your consideration.

Sincerely,

Senior General Manager

Chula Vista Center

Rouse Properties, Inc.

2/13/12



Dear California Coastal commissioners,

I respectfully submit the following letter for your consideration as it relates to the City of Chula Vista's Bay Front Master Plan. As an active Citizen in our Community, I would like you to know that I strongly support this effort and it is my hope that you will as well. Our City leaders have gone to great effort to bridge gaps that generally hinder development and have put together a plan that is forward looking, fiscally viable and environmentally sound.

I reside in Chula Vista and own a home very near the proposed development plan and consider the entire plan to be a huge improvement, not only to my neighborhood but to the entire West side of Chula Vista. While Chula Vista has enjoyed its share of growth and development over the last ten or more years, much of it has been concentrated on our fine City's east side. The Bay Front Master Plan represents an opportunity for the City of Chula Vista to have a World Class waterfront that would serve not only our local community but the region as well. It would also be a catalyst for further improvement to the West side.

This plan involves the certain creation of jobs, breathing new life into our stalled economy. Not just construction jobs but sustainable employment opportunity moving forward. As the Director of a 501c3 non-profit organization that operates here in Chula Vista and one who works closely with adults who are looking for work, I can honestly say that any opportunity to create jobs should be pursued aggressively. Tourism is one of the top three industries in our region and this project would enable Chula Vista to tap that revenue source and add to the overall room capacity of the region as well.

The plan works not only to protect but improve the existing open space and natural environments. It improves the quality of life for our residents by providing parks and trails for walking and biking and greater overall public access. Tourism is one of the top three industries in our region and this project would enable Chula Vista to tap that revenue source and add to the overall room capacity of the region.

In closing may I just say that you good folks have the opportunity here to give thousands in our community a real chance to live, work, play and thrive here in Chula Vista, to assist our City in being an even greater asset to the region, and to allow for all it's citizens to realize a plan some thirty years in the making.

270 C street, Chula Vista, CA 91910 619.426.6344 619.420.2292 fax www.sbpioneers.org Thank you for your consideration and thank you for your service to our community.

Best regards,

Tom Clavell,

Director, South Bay Pioneers

Board Member, Chula Vista Charitable Foundation

Chula Vista resident and Homeowner.

270 C street, Chula Vista, CA 91910 619.426.6344 619.420.2292 fax www.sbpioneers.org



Dear California Coastal commissioners,

I respectfully submit the following letter for your consideration at it relates to the City of Chula Vista's Bay Front Master Plan. As an active Citizen in our Community, I would like you to know that I strongly support this effort and it is my hope that you will as well. Our City leaders have gone to great effort to bridge gaps that generally hinder development and have but together a plan that is forward looking, fiscally viable and environmentally sound.

I reside in Chula Vista and own a home very near the proposed development plan and consider the entire plan to be a huge improvement, not only to my neighborhood but to the entire West side of Chula Vista. While Chula Vista has enjoyed its chare or growth and development over the last ten or more years, much of it has been concentrated on our fine City's east side. The Bay Front Master Plan represents an opportunity for the City of Chula Vista to have a World Class waterfront that would serve not only our local community but the region as well. It would also be a catalyst for further improvement to the West side.

This plan involves the certain creation of jobs, breathing new life into our stalled economy. Not just construction jobs but sustainable employment opportunity moving forward. As the Director of a 501c3 non-profit organization that operates here in Chula Vista and one who works closely with adults who are looking for work, I can honestly say that any opportunity to create jobs should be pursued aggressively. Tourism is one of the top three industries in our region and this project would enable Chula Vista to tap that revenue source and add to the overall room capacity of the region as well.

The plan works not only to protect but improve the existing open space and natural environments. It improves the quality of life for our residents by providing parks and trails for walking and biking and greater overall public access. Tourism is one of the top three industries in our region and this project would enable Chala Vista to tap that revenue source and add to the overall room capacity of the region.

In closing may just say that you good folks have the opportunity here to give thousands in our community a real chance to live, work, play and thrive here in Chula Vista, to assist our City in being an even greater asset to the region, and to allow for all it's citizens to realize a plan some thirty years in the making.

270 C street, Chula Vista, CA 91910 619.426.6344 619.420.2292 fax www.sbpioneers.org February 14 2012

### CALIFORNIA COASTAL COMMISSION

Dear Members.

As a longtime resident of Chula Vista I have often dreamed of open access to our Beautiful Bay being able to walk from a green park right up to the magnificent Pacific Ocean and cool my tired feet gazing out over the pacific experiencing a glorious sunset burning into my and many tourist and residents memory's such sights as the unmatchable beauty sounds of children's cheers pondering without a care in the world, a truly relaxing vacation (Tourist) "note to self must not forget to book next year's vacation in Chula Vista's five star resort" would not this be the ultimate goal to install upon every visitor a sense of "Welcome friend"

Let me paint a picture for your eyes hearts and souls if I may.

I've just arrived from an oversees flight (Tired) our travel agent has reserved numerous rooms to accommodate our 70 plus member family for you Family reunion at the newly opened world class five star resort in beautiful Chula Vista California.

Flight carrier has lost most of our luggage, airport shuttles are running behind. The patriarch implores of the concealer Help! Who is eager to assist.

Gladly Sir the concealer proudly replies daftly arranges for transportation for the entire family, shopping at the many fine boutiques within the resort's facility, the reunion is a grand success every family member wearing an ear to ear grin of satisfaction from 95 year old great great Grandfather to his lovely 94 year old sparkle in his eye wife of 70 loving magnificent year's on down to the newest new born family member that is the plus one family member.

Upon checking out of the resort the Patriarch reserves the same reunion package five years hence a wedding for the two well he said and she said "yes".

Please when rendering your decision on the Chula Vista Bay Front Redevelopment look at the win win aspect of an utterly magnificent opportunity for the most Beautiful Bay front this World will behold.

End result sustainable employment recurring revenue pristine Bay front happier citizens satisfied tourist with a raving report of "Chula Vista has it all a must stop on any ones travel plans. Respectfully

Row Z Cochi



# Philippine American Business Improvement and Development (Phil Am BID)

... connecting commerce, culture, and community ...

OFFICERS
Edna Consing Concepcion
Marilyn F. Calafigi-Mesina
Founding co-Chair / CEO
Rod Alonte, PE

Rosanna Salcedo, MS Vice-Presidents Lydia Loristo

Daisy Mirador, MBA Chief Financial Officers

Cheryl Kelley Beverly McKnight Secretaries

LEGAL COUNSEL

Marie Mendoza, Esq. Daphne Zubieta Skogen, Esq.

**DIRECTORS Betty Abrantes.** Marissa Acierto Corie Reedyk Aguinaldo Nimpa Villarin Akana, MBA Rose Alonte, R.N. Fresas Flores Balistreri Beverly Bianes Pack, O.D. Perla Brownlie Ma. Victoria Carlos Dante Concepcion, Jr. lea Concepcion, MFA Rafael Consing, Jr., MBA **Rodolfo Consing** Ruby Consing, MFA Alyssa DeGuzman Jeanne DeGuzman Annette de Peralta **Mary Dulatre** Stephen Dypiangco, MFA Angela Estepa **Connie Henry** Nova Lara, R.N. Malou Mariano Tess Mauricio, M.D. Priscilla Pasimio Bennett Peli Vina Masadao Phelps Norliza Rodriguez, MBA Genevieve Silverio, MBA **Emmy Reyes-Vidal** 

Vicky Woolley

8th February 2012

The California Coastal Commission San Diego Coast District Office 7575 Metropolitan Drive, Suite 103 San Diego, CA 92108-4402

Dear California Coastal Commissioners.

We are writing to express our full support of the Chula Vista Bayfront Master Plan and our hope that its proposal to develop a mixed-used, eco-friendly, and sustainable waterfront meets with your approval.

Philippine American Business Improvement and Development (Phil Am BID) is a diverse group of business leaders, entrepreneurs, professionals, community advocates, military officers, and public officials whose good character, integrity, leadership, kindness of heart, and strong love for the community unite us in our advocacy to connect "commerce, culture, and community".

As longtime residents of Chula Vista, we believe that the Chula Vista Bayfront is comprehensive and well-planned and will benefit our regional community in numerous ways. The creation of such a world-class venue will give our economy a much needed boost through thousands of jobs, both direct and indirect, and millions in revenues. The development will not only include waterfront housing, commercial and office space, entertainment amenities, a convention center and hotels, but will also provide parks, nature preserves, AND open space.

Phil Am BID envisions gifting the community with a socio-cultural and commercial complex, Plaza Pilipinas, that will honor, celebrate, and promote Filipino culture thereby enabling a better understanding of and appreciation for its wealth and legacy. Plaza Pilipinas will be the hub from which will evolve a thriving, prosperous, and sustainable business and cultural district that will foster cultural, educational, and commercial collaboration across communities.

The hundreds of thousands of Filipino-Americans residing in the greater San Diego area would be thrilled to see *Plaza Pilipinas* in or adjacent to the Chula Vista Bayfront, accessible to them AND contributing to the growth of this fine city!

Sincerely,

Edna Consing Concepcion

Founding co-Chair/CEO edna@philambid.com

(619) 436-9494

Marilyn Calañgi Mesina Founding co-Chair/CEO marilyn@philambid.com

(619) 398-5354

### ADVISORY COUNCIL

Bea Bianes, Allan Camaisa, MBA, Dante E. Concepcion, Sr. (CW04 USN Ret.), Cheryl Cox, Ed. D. (Mayor, City of Chula Vista),
Greg Cox (Sen Diego County Board of Supervisors), Ofelia Dirige, Ph. D., Bonnie Dumanis, Esq. (Sen Diego County Board of Supervisors) Lucila Dypiangco,
Bob Filner (Congressmen, 81st District), Prudence Gaspar, Bill Gore (Sheriff, County of San Diego), Monsignor Fernando Gutierrez,
Shirley Horton (Ret. California Legislator), Josle P. Isibido, Kathryn Lembo, Lolda Nicolas Lewis, Esq., Connie Leyva,
Judge Lillian Lim, Connie Mariano, M.D., Scott McMillin, Ron Morrison (Mayor, National City), Tony Pizarro, Ceferina Rulz, M.D.,
Alden Salcedo (CDR USN Ret.), Sim Silverio, Cesar Solis (Assistant Chief, San Diego Police Department), Barbara Yorobe, M.D.,
Charlene Zettel, UC Board of Regents

**CORPORATE MEMBERS** 

Diamond: DLA Piper → Microsoft & One Follow Me™ Service

Gold: Barona Resort & Casino + Heritage Investments & Retirement Planning, Inc. (HEIR Planning + HEIR Financial & Insurance Solutions + McMillin Realty & Mortgage, Inc. + Risen Magazine + SDG&E + Viejas Enterprises Silver: American Center for Learning + Axion Sportswear + Chula Vista Physicans Group + Dante Raphael Design + Integrity Management Enterprises, Inc. + NCBL Sportswear + Pack & Bianes Vision Care + Scripps Ranch Dermatology & Cosmetic Center



April 3, 2012

California Costal Commission

c/o Office of the Mayor

City of Chula Vista

Chula Vista CA 91910

Dear California Costal Commissioners,

The time is now to develop our lovely Bayfront. Having been a citizen of Chula Vista my entire life, and a local business owner, the impact a developed Bayfront will have on our City will be tremendous.

I would love to see hotels, meeting space, mixed use buildings, restaurants, and living space on the Bayfront. This will put Chula Vista on the map and become a destination area for tourists, having a major economic impact on our City.

The plan is there, the businesses support it, the residents support it. Please support in favor of the development of our Bayfront.

Sincerely

David M Hoffman

Hoffman Hanono Insurance

# COPY LINK.

February 14, 2012

To: California Coastal Commissioners Re: Chula Vista Bayfront Master Plan.

Dear California Coastal Commissioners,

I am writing you today to express my support of the proposed development of the Chula Vista Bayfront. We have some of the most beautiful coastline in San Diego including spectacular views of Downtown, Coronado and Point Loma. We, as Chula Vistians, have a wonderful opportunity to create a Bayfront development that will attract visitors and generate revenue for our City. The Bayfront Master Plan would also be enjoyed by our local residents. It would provide much needed facilities to hold conferences and events for our local businesses, residents and our schools as well as open space and recreational areas for all residents. I believe that this development would benefit our entire community for years to come. I believe that Chula Vista can become a premier destination venue in Southern California. We now have a viable and exciting plan to move our city in a positive and prosperous direction. Sincerely,

Kevin Marshall President 619-424-8000x201





February 14, 2012

California Coastal Commission c/o Office of the Mayor Chula Vista, CA 91910

Dear California Coastal Commissioners:

As a citizen of the South San Diego County region and a community activist, I am urging you to approve the City of Chula Vista's Bayfront Master Plan. I was intimately involved in the development of the plan via the Citizens Action Committee. Representatives of the major stakeholders within the region came together for a period of slightly more than three years to craft a plan that would best suit the entire region's business, environmental, housing and recreational needs. Never in my tenure have I been involved with such a diverse and complex group of citizens who found a way to harmonize and truly develop a unified approach to the redevelopment of this vast and viable waterfront property.

This community, the second largest in San Diego County, is without adequate waterfront recreation facilities, entertainment, housing and business development on its West Side. Completion of this project will unify, geographically, the entire region and offer venues for meetings, conventions, proms, weddings, entertainment and commerce like never before.

I again, thank you for your consideration and urge you to approve without delay, this very viable Bayfront Master Plan. Thank you.

Broker/Owner

The Lewis Group



April 4, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista 276 Fourth Avenue Chula Vista, CA 91910

Dear California Coastal Commissioners,

I am writing to you today as a longtime San Diego resident and business owner, a practicing Civil Engineer and Land Planner, a former member of the Chula Vista Redevelopment Corporation, and a strong supporter of the Chula Vista Bayfront Master Plan. The cultural economic and recreation opportunities represented by this plan are enormous. Also the unified support that has come together over the past dozen years, from a wide spectrum of differing local interest groups, gives testimony to the thoughtful and well conceived plan that has evolved from broad based "citizen participation".

Today your commission has the chance to approve a much needed and anticipated Master Plan on one of the State's largest and most beautiful stretches of underutilized coastal property. This is a plan that preserves and protects over 40 % of the land area in parks, nature preserves and open space, while offering the region's citizens an extraordinary economic boost, and countless chances to enjoy an array of mixed uses ranging from resort and conference facilities to office, retail and bayside restaurants.

I would request you, as Commissioners to review the plan with an eye to how well the City of Chula Vista, the San Diego Port Commission and especially the community at large (from environmental group to chambers-of-commerce) have worked together to bring this current plan forward.

Please act today to approve the plan as presented.

Sincerely,

Doug Paul, RCI PRESIDENT



March 14, 2012

Dear California Coastal Commissioners,

My name is Jay Norris I am a Chula Vista resident and native 48 years in South Bay. I am a second generation Title Insurance Account Manager and I have spent 24 years working in this industry in Chula Vista following my Father's 25 years in Chula Vista. I have served as a Chula Vista Rotarian, Pacific Southwest Association of Realtors, Chula Vista Chamber of Commerce and I was named Chula Vista Chamber of Commerce Business Man of the Year 2011. I have been known as a leader in my industry in Chula Vista. I am raising two daughters for the third generation of my family located here in Chula Vista and I would like them to raise their families here.

I want to express my support of the Chula Vista Bayfront Master Plan and I want to urge the California Coastal Commission to support the Plan as well. I understand the duty you have to create a well balanced use of the coastal areas in your jurisdiction between environmental and economic issues. I have been involved in the countless meetings and public review and input that has brought us to this well balanced plan which I feel has the economic engine and environmental protection that Chula Vista Residents as well as all of South Bay deserves.

Chula Vista has been in need of a catalyst project like the Chula Vista Bayfront Master Plan for as long as I can remember and now is our chance to make it happen. Chula Vista is poised and the timing is right for this Plan. We need a place for our businesses and community to be able to hold large gatherings such as conventions and celebrations. The resort, hotels, mixed use commercial and office development, conference center, retail and restaurants will bring a multiplying factor to our local jobs, tax revenue, destination appeal, and over all beauty to Chula Vista as well as the entire South Bay.

Chula Vista Residents deserve this balanced development plan for our Bayfront. And I hope to be able to take my future grandchildren to the Bayfront in Chula Vista one day to enjoy the finished product of the Chula Vista Bayfront Master Plan with all of its parks and open space, restaurants, shops and resort facilities it will be wonderful.

It has been a long time coming and time is running short so I would urge the Coastal Commissioners to make the Bayfront Master Plan a priority and bring this plan to a unanimous vote in support of the Plan as soon as possible.

Sincerely,

Jay Norris

First American Title, Account Manager

Chula Vista Chamber of Commerce, Vice President, Economic Development Chair

# & A

# PRESCOTT & ASSOCIATES

Insurance Agency

345 "F" Street, Suite 210 Chula Vista, CA 91910-2634 Tel: (619) 420-7600 Fax: (619) 420-6553

February 6, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Ian Monahan,

As a resident of Chula Vista since 1948 and a business owner in Chula Vista for 40 years, I have dreamed of the day that I would see the "stamp of approval" put on the development of our Bay Front.

I've envisioned the access to parkways, bike paths, shopping, restaurants, hotels, a location where schools can hold their proms locally, where businesses can have weekend retreats, and so much more, for so many years.

My father owned the "GoshAwfullest Store" (as Happy Hair, the DJ would say), Prescott's Merchandise Mart at 164 Braodway, and he would have been so proud of our city leaders to push forward on this venture. Everyone I know, church leaders, business people, seniors, clients, community leaders, all anticipate the final decision to BEGIN.

Let the dreams come true!

Cordially,

Randy Z. Prescot



# Sudberry Properties

5465 Morehouse Drive, Sulle 260 San Diego, CA 92121-4714 Phone: 858/546-3000 Fax: 858/546-3000 www.sudberryproperties.com

February 14, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Dear California Coastal Commissioners:

We are writing in support of the Chula Vista Bayfront Master Plan, which we believe is poised to become a thriving waterfront destination. The decade-long planning process has resulted in a development plan that has the potential to turn our bayfront into a world-class venue. Hundreds of acres of open space along the bay, the improved recreational marina and the new convention center will greatly benefit the entire region.

The economic impact of such a development is far-reaching. Overall, the project is expected to generate more than a billion dollars for the regional economy over the next 20 years, including more than \$11.5 million in annual tax revenues. The project has the potential to create more than 2,200 permanent jobs, nearly 7,000 construction jobs, and numerous indirect jobs in the regional economy.

As longtime developers and environmentalists, we see the Chula Vista Bayfront Master Plan as a unique opportunity to benefit the entire region on many fronts. We are proud to wholeheartedly support it.

Sincerely,

Thomas W. Sudberry, Jr. Chairman of the Board

Colton T. Sudberry

President and CEO

February 15, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910



Dear California Coastal Commission (CCC):

I am a proud native San Diegan, specific to the South Bay region. I am a successful graduate of ALL local levels of our school system- including our beloved Teacher now Mayor, Cheryl Cox. I have returned to "America's Finest City" (in 2000), in large part because our community fosters an active lifestyle, and my love for the "out doors". This Chula Vista Bayfront Master Plan (CVBMP) exemplifies the embodiment of our local community through an environmentally friendly approach to the revitalization of our core City, though cost neutral financing, and will become the "crownedjewel" of the bay front.

CVBMP has progressed further under the drive and guidance of Mayor Cox then ever before! The ability of her staff to seek out the root of the obstruction, and work through it, has enabled this 40 year vision to become tangible reality, through an inclusionary approach to our end goal. I am sure your Commission will agree with the results of all their hard work, with minor objection. The CVBMP is a cost-neutral, revenue-generating stimulus plan, which only requires your blessing (no Federal or State financing). Think of the over 9,000 jobs this project would create in our time of Great Recession!

This past year I participated in the Bike-the-Bay event. Thousands of local and area participants rode across the Coronado Bridge, along the Silver Strand, and back up through the industrial part of Chula Vista toward Down Town. I imagined how wonderful it would be to have the CVBMP as an environmentally-friendly compliment to our waterfront.

Many water-front cities are embracing their maritime history within their waterfront re-developments. I recently visited Seattle and many of their waterfront attractions including their Eliot Bay Tour, Oldtown Underground Tour, Waterfront Aquarium, at roughly \$40/venue per person. The CVBMP shows excellent foresight by linking water taxi services with the Chula Vista Bike Path plan (already in place), combining day-parking for sail boats with 230 acres of parks & Nature Reserve, brings to Chula Vista our only 4/5 star Hotel & upper end restaurant, ALL while making our waterfront more accessible to the public.

It is obvious by the level of contribution and care brought forward in this current Chula Vista Bayfront Master Plan that Mayor Cheryl Cox and her staff took exhaustive lengths to include and set forth a plan, reflective of the will of our community. I trust the California Coastal Commission will express their wisdom by unanimous approval of the Chula Vista Bayfront Master Plan.

Sincereby.

Bradley George Wilson-Partner & CEO

DRW Services Group, Inc.

619-454-2770 mlb/txt/email Brad@TheDRWGroup.com



880 Canarios Court, Suite 100 • Chula Vista, CA 91910 Office: (619) 421-7811 • Fax: (619) 421-0087 • www.psar.org A Sandicor® Service Center

### Dear California Coastal Commissioners:

The Pacific Southwest Association of REALTORS® which represents over twelve hundred small business owners and residents in South County San Diego is a strong advocate of developing our bay front for the benefit of the residents of South San Diego, the San Diego region and visitors from around the world. The underserved communities of Chula Vista, National City, Imperial Beach and South San Diego have been denied access to our beautiful waterfront and the amenities that come with development and improvements.

After participating in more than twenty years of planning it is now time to move these plans forward and for you to approve them. Our residents deserve the benefits that come with improved parks, hotels, residential development, and the open space that comes with the implementation of the master plan. This self-sustaining project will pay for the desired amenities while giving a boost to an economy that desperately needs the added jobs and tourism dollars.

PSAR's representatives along with more than one hundred other concerned citizens went through a years of a long arduous planning process by participating in the Port's Citizen's Advisory Committee. We came to a consensus with other community interest groups including business, labor, environmentalists, and local civic groups. At the end of a long process of collaboration and debate a consensus was reached and the plan before you is the culmination of years of diligent planning. Please don't delay in approving this project.

Sinceren

Richard D'Ascoli

Chief Executive Officer

The Pacific Southwest Association of REATLORS®





Gensler

225 Broadway Sulte 1600 San Diego CA 92101 Tel 619.557.2500 Fax 619.557.2520

April 6, 2012

California Coastal commission c/o Mayor Cheryl Cox City of Chula Vista 276 Fourth Avenue Chula Vista, CA. 91910

Subject: Chula Vista Bayfront

Honorable Mayor Cox,

This letter is to convey my full support for the plans to develop the Chula Vista Bayfront. The current Bayfront in Chula Vista is a mix of various uses including industrial, maritime, a power plant and older residential neighborhoods. There lacks a cohesive purpose of the current Bayfront and I believe that it is at the detriment of the community and the region. The development of the Bayfront gives Chula Vista the opportunity to redefine itself as a destination.

My grandmother moved to Chula Vista from Indiana back when the Lemon groves and Dairy farms defined the community. Part of the appeal of this area was its proximity to the bay. After she moved here the 5 freeway was built and separated the community from the Bayfront. Unfortunately over time the Bayfront was not revisited and connected back to the community. It has not been updated to reflect current planning mythologies of walk able/ livable communities. I live just over a mile away, yet there is no safe way for me to walk and enjoy the bay. By implementing this development, Chula Vista can give the Bayfront back to the community. The Bayfront needs to be enlivened and converted back to a destination instead of leaving it forgotten and a place to avoid.

Chula Vista has grown exponentially in the last decade; however this growth has been mostly in new developments on the Eastern border of Chula Vista. The Bayfront development will give new life to the older communities and allow for dense and smart community planning approaches to start infilling the existing communities. This approach to growth is better for the City, the State and the communities themselves. The Bayfront development will create a catalyst starting at the water and continuing inland to revitalize the City.

With the dissolution of redevelopment in the State, Chula Vista cannot lose the opportunity for this development. The City has developed a smart plan on how to achieve their development goals without the requirement of redevelopment funds. However, if the Coastal Commission does not approve this now, or requires excessive restrictions to the plan, it may hinder this revitalization effort. This inaction would be detrimental to the City, the State, and most importantly the community that they are meant to serve.

I write this letter as a born and raised member of the community, a direct neighbor to the Bayfront and as a licensed architect in the State of California. I ask the Commission to come together and support this development whole heartedly as an example to how municipalities, businesses and community can come together to create a first class vision for the Bayfront. The Development on the West side of Chula Vista will have positive impacts that spread within the entire region. It is time to stop planning and time to make our move!

Sincerely,

Stacy Cannon, AIA Gensler Associate

# Georgie Stillman ASA

## APPRAISAL SERVICE SINCE 1974

ASA & USPAP Certified Professional Appraiser

March 26, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista 276 Fourth Avenue Chula Vista, CA 91910

### Dear Commissioners:

I urge you to approve the Chula Vista Bayfront Master Plan.

The plan is a truly unique vision for land use on the bayfront. It balances the protection of sensitive wildlife refuge and flyover and the ecosystem of the bay and tidelands, with the residential, recreation, resort and compatible commercial uses to create a thriving, vibrant regional asset.

The Chula Vista Bayfront Master Plan was forged through many years of serious discussion, negotiation and some compromise by all the stakeholders – business and residential developers, community leaders and environmentalists, the Chula Vista city Mayor and Council, and Unified Port of San Diego Commissioners.

We residents of Chula Vista desire the "best of the best" for our bayfront, for ourselves, businesses, new residents, and visitors. I believe we have it in the plan now presented to you. We had many competing interests to consider and reconcile, and we are now satisfied that the Chula Vista Bayfront Master Plan represents the best plan possible for our community. I hope you will agree.

Sincerely,

Georgie Stillman

Georgie Stillman, ASA Vice Chair, Chula Vista Historic Preservation Commission Immediate Past Chair, Recourse Conservation Commission



Integrated Marine Services, Inc. 2320 Main Street, Chula Vista, CA 91911

7 February 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Dear California Coastal Commission:

I am writing to urge you to approve the City of Chula Vista Bayfront Master Plan, currently pending before the Commission. I know of no single development plan that deserves your wholehearted support more than this one. This is a well considered plan, exhaustively researched and including the input of a broad cross section of our city. More important, your immediate approval of the plan would help to give voice to the concerns of thousands of our citizens who have been negatively impacted in disproportionate numbers by our current economic downturn.

The plan has the huge potential to provide much needed employment for our city, increases tax revenues dramatically and provides a venue for conferences and for visitors in a beautiful part of our city. Consider these positive impacts when you vote. You truly will be making a marvelous contribution to our city and state with approval of the plan. Please do not let politics or misinformed constituents make the decision for you. We must not let this opportunity pass us by. We must make our community a better place to live and we must create and generate the new jobs that this Plan will create.

I have faith in you and in this community. That is why I located my business here. The Bayfront Master Plan will make a difference in our community and I urge, again, your quick, positive action to approve it.

Sincerely yours,

Larry Samano
President/CEO

## Pastor Stephen Buxton Hilltop Pentecostal Tabernacle 346 L Street Chula Vista, CA 91911

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Dear California Coastal Commissioners,

My name is Stephen Buxton and I pastor a local Chula Vista church, Hilltop Pentecostal Tabernacle.

The purpose of my letter to you is to hopefully tip the scales of determination for improving the bayfront in our locale. An improvement to our Bayfront with conference and hotel and business establishments with recreation areas will be a huge benefit for my family and for our community. I would absolutely steer my patronage to a closer venue if it were made available.

For our community, we hold several conferences at our community church and more choices for hotels and meeting rooms would be very beneficial for the logistics of hosting national attendance. We currently do business in Carlsbad to host a marriage retreat and do business at Harbor Island on a recurring basis. A closer and competitive venue would be most desirable.

Please consider the development of our Chula Vista Bayfront to these requests.

Very respectfully

For Stephen Buxton

February 9, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista 276 Fourth Avenue Chula Vista, CA 91910

RE: Support for the Chula Vista Bayfront Master Plan

Dear California Coastal Commission:

I am writing to express my, and my company's support for the Chula Vista Bayfront Master Plan project, and to request the Commission approve the Master Plan as presented.

My company, the Corky McMilin Companies, is a fully integrated real estate investment, land development and home-building company which was founded in San Diego's south county more than 50 years ago. We have had the good fortune to be a partner with the City Chula Vista in it's economic development efforts for several decades and we believe in the direction that the City is heading and believe in it's vision for the future.

A key to that future is the sensitive development of the City's bayfront. The Master Plan that the City has approved is balanced – providing housing, entertainment, hospitality, public and open space uses with sensitive treatment of the City's tidelands. This balance is confirmed by the broad based support the project receives – from the business community, labor groups and environmental organizations and agencies. The consensus that is represented by this plan is extremely rare in California these lays and it underscores the lard work and commitment to a plan that will provide multiple benefits for the community and San Diego region long into the future.

The Bayfront plan will provide multiple benefits to the City. It will be a catalyst project that will energize the revitalization of western Chula Vista and support the realization of the community's vision for the urban core of the City. New streets will provide linkages to the Bayfront from the existing urban core, allowing the bayfront to act as a western bookend for the City's downtown core.

McMillin Realty

McMilin Mortgage

McMillin Land Development

McMillin Homes

McMillin Commercial



February 9, 2012

California Coastal Commission % Office of the Mayor City of Chula Vista 276 Fourth Avenue Chula Vista, CA 91910

RE: Support for the Chula Vista Bayfront Master Plan

Dear California Coastal Commission:

I am writing this letter to endorse and support the Chula Vista Bayfront Master Plan project and to request the Commission approve the Master Plan as presented.

I have strong ties to South County, both personally and professionally and therefore have a high level of interest in the plans being developed for the prime property along the waterfront. From a personal perspective, I am a third generation homebuilder who was raised in Bonita and currently I live with my wife Susan and our three children in Coronado.

Professionally speaking, my family's homebuilding company was founded by my mother and father in 1960 and the first homes built and sold by The Corky McMillin Companies were in Chula Vista and Bonita. Today - the company is run by my brother Mark and me. The majority of the 30,000 homes built by our company over the last 52 years are in master-planned communities located in the South Bay and we are very proud of our South County roots.

My entire family, my 300 San Diego employees and approximately 150 real estate agents join me in supporting the Chula Vista Bayfront Master Plan for the following reasons:

- It is expected to generate \$1.3 billion in revenues for the region over the next 20 years.
- The Port Commission projects over 7,000 construction jobs and nearly 2,000 permanent jobs will be created by this plan.
- The Master Plan will create an active commercial harbor with considerable public space along the water's edge.











- Underutilized and vacant areas within the City of Chula Vista will be redeveloped and turned into revitalized properties.
- An extension of Chula Vista's traditional grid of streets is planned to ensure pedestrian, vehicle, bicycle and transit links are available to the public.
- The proposed Master Plan provides a continuous shoreline pedestrian walkway connecting the new Sweetwater, Harbor and Otay Districts.
- Ecological buffers will be established to protect adjacent environmentally sensitive resources.
- Approximately 556 acres of bayfront property will be transformed into a 2,000-room hotel, offices, shops and parks. This will bring a lot of positive energy and activity into the area.

In closing I would like to express I am in complete alignment with Mayor Cox and the City of Chula Vista in regard to the Chula Vista Bayfront Master Plan and request that you approve it as presented.

Sincerely,

Scott McMillin

Chairman of the Board, The Corky McMillin Companies President and Chief Executive Officer, McMillin Realty

me mil

SM:vba



14 February, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Dear California Coastal Commissioners,

As a frequent visitor to and land developer in the City of Chula Vista it is with great excitement and anticipation that I provide my support for the proposed Chula Vista Bayfront Master Plan.

The proposed Bayfront Master Plan will have a significant, positive impact on the Chula Vista Bayfront, the surrounding community, and the region as a whole. In particular, the proposed combination of open spaces, entertainment opportunities, and residential uses will significantly improve enjoyment of, access to, and views through the Chula Vista Bayfront by residents and visitors alike.

Bay frontage is one of Chula Vista's most unique, valuable, and under-utilized attributes. The proposed Master Plan creates the vision for a world-class waterfront optimizing the benefits the Bayfront offers: In addition to enhancing access and usage along the waterfront itself, the proposed Master Plan generates fiscal benefit in the form of jobs and tax revenues. In short, the project excitingly represents a sustainable, sensible, and invigorating use of Chula Vista's Bay frontage for the benefit of current and future generations.

With these reasons in mind, I am writing to state my support for the proposed Chula Vista Bayfront Master Plan. I am more than happy to discuss my support in greater detail. Should this be useful, please feel free to contact me @ 619 515-9109.

Sincerely,

Stephen M. Haase, AICP

Senior Vice President – Forward Planning

Baldwin & Sons



June 12, 2012

Via fax to (619) 767-2384
Chair Mary Shallenberger and Coastal Commissioners
ATTN: Diana Lilly
California Coastal Commission
San Diego District
7575 Metropolitan Drive, Suite 103
San Diego, CA 92119

RE: SUPPORT Chula Vista Bayfront Master Plan

Dear Chair Shallenberger and Coastal Commissioners:

San Diego Coastkeeper, a watchdog group dedicated to protecting and achieving fishable, swimmable, drinkable San Diego waters, urges the Coastal Commission to support the adoption of the Chula Vista Bayfront Master Plan. San Diego Coastkeeper has been actively involved in developing the Chula Vista Bayfront Master Plan, which has taken 10 years to plan and has involved extensive public input in over 100 meetings.

Most importantly, the Master Plan when built out will provide over 155 acres of public parks, promenades and open space throughout the Bayfront accessible to the public. This will enable more local residents to easier access to quality park experiences—especially those in low-income areas. Access to the Bayfront will encourage bay stewardship and help protect our coastal and water resources in San Diego.

The Master Plan provides many protections for our precious wildlife. It will restore and protect habitat needed by wildlife and preserves almost 70 acres needed to protect our wildlife refuges. It will also re-locate proposed high-rise development away from wetlands, will require high levels of energy efficiency and clean, renewable energy and will drive cleanup of many contaminated areas on the site. The policies adopted as part of the plan will also ensure that there will be significant public participation in future planning and management of the area.

These are just a few of the major enhancements that the Chula Vista Bayfront Master Plan will bring to the region. We are confident that this plan will allow development to move forward on the Bayfront in a manner that protects the environment and greatly increases public access opportunities.

The Master Plan is a landmark achievement and very worthy of your support. We urge you to adopt the Chula Vista Bayfront Master Plan.

Sincerely.

Jill M. Witkowski Legal Clinic Director Beceiaed

JUN 1 2 2012

CALIFORNIA COASTAL COMMISSION SAN DIEGO COAST DISTRICT



JUN 1 8 2012

Dear Chair Shallenberger and Members of the California Coastal Commission:

CALIFORNIA
COASTAL COMMISSION

My family moved from La Jolla--- where my sister and I were born in 1935 and 19630 COAST DISTRICT respectively--- to the Sweetwater River Valley in 1942. I attended Chula Vista schools from first grade through twelfth, then on to San Diego State College where I received a B.A. in Education in 1959. I was hired as a kindergarten teacher by the CVESD and taught there for 35 years.

I remember when there was water running in the Sweetwater River bed year-round. I remember the open hills where I rode my horse for hours on end. I remember all the wildlife that abounded then; coyotes, fox, bobcats, skunks, opossums and a myriad of birds year-round. I know what it is like to have had Nature's abundance and lose it.

We have a unique opportunity to protect and preserve an area of vital habitat for the rare birds that have managed to eke out an existence in the last estuarial biome left in our area, as well those which depend on it as they fly through on their biannual migrations. At the same time, we will be able to provide space for development that will revitalize the western part of Chula Vista and become a destination for eco-tourism which will bring the best kind of boost to our economy; the visitor's dollars. The Chula Vista Bayfront Master Plan is a win/win in so many ways. It has taken more than ten years to reach this point; now we simply must have your support to see our dream become a reality.

Sadly, a vocal few are petulantly determined on hijacking the plan. They seem to be folks who don't care about protecting the sanctuaries and habitats. They seem to feel that we have no need for passive parkland where folks can wander and enjoy nature amid the ambiance of a serene place where humans and wildlife can still coexist.

We already have a large rock concert venue; we have a large water park. We also have a city amphitheatre in our Memorial Park, which is seldom used. I agree that a city cannot have too many parks, the more the better; and Chula Vista has many other parks where sports can be played, fireworks can be exploded and large groups can congregate. The proposed parkland and restored wetlands of the Bayfront Master Plan will give our city a well thought out and very special other kind of park that will provide the entire region an unparalleled experience.

The obstructionist's concept of a "Signature Park" is stereotypical. That is unfortunate. I believe that the vast majority of residents of the region embrace the Master Plan's concept. The campaign of the vocal few should not be given any more weight than it deserves. It is just the whining of a few who didn't get *their* vision approved by the majority of the members of the coalition who have spent more than ten years hammering out the best win/win possible. Most importantly, it is a win for tomorrow's children.

Very sincerely,

273 D Street, Chula Vista, CA 91910

Beceiaed

JUN 2 2 2012

CALIFORNIA COASTAL COMMISSION

SAN DIEGO COAST DISTRICT

June 20, 2012

Chair Mary Shallenberger and Coastal Commissioners

ATTN: Diana Lilly

California Coastal Commission

San Diego District

7575 Metropolitan Drive, Suite 103

San Diego, CA 92119

RE: SUPPORT Chula Vista Bayfront Master Plan

Dear Chair Shallenberger and Coastal Commissioners:

I am writing you today to urge the Coastal Commission to approve the Chula Vista Bayfront Master Plan. The Chula Vista Bayfront Master Plan represents 10 years of planning with extensive public input that required over 100 meetings.

The completed Master Plan will provide public access to over 155 acres of public parks, promenades and open space throughout the Bayfront. Local residents will gain easier access to quality park experiences—particularly those living in low-income areas.

The Master Plan provides habit restoration and many protections for our precious wildlife in the adjacent refuges. Almost 70 acres of the Bayfront will be devoted to this goal. Development will be staged away from wetlands and will require high levels of clean, efficient, renewable energy. In addition, Plan adoption will ensure that there will be significant public participation in future planning and management of the area.

As a participant in the planning of the Chula Vista Bayfront Master Plan, I am confident that this plan will allow development to move forward on the Bayfront in a manner that protects the environment and greatly increases public access opportunities. I truly believe that the Master Plan is a landmark achievement and very worthy of your support. I urge you to adopt the Chula Vista Bayfront Master Plan.

Sincerely.

M. Dan McKirnan, Ph.D.

Ban McKinan

1404 Law St.

San Diego, CA 92109

De su

June 19, 2012

Ms. Deborah Lee, Director San Diego Staff, California Coastal Commission 7575 Metropolitan Drive, Suite 103 San Diego, CA 92108



JUN 2 5 2012

CALIFORNIA COASTAL COMMISSION SAN DIEGO COAST DISTRICT

Dear Ms. Lee:

I am writing to encourage your staff to strongly consider the "Better Bayfront" proposal to continue the inclusion of a "Signature Park" in the Harbor District, as was proposed in the original Chula Vista Bayfront Master Plan, and to reject the proposal submitted to you under the "Sweetwater Park Plan" to allocate the area on the Bayfront, which had been slated for the "Signature Park," to be used instead to position a Gaylord-type Hotel as suggested in the Master Plan.

I feel very strongly about the continued position of a "Signature Park" on the Bayfront for the following reasons:

- 1) The plan for a waterfront "Signature Park" was part of a comprehensive Master Plan worked out over a two-year period in 2002 and 2003 by representatives from the City of Chula Vista, the Port District, and the 20 organizations of the Citizens Advisory Committee, and was approved by the City and the Port. These groups recognized the need for a "Signature Park" then; that need is even greater today with an ever-increasing population in the area and a still critical need for public space on the west side of Chula Vista.
- 2) There is no area now on the Bayfront or proposed under the Sweetwater Park Plan" where major events -- rallies, music concerts, kick-off points, and end-of-event celebrations for charity walks and runs, art fairs, exhibitions, etc. can be held. Under the "Better Bayfront" proposal to continue the waterfront location of the "Signature Park," these activities could be held.
- 3) In the area the "Sweetwater Park" alternative proposes for a park to replace the location for the "Signature Park" (S-2) the activities described immediately above could not be held. Because of the following restrictions placed on the area now suggested in place of the former location of the "Signature Park" (correctly so because it is close to a wildlife refuge), it is unrealistic to think the "Park" would have any use except for extremely passive activities. Those restrictions include:
  - a chain-link fence on the waterfront side separating the park and the waterfront
  - the closest parking is 3 or 4 blocks away, much of it along already heavily-traveled roadway
  - no paved walkways, thereby restricting the ability of handicapped people to enjoy the area (the long and somewhat dangerous walk from the parking area could be another deterrent for the handicapped)
  - no significant night-time lighting
  - · no sports amenities.
- 4) The "Better Bayfront" Plan does not limit the proposed non-parkland use of the present plan; it has the same number of condos, commercial space, hotels, and convention facilities. It only suggests the

- hotel the "Sweetwater Park Plan" wants to reposition in the place formerly occupied by the "Signature Park" instead be located a bit farther east on the south side of the soon-to-be-completed extension of H Street.
- 5) The west side of Chula Vista, a densely populated area with a significant number of low-income residents, has very little public parkland. As a resident of this area (I live in a housing development bordering the H Street Trolley Stop), I can attest to the fact that very few children on the west side have nearby grassed areas where they can play. My lower-income neighbors, many of whom are working two or more jobs, have little time or money to get in their car and take their kids to parkland outside the area. The Bayfront shouldn't be developed so it is predominantly focused on the interests of hotel guests, shoppers, and the residents of the condos which will be built under the Bayfront Plan; it also should have waterfront parkland for everyone.

There are two elementary schools very close to the "Signature Park" area -- one on E Street (Feaster) and the other on I Street (Mueller) -- and neither school has nearby parkland. Another elementary school (Vista Square) and a middle school (Chula Vista Middle) are at the corner of G Street and 5th Avenue, and likewise have no nearby parkland.

6) A "Signature Park," while in Chula Vista, I believe, should be considered not just a Chula Vista resource but a South Bay resource, just as Balboa Park is not just available and used by residents of San Diego but is open and enjoyed by people from all parts of San Diego County and beyond. And, if I can dream a bit, as the U. S. and Mexico establish closer ties, the "Signature Park" could become a transnational resource.

For all the above reasons, I urge you to strongly consider the continued siting of a "Signature Park" on the Chula Vista Bayfront, in the Harbor District.

Sincerely,

David A. Wood

429-D Woodlawn Avenue

avid Wood

Chula Vista, CA 91910

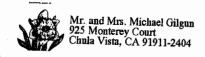
# June 7, 2012 BUN 1 2 2012

Chair Shallenberger and Coastal Commissioners sandego coastal doministration

Please support the adoption of the Chula Vista
Bayfront Master Plan. This plan represents more
than a decade of efforts by many people with a
variety of interests in the issue.

Again, please support the Chula Vista Bayfront Master Plan.

Thank you, Michael Gilgun



February 8, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Dear Coastal Commission Members,

I urge you to approve the Chula Vista Bayfront Master Plan. I've lived in Chula Vista for almost 50 years. I've seen many attempts to bring life to our bayfront for the benefit of the community and the region. The plan before you is an excellent plan that deserves approval.

As you may know, this plan was developed through the input and involvement of the community and earned the support of a very broad and diverse set of groups and interests. Given the many divisions over various other projects in Chula Vista, this one stands out as being one with highly unified support.

It is easy to see why this is the case. It effectively balances diverse needs and desires. It provides for retail, residential, hospitality, community serving needs, parks and recreation, and all while protecting sensitive environmental habitat.

While most would prefer some variations to the plan, compromise and consensus was reached. For example, I would love to have the ability to have occasional concerts in the beautiful setting of the bayfront. While I believe that this could be accomplished with minimal impact on the sensitive habitat, I am not willing that this become an issue that would delay or prevent the adoption of the plan.

I know there are some who resist the plan because it does not provide for a large central signature park, but instead spreads the parkland around the site. While I agree with them with regard to the loss of an occasional concert venue that the central large park could provide, the spreading out of the park area provides significant benefits, such as providing multiple areas around the bayfront that people can stop and enjoy. It also avoids the concentration of people and parking needs that a central larger park would require.

Given the broad consensus and acceptance of the plan by the vast majority of the community and the diverse groups of stakeholders, this plan deserves to and should be approved. Please approve the Chula Vista Bayfront Master Plan for the benefit of Chula Vista and the San Diego region. Thank you.

Sincerely

Bryan Felber

City of Chula Vista Planning Commissioner\*

\* These views are my own and I do not speak for the City of Chula Vista Planning Commission.

#### California Coastal Commission

#### Dear California Coastal Commissioners:

I am writing this letter in support of the Chula Vista Bayfront Master Plan. While I don't live in Chula Vista, I have been employed by both the elementary and high school districts for fourteen years. As a result, I have been actively engaged in community efforts (through membership in local service organizations) to support Chula Vista's vision of being a first rate city of choice for south bay residents. Chula Vista's location, infrastructure, educational institutions, and industries make it an ideal place for people from all over the country and world to live and work.

As you know, the Bayfront Master Plan brings much needed residential and business opportunities to Chula Vista's west side. Allowing the Master Plan to move forward makes good business sense for a city like Chula Vista which has one of the most beautiful bayfront locations in the State of California. Virtually no bayfront city in the State is as underdeveloped as Chula Vista's. After decades of planning, environmental review, impact and feasibility studies, and public discussion, it's time to allow this project to move forward.

As an educator, I know as well as most how difficult times are. The opportunity to bring jobs to Chula Vista with this project gives the more than 40,000 students in our local middle and high schools a real reason to complete their education so they can work, live, play, and have a prosperous future in Chula Vista.

Sincerely,

David Damico
Director of Alternative Education
Sweetwater Union High School District
President
Chula Vista Rotary – Sunset Club

March 30, 2012

California Coastal Commission Office of the Mayor City of Chula Vista 276 Fourth Ave. Chula Vista, CA 91910

Dear California Coastal Commissioners,

The City of Chula Vista Bayfront has the potential to be an amazingly unique waterfront in Southern California. I have been an active tenant in the Marina since 1990 and involved with all the outreach meetings, discussions and planning that developed the Chula Vista Bayfront Master Plan(CVBMP).

The CVBMP incorporates the best choices for residents, visitors, businesses, and the environment in a manner that will guarantee sustainability. The unique, endangered natural resources of the South Bay's salt-flats, eel-grass, wetlands and coastal scrub are protected while providing access for naturalists and educational opportunities, creating an amazing opportunity for eco-tourism and environmental studies.

The parks, open spaces, and water access provide more than 230 acres for families and groups to have picnics and events in the park, ride their bike, spend the a weekend or a week on the waterfront, take a day sail, kayak and canoe, photographs unique birds and wildlife, set up an easel for a pleine aire landscape painting, or just enjoy the beauty.

The planned resort conference center, cultural center, mixed-use commercial, retail and restaurants will give financial support to maintenance of the whole Chula Vista Bayfront area. I look forward to a day with art galleries, cultural events, boating centers, music, bike shops, book stores, museums, and small entrepreneurial shops and businesses.

The Bayfront Masterplan is a key towards progress for Chula Vista, beneficial to communities, families, businesses, the county and ultimately the State of California. I urge you to approve this plan without hesitation to ensure that the advancement begins. Time is of the essence, the city has done its due diligence for the Bayfront Masterplan and we are ready to move forward.

Again, I urge you to approve the Chula Vista Bayfront Masterplan for the benefit of our city. Thank you for your service to our State.

Sincerely,

Susan Johnson

Tenant of Chula Vista Marina

US Power Squadron & USCG Auxiliary (ret)

#### February 2, 2012

#### Dear Coastal Commissioner:

As a long-time resident of Chula Vista, I urge you to please expedite the approval of our Waterfront Development Project. This important project is vital to both the economic and aesthetic development of our community.

In these tough economic times, we need to move quickly to approve projects that will generate jobs for our local citizens. We can't afford to delay this process any longer.

This year I have been in search of a wedding venue for my daughter and wanted to keep it here in Chula Vista, close to family and friends. Currently there is no appropriate bay-front venue for residents to use. We have a beautiful coastline – all we need now is to have the plan approved so that we can develop that coastline for commercial and recreational use – for residents and tourists alike.

Please review and approve Chula Vista's proposed project in April 2012. We need to dismantle the unsightly power plant and begin the next chapter in our city's history.

Respectfully,

Jennifer Burnett

Chula Vista resident

mifu Burnett

21 January 2012

City of Chula Vista Attn: Honorable Mayor Cheryl Cox For: California Coastal Commission 276 Fourth Avenue Chula Vista, CA 91910

RE: What the Chula Vista Bayfront Master Plan Development means to me

Dear California Coastal Commission:

Thank you for giving me the opportunity to express my overwhelming support and enthusiasm for the Chula Vista's Bayfront Master Plan Development. I live approximately two miles from Chula Vista's water front in an area known as Hilltop. I have been a Hilltop resident for over 25 years and wish to share about our beautiful waterfront with a global community.

The Commission may ask why global? My experiences as a Realtor, resident and world trekker has led me to look at the bay front project through several perspectives. My views include the economic impact, the prestige of residential properties on a waterfront as well as the protection of the sensitive resources. However, for me the most intriguing view of the bay front plan is through a global perspective. Chula Vista is a community with unique world class aquatic features along with a rich community history which integrates many countries into the city's current and past culture. With those ideas in mind, my vision is to share our natural habit, beautiful waterfront and cultural diversity with the global community. I can see the Chula Vista Bayfront accomplishing such a vision.

Chula Vista Nature Center's mission to protect our pacific flyway and sensitive habitat has been a huge success and can be celebrated. The Pacific Green Sea Turtle as well as the Light Footed Clapper Rail are but two species with unique stories to explore in Chula Vista's wetlands museum. I do not know many turtles in my travels that have had a relationship with a power plant! The Sweetwater Marsh National Wildlife Refuge is a local treasure which offers diversity in wetlands appreciation to be enjoyed by world trekkers visiting Southern California.

Chula Vista can boast with the best UNESCO sites when we talk about archeological evidence of humans in the region since the end of the Ice Age, Jurassic age fossils and the indigenous Kumeyaay Tribes contributions to the coastal area. Oh and my favorite historical trivia are stories tying Chula Vista west side property to China, Australia as well as South American countries during the beginning days of the United States Agricultural Department's work in the area. How did those Taft and Fuerte avocados from Chile end up on First Avenue in the early 1900's? How many people know about the Yale University-China-Chula Vista connection?

As I ponder what the Chula Vista Bayfront Master Development means to me; my international travel experiences helps me to see a very bright vision for Chula Vista including strolls along the water front, meandering coastal biking paths and hiking trails while exploring the rich history with many new friends from around the world.

Thank you again for the opportunity to share my vision with the California Coastal Commission.

Julie K. Danielson Chula Vista, California January 12, 2012

California Coastal Commission C/o Mayor Cheryl Cox City of Chula Vista Fourth Ave Chula Vista, CA 91910

Honorable Mayor Cox:

As a resident of Chula Vista's west side of over 55 years I strongly express my support for the development of the Chula Vista Bay front. I have heard about the development of our bay for over 15 years, especially during the time I served on the Chula Vista Housing Advisory Commission. One of our favorite outings is walking from our home to the Galley for lunch on a Saturday afternoon along the Chula Vista Bay front. Imagine how much better it could be if we had an array of options at our bay front?

Our City really needs the opportunities a project like this could bring. Job creation, places to hold events, are some of the things that would bring much needed balance to our City. We are the second largest city in the County of San Diego. We house 9 high schools and do not have a hotel or venue large enough to hold events such as Proms. The company I work for has to look outside the city to book a venue location for our Priority Customer Events. We really are not a boring city. Chula Vista has some unique attractions for tourists, such as, our Nature Center, Knott's Soak City Water Park, an Amphitheatre and The Olympic Training Center.

I work for Union Bank at a branch located in Chula Vista. As a Bank Manager I have never seen so many of my customers depositing unemployment checks. It is time to bring back jobs into this community and have it thrive as it used to.

Sincerely

Rosa Lopez-Gonzalez

To: The California Coastal Commission

Dear Coastal Commissioners,

I am a native Californian, born in La Jolla and raised in the Sweetwater Valley. I attended Chula Vista City Schools from First Grade through Twelfth, and graduated from SDSU with a teaching credential. I retired from teaching Kindergarten and First Grades in Chula Vista schools, after a thirty-five year career.

I remember when the Sweetwater River actually ran above ground; and not just in the rainy season. I remember seeing wild pheasants and quail in our yard; and buzzards and hawks wheeling overhead. I remember riding my horse over the hills where the last school I taught in now stands. I remember the open hills that cattle herds used to graze where the 54 Freeway now runs. I remember day-long summer hikes over hills now covered with homes; where Shooting Stars, Lupine, Indian Paintbrush and sometimes a rare Chocolate Bell grew in the Spring.

Our Bayfront Master Plan is the result of tremendous dedication and commitment by a lot of us who care about this region. It was hammered out after hours and hours and hours of discussion and debate. The process included every vested interest in the region.

We had/have a very special opportunity to protect and even restore a biome that is endangered in Southern California. We are on an international flyway. Hundreds of bird species rely on there being resting places on their journeys. Our South San Diego Bay estuary is one of the few remaining which provides the environment they need. To diminish it in any way---to give more importance to another, "been there, done that" park---would serve only the egos of the vocal few.

Our Bayfront Master Plan does allow for more "development" than I personally would like to see, but I accept that without it, we stagnate. In today's world we must strive to maintain a balance, and that, in my opinion, is what the Bayfront Master Plan has achieved. I think it far more important to protect what we have, restore what we canand more forward. To hold up this project because a few obstructionists refuse to embrace it would be unjustified.

That the vocal few refuse to give up their idea that a large "contiguous park"--- which would be no different than many others in the region---that they continue to refuse to embrace a unique, natural habitat, native critter-friendly park space that would allow tomorrow's children to see what Yesterday was like, is exceedingly disappointing. Please do not allow their whining to cloud your judgment. Future generations deserve to see at least a remnant of what this region once was like. And what a destination for ecotourism it would be!

Very sincerely yours,

Alwan Mc Dade Hoyd

February 13, 2012

California Costal Commission c/o Office of the Mayor City or Chula Vista Chula Vista, CA 91910

Re: Chula Vista Bayfront Master Plan

Dear California Coastal Commissioners:

I would like to take this opportunity to write you in support of the Master Plan for the Chula Vista Bayfront. This area of San Diego County is a highly valuable resource for both the City of Chula Vista and the county overall. Currently underutilized, this portion of the San Diego Bay does not even compare to the usage of the bay in downtown San Diego, Point Loma, Coronado, etc., although its potential exists.

A redeveloped waterfront would lead to an increase in revenue from both tourist and local dollars. Not only would it provide much needed jobs to the region, both in construction and implementation, but would be a source of pride for all.

As someone who has worked in the South Bay region for the last 30 years, I would love to see this area reach its full potential for all those in the San Diego community.

Regards,

Kathryn Lembo

April 4, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista 276 Fourth Avenue Chula Vista, CA 91910

Dear California Coastal Commissioners,

I am writing to ask for your continued support of the Chula Vista Bayfront Master Plan and to approve the collaborative development plan when it comes before you. I am a resident, property owner and business owner, as well as the Vice Chair of the Chula Vista Planning Commission and the Vice President of the Third Avenue Village Association; I have been anxiously waiting for our beautiful bayfront to be developed into the world-class destination that has been promised for decades.

Years of citizen and government input have resulted in an eco-friendly, community-supported plan that will bring meeting centers, entertainment venues, hotels, marina improvement, business and more. The ways that this will benefit our region are innumerable. Visitors from the region as well as from Mexico, central and northern California, and the rest of the United States will come to enjoy yet another spectacular California waterfront. This project will create a thriving waterfront destination that is a model of sustainability. We must do everything in our power to move this project forward so that we can make this land area available for the greater public to enjoy. We are all waiting and we are all enthusiastic about how we can turn this last stretch of California waterfront into the most exceptional stretch of waterfront the United States has yet to develop!

I look forward to strolling the more than 50 acres of parks and recreational space that the project will create. I look forward to reserving hotel rooms for my visiting friends and family. I look forward to riding my bicycle along my hometown waterfront. I look forward to seeing the happy faces of the new job recipients walking and dining on our streets. I also look forward to the \$1.3 billion dollars that this will infuse into our regional economy. Please help realize these dreams! We need your support!

With deepest gratitude,

Lisa Moctezuma 619-992-0226 California Coastal Commission c/o Office of the Mayor of City of Chula Vista Chula Vista, CA 91910

Dear Commissioners of the California Coastal Commission,

I am a long time resident of the South Bay area in Chula Vista, a property owner and business woman. I am so very hopeful that we are truly on the verge of realizing the beauty of our Bay Front... and for so many reasons.

As a resident, I usually travel to neighboring cities to enjoy the beach. The vision of having that sort of recreation at our doorstep is wonderful and so long in coming. As a grandparent I would love to enjoy birthday parties and beach parties in beautiful surroundings rather than traveling miles to the beaches where the grandkids normally go. The Parks and Open Space part of the plan is a gift to everyone. The prospect of homes and jobs for those grandchildren is especially exciting.

As a business woman, a REALTOR, I am anticipating the clients that I've worked with the past 20+ years and the ones in the future that would absolutely love to have the opportunity to live in wonderful surroundings while enjoying the beauty of our water front instead of having to look North or South for those surroundings.

And especially enticing is the idea of having world class accommodations for weddings, family reunions, business conventions, graduation parties, class reunions and so many more types of events, right here in the second largest city in San Diego County. And again, it points to jobs. Spending our money in our own city rather than elsewhere seems like an idea whose time has finally come. And... all of this for the benefit of not only Chula Vista but for the entire region.

This is an exciting plan, a well vetted and thoughtful plan that takes into account our precious resource of the bay. I can only imagine the revitalization and realization of the true nature of our doorway to the bay and beyond to the ocean.

The financing of this Bayfront Master Plan, which is vital, seems to be on sound footing with management by the Port and the City of Chula Vista with revenue generated from the development. I will be in my 80's when this is completed but it is wonderful that we can be giving something of great value to our children and our grandchildren — jobs, homes, entertainment, income to our city and region with real stewardship provided by the Port and the City of Chula Vista.

Please consider all of these items so that we can finally realize a real gem, a legacy to the future.

Respectfully

Pat Russiano

REALTOR and resident

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

February 14, 2012

To Whom It Concerns,

I have lived in Chula Vista for 39 years. I am a California native from the Pasadena area of Los Angeles.

My husband of 37 years and I have run two businesses in Chula Vista and raised our two sons here. We ran a kayak and canoe business and own sailboats. We love the bay front and have been involved with plans for development for all these years. We feel that Chula Vista and the citizens of the South Bay have been cheated by all the delays there have been in being able to develop the bay front.

We feel our Bay Front has so much unused potential and we are anxious to see improvements. We hope you will give us the needed input and necessary permission to move forward on our development plans.

We have been long time supporters of the Chula Vista Nature Center. Our son has volunteered at the Nature Center since he was in middle school and continues to work with them. He now teaches for the Chula Vista School District and is a resource at the Nature Center. We feel this is a world class center and will be benefitted by our proposed development plans.

Thank you for your learned consideration.

Bonnie Sedivec

February 11, 2012

Dear California Coastal Commissioners:

I am hoping that you approve the Chula Vista Bayfront Redevelopment Project in a timely manor.

I have been a member of Chula Vista Yacht Club for 20 years and a Chula Vista resident for 2 years. I love living in Chula Vista and can see the potential for bringing more beauty and economic growth to the waterfront.

Please consider this letter an incentive to put this project on your agenda as soon as possible.

Sincerely, Enda Whipple

Linda Whipple

**CVYC Secretary** 



## CITY OF SAN DIEGO COUNCIL PRESIDENT ANTHONY YOUNG DISTRICT FOUR

May 1, 2012

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 92910

#### Dear California Coastal Commissioners:

I am writing to respectfully request your support for the Chula Vista Bayfront Master Plan. Many years of thoughtful, collaborative work have gone into the Chula Vista Bayfront Master Plan that will transform 550 acres into a thriving waterfront destination that carefully balances the needs of residents and visitors, as well as the economy and the environment.

One of the most striking elements of the comprehensive Master Plan is the dedication of 230 acres (or 40 percent of the project) to public parks, nature preserve and open space. Situated next to a 1,300-acre national wildlife refuge, this expansive coastal corridor will be linked by a network of bayfront bike paths, nature trails and pedestrian walkways for greater public access and enjoyment.

In addition to the improved recreational amenities and preservation of hundreds of acres of open-space along the scenic shoreline, the Chula Vista Bayfront Master Plan also will bring many direct and indirect economic benefits to our local neighborhood and county-wide communities.

Overall, the mixed-use convention resort project is expected to generate \$1.3 billion for the region over the next 20 years, and create more than 2,200 permanent jobs (and some 7,700 construction-related jobs).

I look forward to the many environmental and economic benefits that the Chula Vista Bayfront Master Plan will bring to citizens and guests of our dynamic San Diego region.

I appreciate your consideration of this environmentally sustainable waterfront project, and encourage your support for the long-planned improvements and much-anticipated benefits of the Chula Vista Bayfront Master Plan.

Recnetfully

Council President

Fourth District, City of San Diego

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

The City of Chula Vista has a long history of being a strong steward of the environment, incorporating environmental sustainability policies in its operations and setting an example for other cities to follow.

In the early 1990s, the city formally committed to reducing greenhouse gas emissions. Chula Vista was the first U.S. city to develop a comprehensive climate action plan and by 2005 reduced its carbon emissions from city operations by 40% from 1990 levels. Our city was also the first to complete a Greenhouse Gas Inventory using the Climate Registry's new protocols.

Also during the early 1990s, the city set aside approximately 60% of the Otay Ranch planning area as open space, which became part of one of the largest planned communities in California.

Chula Vista has incorporated its environmental sustainability focus and vision in the creation of the Chula Vista Bay Front Plan that will come before you at your March meeting. I respectfully urge your support of the Chula Vista Bay Front Plan. Please vote yes in making a wonderful place to live even better.

Respectfully,

Shirley Horton Former Mayor

Shurley Horton

Dear California Coastal Commissioners,

Please consider giving the green light for the Chula Vista Bay Front Development Plan. It may or may not be perfect, but it has been given many hours of study by numerous people, and can be adjusted if need be as it progresses. Most if not all the people hope to see development to compliment our very fine community as soon as possible. In addition, this project would be a tremendous asset and bring tourists and revenue as well as jobs to the area.

Respectfully yours,

Robert McAllister, Former Mayor of Chula Vista



Founded 1951

March 6, 2012

California Coastal Commission c/o Mayor Cheryl Cox City of Chula Vista 276 Fourth Avenue Chula Vista, CA 91910

Honorable Mayor Cox,

On behalf of the Imperial Beach Chamber of Commerce Board of Directors, this letter is written to convey strong support for the Chula Vista Bayfront Master Plan. This 550 acre waterfront development will bring jobs to an economically challenged portion of South County and create a strategy that encourages jobs, business, and investment opportunities for tomorrow.

There will be a great positive impact with this development on the surrounding areas. It will offer new business opportunities for exisiting companies. The historic business district and many small owner operated business are expected to reap additional customers from the bayfront development helping many of these "mom and pop" businesses to thrive.

The development is located on the west side of the city. This portion of the city contains older homes and businesses. It also has a lower per household income. The bayfront development will bring needed, viability and investment into this older community accompanied with new job opportunities

Chula Vista has an opportunity to reinvent itself with this project. As the second largest city in San Diego County this project will catapult Chula Vista into a major destination point, instead of simply a suburb of San Diego. The convention center will offer a gathering place for hundreds. These options do not currently exist in South County, forcing conventions and meetings, including SCEDC's Annual Summit, to be held outside of South County.

Send your approval today. It sends a message that communities can come together and encourage investment. Diverse groups can work toward economic prosperity and a common future. The Chula Vista Bayfront has been planned for over 40 years. The time to maximize its potential and build is NOW!

Sincerely,

Olivia Pickering

President

Imperial Beach Chamber of Commerce

Olivia Pukering



February 27, 2012

#### Dear California Coastal Commissioners:

I am sending this letter on behalf of the *Mar Group* in support of the Chula Vista Bayfront Master Plan. We believe the Chula Vista Bayfront Master plan is an opportunity to invigorate the entire San Diego and California region.

The Chula Vista Bayfront Master plan will have a positive impact on the creation of jobs, which is so important in today's struggling economy. We believe this project will improve the way of life for local residences with their new parks, hotels, shops and restaurants.

San Diego and California are losing businesses and jobs on a daily basis to other parts of the nation. These cities, such as Austin and Phoenix, have proven that jobs are the key to economic recovery and have generated millions in revenue for their cities. We believe if approved, Chula Vista Bayfront Master Plan, will greatly increase the tax base and revive the economic growth we need to sustain a healthy and vibrant region.

We support Chula Vista Bayfront Master Plan project and we look forward to seeing this exciting new project become reality.

Best Regards,

Juan-Pablo Marscial

President

## Jim Ply

Date: 2/11/12

California Coastal Commission c/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

Dear California Coastal Commission:

Last night at the Chula Vista Yacht Club I had the pleasure of listening to the Mayor speak about the Chula Vista Bayfront Master Plan I have been a member of the Yacht Club since 1987 when we were meeting on the docks at the Chula Vista Marina, in the adjacent RV park and in borrowed facilities near the Dockside Deli. In 1989 we occupied our own leased space at the California Yacht Marina and been very satisfied residents of the waterfront. We have seen many changes over the years and find that there are numerous vacant fields and undeveloped land surrounding our club. The plan unveiled by the Mayor has created a lot of excitement and future hope that our bay front will finally reach its potential as a well developed shoreline with facilities for entertainment, parks, residences and activities for all. Your approval will help us begin the process of implementing a well thought out plan that has been just a dream for several decades. Please help us realize our dream.

Sincerely,

James Ply

Staff Commodore, Chula Vista Yacht Club



March 30, 2012

California Coastal Commission % Office of the Mayor City of Chula Vista 276 Fourth Ave. Chula Vista, CA 91910

Dear California Coastal Commissioners,

The City of Chula Vista Bayfront has the potential to be an amazingly unique waterfront in Southern California. The Chula Vista Bayfront Master plan is the culmination of 40 years planning and innumerable community workshops and outreach events.

The CVBMP incorporates the best choices for residents, visitors, businesses, and the environment in a manner that will guarantee sustainability. The unique endangered coastal salt flats, wetlands and coastal scrub will be protected for future generations in a manner that not only protects the environment but allows for naturalist and educational opportunities. The parks, open spaces, and water access provide more than 230 acres for families and groups to have picnics and events in the park, ride their bike, spend the a weekend or a week on the waterfront, take a day sail, kayak and canoe, photograph unique birds and wildlife, set up an easel for a pleine aire landscape painting, or just enjoy the beauty. The planned resort conference center, cultural center, mixed-use commercial, retail and restaurants will give financial support to maintenance of the whole Chula Vista Bayfront area.

South Bayfront Artists is an community collaborative dedicated to supporting art in the area and we look forward to a day that art galleries, cultural events, boating centers, music, bike shops, book stores, museums, and small entrepreneurial shops and businesses will be a part of our bayfront.

The Bayfront Masterplan is a key towards progress for Chula Vista, beneficial to communities, families, businesses, the county and ultimately the State of California. I urge you to approve this plan without hesitation to ensure that the advancement begins. Time is of the essence, the city has done its due diligence for the Bayfront Masterplan and we are ready to move forward.

Again, I urge you to approve the Chula Vista Bayfront Masterplan for the benefit of our city. Thank you for your service to our State.

Sincerely,

Don Johnson, President South Bayfront Artists



California Coastal Commission C/o Office of the Mayor City of Chula Vista Chula Vista, CA 91910

February 9, 2012

Dear California Coastal Commission:

As the chief executive officer of Sharp Chula Vista Medical Center, the leading provider of health care services in the South Bay, I represent an organization that is committed to the overall health and wellness of our community. For nearly four decades we have dedicated our efforts to fulfill a vision of being the best place to work, to practice medicine and to receive care.

It is with this vision in mind that I support the Chula Vista Bayfront Master Plan and its own vision of making Chula Vista the **best** community it can possibly be – the best place for people to live and work, the best place for families to play and the best place for tourists to visit.

The vision of the City of Chula Vista and the Unified Port of San Diego to create a world-class waterfront destination is one that would enrich the lives of Chula Vista residents by developing desirable, affordable housing opportunities; providing hundreds of acres of eco-friendly public space and beautiful waterfront recreation facilities; bringing new jobs to the area, increasing the city's employment rate and boosting the city's overall economy; and revitalizing the community to its fullest potential as San Diego County's second-largest city.

All of the improvements that will be made by the Chula Vista Bayfront Master Plan will have enormous benefits on the wellness of the city and its residents. I stand behind the plan and encourage you to do the same.

Sincerely,

Pablo Velez

Chief Executive Officer

Sharp Chula Vista Medical Center

Dear California Coastal Commissioners,

I am writing to you as a private citizen, but also one of many regional stakeholders that have participated for years in the development and refinement of the Chula Vista Bayfront Master Plan.

During my years working with other members of the Chula Vista community, in capacities that include President of the Chamber, Chair of the Economic Development Commission, Port Commissioner, Chairman of the SD Board of Port Commissioners, and a member of the Regional Otay River Valley Watershed Master Planning Committee, I have been honored to work side by side with a diverse and highly motivated coalition championing Chula Vista's and the Port's plan for the bay front. I have not seen a single regional planning initiative that enjoys so much universal public support. In the last two public hearings at City Council and the Port, approximately 50 support groups and individuals spoke in favor of the plan, including the, Environmental Health Coalition, Bay Keeper, the Audubon Society, the Chamber of Commerce, local labor organizations, and a host of community leaders. There was no opposition at either session.

Resolutions supporting the plan were adopted by the Chamber of Commerce, representing over 800 south bay businesses; the Port Tenants, representing 638 businesses, and the South County EDC. Together, those organizations represent over 1400 separate businesses and over 15,000 regional constituents.

The Chula Vista Bayfront Plan under consideration by your Commission blends economic opportunity, enhanced public access, as well as the preservation and improvement of wildlife habitats and open areas. Reactivation of the tidelands wet spaces, creation of the largest single regional bay front sector of parks and open space in the history of the Port, not only preserves habitat and public access, but substantially restores historic marshland, creates dramatic adjacent walking and cycling corridors, and expanded family gathering areas for the underserved members of the south bay community.

Our community proudly stands solidly behind the Master Plan proposal and strongly encourages you to join us in support and approval for the Chula Vista Bayfront Master Plan.

Sincerely,

William A. Hall

Former Chairman of the San Diego Board of Port Commissioners, Port Commissioner Emeritus (representing Chula Vista), Chamber of Commerce President (former ) and Director (current), Director San Diego Port Tenants Association (current).



#### Memorandum to:

(1) California Coastal Commission, and

(2) San Diego Staff of the California Coastal Commission 7575 Metropolitan Drive, Suite 103 San Diego, CA 92119

MAY 0 8 2012

CALIFORNIA COASTAL COMMISSION SAN DIEGO COAST DISTRICT

From: Jim Peterson, long-time Chula Vista resident and refried city planner; (619) 421-0896

Date: May 7, 2012

Subject: Plans for the "J" Street Emtrance to the Chula Vista Bayfront

I have studied the Chula Vista Bayfront area for several years and am a member of the Board of Directors of the citizens' group known as Crossroads II. This memo sets forth, in abbreviated form, my concerns over the proposed development of the Chula Vista Bayfront. Most of my comments relate to the development which which is proposed at the "J" Street entrance to the Bayfront which today is the primary access to that Bayfrnt area. Even after "H" Street is extended further to the west, the "J" Street entrance will surely remain the remain a major entrance for most Chula Vista residents. The development which is proposed at the "J" Street entrance consists of 11 condominium buildings ranging in height from 70 feet to 220 feet. Additionally, two office buildings of about 100 feet and a hotel of 130 feet are proposed. This cluster of mid-rise and high-rise buildings is proposed for the northerly side of "J" Street, just west of the I-5 freeway. Please see the attached 81/2 X 11 inch sketch plan labeled, "Conceptual Plan for Pacifica Project."

#### **Major Concerns**

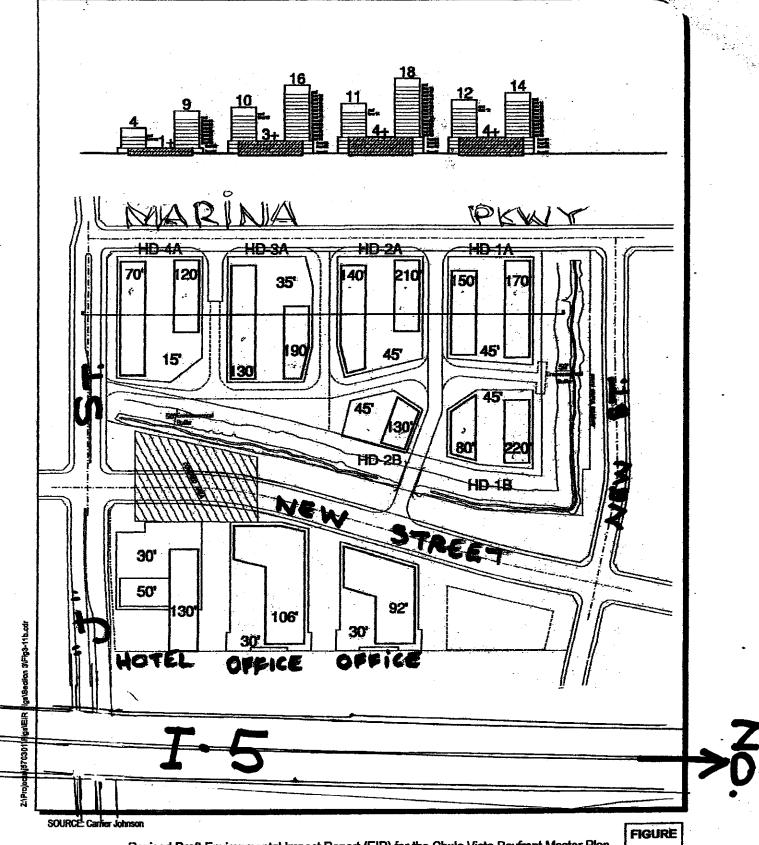
- From an urban design standpoint, a cluster of 11-14 mid-rise and high-rise buildings at an
  entry point to the Bayfront presents a harsh visual intrusion into a very low-scale and pleasant
  recreation area.
- 2. It is poor policy to place a major traffic generator close to a major entry into a recreational area because heavy incoming traffic will conflict with outgoing and turning traffic from the condominiums, two office buildings, and the hotel planned for this location.
- 3. It is now pretty well recognized that an entry point into a recreational/leisure time area should contain an attractive element, for example a pool of water could be placed in a circular park which shoots jets of water in the air in time to recorded music. Such an entry feature sends

EXHIBIT NO. 14

**Letters of Opposition** 

PMPA #41 CVBMP

California Coastal Commission



Revised Draft Environmental Impact Report (EIR) for the Chula Vista Bayfront Master Plan

Conceptual Plan for Pacifica Project (Section 1)

FIGURE 3-11B

#### **Diana Lilly**

From: David Peterson [grandpajim94@sbcglobal.net]

Sent: Sunday, August 14, 2011 7:22 AM

To: Diana Lilly

Cc: Patricia Aguilar; Gloria Cazares; Fred Cowles; David Danciu; Todd Glanz; Brian Lightbody; Sam

Longacre; Valerie McFarland; Juan and Rosie Ulloa

Subject: Plans for the Chula Vista Bayfront

#### Hi Diana

Here in very brief form are the reasons I think the Coastal Commission should not approve the amendments proposed by the Chula Vista City Council and the Board of Port Commissioners of the San Diego Unified Port District

- 1. The proposal to allow the construction of about 1500 condominiums in twelve buildings ranging in height from 70 feet to 220 feet at the J St entrance to the marina represents a major disruption into a recreational area which is now mostly park area, a marina for several hundred boats, two restaurants and several single story buildings related to marina activities. In addition two office bldgs 92 feet and 106 feet and a 130 foot tall hotel are proposed. Such a massive collection of high rise bldgs does not exist anywhere in Chula Vista today. Thus the development proposal represents a harsh intrusion into what today is a pleasant very low scale open recreational area
- 2. The intensity of the proposed development guarantees that there will be massive traffic congestion right at this major entrance to the Bayfront. So boat owners who today can readily drive right in to parking areas close their boats will be faced with a traffic jam. It is never a good idea to place a major traffic generator right at an entrance to a recreational area. It is much preferred that such a traffic generator be located away from an entrance so that incoming traffic can disperse and take several different routes to get to their destination.
- 3. Some people argue that if the Pacifica proposal is not approved at the J St, entrance, Pacifica will simply return to their earlier plan which was approved in a more environmentally sensitive area further to the north. I do not buy that argument at all. Here's why. The Environmental Health Coalition has worked for several years with the City and the Port District to persuade them to approve Pacifica's proposal at the J St entrance, because they much preferred that location, as the more northerly location is in a much more environmentally sensitive location. So, if the Coastal Commission should not approve Pacifica's proposal at the J St. entrance, does anyone think that the Coalition will just roll over and accept that? NO WAY! Further, if Chula Vista residents are made aware of such a proposal, I doubt that they would take it lying down.

Jim Peterson 421-0896

#### **Diana Lilly**

From: Jo Anne Springer [jaspringer1@cox.net]

Sent: Wednesday, August 31, 2011 1:48 PM

To: Diana Lilly

Cc: Jim (David) Peterson

Subject: Plans for the Chula Vista Bayfront

Dear Diana,

I am a resident of Chula Vista. Jim Peterson shared with me the email that he sent to you regarding the plans for the Chula Vista Bayfront, and with his permission I have copied his email below. I share his concerns and feel that he has expressed my concerns as well or better than I could have. I would like to add my vote of support to his suggestions and ask that you give them serious consideration. The plans that seem to currently have the best chance of approval, would, in my opinion, ruin the Bayfront and create an unsightly imitation of a large city with all of its inherent disadvantages of grid lock; destroyed views, recreation and environment, and very little gain. It will reflect poorly on those who brought it into being in perpetuity.

Please do not support it.

Thank you for your consideration.

Jo Anne Springer

Jim's email:

Hi Diana

Here in very brief form are the reasons I think the Coastal Commission should not approve the amendments proposed by the Chula Vista City Council and the Board of Port Commissioners of the San Diego Unified Port District

- 1. The proposal to allow the construction of about 1500 condominiums in twelve buildings ranging in height from 70 feet to 220 feet at the J St entrance to the marina represents a major disruption into a recreational area which is now mostly park area, a marina for several hundred boats, two restaurants and several single story buildings related to marina activities. In addition two office bldgs 92 feet and 106 feet and a 130 foot tall hotel are proposed. Such a massive collection of high rise bldgs does not exist anywhere in Chula Vista today. Thus the development proposal represents a harsh intrusion into what today is a pleasant very low scale open recreational area
- 2. The intensity of the proposed development guarantees that there will be massive traffic congestion right at this major entrance to the Bayfront. So boat owners who today can readily drive right in to parking areas close their boats will be faced with a traffic jam. It is never a good idea to place a major traffic generator right at an entrance to a recreational area. It is much preferred that such a traffic generator be located away from an entrance so that incoming traffic can disperse and take several different routes to get to their destination.
- 3. Some people argue that if the Pacifica proposal is not approved at the J St, entrance, Pacifica will simply return to their earlier plan which was approved in a more environmentally sensitive area further to the north. I do not buy that argument at all. Here's why. The Environmental Health Coalition has worked for several years with the City and the Port District to persuade them to approve Pacifica's proposal at the J St entrance, because they much preferred that location, as the more northerly location is in a much more environmentally sensitive location. So, if the Coastal Commission should not approve Pacifica's proposal at the J St. entrance, does anyone think that the Coalition will just roll over and accept that? NO WAY! Further, if Chula Vista residents are made aware of such a proposal, I doubt that they would take it lying down.

Jim Peterson

421-0896

#### Lilly, Diana@Coastal

From: David Peterson [grandpajim94@sbcglobal.net]

Sent: Sunday, March 04, 2012 4:36 PM

To: Lilly, Diana@Coastal

Subject: Jim Peterson's presentation to the California Coastal Commission on March 7,8. or 9

Hi Diana,

Patricia Aquilar, the newest member of the Chula Vista City Council, has suggested that there might not be enough time available at the Meetings of the California Coastal Commission to accommodate all speakers, so she suggested that we send our comments to you and that you would be able to get them to the members. So, here are my comments:

Good Morning ladies and gentlemen of the California Coastal Commission. We welcome you to our City and trust that your activities here will help you to make appropriate decisions regarding the development of our bayfront. By way of introduction, I would like you to know that I am a retired city planner. After receiving my Masters Degree in Urban and Regional Planning from the University of Washington in 1962, I worked for five cities in California and one in Colorado over a period of 32 years before returning to my home here in Chula Vista. I might add that I served as Director of Planning here in Cvula Vista from 1973 to 1982.

Extreme density now proposed for the Chula Vista bayfront:

What has become known locally as "The Pacifica Plan" would transform a major entrance to the bayfront (the "J" St. entrance) from an unattractive former industrial site to a cluster of eleven condominium bldgs ranging in height from 70 ft to 220 ft. In addition, two office buildings are to be 92 Ft and 106fFt and a hotel of 130 ft. Nowhere in Chula Vista today will you see such a cluster of high rise buildings. The EIR says that with this development I-5 will be transformed from its present state of being just annoying, uncomfortable, and unpleasant to virtual gridlock between State Route 54 on the north to "L" St and maybe Main St on the south. Similarly traffic along "J" St. will be such that the residential streets which run perpendicular to "J" St will be impacted to such an extent that existing homeowners will have difficulty getting out to work, shop, etc. Boat owners who now have an easy trip to get to their boats on weekends will now face frustrating delays.

High density at point of entry to the bayfront:

High density at an entry point to a recreation area is not a good idea because it tends to snarl traffic right at that point. It far more disirable to locate major traffic generators some distance from an entry point so that incoming traffic can disperse quickly and take alternative routes to destinations.

Condominiumms can be built anywhere....our bayfront should be used for businesses which belong there or which provide recreational uses for visitors.

Sec. 30251 of the Public Resources Code specifies that the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be site 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 guality in visually degrades areas. It is difficult for me to understand how a group of high-density, high-rise buildings at the "J" St. entrance to our bayfront conforms with Sec. 30251.

The odd meeting of May 18, 2010 at which the City of Chula Vista and the San Diego Unified Port District amended their own plans for the bayfront in order to allow the Pacifica Plan to be built there occurred in the Chula Vista City Council Chambers at 1:00 pm. Present at the meeting were the Chula Vista Planning Commission, the Chula Redevelopment Authority, the Chula Vista City Council, and the Board of Port Commissioners of the San Diego Unfiled Port District. To the best of my knowledge, the procedures followed in that meeting were out of compliance with California State Law and with the Chula Vista Zoning Ordinance. In Chula Vista there would have been a separate hearing before the Planning Commission and a separte hearing before the C.V. Redevelopment Authority before the item would be heard by the City Council, thereby affording three opportunities for the public to be heard. Close observers of the C.V. City Council have wondered if the time at which the meeting was held (1:00 p.m.) and the procedures which were followed were carefully planned with a view toward minimizing the opportunity for C.V. residents to become aware of the proposed changes and to formulate an opinion on them, and to offer separate testimony to each body.

Jim Peterson (619)421-0896

### Crossroads II

RESIDENTS WORKING TOGETHER TO KEEP CHULA VISTA A GREAT PLACE TO LIVE

Will T. Hyde Co-Founder, 1919-2004

#### **Board of Directors**

David Danciu President

Peter Watry Vice President

Sam Longanecker Secretary

Todd Glanz Treasurer

Susan Watry Membership Coordinator

Jim Peterson

Gloria Cazares

Valerie Dixon

Juan Ulloa

Brian Lightbody

Patricia Aguilar (non-voting)

Mr. Charles Lester **Executive Director** California Coastal Commission 45 Fremont Street, Suite 2000 San Francisco, CA 94106



CALIFORNIA COASTAL COMMISSION SAN DIEGO COAST DISTRICT

Dear Mr. Lester:

We are representatives of three civic groups in Chula Vista, California: Crossroads II. Southwest Chula Vista Civic Association, and the Chula Vista Mobile Home Residents Association. Crossroads II and Southwest Chula Vista Civic Association are very involved with land-use issues in Chula Vista, and the Mobile Home Residents Assoc. represent the interests of several hundred residents of our 30 mobile home parks.

The Port District of San Diego began the effort to develop the largely undeveloped bayfront of Chula Vista in 2002. Now, after 10 years of planning and approvals, the California Coastal Commission is to make the final approval. Crossroads II and Southwest Civic have been active in that 10-year planning effort from the first day, and we are very concerned that the originally-planned "Signature Park" has been scuttled.

Now due to budget cuts, apparently, the local Coastal Commission staff has been delayed in presenting it to the Commission. The Coastal Commission itself has met in Chula Vista in March and again this past week. But the staff was not ready yet, so it is being postponed again.

Our City and Port officials seem to be in a hurry, so they have been able to prevail upon somebody in the Coastal Commission hierarchy to schedule the final hearing for next month, in August. But the August meeting is in Santa Cruz, 500 miles from here.

While the City and Port personnel have essentially unlimited funds available, we do not. Few, if any, of the 800-900 people we represent can afford the money or time to travel to Santa Cruz. And it is a flagrant violation of Section 30006 of the Coastal Act. We feel it is absolutely unfair and unnecessary to have the hearing in Santa Cruz. We recommend either (1) we have waited 10 years, so we can wait two more months when the October Commission meeting is scheduled for San

81 Second Avenue

Chula Vista CA 91910

619,427,7493

e-mail: CrossroadsII@cox.net website: www.crossroads2.org

Diego, or (2) you could reverse the August and October meetings, holding the August meeting here and the October meeting in Santa Cruz.

Please do something to correct this great injustice to us. At the very end of a 10-year process, it disenfranchises us. For us it represents throwing 10 years of effort down the drain if we can't attend the Commission meeting.

Sincerely,

David Danciu, President, Crossroads II

81Second Avenue

Chula Vista, CA 91910

Theresa Acerro, President, Southwest Civic Association

3730 Festival Court

Chula Vista, CA 91911

Penny Vaughn, President, Chula Vista Mobilhome Residents Association

1925 Otay Lakes Road, Space 19

Chula Vista, CA 91913

cc: Mary K. Shallenberger, Chair California Coastal Commission

> Mark Stone, Vice-Chair California Coastal Commission



## SCHWARTZ SEMERDJIAN BALLARD & CAULEY LLP

71107772

JOHN S. MOOT

Telephone: (619) 236-8821 E-mail: johnm@ssbclaw.com

July 10, 2012

**VIA FACSIMILE 619.767.2384** 

Diana Lilly
California Coastal Commission
San Diego Coast District Office
7575 Metropolitan Drive, Station 103
San Diego, California 92108-4402



CALIFORN COASTAL COMMISSION SAN DIEGO COASTAN

RE: Chula Vista Bay Front Master Plan/SDG&E Substation

Dear Ms. Lilly:

Thank you for taking the time with me on the telephone to discuss the July 11th 2012 Coastal Commission meeting in San Diego. I would like to submit written comments to the Coastal Commission and Commissioners regarding the Chula Vista Bay Front Master Plan ("CVBFMP") and the proposed San Diego Gas & Electric Substation.

First, I represent Inland Industries Group which owns three parcels of land consisting of approximately 20.16 acres on Bay Boulevard located at 1011-1161 Bay Boulevard, which consists of approximately 2,356 linear feet of property which fronts directly on Bay Boulevard and the Chula Vista Bay Front. Inland Industries is a family owned company which has owned this property since the late 1950's. The property directly west of Bay Boulevard and Inland Industries' property is currently vacant and in the Otay Region of the CVBFMP. It is located in the southern most portion of Otay District.

The current map of the Otay District, including the one recently published in the Union Tribune, is unfortunately somewhat misleading. The map does not show the proposed substation on the 10 acre site. The map shows it to be an industrial park. In 2010 SDG&E exchanged property for purposes of building a new 230/69KV Substation on the southern most portion of the Chula Vista Bay Front. Inland Industries was not given notice of this land exchange and the intent to build a new substation at the proposed location. Also, no environmental impact report was done at the time of the land exchange. Inland Industries only learned about the proposed substation in early 2011, when the California Public Utilities Commission ("CPUC") began the scoping process for the environmental impact report for the substation.

101 West Broadway, Suite 810 San Diego, CA 92101 te

www.ssbclaw.com

**EXHIBIT NO. 15** 

**Comment Letters** 

PMPA #41 CVBMP

California Coastal Commission



Diana Lilly July 10, 2012 Page 2

Recently, all the public parking on Bay Boulevard adjacent to Inland Industries' properties and the bay front was removed to build a scenic bike path along Bay Boulevard. This bike path is referred to in CVBFMP at Sections 3.4.7.2 and 3.4.9.3, copies of which are enclosed. However, it would appear from Section 3.4.9.3 that the bike path was to be constructed within the utility corridor of SDG&E "following the undergrounding of the existing overhead transmission line, which is anticipated to occur by 2009 . . . ". The current location of the bike path does not appear to be within the SDG&E corridor, and the undergrounding of the transmission lines and lattice towers at the location directly west of Inland Industries' property has not occurred.

Of concern to Inland Industries is that adjacent to the new bike path and directly across the street from their property is the proposed new substation on 10 acres of currently undeveloped property which includes seven new power poles ranging from 160 feet to 121 feet to 85 feet high. It appears the power poles and lines will be in close proximity to each other and the pedestrians and bikers utilizing the new bike path. The proposed substation itself will be 30 feet high with additional structure as high as 75 feet. Together with the new power poles and transmission lines which are not being undergrounded, they will create a significant visual "blight" on the southern portion of the Bay Front where one does not currently exist.

The draft environmental impact report for the substation recently released by the CPUC indicates that the Environmentally Superior Alternative is the No Project Alternative which if adopted would mean that the substation would not be moved approximately .5 miles south to the southern most portion of the Bay Front. After the No Project Alternative, the draft EIR identifies the Environmentally Superior Alternative of those alternatives studied to be rebuilding a 230/69 KV substation at its current location.

The City of Chula Vista has on several occasions met with Inland Industries to discuss the proposed substation and its impact on its property. A meeting with the Port District and SDG&E has, in light of the draft EIR, been scheduled for July 16th. Inland Industries is trying to determine where the new power poles and above-ground transmission lines will actually be located and their proximity to the bike path and Inland's property. Likewise, they would like to know if the lattice tower which the Memorandum of Understanding (MOU) between SDG&E and the City of Chula Vista refers to will actually be removed as contemplated by the MOU. The removal of this tower is not included in SDG&E's current proposal. Additional undergrounding would also address some of Inland Industries' concerns.



Diana Lilly July 10, 2012 Page 3

Additionally, having reviewed the land exchange agreement between SDG&E and the Port District and the incorporated documents, it is also not clear how, when, and who will be responsible for cleaning up the current site the for the power plant and substation, if it is indeed moved, and whether such a site because of potential contamination would ultimately be suitable for the designated use, an RV Park. It is also not clear who will pay to clean up any contamination on the site and if there is money available for the clean up.

Inland Industries' concerns with the CVBFMP relate solely to the Otay District and what is being proposed directly west of their property and adjacent to the bike path which, in fact, is not an "industrial park" but instead a large substation on 10 acres of currently undeveloped property. Other than as set forth herein, CVBFMP is something that Inland Industries is very supportive of and when implemented, would create a very exciting and greatly improved Chula Vista bayfront.

Thank you for your consideration of these comments.

Very truly yours,

óhn \$. Moot

SCHWARTZ SEMERDIIAN BALLARD & CAULEY LLP

JSM/das Enclosure

### 3.4.9 Related Projects Undergoing Separate Environmental Review

Described below are three projects that, while not a part of the Proposed Project, will take place within the Proposed Project planning area. Each of these three projects has independent utility and is undergoing separate environmental review by the regulatory agency responsible for it. For this reason, they are not analyzed in this report, except to the extent they contribute to the cumulative impacts of the Proposed Project. They are discussed here only to provide additional information on anticipated future conditions at the project site.

### 3.4.9.1 Undergrounding of Transmission Lines

The City and SDG&E have signed a Memorandum of Understanding (MOU), the intent of which is to underground SDG&E transmission and distribution lines throughout the City over time. An approximately 150-foot-wide SDG&E easement runs the entire length of the project site (on site) along its eastern boundary to approximately L Street, parallel to I-5. Currently In December 2009, SDG&B completed the undergrounding of three 138-kV circuits, which resulted in the removal of (including-steel lattice bridge structures-towers) exist-within the ROW between J Street and the Sweetwater River, as part of the Silvergate Transmission Substation Project. one of which will be undergrounded, while the other two will be removed. The timing of these projects is subject to several conditions, including funding of the undergrounding by the City pursuant to the MOU. In addition, a 230-kV line proposed for within this casement will behas been placed underground as part of the Otay Mesa Power Purchase Agreement Project. Undergrounding of this line has already been approved. Figure 3-178 shows the location of the SDG&B transmission ROW and location of existing steel lattice structures on the project site, A cross section of the ROW through the project site and its associated futurerecent improvements are shown on Figure 3-198. The undergrounding of any additional transmission lines is not part of the Proposed Project because it is an independent project, subject to the jurisdiction of the CEC and the CPUC, which will be implemented whether or not the Proposed Project is approved. The potential environmental impacts of the undergrounding of transmission lines were analyzed in the Final EIR prepared by CPUC in May 2006.

### 3.4.9.2 Goodrich South Campus Remediation

The 1999 Port/City/Redevelopment Agency/Goodrich Relocation Agreement provided for consolidation of the Goodrich campus north of H Street and the Port's acquisition of the former Goodrich South Campus parcels (Parcels H-15, H-18, H-23, HP-23A, and a portion of HP-5). The Port has begun demolitiondemolished of the buildings on this site, which will be completed prior to commencement of any construction of the Proposed-Project.

**April 2010** 



JOHN S. MOOT

Telephone: (619) 236-8821

E-mail: johnm@ssbclaw.com



# SCHWARTZ SEMERDJIAN BALLARD & CAULEY LLP

Attorneys at Law



JUL 8 8 2012

CALIFORNIA COASTAL COMMISSION SAN DIEGO EGAST DISTRICT

July 19, 2012

VIA FACSIMILE 619.767.2384 & U.S. MAIL

Sherilyn Sarb, Deputy Director Deborah Lee, District Manager California Coastal Commission San Diego Coast District Office 7575 Metropolitan Drive, Station 103 San Diego, California 92108-4402

RE: Chula Vista Bay Front Master Plan/SDG&E Substation

Deputy Director Sarb and District Director Lee:

I believe I may have inadvertently admitted some of the attachments to my July 10, 2012 letter to Diana Lilly commenting on the Chula Vista Bay Front Master Plan ("CVBFM"). Enclosed are Sections 3.4.7.2 and 3.4.5.3 referencing the Bay Front Bikeway. Also, enclosed is the map I made reference to in the letter that does not show the proposed substation any where in the Otay District.

In light of some of the public comments at the July 11<sup>th</sup> meeting of the Coastal Commission in Chula Vista some additional background as to the matters set forth in my previous letter to Ms. Lilly may be helpful to the commissions staff to more clearly understand the issues and concerns Inland Industries has regarding the planned land use designations in the Otay District. A brief time lime of events may be helpful.

On July 20<sup>th</sup> 2007 San Diego Gas & Electric ("SDG&E") commissioned a geological investigation and report for a Bay Front Substation to be located on 1050 Bay Boulevard, Chula Vista, California. The cover of this report, transmittal letter and site maps for the proposed substation is enclosed as **Exhibit 1**. 1050 Bay Blvd is in the original Otay District of the CVBMP. On August 28, 2008, SDG&E submitted to the San Diego Unified Port District ("Port District") a Land Proposal For Replacement of the Chula Vista Substation. **See Exhibit 2**. The site map is on page 2.

The original environmental impact report ("EIR") for the CVBMP at Section 1.5.3.3 of the Executive Summary, and with respect to the Otay District, stated "No new power plant, Energy Utility Zone or residential uses are proposed in the Otay District". See Exhibit 3. The O-4 area,



Sherilyn Sarb, Deputy Director Deborah Lee, District Manager July 19, 2012 Page 2

which is the southern most portion of the Otay District was designated for Industrial Business Park use, the same as appears in the recently published map previously referenced.

On January 5, 2010, the Port District adopted a Resolution Authorizing Real Exchange Agreement with San Diego Gas & Electric For Relocation Of The South Bay Substation, and Authorization To Execute Any Ancillary Agreements Necessary To Finalize The Transfer. On January 6, 2010 Joint Escrow Instructions for the land exchange were agreed to and signed. No EIR was done in connection with this government action as apparently would have been required by the California Supreme Court Decision in Save Tara vs. City of West Hollywood (2008) 45 Cal.4th 116, 129-130. A copy of the January 5, 2010 agenda statement and signed escrow instructions is attached as Exhibit 4.

On May 4, 2010 the Port District adopted a resolution authorizing the Chula Vista Bay Front Master Plan Settlement Agreement by and between the Environmental Health Coalition, and related organizations, the Port District and the City of Chula Vista. The settlement agreement obligated the Environmental Coalition to "Support and actively lobby the California Coastal Commission and the State Lands Commission to approve the final EIR and the Proposed Project", see Exhibit 5. The Environmental Coalition also agreed "to provide no assistance whatsoever, directly or indirectly to any other entity to oppose any governmental approval, permit or other entitlement...."

In May of 2010, Dudek and Associates was asked to prepare an Errata to the Final Environmental Impact Report ("EIR") for the Chula Vista Bay Front Master Plan ("CVBFMP"). While acknowledging in the Errata "The PMP land use designation would be Industrial Business Park", and in table 3-11 of the Errata that parcel O-4 in the Otay District was for Industrial Park Use, the Errata also clearly indicates the existing substation in Otay District would be demolished and relocated to the most southern section of parcel 0-4 in the Otay District. In doing so to the Errata specifically noted such relocation would be under the exclusive jurisdiction and proceedings of the California Public Utilities Commission ("CPUC"). See, Exhibit 6, pages 3-86 and 3-87.

A review of the execute Real Estate and Exchange Agreement and Joint Escrow instructions approved at the Port District meeting on January 5, 2010 required the Port District to exclude from CVBMP the property where it intended to build the substation. At this juncture it is important to note that the Notice provisions adopted by the Port District does not require and the



Sherilyn Sarb, Deputy Director Deborah Lee, District Manager July 19, 2012 Page 3

Port District did not give actual notice to adjacent land owners of either the resolution authorizing Real Estate Exchange Agreement with SDG&E on January 5, 2010 or the May 18, 2010 joint meeting of the Port District and the Chula Vista City Council in which SDG&E excluded through the Land Exchange Agreement the property on which, since 2007, it intended to build the substation. A copy of the notice and the Special Joint Meeting Agenda on May 18, 2010 is attached as **Exhibit 7**.

It was not until the CPUC began their process and as required by their rules, that actual notice was given to the adjacent property owners and Inland Industries learned of SDG&E's intent to build a substation on Bay Boulevard directly across from their property. At this point, Inland Industries became involved and participated in the public scoping process and meeting on August 1, 2011 for the EIR for the substation. It was during this scoping process that Inland Industries learned of the prior governmental actions taken by the Port District to build a substation across the street without an EIR. It was also during this process Inland Industries learned of proposed land uses in the Otay District which were dependent on moving the substation from its current location. Had the Port District initiated the EIR process with the CPUC at the time of the land exchange and signed escrow instructions, the time they knew SDG&E was going to build a substation, Inland Industries would been involved in this process much earlier. It was the EIR scoping process that led to the preparation of the DEIR that alerted Inland Industries to the relationship between the CVBMP and the proposed substation on 10 acres of vacant land across the street from them, west of highway 5.

As stated in my previous letter, the CPUC's DEIR finds the Environmentally Superior Alternative to be No Project or rebuilding on the current site. In either case the substation would remain where it is currently located. One of the likely possibilities for this, as noted in the Executive Summary of the DEIR in Sections E.S.8 and E.S.11.3, and in response to data requests from the CPUC to SDG&E, is that electrically reliability issues can be mitigated by in kind replacement and shedding load to maintain NERC and WECC compliance. The DEIR notes the proposed site involves significant impacts to wetlands and close proximity to the nesting areas of several threatened or endangered species while the current site avoids these impacts. The DEIR executive summary and response to data request No. 11 is attached as Exhibits 8 and 9.

Inland Industries believes that since the EIR process under the jurisdiction the CPUC is ongoing, it would be improper sequencing at this time for the Port District to designate land uses in the Otay District especially when as early as August of 2008 the Port District knew of SDG&E's



Sherilyn Sarb, Deputy Director Deborah Lee, District Manager July 19, 2012 Page 4

intention to build a substation and took action on January 5, 2010 to carry out the building of the substation. While it might have been a good strategy to enter into a settlement agreement with environmental groups so they would not legally challenge the CVPMP, this should not preempt the CEQA process Inland Industries has actively engaged in once the adjacent land owners were given actual notice.

Inland Industries would like the California Coastal Commission and its staff to review and consider the matters set forth in this letter. In March of 2012, SDG&E made clear to both the Port District and the City of Chula Vista that the CPUC was not required to approve SDG&E's request to relocate the substation and that rebuilding the substation at the existing location was technologically feasible and met project objectives. See, e-mail from Sempra Utilities to Port District staff and letter attached as **Exhibit 10**. Given this, the current situation which Inland Industries is bringing to your attention was reasonably foreseeable. Additionally, SDG&E took the position that it did not, and would not meet with Inland Industries to go over their concerns until after the DEIR was released. As indicated in my last letter, those meetings are in process.

Again, Inland Industries supports the CVBMP land use designation for the Harbor and Sweetwater Districts, and respects the time, and effort that went into them. The failure, however, to widely circulate maps showing the new proposed substation on 10 acres of previously undeveloped bay front property, inconsistent language in the original EIR for the CVBMP, and an Errata to this EIR as opposed to an actual EIR for relocating the substation, has led to assumptions regarding land uses in the Otay District before the CPUC undertook the EIR process.

Thank you for consideration with respect to this matter.

Very truly yours,

John S. Moot

SCHWARTZ SEMERDJIAN BALLARD & CAULEY LLP

JSM/cb Enclosures median could be installed in the crosswalk for trolley passengers transferring to and from the shuttle.

In the interim, westbound shuttles would enter the station from Woodlawn Avenue and utilize the bus plaza at the station. These shuttles would exit the station to Woodlawn where they would continue north to E Street and continue on E Street to the west. The intersection of E Street and Woodlawn Avenue is signalized. Eastbound shuttles could enter the station from E Street via the east station driveway and proceed to the bus plaza. Eastbound shuttles could then exit to Woodlawn Avenue and continue toward F Street to continue the route eastbound on F Street.

In addition to the Green Car Line, Gaylord-will provide-a private shuttle system <u>may be used</u> to transport <u>its</u>-employees between the H-18 parking structure and the H-3 parcel in the Harbor District.

### 3.4.7.2 Bayfront Bikeway Loop Alignment

In concert with planning efforts to provide a continuous bikeway system between National City and Imperial Beach as part of the San Diego Association of Governments (SANDAG) Bayshore Bikeway, the project proposes a bikeway loop connecting the Bayshore Bikeway with the various activity centers and elements of the Proposed Project. As part of the Proposed Project, a continuous Class I bike path, or Bayfront Loop, is proposed. The Bayfront Loop would begin at the E Street/Bayshore Bikeway intersection, traverse through the Proposed Project development, and re-join the Bayshore Bikeway at Bay Boulevard south of L Street (see Figure 3-170).

This Class I bike path is proposed along: the western edge of E Street in the Sweetwater and Harbor Districts within parcels S-1, S-2, and HP-1, along the south side of H Street east to Marina Parkway within parcels H-8 and H-9, along the west side of Marina Parkway south to J Street, along the south side of J Street east to Bay Boulevard within parcels HP-7 and HP-8, and along the west side of Street A and Street B in the Otay District southeast to Bay Boulevard. Due to ROW constraints within the transition from the Sweetwater to the Harbor districts, bicycle access along the E Street bridge would be provided within a 16-foot-wide multipurpose trail that would be shared with pedestrians, and bicycle access along the portion of the E Street extension adjacent to H-1A (adjacent to the existing boatyard site) would be provided within a 10-foot-wide buffer.

In addition, in March 1998, the California RWQCB issued CAO No. 98-08 to Goodrich. The CAO ordered Goodrich to conduct a site-wide Environmental Site Assessment, conduct comprehensive stormwater runoff sampling, conduct a comprehensive stormwater 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.

The CAO addresses all current and former property used, leased, or otherwise controlled by Goodrich since its inception on the Chula Vista waterfront as Rohr Aircraft Company. This includes contaminant releases within the former Goodrich South Campus, and the Goodrich North Campus, as well as discharges within adjacent Proposed Project Parcels such as H-3, HP-1, HP-5, H-8, H-9, H-13/H-14, and H-21. All remediation work associated with the Goodrich CAO will be completed under the oversight of the RWQCB. In addition, remediation of a given parcel will proceed in accordance with an agency approved clean-up plan. This EIR assumes the former Goodrich South Campus buildings have been demolished, and that remediation of the contamination on the affected parcels has been completed or is in progress—pursuant to the requirements of the RWQCB.

### 3.4.9.3 The Bayshore Bikeway

Planning efforts are currently underway by SANDAG to relocate the Bayshore Bikeway to a new Class I bike path facility along the existing SDG&E utility corridor located approximately a quarter-mile west of I-5. The SDG&E ROW corridor between E Street and Main Street, which extends through the Proposed Project area, is proposed for a segment of the future new Class I bike path facility. Construction would occur following the undergrounding of the existing overhead transmission lines, which is anticipated to occur by 2009 (see Section 3.4.9.1 of this chapter for details on the undergrounding of the transmission lines). This segment through Chula Vista would provide a continuous bikeway system between National City and Imperial Beach.

Figure 3-176 depicts the alignment of the proposed Bayshore Bikeway along the SDG&E ROW. The new Class I bikeway would cross E Street, F Street, H Street, and J Street. The bicycle route would cross the F Street extension to the west of the F Street/Bay Boulevard intersection. This intersection would be signalized to ensure maximum safety.

The Proposed Project proposes a continuous Class I bikeway loop that would connect the Bayshore Bikeway with the various activity centers and elements of the Proposed Project (see Section 3.4.7.2 above).

### 3.4.9 Related Projects Undergoing Separate Environmental Review

Described below are three projects that, while not a part of the Proposed Project, will take place within the Proposed Project planning area. Each of these three projects has independent utility and is undergoing separate environmental review by the regulatory agency responsible for it. For this reason, they are not analyzed in this report, except to the extent they contribute to the cumulative impacts of the Proposed Project. They are discussed here only to provide additional information on anticipated future conditions at the project site.

### 3.4.9.1 Undergrounding of Transmission Lines

The City and SDG&E have signed a Memorandum of Understanding (MOU), the intent of which is to underground SDG&E transmission and distribution lines throughout the City over time, An approximately 150-foot-wide SDG&E easement runs the entire length of the project site (on site) along its eastern boundary to approximately L Street, parallel to I-5. Currently, In December 2009, SDG&E completed the undergrounding of three 138-kV circuits, which resulted in the removal of (including-steel lattice bridge structures-towers) exist-within the ROW between J Street and the Sweetwater River, as part of the Silvergate Transmission Substation Project.-one of which will be undergrounded, while the other two will be removed. The timing of these projects is subject to several conditions, including funding of the undergrounding by the City pursuant to the MOU. In addition, a 230-kV line proposed for within this easement will behas been placed underground as part of the Otay Mesa Power Purchase Agreement Project. Undergrounding of this line has already been approved. Figure 3-178 shows the location of the SDG&E transmission ROW and location of existing steel lattice structures on the project site. A cross section of the ROW through the project site and its associated futurerecent improvements are shown on Figure 3-198. The undergrounding of any additional transmission lines is not part of the Proposed Project because it is an independent project, subject to the jurisdiction of the CEC and the CPUC, which will be implemented whether or not the Proposed Project is approved. The potential environmental impacts of the undergrounding of transmission lines were analyzed in the Final EIR prepared by CPUC in May 2006.

### 3.4.9.2 Goodrich South Campus Remediation

The 1999 Port/City/Redevelopment Agency/Goodrich Relocation Agreement provided for consolidation of the Goodrich campus north of H Street and the Port's acquisition of the former Goodrich South Campus parcels (Parcels H-15, H-18, H-23, HP-23A, and a portion of HP-5). The Port has begun-demolitiondemolished of the buildings on this site, which will be completed prior to commencement of any construction of the Proposed Project.

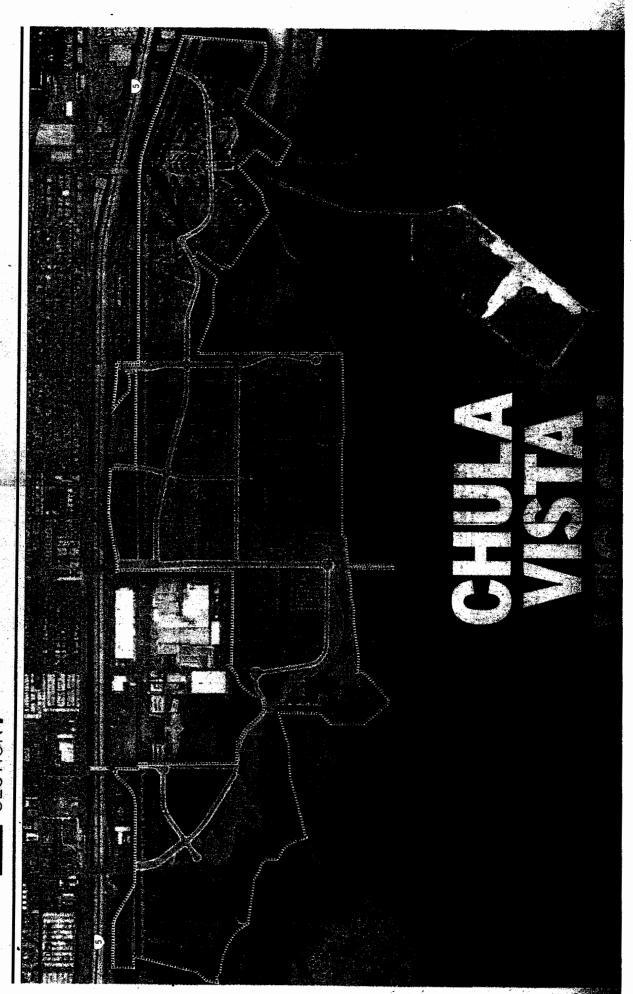
# SECTION F

F2 Editorial

F2 Letters

F3 Opinion

F4 Books



### San Diego Unified Port District Port Master Plan Amendment



# Chula Vista Bayfront Master Plan & Port Master Plan Amendment

Existing/Proposed Plan Text and Plan Graphics

> May 2010 \*Revised July 2012

Note: Text to be **deleted** shown in strike-out and text to be **added** shown in <u>underline</u>.

Text in italics is for clarification only and is not part of the Plan Amendment.

TABLE 4
PORT MASTER PLAN
LAND AND WATER USE ALLOCATION SUMMARY

LAND AND WATER USE ALLOCATION SUMMARY						
LAND USE COMMERCIAL	ACRES 373.5 455.2	<u>WATER</u> <u>USE</u>	ACRES 383.0 388.6	TOTAL ACRES 756.5 843.8	% OF <u>TOTAL</u> <del>14<u>15</u></del> %	
Marine Sales and Services	<del>18.8</del> <u>9.1</u>	Marine Services Berthing	17.7		_	
Airport Related Commercial	38.0					
Commercial Fishing		Commercial Fishing Berthing	18.8			
Commercial Recreation Sportfishing	<del>304.1</del> <u>395.5</u> 4.3	Recreational Boat Berthing Sportfishing Berthing	<del>335.4</del> <u>341.0</u> 11.1			
INDUSTRIAL	<del>1206.4</del> 1158.7		<del>217.7</del> <u>212.0</u>	<del>1424.1</del> 1370.7	<del>26</del> <u>24</u> %	
Aviation Related Industrial	152.9	Specialized Berthing	<del>170.5</del> <u>164.8</u>	<u></u>		
Industrial Business Park Marine Related Industrial Marine Terminal International Airport	113.7 69.5 322.1 318.6 149.6 468.1	Terminal Berthing	47.2			
PUBLIC RECREATION	<del>280.5</del> 409.5		<del>681.0</del> <u>681.3</u>	<del>961.5</del> 1090.8	<del>18</del> <u>19</u> %	
Open Space Park/Plaza Golf Course	19.0 66.7 146.4 213.0 97.8	Open Bay/Water	<del>681.0</del> <u>681.3</u>	1090.6		
Promenade	<del>17.3</del> <u>32.0</u>					
CONSERVATION	<del>399.2</del> <u>485.3</u>		<del>1058.6</del> <u>1084.6</u>	<del>1457.8</del> <u>1569.9</u>	<del>27</del> 28%	
Wetlands	<del>304.9</del> <u>375.8</u>	Estuary	<del>1058.6</del> <u>1084.6</u>			
Habitat Replacement	<del>94.3</del> <u>109.5</u>					
PUBLIC FACILITIES Harbor Services	222.9 242.1 2.7 2.6	Harbor Services	394.3 387.9 10.5	<del>617.2</del> <u>630.0</u>	<del>12</del> 11%	
City Pump Station Streets	0.4 <del>219.8</del> _239.1	Boat Navigation Corridor Boat Anchorage Ship Navigation Corridor Ship Anchorage	284.6 274.3 25.0 50.0 53.9 24.2			
MILITARY	25.9		125.6	151.5	3%	
Navy Fleet School	25.9	Navy Small Craft Berthing Navy Ship Berthing	6.2 119.4			
TOTAL LAND AREA	<del>2508.4</del> <del>2776.7</del>	TOTAL WATER AREA	2860.2 2880.0			
MASTER PLAN LAND AN	ID WATER AC	REAGE TOTAL		<del>5368.6</del> <u>5656.7</u>	100%	

### 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 paid holidays, leisure 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 overcommercialization 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 287400 acres of land and about 343352 acres of water area, including sportfishing and recreational craft berthing. The Commercial includes Recreation category hotels. restaurants, convention center, recreational vehicle parks, specialty shopping, pleasure craft marinas, water dependent educational and recreational program facilities and activities, dock and dine facilities (public boat docks located in proximity to a restaurant or other retail use where boaters may tie up and disembark for a short period of time to dine. shop, or enjoy other recreational 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 iust rooms. Overnight accommodations should be provided for a range of incomes.

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

space; retail shops handling gifts, novelties, clothing, jewelry, and home furnishings; wholesale and retail fish sales, fish and seafood processing, and unloading docks for vessels and trucks. Characteristic of shopping centers, the specialty shopping developments allocated on tidelands are usually managed and operated as a unit. Shopping areas will feature a major open space format, separate pedestrian traffic from vehicular movement by emphasizing pedestrian mall and plaza developments improved with landscaping, sitting areas, fountains and sculpture. Specialty shopping areas are allocated in Precise Plans for Planning Districts 3 and 6, and 7.

Pleasure Craft Marinas are encouraged to provide a variety of services for boats and boat owners. Services could possibly include in-season wet and dry berthing and dock lockers; boat rentals, charter and sales; sailing schools and membership sailing clubs; fueling docks; launching for transients; automobile parking; dockside electricity; fresh water telephones; holding tank pumpout stations and disposal facilities for waste oil and hazardous substances; restrooms showers: repairs: maintenance: off-season storage; ice and fuel. Accessory facilities provided as part of a full-service marina or in the commercial recreational areas and within close proximity to the marinas should include shopping areas for groceries, medicine and clothing; restaurants; shoreside living and recreational accommodations for boatmen; supplies; boating equipment; navigation instruments; marine electronics; and sailmaking. Users requiring water frontage are given preference because it is desirable to maintain a dynamic waterfront in recreational areas, which is functionally sound and capable of providing essential services to the operation of a small craft harbor. Proposed recreational boating facilities, to the extent feasible, are to be designed and located so as not to interfere with the needs of the commercial fishing industry.



Recreational Vehicle /
Camping parks provide low cost, visitor serving recreational opportunities for enjoying scenic and commercial amenities on the

Bay. Such parks may contain ancillary facilities such as offices, pool/spas, snack bars, general stores, meeting spaces, game rooms, laundry rooms, associated parking spaces, and playground equipment.

Recreational Vehicle/Camping park designated areas are found in Planning District 7.



### **Recreational Boat**

**Berthing.** Water area used primarily for recreational craft storage, refueling, boat brokerage

storage area, sailing school docking, water taxi, excursion ferry and charter craft operations, guest docking, boat launching, sewage pump out, water craft rental, boat navigation corridors, breakwaters recreational craft protection, navigation facilities, aids to navigation, floats, docks, breakwaters. piers, wave attenuation structures, seawalls, shoreline protection, and any other necessary or essential facilities for providing water-side docking refuge to recreational marine craft and commercial passenger vessels.



**Sportfishing.** Deep-sea sportfishing is big business in California and San Diego enjoys a major share of that activity.

The local fleet takes a large portion of the State's total sportfishing catch of the larger sport fish – yellowtail, yellowfin, albacore, and giant sea bass. Sportfishing brings new revenue into the region from customers heavily drawn from the Los Angeles metropolitan area, and from a small but important segment of out of state fishermen.

The intensity of sportfishing activities reflects the cyclical nature of the sportfishing operations (half day and full day), and the seasonal nature of sportfishing for certain fish species that produces a winter slack season. The size of the local sportfishing fleet also increases two to three times during the peak period from April to September. Operating schedules for most boats provide for pre-dawn



### Industrial-Business Park is

a land use category that permits a wide range of industrial and business uses sited in development that emphasizes clustering of

buildings, extensive landscaping, landscaping, and shared open space.

Coastal dependent developments, including, but not limited to, Marine Related Industrial or Commercial uses, shall have priority over other developments on or near the shoreline. The development of industrial-business parks can be an asset to the bay region because of the stimulating effect such developments usually have on the local economy by attracting new businesses as well as retaining existing firms that might otherwise leave the area. The industrial-business park area is reserved for the types of industrial activities associated with the manufacture, assembling, testing, servicing, processing, storing or distribution of products; wholesale sales; retail sales that are incidental to uses: transportation permitted and communication uses; parking; industrial. construction, government and business services; and research and development. The Industrial-Business Park classification will also integrate other land uses within the industrial environment. Such integration is prompted by recognition of the fact that the traditional industrial park, while carefully providing for efficient operation for industrial purposes. typically has ignored many community, employee and tenant needs. This use group allow would industrial. commercial. professional, business service, and recreation uses and facilities.

Hotel, restaurant, integrated meeting and conference space, cultural (museums and similar), specialized retail store, and businessprofessional office uses would be allowed in a campus setting. Permitted recreational uses include, but are not limited to, landscaped areas, promenades, public walkways, parks, picnic areas, and active sports facilities (where associated with a business park campus and intended for employees). 1000-foot separation shall be maintained between any childcare facility and any facility using or storing hazardous materials, whichever facility is developed first.

### **Public Recreation Use**

### 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 multilingual 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. thoughtfully planned, both public recreational developments and commercial recreational developments benefit from each other as offsite 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 Recreational facilities frequently associated with parks include public fishing piers, boat launching ramps, beaches, historic and environmentally interpretive features, public art, cultural uses, vista areas, scenic roads, bicycle and pedestrian ways, water dependent educational and recreational program facilities and activities, small food and beverage vending, and other parkactivating uses that are ancillary to the public Maintenance of park and other uses. landscaped areas shall be provided through integrated pest management and Best Management Practices to avoid or minimize the application of chemicals to such areas.

**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. Where feasible, Class I bikeways should be provided consistent with SANDAG's regional Bayshore Bikeway system. A Class I bikeway shall include a

minimum paved width of 8 feet separated from vehicular roadways.

Pedestrian and bicycle facilities located on tidelands should: insure physical access to the water's edge unless safety, security or compatibility reasons negate; be accessible to parking and mass transit facilities; and link appropriate portions of the waterfront for continuous longitudinal access. A variety of route locations is encouraged to extend the pedestrian and bike environment through parks, commercial development and by the working port areas. Special provision for persons with disabilities shall conform to applicable Law.



**Open Space** provides amenities contributing to a more satisfying and stimulating environment. These areas include landscaped traffic inter-change and median

strips, and isolated narrow and irregular shoreline areas where use and development potential is severely limited and where publicly placed works of art can enhance and enliven the waterfront setting. The Open Space designation may also include limited use and/or transitional zones from biologically significant resources deserving protection and preservation.

Public access within open space setback areas is limited to passive uses, such as outlooks, picnic areas, and/or spur-trails. Such uses should include interpretive and educational opportunities while allowing coastal access in a manner that will ensure the protection and preservation of sensitive habitat areas.



**Golf Course** is used in Planning District 6 to illustrate this 98-acre land allocation. The continuation of this use is anticipated for the duration of the planning period.



**Open Bay** is a category allocated to water areas adjoining shoreline recreational areas, the boat launching ramp, fishing pier, vista areas and other public

recreational facilities where the need for open water is related to the proper function of the shoreside activity. Multiple use of open bay water areas for recreational and for natural habitat purposes is possible under this use category designation. Boat Launching Ramp indicated by symbols on



the Planning Maps, provides facilities for launching thousands of trailerable pleasure craft throughout the year for purposes of boating, fishing, regattas, and water skiing. The requirements

for new or expanded launching ramps need to be carefully considered since boat access areas and parking areas for both car and boat trailer consume large land areas. While existing boat launching ramps are to continue operation during the planning period, alternatives other than providing new launching areas should be considered due to the high land consumption involved. Drv stack storage, which accommodates trailerable size boats, is proposed in Planning District 6.

**Public Fishing Pier** areas include the pier structures, necessary land support area adequate for parking and access, and the surrounding water area. Boating activities near



the pier, which may interfere with fishing, are discouraged. Commercial activities relating to food and beverage, and bait and tackle sales and rental are generally associated with the

activity. While pier site selections should be based on a number of criteria, including fish species surveys, fish habitat or artificial reef-like improvements are frequently desirable. Three existing piers are used by fishermen at all hours of the day and night currently. Three more piers are recommended in Planning Districts 2, 3 and 6. Fishing piers are indicated by symbol on the Land and Water Use Maps.



**Public Access** has been highlighted by symbol on the Plan maps for public recreational areas. The development of these physical accessways is

only one of the four access categories established in this Plan and discussed in Section III of this document.



**Vista Areas** include points of natural visual beauty, photo vantage points, and other

panoramas. It is the intent of this Plan to guide the arrangement of development on those sites to preserve and enhance such vista points. Major vista areas are indicated by symbol on the Plan maps.

### Conservation

### Land Use Objectives & Criteria

Natural marine resource utilization activities on tidelands should:

- be planned and located so as to present minimum conflicts with existing and proposed incompatible uses.
- promote the multiple utilization of the unique plant, shellfish, fish and wildlife resources of the bay.
- encourage the protection and restoration of functional areas which have a high ecological value.
- be accessible to the public for nonappropriative uses consistent with nature interpretive functions.
- enhance the open space character of San Diego Bay.

### Master Plan Interpretation

Areas included in the conservation group are scheduled for little or no development. The intent is to preserve, maintain and enhance natural habitat areas so that biological productivity will be sustained.

Areas of extraordinary biological significance are identified and given special protection under four categories of use: wetlands, estuary, salt ponds and habitat replacement. Much of the shallow water areas located in the South Bay are considered to have great potential for restoration.



### Wetlands

Wetland areas are undeveloped arealands having high biological productivity that are

alternately covered with water and exposed to air. They occur in the South Bay in Planning Districts 7 and 9. Wetlands total 392 acres, although the delineations is are conceptual in nature and may fluctuate with changing natural cycles.

Wetlands may house unique forms of life, some species of which are considered rare or endangered. In any case, they are recognized in the plan as important natural habitat for microscopic plant and animal life which form basic food for larger fish. They also provide breeding and nesting sites for migratory or native birds.

Wetlands are to be preserved, protected and, where feasible, restored. Development shall be limited to restoration, nature study or similar resource-dependent activities. Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Any diking, filling or dredging occurring in these areas shall maintain or enhance functional capacity of the wetlands.

The Wetlands designation may include required wetland buffers from delineated wetland areas. Where new development is proposed near an identified wetland, a buffer of at least 100 feet in width from the upland edge of wetlands and at least 50-feet in width from the upland edge of riparian wetlands habitat must be provided. Buffers should take into account and adapt for rises in sea level by incorporating wetland migration areas or other sea level rise adaptation strategies appropriate. The CDFG and USFWS must be consulted in such buffer determinations and in some cases the required buffer, especially for salt marsh wetlands, could be greater than 100 feet. Development within wetland buffers is limited to minor passive recreational uses, such as outlooks, and/or spur-trails, with fencing, or other improvements deemed necessary to protect the habitat, to be located in the upper (upland) half of the buffer area. Such improvements should include interpretive and educational opportunities while allowing coastal access in a manner that will ensure the protection and preservation of these sensitive habitat areas.

This land use designation may include areas designated for mitigation, or areas that have been identified for potential wetland enhancement, restoration and/or creation opportunities. Such mitigation would be implemented in conjunction with development projects, or could be implemented and banked for use as mitigation for future development projects.



An **Estuary** is the confluence of a river with the ocean, especially an area of the sea at the lower end of a river. In the

Master Plan, estuaries comprise the shallow, sub-merged areas of South San Diego Bay and are valuable in much the same way as are wetlands. The warm shallow water nurtures microscopic plants that are eaten by the small fish inhabiting the estuary.

The Otay River, historically the source of the South Bay estuary, now contributes little fresh water to the area; however, natural tidal fluctuations provide some salt-water exchange. The northerly extent of the estuary area occurs where development in the form of dredging has deepened the water to a point where the productivity and its biological importance is significantly reduced. Estuary designation is found in Planning Districts 7, 8 and 9.

Development in estuaries is limited to new or expanded boating facilities (including entrance channels), intake and outfall lines, restoration work, nature study, aquaculture, and resource-dependent activities. Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats, and water circulation. Diking, filling or dredging in existing estuaries shall maintain or enhance the functional capacity of the wetland or estuary.

Use of the water surface for boating, fishing and similar water oriented recreational uses is also permitted; however, efforts should be made to reduce potential environmental damage.



**Salt Ponds** occupy the extreme southerly end of San Diego Bay (Planning District 9). The shallow, diked ponds are

used to produce salt by solar evaporation. The ponds and dikes have proved to be suitable habitat for many bird species, providing nesting, resting and specialized feeding areas for local and migratory aquatic birds.

A continuation of salt production is proposed in the South Bay. This activity provides for salt production, maintains bird habitat, and provides open space and vistas, which enhance the appearance of the South Bay. Reutilization of some salt ponds for potential mariculture uses has for See Planning District 9 development. description for further information.

Habitat Replacement, an area of about 55 acres, is delineated in Planning District 7 for the creation of a marsh island to be used to replace wildlife habitat removed during other development around the bay. This project is under construction. Habitat replacement refers to the concept of recreating, as closely as possible, the type of



environment conducive to the maintenance, protection and growth of wildlife species deemed important. This might include endangered species as well as

<u>economically</u> <u>environmentally</u> significant wildlife.

Uses which conflict with the above objective would be prohibited in habitat replacement areas. After creation of the area by diking, dredging and filling, the only activities which would be permitted would be nature study, academic research and instruction related to the area, and similar resource dependent activities. It is not anticipated that public access would be provided or allowed unless detrimental environmental conflicts could be avoided.

# CHULA VISTA BAYFRONT: Planning District 7

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

Historically, harbor development in the South Bay has lagged behind the North Bay because of shallow water, distance from the harbor entrance, environmental concerns, and other factors. However, by about 1990, Port land on the Chula Vista Bayfront had been developed into public parks, excursion pier, boat launching ramp, recreational vehicle (RV) park, marinas, boatyards, warehouses, and a recreated wildlife habitat island. Police and emergency waterborne services are provided to the South Bay from the Harbor Police substation near the boat launching ramp. The Chula Vista Bayside Park Pier provides public fishing and large vessel berthing, and the Marina Parkway Pier provides berthing and landside automobile parking for users. The major development on the Chula Vista Bavfront <del>is</del>—was an aircraft manufacturing plant, which occupies occupied both District lands and uplands, that has consolidated its operations north of H Street and now occupies only uplands.

Marine and biological resources are abundant throughout the entire planning district, primarily due to its proximity to San Diego Bay and the estimated 3,940-acre South San Diego Bay National Wildlife Refuge.

Over recent years, the Port has acquired approximately 291 acres of uplands in this planning district, including the former Goodrich South Campus, park area, and properties at the south end of the planning district containing the existing switchyard and power plant. Most recently, as part of the Chula Vista Bayfront Master Plan (CVBMP) and in an effort to improve land use compatibility at the north and middle portions of the planning district, the Port completed a land exchange with a private entity. The exchange enables residential and non-trust related retail and office development to occur on approximately 35 acres of former Port properties now under the City of Chula Vista's (City) jurisdiction, and places approximately 97 acres of land at the north end of the planning district, formerly under the City's jurisdiction, within the Port's trusteeship and jurisdiction. In addition, the City has acquired from the Port a vacant parcel for a proposed fire station. Planned uses for the acquired land areas are further described in each of the planning subareas.

### Precise Plan Concept

With the goal of transforming the planning district into a world-class bayfront, the Port developed the Chula Vista Bayfront Master Plan (CVBMP or plan) in 2005. The CVBMP resulted from a cooperative planning effort with the City of Chula Vista, which involved extensive public outreach and community participation.

The CVBMP is intended to guide the development of approximately 556 acres of the Chula Vista Bayfront over the next 24year period. The Pplan Concept for District lands proposes a multiple-faceted land use allocation within this Pplanning Ddistrict, including environmental conservation and development of public park and commercial recreational uses. The Proposed development proposal emphasizes public waterfront amenities and public access to enhance the bayfront's natural and economic resources. The plan increases public access opportunities while restoring and protecting natural resources, serving to attract visitors from outside the region as well as local residents to use the marine recreational facilities and public areas. Additionally, the plan strengthens the bayfront's connection to the Chula Vista urban core and neighborhoods to the east by extending the City's traditional street grid to ensure pedestrian, vehicular, bicycle, and transit, and water linkages. Recreation boating marinas have been developed to meet part of the increasing regional demand for recreational boating and wet storage marinas. A recreational vehicle park provides shortterm parking spaces for visitors so they can enjoy the Chula Vista Bayfront. Other public recreational opportunities can be found in the large Bayside Park, the public boat launching ramp and its existing peninsula, and Marina View Park.

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

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

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

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

The plan proposes to redevelop underutilized and vacant areas with a mix of land uses, along with a new roadway and infrastructure system throughout the planning district. A variety of public amenities are proposed, including: a signature park and other open

space areas, buffers, cultural uses, piers, a new commercial harbor and reconfiguration of marina slips, a community boating center, a terminal. navigation ferry channel improvements, an RV park, a continuous and comprehensive pedestrian pathway system, bicycle paths, ample parking areas, and public art. Proposed development includes hotel and conference facilities, retail/entertainment, cultural (museums and similar uses), and marine related office. A maximum of 2,850 hotel rooms are allowed within the boundaries of the CVBMP.

There are a multitude of existing and proposed recreational opportunities within the planning district. Recreation boating marinas have been developed to meet part of the increasing regional demand for recreational boating and wet storage marinas. An RV park provides short-term parking spaces for visitors to enjoy the Chula Vista Bayfront. Other public recreational opportunities can be found at the large Bayside Park that includes a public fishing pier, the Chula Vista Bayfront Park with its public boat launching ramp, and Marina Park. View Planned recreational improvements include two new large parks, enhancements to existing park areas, a new pier, as well as a continuous open space system that is fully accessible to the public and seamlessly connects the bayfront to the region. This open space system will create a comprehensive greenbelt linkage throughout the entire planning district with a continuous pedestrian walkway, or "baywalk", and a bicycle path that would tie into the regional Bayshore Bikeway system. appropriate, Class I bicycle paths, including 8foot minimum paved widths separated from vehicular roadways, will be provided. CVBMP emphasizes an active commercial harbor with public spaces at the water's edge as well as enhanced existing and newly created visual corridors to the bay.

The plan also includes buffers adjacent to environmentally sensitive resources in order to ensure such habitat areas are protected and preserved. Best management practices and natural retention basins will be implemented throughout the planning area to prevent degradation to sensitive areas and to curb storm water pollution to the bay. Additional measures for the protection of natural resources and the environment, including specific planning, design, education,

implementation and management elements have been incorporated into the CVBMP.

To ensure adequate coastal access is provided for the public, the CVBMP requires appropriately allocated on-site parking spaces to be developed with bayfront commercial and recreational uses. Additionally, commercial development throughout the planning district is required to participate in and contribute a fair share to the implementation of an employee shuttle system that connects users to a collector parking structure located near Interstate 5, thereby ensuring the availability of bayfront parking for the public. In the Harbor District, typical parking requirement standards for high intensity uses may be reduced if it can be demonstrated that the use will be adequately served by alternative transit.

In addition, the Chula Vista Bayfront Shuttle service will be phased concurrent with development. At a minimum, service will be provided upon the issuance of Certificate of Occupancy for either the H-3 resort conference center hotel or the 500<sup>th</sup> residential unit in the City CVBMP area. Implementation of the shuttle is anticipated to include participation by commercial development within the plan area.

These scenarios are cited to indicate only the magnitude or possible range of development. The ultimate use will depend on the development market and on opportunities created by more flexible land use classifications Implementation of the CVBMP is envisioned to occur in four phases over the next 24 years, and will be contingent upon and subject to many factors, such as availability and timing of public financing and construction of public improvements, terms of existing long-term leases, actual market demand for and private financing of proposed development, lease negotiations, approvals for and demolition and/or relocation of existing uses, approvals for new uses, and other approvals.

Redevelopment of the Chula Vista Bayfront is guided by the "Chula Vista Bayfront Development Policies" document, which is incorporated into this document by reference. The "Chula Vista Bayfront Development Policies" document contains policies from

adopted and approved plans, certified environmental documents, required mitigation measures, enforceable settlement agreements, and conditions included in the approval process. All development projects must comply with these policies and standards. Implementation of the "Chula Vista Bayfront Master Plan Public Access Program", which is also incorporated into this document by reference, must occur as redevelopment takes place.

### Land and Water Use Allocations

A total <u>1,690 of 1,978</u> acres of Chula Vista Bayfront are allocated to commercial, industrial, public recreation, conservation, and public facilities activities (Table 18).

## Chula Vista Bayfront Planning Subareas

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

### D Street Area

The D Street Area includes approximately 63 acres of land and water area designated for Habitat Replacement, Estuary, Open Bay, Boat Navigation Corridor, and Ship Navigation Corridor uses. A 33.2-acre portion of the northwest corner of the City of Chula Vista lies within Port District jurisdiction. Under the pelan, tidelands have been reserved for uses which would take advantage of the deep water channel in the Sweetwater Flood Control Channel, and for the habitat Habitat replacementReplacement.

It is intended that the tideland uses will not only utilize the valuable deep water to a high potential and provide the income to develop public recreation areas, but will establish a buffer zone between the National City Marine Terminal (with its associated industrial uses) and the ultimate use of the uplands. The D Street Fill area adjacent to the Sweetwater Flood Control Channel, designated as Estuary, mitigates the loss of intertidal and shallow sub-tidal habitat resulting from the Marine Terminal National City Extension project.

### **Gunpowder Point Shoreline**

Between the D Street Area and G Street lies a very small sliver of land (2 acres) and a broad intertidal mud flat. This area will be preserved as wetlands and has been designated as such, as discussed in Section III under the Conservation category. This subarea totals approximately 223 acres and includes mostly land area designated for Wetlands use, along with some water areas designated as Estuary. To provide for the long-term protection and management of the sensitive habitat known as the Sweetwater Tidal Flats (running north from the boatvard to the Sweetwater River Channel), the Port will enter into a cooperative agreement with the US Fish and Wildlife Service that will address the placement of educational and enforcement signage, longterm maintenance, and additional protection measures such as increased monitoring and enforcement. The cooperative agreement will executed prior to development commencement in the Sweetwater or Harbor districts.

### <u>Chula Vista Bayfront</u> Master Plan

The CVBMP planning area consists of the northern Sweetwater District, the middle Harbor District, the southern Otay District, Chula Vista Harbor, and Boat Channel subareas. The Sweetwater District proposes the lowest intensity development and focuses on lower scale, environmentally sensitive and ecologically themed uses. In contrast, the Harbor District is intended to provide a significant link from the City to the bayfront includes the highest intensity development. Lastly. the Otav District proposes moderate intensity mixed-use development. Each of the districts contain substantial amounts of open space and public amenities, and are seamlessly connected by greenbelt linkages that include pathways for pedestrians and bicyclists. A maximum of 2.850 hotel rooms are allowed within the boundaries of the CVBMP. Each CVBMP district, or planning subarea, is further described below.

### Sweetwater District

The Sweetwater District, acquired by the Port as part of the aforementioned land exchange,

is approximately 97 acres in size and is generally undeveloped and consists predominantly of fallow fields.

Public spaces and development planned for this subarea focus on lower scale, environmentally sensitive and environmentally themed uses. Land use designations include Open Space, Habitat Replacement, Wetlands, Park/Plaza, Commercial Recreation, and Promenade.

Undeveloped land along the northern and western boundaries of the district will be established as a 400-foot-wide buffer/setback area. The buffer/setback is intended to preserve and protect the adjacent Sweetwater Marsh Wildlife Refuge from planned development and to provide a gradual transition from undeveloped native landscape to developed areas. From west to east, the buffer/setback area consists of a 200-footwide "no-touch" zone, a 100-foot-wide "limited use" zone, and a 100-foot-wide "transitional use" zone. The no-touch zone primarily consists of wetland and upland habitat. To prohibit access by the public and nuisance predators into the sensitive habitat areas, the eastern boundary of the no-touch zone will include six-foot-high vinvl-coated chain link fencing. Fence installation shall include land contouring to minimize visual impacts of the fence. The limited use zone will contain outlook stations, open space areas, and a meandering trail system. The transitional use zone will accommodate increased recreational uses such as picnic areas and trails, and consists of revegetated open space. southwestern portion of the buffer, which is designated as Wetlands, consists of lands potential enhancement, identified for restoration or creation of wetland mitigation areas. The outlook stations, which will be connected by meandering trails designated as Promenade, will provide viewing areas of the bay and wildlife, and will include educational elements such as kiosks, sculptures, or interpretive signs.

In addition, a 21-acre signature park is proposed with greenbelt linkages to park areas in the Harbor District. The park is envisioned as a passive use, meadow-type open space with amenities such as: landscaping, lighting, restrooms, drinking fountains, bicycle racks, children play areas, picnic areas, benches, trash receptacles,

interpretive signage, landscaped berms, public art, decomposed granite paving, and parking. The park is to be passive in nature. be low-impact and contain minimal structures. Allowed structures include restrooms, picnic tables, shade structures and overlooks, and are limited to single-story heights. No athletic field amenities or unattended food vending will be allowed. The park will utilize low water-use ground cover alternatives where possible and trails will not be paved. Due to the immediate adjacency to sensitive habitat areas, amplified sound equipment and issuance of park use permits for group events will be prohibited. The signature park parcel is assigned the Park/Plaza land use designation.

At the northern end of the district, planned development includes: a low-scale, low profile, lower-cost overnight accommodations, such as a campground and/or RV park and limited meeting space, food service, and retail shops associated with the development. Other uses include a parking area and access road for the Chula Vista Nature Center; and a low-intensity mixed use commercial recreation/marine related office development of approximately 60,000 to 120,000 square feet in size. Building heights in the Sweetwater District range from one-story on the north side of the E Street extension to 45 feet on the south side of E Street. An approximately 100-foot-wide buffer will separate the existing seasonal wetland. located between E and F Streets, from adjacent development.

Roadway improvements planned include the extension of E Street into the Harbor District, and re-routing of the terminus of F Street to connect to the E Street extension. A trail connection west of the F Street terminus will be limited to emergency vehicles and pedestrian and bicycle access. Each of the new roadways, as well as the connecting trail, include the Promenade land use designation to indicate pedestrian and bicycle connections to the rest of the planning district.

### <u> Harbor District</u>

The Harbor District includes a total of approximately 223 acres of land area, of which approximately 191 acres lie within District jurisdiction. As a result of the land exchange previously described, an interior

portion of this subarea falls under the City's jurisdiction and is intended for private residential, general office, retail and hotel development – all of which has been planned in conjunction with the CVBMP.

The Harbor District encompasses the greatest diversity of existing uses, including the majority of the planning district's developed commercial uses and areas accessible by the public. Existing uses include a boat yard, yacht club, marinas, restaurants, RV park, former industrial and supporting parking facilities, and waterfront parks.

Proposed development in the Harbor District is the highest intensity of the plan and encourages an active, vibrant mix of uses and public spaces. Land use designations within this subarea include Open Space, Wetlands, Park/Plaza, Commercial Recreation, and Promenade. Up to 2,850 hotel rooms are proposed in the Harbor District at two separate sites. The exact number of rooms may be allocated among either site, up to the 2,850 room maximum for the Harbor District.

Public amenities in this subarea include Park/Plaza-designated land areas, which include the existing Bayside Park that will be improved as a 25-acre extension of the signature park with similar amenities, such as lighting, sculptures, restrooms, interactive fountains, plaza areas, drinking fountains, bicycle racks, tot lots, picnic areas, benches, trash bins, interpretive signage, a sculpture garden, landscaped berms, public art, decomposed granite paving, and open lawn area. The park area could also include cultural uses; small food and beverage vending; and other park-activating ancillary uses. Allowed structures include restrooms, picnic tables, shade structures and overlooks, and are limited to single-story heights. Other public spaces to remain in the subarea include the existing Marina View and Chula Vista Bayfront Parks, both designated as Park/Plaza, and the existing fishing pier. The existing boat launch ramp, restrooms, and Harbor Police facility within Chula Vista Bayfront Park will remain. In contrast to the passive use emphasis of the Sweetwater District park areas, parks within the Harbor District are planned accommodate flexible spaces and programmable elements that allow for more active uses or events.

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

The land lying north of G Street E Street South is designated for Commercial Recreation, Park/Plaza, Open Space, and except for the conservation Wetlands. adjacent designation of Wetlands, Open Space, and Habitat Replacement. The 100foot-wide Open Space designation north of the expanded park area abutting the area designated Commercial Recreation (the site of an existing boatyard) would serve as a buffer between future commercial development adjacent to and the surrounding adjacent habitat. The extent of buffer coverage will depend upon future resource conditions and will be reevaluated as new development proposals are submitted. The parcels formerly designated as Marine Related Industrial are envisioned to be part of а future redevelopment project which is planned to be compatible with the surrounding conservation land uses. The public promenade will be extended along the entire water frontage of the Commercial Recreation site. The existing boatvard use may continue to operate until the redeveloped to a conforming site is Commercial Recreation use. Prior redevelopment, additional boat repair capacity will be identified. The shoreline south of G Street has been developed as an extension of the Chula Vista Bayside Park, promenade, restrooms, parking, landscaping, lawn areas, and picnic facilities. The Bayside Park shoreline promenade will, as a long-term objective, be extended along the Chula Vista Harbor to connect with the promenade on the Marina Wav arm.

The anchor component of the district is a large resort conference center proposed just east of Bayside Park. The resort conference center will be a destination attracting visitors from, and providing public amenities to, the region. The resort conference center will include a portion of the allowed 2,850 rooms in the Harbor District, approximately 100,000 square feet of restaurant space, approximately 20,000 square feet of retail, a conference

center with up to approximately 415,000 square feet of meeting space (with a maximum of 200,000 square feet of contiguous exhibit and flex space in a single enclosed room), expansive open space areas, and other ancillary uses. The maximum heights for the resort conference center components are 240 feet for the hotel and 120 feet for the convention center. The bayward half of this site will be developed with public open space upland of E Street, and a specialty retail shopping village consisting of low-scale commercial retail buildings interspersed with plazas, landscaping, public art and other pedestrian oriented public amenities. Any proposal to construct more than 1,600 rooms as part of the resort conference center will require evaluation of the impacts areas needing additional analysis and the need for additional mitigation measures to reduce significant impacts, if any, associated with any increase in rooms. Development of the resort conference center site will require the relocation of the existing RV park. None of the existing RV sites will be removed until an equivalent number of RV sites are constructed and operating within the planning district. The replacement RV park will be located on either parcel O-3 or S-1. In the event the replacement park cannot be opened to visitors prior to closing the existing RV Park, an interim site with an equivalent number of RV sites will be established and opened elsewhere in the CVBMP at parcels S-1, H-23, or in the Otay District.

South of H Street, the plan allows for a hotel with conference room, retail, and open space, and other ancillary hotel uses. The hotel will include a portion of the allowed 2.850 rooms in the Harbor District. An additional 200,000 square feet of cultural/retail uses and integrated open space would be developed on the site. East of this site, the plan includes approximately 100,000 square feet of mixeduse commercial recreation/marine related office uses wrapped around a 1,100- to 3,000space collector parking garage. The garage is intended to function as remote employee and/or visitor parking to supplement on-site parking needs for bayfront businesses. -The garage site may be utilized as an interim surface parking lot with approximately 1,100 spaces during Phase I. Heights in the Harbor District will not exceed 25 feet (30 feet with architectural or mechanical features)

immediately adjacent to the water, with a maximum height of 300 feet away from the shoreline.

A new ferry terminal/restaurant is proposed on the harbor that will provide water transportation linkages to the central portion of the bay. New visitor-serving retail and marina support uses totaling approximately 25,000 to 50,000 square feet will be established around the northern periphery of the harbor. An additional approximately 75,000 to 150,000 square feet of retail and marina support uses and parking are planned around the south end of the harbor. Marina support uses may include: offices, restrooms, showers, lockers, ship chandlery, boat/bicycle rentals, bait and tackle sales, delicatessens, and snack bars. Only water dependent uses such as docks can be constructed in or over the water; retail and restaurant uses must be located on land. The waterside components of the marinas are further described as part of the Chula Vista Harbor subarea.

Roadway improvements include the extension of H Street that will connect to the E Street extension in the Sweetwater and Harbor districts. The H Street extension, which will end with a pedestrian connection and a new pier, will provide a significant link from eastern Chula Vista to the waterfront. Modifications to Marina Parkway and new access roads are also proposed throughout the Harbor District.

Construction of a new, approximately 60-footwide, 36,000-square-foot pier is proposed at the terminus of the extended H Street corridor above existing open water area. The 600linear-foot pier would connect downtown Chula Vista to the Bay via H Street, and would enhance pedestrian and visual access to the water and offer picturesque views of San Diego Bay. Approximately half (300 linear feet) of the H Street Pier would be developed in Phase II at a length just short of the existing navigation channel. The remainder of the H Street Pier would be constructed in Phase IV, following realignment of the existing navigation channel. Development and uses on the pier may include small scale amenities such as a bait shop or snack bar.

A minimum wide 25-foot-wide shoreline pedestrian promenade or "baywalk" is planned to wrap around the perimeter of the park and

harbor front businesses, connecting the pedestrian and bicycle greenbelt linkage to the other subareas, while maximizing public visual and physical access to the water. The baywalk will contain public amenities such as pedestrian-scale landscaping, lighting, and furniture, providing public seating and gathering spaces while offering views of the harbor. Private uses shall not encroach into the public walkway, and view corridors through the site towards the bay will be incorporated into the project design.

The eastern areas of the district within existing right-of-way/easement areas are planned for landscaping and pedestrian/bicycle trails as part of the greenbelt system that will link to the rest of the City.

### G Street Corridor

The land lying north of G Street is designated for Commercial Recreation, except for the conservation designations of Wetlands and Habitat Replacement, which would serve as a buffer between future commercial development adjacent to the surrounding habitat. The extent of buffer coverage will depend upon future resource conditions and will be reevaluated as new development proposals are submitted. The parcels formerly designated as Marine Related Industrial are envisioned to be part of a future redevelopment project which is planned to be compatible with the surrounding conservation land uses. The public promenade will be extended along the entire water frontage of the Commercial Recreation site.

The existing boatyard use may continue to operate until the site is redeveloped to a conforming Commercial Recreation use. Prior to redevelopment, additional boat repair capacity will be identified. The shoreline south of G Street has been developed as an extension of the Chula Vista Bayside Park, with promenade, restrooms, parking, landscaping, lawn areas, and picnic facilities. The Bayside Park shoreline promenade will, as a long-term objective, be extended along the Chula Vista Harbor to connect with the promenade on the Marina Way arm.

Shoreline erosion protection is provided by stone rip-rap. Both the beach and the rip-rap require periodic maintenance. The park

terminates at the Chula Vista Bayside Park Pier, which provides protective wave attenuation for the marina, berthing for vessels, and access for fishing.

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

### **Marina Parkway Corridor**

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

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

### **Bayside Parkway Area**

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

A nine-acre shoreline park fronts on both the boat access channel and the boat basin. Park uses include a landscaped leisure site for local residents and visitors, a restful lunchtime picnic spot for nearby workers, and a recreational resource for the public. To

provide additional access to the coast, a promenade is shown coming off the access street and continuing around the park back to Marina Parkway.

### Chula Vista Harbor

The basin created by dredging and filling at the south end of the Planning District is used primarily for recreational boat berthing. The Chula Vista harbor basin includes approximately 50 acres of water area and is protected by two structures: a 300-foot-long rock breakwater extending north from the Marina Way arm and a 650-foot-long wave attenuation pier extending south from Bayside Park. They are separated by about 200 feet of channel. The harbor is currently occupied by two marinas totaling approximately 900 boat slips. The existing Chula Vista Boat Launch has been upgraded with additional shore protection.

An essential component of the CVBMP is the creation of an active commercial harbor that encourages public access to the water and activity on the water. To facilitate the development of this activated harbor, the existing marina boat slips will be reconfigured to create an approximately 4-acre open water area. Of the existing 900 marina slips, 700 slips would be reconfigured within the existing harbor at HW-1 and HW-4, and 200 slips would be relocated to HW-6. The new open water area will enhance boating activity on the water and is envisioned to be utilized for ferry loading and unloading, water taxis, dinner boats, harbor cruises, visiting historic vessels, and boat rentals. The reduction in boat slips may only occur if replacement slips are provided elsewhere within the CVBMP.

Prior to approval of any changes in the slip size or distribution, the Port will undertake an updated comprehensive boater use, slip size, and slip distribution study which is no more than five years old for each dock redevelopment project that affects slip size and distribution of slips, to assess current boater facility needs within the individual project and the Bay as a whole. The Port will continue to provide a mix of small, medium and large boat slips based on updated information from the comprehensive study with priority given to

boats less than 25 feet in length and a goal of no net loss in number of slips within the CVBMP. Should future projects propose reducing the number or proportion of small slips for boats 25 feet or less within the Chula Vista marina, a Port Master Plan amendment will be required.

Landside improvements around the harbor, including commercial development and public amenities, are further described above in the Harbor District subarea.

The water areas within the Harbor have been designated as Recreational Boat Berthing, Specialized Berthing, and Boat Navigation Channel.

Two marinas occupy most of the boat basin. One, occupying about four acres of land on Marina Parkway, has about 560 slips in the north half of the basin. The other, south of the first, occupies almost three acres of land and has room for 350 boats. Both marinas have facilities, for the convenience of their patrons.

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

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

The Chula Vista Boat Launch has been upgraded with additional shore protection, landscaping and picnic facilities. Public access to the water is provided by a promenade around the outside edge of the arm. The entire south edge of the arm is designated as a leisure park, offering landscaped viewing areas and additional parking.

### **Otay District**

The Otay District is approximately 124 acres in size and includes recently acquired upland

areas. This subarea was characterized by industrial uses, including the existing SDG&E electrical switchyard and South Bay Power Plant. Uses within this district will be designed in consideration of the adjacent sensitive habitat areas.

The proposed development for the Otay District consists of a mix of uses, including industrial and low-cost visitor serving recreational uses. The extreme northern and southern parcels are designated for Industrial Business Park use. The southern Industrial Business Park parcel could include industrial distribution and related facilities, or other uses allowed under the Industrial Business Park designation. Land use designations for this subarea include Open Space, Park/Plaza, Habitat Replacement, Wetlands, Industrial Business Park, Commercial Recreation, and Promenade.

A new approximately 24-acre passive South Park is proposed and will include amenities such as: pedestrian trails, landscaping, berms, lighting, restrooms, drinking fountains, benches, picnic areas, outlook areas, trash receptacles, public art, filtration basins, and parking. The park is to be passive in nature, be low-impact and contain minimal structures. Allowed structures include restrooms, picnic tables, shade structures and overlooks, and are limited to single-story heights. No athletic field amenities or unattended food vending will be allowed. The park will utilize low water-use ground cover alternatives where possible and trails will not be paved. Due to the immediate adjacency to sensitive habitat areas, amplified sound equipment and issuance of park use permits for group events will be prohibited.

Abutting the north side of this park area is Commercial Recreation-designated property that is intended to provide low-cost visitor serving recreational uses. This area may be developed as an RV park that will include approximately 237 RV parking spaces and ancillary uses such as offices, pool/spa, snack bar, general store, meeting space, game room, laundry facilities, and playground equipment. Both parcels could allow for camping activities. The existing concrete Telegraph Canyon Creek channel is proposed to be replaced with a more natural vegetated channel. Efforts to naturalize and vegetate the

creek will be maximized as is consistent with its function as a storm water conveyance.

A buffer/setback area will be provided along the western boundary of the district between J Street and the RV park. The buffer/setback area will consist of a 100 to 200-foot-wide notouch zone, within which public access is prohibited, to protect the adjacent J Street Marsh and wildlife reserve from proposed development. The buffer/setback area, which is designated as Habitat Replacement and Wetlands, will be utilized for wetland and upland habitat mitigation and will prohibit public access. To prohibit access by the public and nuisance predators into the sensitive habitat areas, the eastern boundary of the notouch zone will include six-foot-high vinylcoated chain link fencing. Fence installation shall include land contouring to minimize visual impacts of the fence.

The construction of the northern Industrial Business Park parcel, South Park, and RV park in this district is subject to demolition of the existing power plant, and demolition and relocation of the existing switchyard.

New roadways will be constructed throughout the Otay District to serve new uses. A new bike path is proposed alongside the new roadways. A shoreline pedestrian trail is proposed in the Otay District, and its design will ensure protection of the adjacent sensitive habitat areas. Like the Harbor District subarea, the eastern portion of this subarea within existing right-of-way/easement areas planned for landscaping pedestrian/bicycle trails that will connect to the shoreline pedestrian and bike trail in the Otay District. This district will also contain parking areas. The pedestrian/bicycle trail in the Otay District will be part of the greenbelt system that will link the CVBMP area together, and link it to the rest of the City greenbelt.

### **Boat Channel**

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

The CVBMP proposes to realign and straighten the existing navigation channel in order to increase accessibility to the harbor. The realignment will utilize an existing abandoned access channel and remove the "dog leg" portion of the current channel, thereby enhancing boat access between the Chula Vista Harbor and the northern portions of San Diego Bay. In addition, the new channel will be located farther away from sensitive resources located along the shoreline west of the Sweetwater District.

### **Outer South Bay**

The remaining water area in Chula Vista is scheduled to stay <u>designated as estuaryEstuary</u>. Limited surface water use for boating and fishing, for example, will be permitted but other uses will be discouraged.

### Wildlife Reserve

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

The Wetlands (refer to the Master Plan Interpretation section on Wetlands, page 33), includes the area known as the J Street Marsh and is roughly the mud flat and marsh area exposed to air during low tide. It is undeveloped, except for a small channel that was used as a water intake trough for the SDG&E thermal power plant. The function of the SDG&E dike is to separate this cool water intake from the warm water outfall area located on the south side of the dike. Other than potential habitat restoration activities, no alterations to the former existing intake/discharge channel area are proposed; however tit is the intent of this plan to preserve the surrounding wetlands in their natural state but to retain and maintain the intake channel. To provide for the long-term protection and management of the J Street Marsh sensitive habitat area, the Port will enter into a cooperative agreement with the US Fish and Wildlife Service that will address the placement of educational and enforcement

signage, long-term maintenance, and additional protection measures such as increased monitoring and enforcement. The cooperative agreement will be executed prior to the redevelopment of the Otay District.

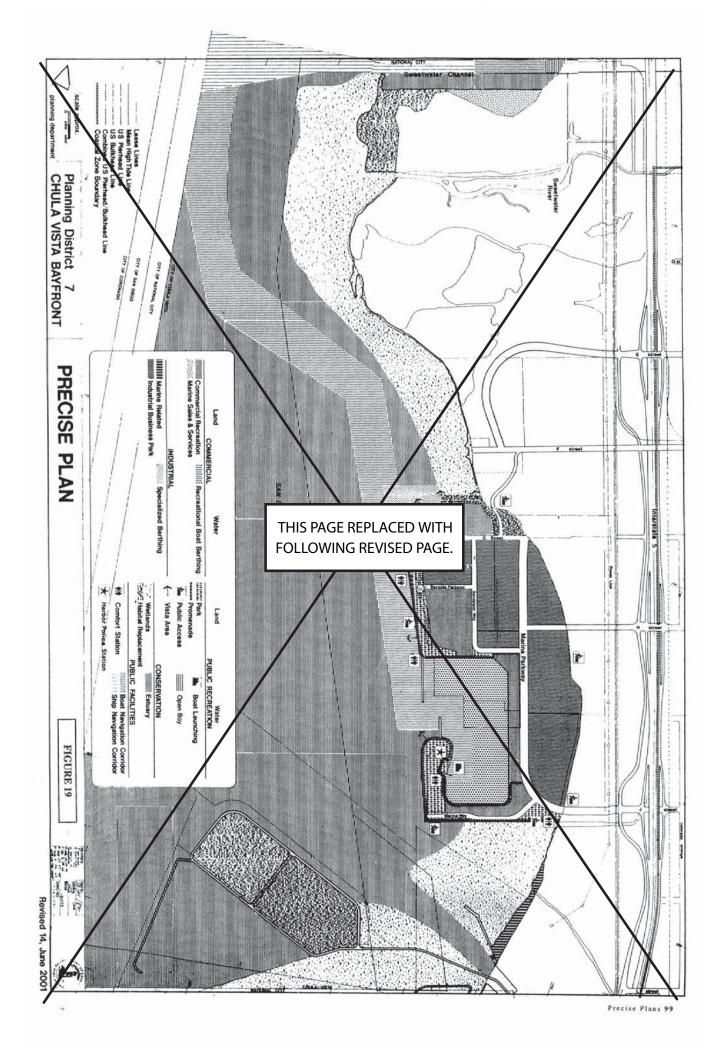
Estuary refers to the shallow water outward of the wetlands which is not exposed at low tide. This area will not be developed; however, limited surface water activities such as boating and fishing would be permitted. Efforts should be made to avoid or reduce potential environmental damage.

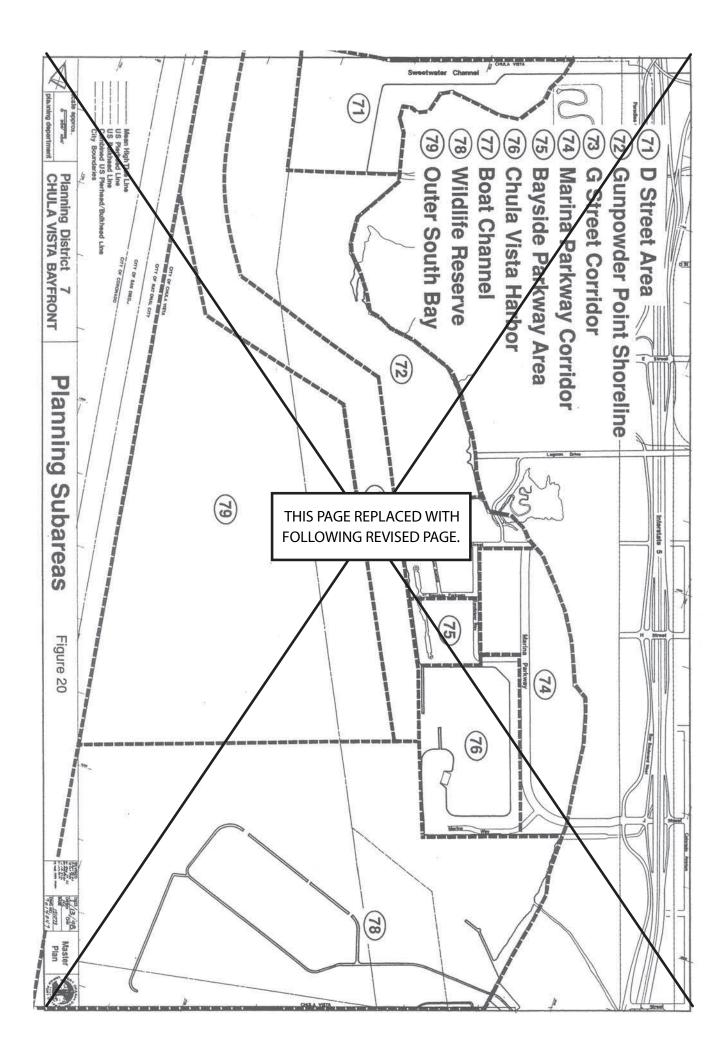
The Habitat Replacement concept involves dredging, engineering, planting developing a valuable supratidal salt marsh habitat as part of a master-planned complex. Unauthorized access by humans and predators will be greatly discouraged by fencing the SDG&E dike, although controlled access will be provided for nature instruction and research. Its location reduces conflicts between development and preservation activities, and its size enables other shoreline projects to be completed by substituting the inferior habitats at the project sites for a carefully nurtured and highly productive habitat.

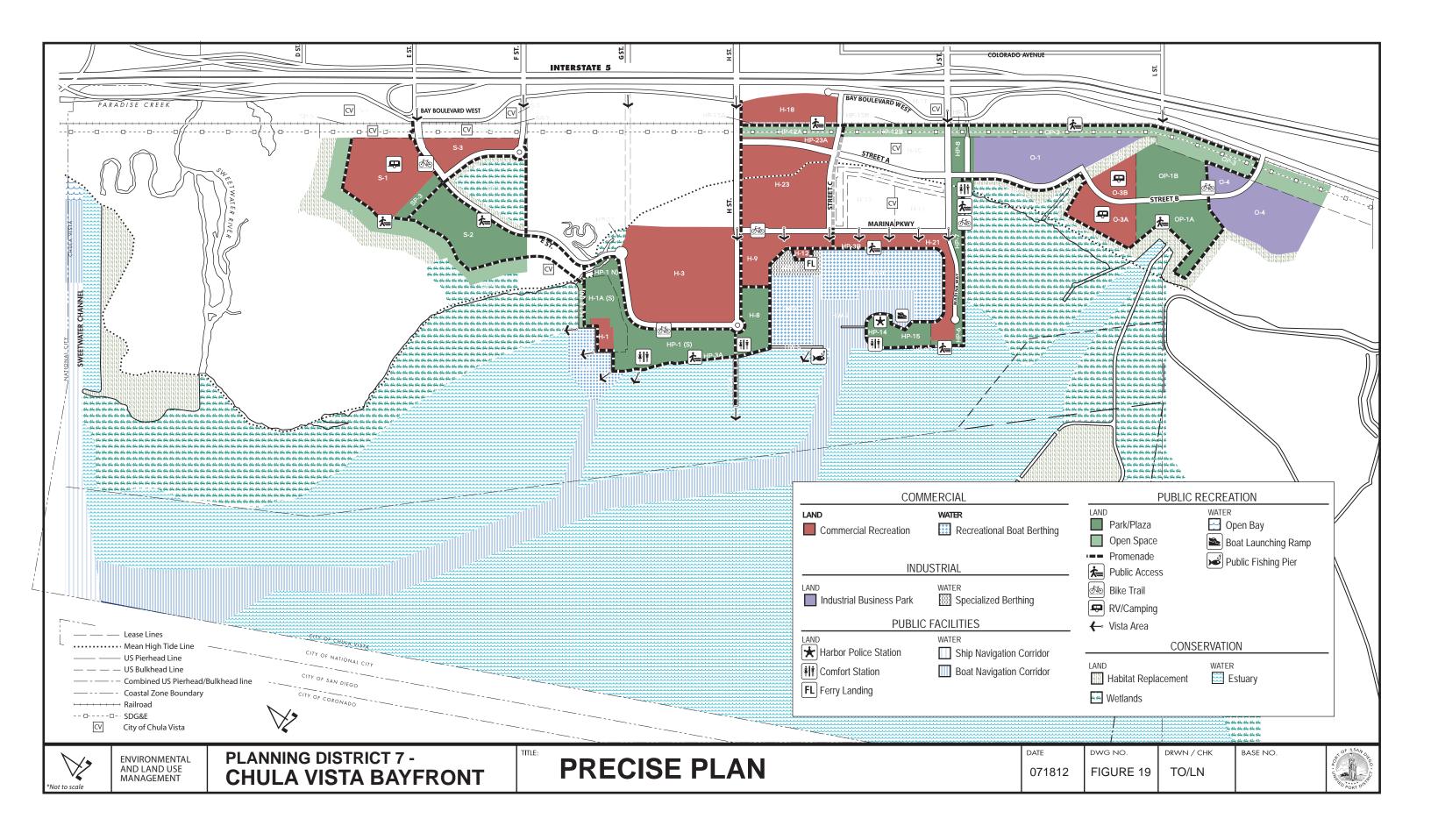
The Port District provides continual protection and management, as part of a comprehensive South Bay wildlife preserve program.

A narrow strip of District-owned land, designated Marine Related Industrial Wetlands, follows along the estern edge of this planning subarea. It is currently leased for an electric generating plantto the existing power plant operator, and is expected to remain in this use for the future but upon demolition of the existing power plant, is intended for mitigation and/or restoration area that will include a buffer between existing and created wetland areas and upland use.

	Preci	TABLE 18		tion	
Precise Plan Land and Water Use Allocation  CHULA VISTA BAYFRONT: PLANNING DISTRICT 7					
<u>LAND</u> USE	ACRES	WATER USE	ACRES	TOTAL ACRES	% OF TOTAL
COMMERCIAL	4 <del>8.5</del> 130.2		34.0 39.6	8 <del>2.5</del> 169.8	5 <u>8</u> %
Marine Sales and Service Commercial Recreation	9.7 38.8 130.2	Recreational Boat Berthing	<del>34.0</del> <u>39.6</u>		
INDUSTRIAL	84.1 36.4		9.5 3.8	93.6 40.2	6 <u>2</u> %
Industrial Business Park Marine Related Industrial	80.6 <u>36.4</u> 3.5	Specialized Berthing	<del>9.5</del> <u>3.8</u>		
PUBLIC RECREATION	23.9 152.9		0.9 1.2	24.8 154.1	<b>1-<u>8</u>%</b> —
Open Space Park/Plaza Promenade	47.7 21.3 87.9 2.6 17.3	Open Bay/Water	<del>0.9</del> <u>1.2</u>		
CONSERVATION	<del>327.3</del> 413.4		<del>941.2</del> <u>967.2</u>	<del>1268.5</del> <u>1380.6</u>	<del>75</del> <u>70</u> %
Wetlands Habitat Replacement	233.0 303.9 94.3 109.5	Estuary	<del>941.2</del> <u>967.2</u>		
PUBLIC FACILITIES	23.3 42.5		<del>196.8</del> <u>190.4</u>	220.1 232.9	13 <u>12</u> %
Harbor Services	0.1	Boat Navigation Corridor	166.8 156.5		
TOTAL LAND AREA	507.1 775.4	Ship Navigation Corridor  TOTAL WATER AREA	30.0 33.9 1,182.4 1202.2		
PRECISE PLAN LA	AND AND	WATER ACREAG	E TOTAL	<del>1,689.5</del> <u>1977.6</u>	<del>100</del> 100%







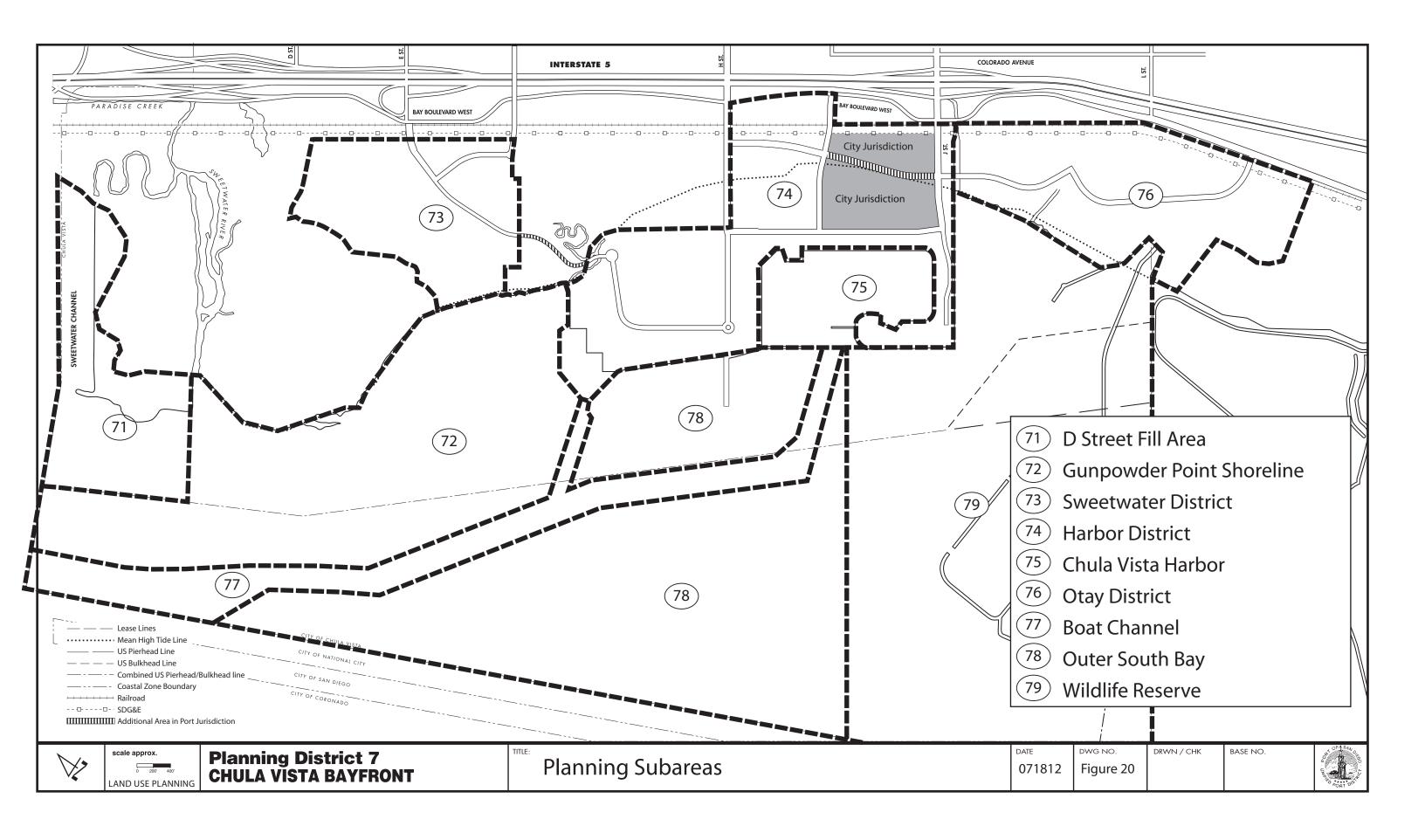


TABLE 19: Project List					
CHULA VISTA BAYFRONT: PLANNING DISTRICT 7  APPEALABLE ↓  DEVELOPER ↓  SUBAREA ↓					
2. MARINE-RELATED INDUSTRY: Construct marine-related industrial Development	<del>73</del>	Ŧ	N	<del>2002</del>	
3. BIOMEDICAL/PHARMACEUTICAL MANUFACTURING: Construct facility	<del>73</del>	Ŧ	Н	<del>2002</del>	
5. HOTEL/RESTAURANT: Construct hotel and restaurant	<del>76</del>	Ŧ	¥	<del>1998</del>	
7. D STREET FILL MITIGATION SITE*: Excavate and construct a salt marsh habitat as mitigation for the National City Marine Terminal Wharf Extension	71	₽	N	<del>2001</del>	
GENERAL					
61. STORM DRAINS: Construct, enhance, and maintain storm drains.	73/74	P/T	N	<u>ONGOING</u>	
SWEETWATER DISTRICT					
<ol> <li>SWEETWATER PARK (S-2): Development of 21-acre signature park in Sweetwater District, including associated public amenities, promenades, and parking areas as detailed in Planning District text.</li> </ol>	<u>73</u>	<u>P</u>	<u>N</u>	Phase I	
3. NATURE CENTER PARKING AREA (SP-3): Construct new 100-space parking area and access road for Chula Vista Nature Center.	<u>73</u>	I	<u>N</u>	Phase I	
4. SWEETWATER DISTRICT LODGING (S-1): Construct a low-scale, low profile, lower-cost overnight accommodations such as a campground and/or RV park; associated meeting rooms, retail stores and food service are limited to one story within a maximum height of 25 feet.	<u>73</u>	I	Y	Phase I	
SWEETWATER DISTRICT ROADWAY AND INFRASTRUCTURE     IMPROVEMENTS: Reconfiguration of existing (F Street) and construction of new interior (E Street) roadways, as well as necessary utility improvements and pedestrian/bicycle connections to support planned projects. E and F Streets are appealable category developments.	<u>73</u>	<u>P</u>	Y	Phase I – IV	
6. SWEETWATER DISTRICT WETLAND AND UPLAND HABITAT ENHANCEMENT (SP-1 / SP-2): Creation, restoration, and enhancement of identified wetland and upland habitat areas, as well as the establishment of buffers; these areas may also be utilized for mitigation opportunities as CVBMP development impacts occur.	<u>73</u>	<u>P</u>	<u>N</u>	Phase I IV	
7. F STREET TERMINATION: Termination of F Street segment/Lagoon Drive and construction of new roadway connection to E Street, as well as pedestrian/bike trail connection on former F Street segment.	<u>73</u>	<u>P</u>	Y	Phase II / IV	
8. MIXED-USE COMMERCIAL RECREATION/MARINE RELATED OFFICE DEVELOPMENT (S-3): Construct low-intensity mixed-use marine commercial recreation/marine related office development of up	<u>73</u>	I	Y	Phase IV	

to 60,000 to 120,000 square feet in size, along with associated on-site landscaping and parking improvements; maximum building height is limited to 45 feet.				
HARBOR DISTRICT				
49. SHORELINE MAINTENANCE (HP-1/H-8): Maintain stone revetment and replenish_Beach at Bayside Park	<del>75</del> <u>74</u>	Р	N	<del>2002</del> ONGOING
4 <u>10</u> . H STREET EXTENSION: Extend H Street to Marina Parkway	74	Р	Y	1997 UNDERWAY
11. RESORT CONFERENCE CENTER (H-3): Construct resort conference center, including a portion of the allowed 2,850 hotel rooms in the Harbor District, up to 100,000 square feet of restaurant, up to 20,000 square feet of retail, up to 415,000 square feet of net meeting space, and other associated ancillary uses. The bayward portion of this site will be developed with a 150-foot wide public open space esplanade inland of E Street, and a specialty retail shopping village consisting of buildings no more than 35 feet in height with commercial retail on the ground floor, and hotel/conference center uses above. The special shopping area shall be interspersed with plazas, landscaping, public art and other pedestrian oriented public amenities. Maximum heights are limited to 240 feet for the hotel and 120 feet for the conference center.	74	I	Y	Phase I
12. INTERIM SURFACE PARKING LOT (H-18): Construction of approximately 1,100 surface parking spaces for use as collector and off-site parking lot.	<u>74</u>	<u>T/P</u>	<u>N</u>	Phase I
13. SIGNATURE PARK EXTENSION (HP-1N, HP-1S, H-1AS, H-8): A 25-acre extension of Sweetwater Signature Park into Harbor District, including improvements to existing Bayside Park as detailed in Planning District text.	<u>74</u>	<u>P</u>	<u>N</u>	Phase I / IV
14. HARBOR DISTRICT ROADWAY AND INFRASTRUCTURE  IMPROVEMENTS: Reconfiguration of existing (H Street, J Street and Marina Parkway) and construction of new interior (E Street, Street A and C) roadways, as well as necessary utility improvements and pedestrian/bicycle connections to support planned projects. All new streets are appealable category developments.	<u>74</u>	<u>P</u>	Y	Phase I - III
15. HARBOR DISTRICT BAYWALK (HP-3): Development of new Baywalk promenade along the shoreline.	<u>74</u>	<u>P</u>	<u>N</u>	Phase I - IV
16. H STREET PIER (FIRST HALF) (HP-28): Construct new 60-foot wide, 300-lineal-foot pier at terminus of extended H Street corridor above existing open water area (only portion eastward enly-of existing navigation channel; second half of total 600-linear-foot pier totaling 36,000 square feet to be constructed in Phase IV following realignment of navigation channel).	<u>74</u>	<u>P</u>	Y	Phase II
17. HARBOR RESORT HOTEL AND CULTURAL/RETAIL (H-23): Construct hotel with portion of allowed 2,850 rooms in Harbor District, associated conference room, retail, and ancillary uses, along with up to 200,000 square feet of cultural/retail uses and integrated open space; maximum heights are limited to 300 feet for the hotel and 65 feet for the cultural/retail uses.	<u>74</u>	I	Y	Phase II
18. NORTH HARBOR RETAIL AND MARINA SUPPORT (H-9): Construct	<u>74</u>	I	<u>Y</u>	Phase II

visitor-serving retail and marina support uses totaling up to 25,000 to 50,000 square feet within maximum building heights of 25 feet (30 feet with architectural or mechanical features) around northern periphery of Chula Vista Harbor.				
19. MARINA WAY RECONFIGURATION: Reconfiguration of Marina Way, including modifications to Marina View Park (HP-7, HP-8) and parking areas (HP-6) to accommodate reconfigured J Street/Marina Parkway, including construction of pedestrian promenade (HP-3) with minimum 25-foot width.	<u>74</u>	<u>P</u>	N	Phase III
20. CHULA VISTA BAYFRONT PARK IMPROVEMENTS (HP-14):  Reconfiguration of existing boat trailer parking lot and modifications to park area to accommodate installation of minimum 25-foot wide shoreline promenade. No change in number of parking spaces.	<u>74</u>	<u>P</u>	<u>N</u>	Phase III
21. OPEN SPACE IMPROVEMENTS (HP-12, HP-13, OP-3): Construct greenbelt improvements, such as landscaping and trails for pedestrians and bicyclists, along SDG&E and Coronado Branch Railroad rights-ofway.	<u>74/76</u>	<u>P</u>	N	Phase III
22. SOUTH HARBOR RETAIL AND MARINA SUPPORT (H-21): Construct up to 75,000 to 150,000 square feet with maximum building heights of 25 feet (30 feet with architectural or mechanical features) of visitor-serving retail, marina support, and parking uses around southern periphery of Chula Vista Harbor.	<u>74</u>	I	Y	Phase III
23. CHULA VISTA HARBOR RECONFIGURATION AND MARINA SUPPORT (HW1, HW-2, HW-3, HW-4): Reconfiguration of existing marina slips to create new open water commercial harbor (HW-2 and HW-3), and development of landside marina support facilities; of the existing 900 marina slips, 700 slips would be reconfigured within the existing harbor at HW-1 and HW-4.	<u>75</u>	<u>P</u>	Y	Phase IV
24. BOAT CHANNEL REALIGNMENT: Realign and straighten existing boat navigation channel	<u>77</u>	<u>P</u>	N	Phase IV
25. H STREET PIER (SECOND HALF) (HP-28): Construct second phase of new 60-foot wide, 600-lineal-foot pier totaling up to 36,000 square feet at terminus of extended H Street corridor (extension into former navigation channel)	<u>74</u>	<u>P</u>	Y	Phase IV
26. MIXED-USE OFFICE/COMMERCIAL RECREATION AND COLLECTOR PARKING GARAGE (H-18): Construct approximately 100,000 square feet of mixed-use marine-related office/commercial recreation and a 1,100 to 3,000-space collector parking garage; maximum building heights is 155 feet (10 stories).	<u>74</u>	<u>T/P</u>	Y	Phase IV
27. FERRY TERMINAL (H-12): Construct ferry terminal with second story restaurant/retail totaling up to 10,000 to 25,000 square feet of building area; building height is limited to 25 feet (30 feet with architectural or mechanical features).	<u>74</u>	Ι	Y	Phase IV
OTAY DISTRICT				
28. RECREATIONAL VEHICLE PARK (O-3A, O-3B): Construct replacement recreational vehicle park with minimum 237 spaces, along with supporting ancillary uses with building heights limited to 25 feet (30)	<u>76</u>	I	<u>N</u>	<u>Phase I</u>

feet with architectural or mechanical features).				
29. OTAY DISTRICT ROADWAY AND INFRASTRUCTURE  IMPROVEMENTS: Reconfiguration of existing and construction of new interior roadways (Street B), as well as necessary utility improvements and pedestrian/bicycle connections to support planned projects.	<u>76</u>	<u>P</u>	Y	Phase III
30. OTAY DISTRICT WETLAND AND UPLAND HABITAT MITIGATION (OP-2A, OP-2B): Creation, restoration, and enhancement of identified wetland and upland habitat areas, as well as the establishment of buffers; replacement of existing concrete Telegraph Canyon Creek channel with wider, naturally vegetated channel.	<u>76</u>	<u>P</u>	N	Phase III
31. SOUTH PARK (OP-1A, OP-1B): Development of 24-acre park in Otay District, including associated public amenities, promenades, and parking areas as detailed in Planning District text.	<u>76</u>	<u>P</u>	<u>N</u>	Phase III
P- Port District N- No T- Tenant Y- Yes				

Phase I refers to the time period of approximately 1-7 years after PMPA certification
Phase II refers to the time period of approximately 4-10 years after PMPA certification
Phase III refers to the time period of approximately 11-17 years after PMPA certification
Phase IV refers to the time period of approximately 18-24 years after PMPA certification

#### PLANNING DISTRICT 9

# South Bay Salt Ponds

This subarea includes both leased and unleased areas. A parcel is leased to San Diego Gas and Electric Company for a warm water outlet and dispersal area as part of the South Bay Power Generating Plant operation. The remaining area is predominantly submerged bay tidelands, including the terminus channel of the Otay River. The water area remaining under Port District control is included in the Estuary classification.

### **Project List**

No specific projects are identified, although it is anticipated that some environmental enhancement or mitigation project may be identified later as plans are implemented around the bay.

TABLE 22  Precise Plan Land and Water Use Allocation						
so	UTH BAY S	ALT LANDS: PLA	NNING DISTF	RICT 9		
LAND USE	ACRES	WATER USE	ACRES	TOTAL ACRES	%OF TOTAL	
CONSERVATION  Wetlands	192.0 192.0		605.5 185.3 420.2	797.5	100%	
TOTAL LAND AREA	192.0	TOTAL WATER AREA	<u>A</u> 605.5			
PRECISE PLAN LAN	D AND WAT	TER ACREAGE TO	TAL	797.5	100%	

(020408) 122

# San Diego Unified Port District



# Chula Vista Bayfront

# Development Policies

## **Table of Contents**

Sect	tion	Page
1.	Environmental Management Policies	1
2.	Wetlands	
3.	Climate Change and Sea Level Rise	4
4.	Wildlife Protection: Bird Strikes and Disorientation	5
5.	Buffer Areas for Wildlife Protection	7
6.	Landscaping and Vegetation	10
7.	Lighting and Illumination	10
8.	Noise	
9.	Public, Resident, Visitor, Worker Education Program Education	11
10.	Boating Impacts	
11.	Walkway and Pathway Design	12
12.	Predator Management	13
13.	Stormwater and Urban Runoff Quality	13
14.	Additional Habitat Management and Protection	15
15.	Energy	
16.	Hazardous Materials and Exposure Policies	18
17.	Public Engagement	18
18.	Public Access	
19.	Sweetwater and Otay District Public Park Requirements	20
20.	Circulation and Pedestrian Orientation	
21.	Visitor Serving Policies	21
22.	Funding and Community Benefits	
23.	Views and Aesthetics	23
24.	Transit	26
25.	In-water Activities	28
26.	Signage	28

#### **Exhibits**

Exhibit 1. Wildlife Habitat Areas

Exhibit 2. Buffer Areas

Exhibit 3. Energy Standards

Exhibit 4. Resort Conference Center (H-3) Development Exhibit 5. Sweetwater District (S-1/S-3) Development

## CHULA VISTA BAYFRONT

# **Development Policies**

#### PLANNING AND DEVELOPMENT POLICIES

The policies below form the Chula Vista Bayfront Master Plan Development Policies (Plan). These policies are taken from the adopted and approved plans, certified environmental documents, enforceable settlement agreements, required mitigation measures, and conditions included in the approval process. They are meant to bring together, in one document, the conditions and policies that will apply to and guide the development of the Bayfront. This document has been incorporated by reference into Planning District 7, Chula Vista Bayfront, of the Port Master Plan.

#### 1. Environmental Management Policies

**Policy 1.1:** In recognition of the sensitivity of the natural resources and the importance of protection, restoration, management and enforcement in protecting those resources, the District and City will prepare a Natural Resources Management Plan (NRMP) for the Chula Vista Bayfront. The NRMP will be designed to achieve the Management Objectives (defined below) for the Wildlife Habitat Areas. The NRMP will be an adaptive management plan, reviewed and amended as necessary by the District and City in coordination with the Wildlife Advisory Group. The Wildlife Advisory Group shall be formed to advise the District and City in the creation of a NRMP, cooperative management agreements, Adaptive Management Review and any related wildlife management and restoration plans or prioritizations. Because it will be frequently revised and updated, the NRMP has not been incorporated into the Port Master Plan (PMP). If there are any conflicts between the NRMP and any portion of the PMP, the provisions of the PMP shall control and take precedence.

**Policy 1.2:** A NRMP will be created as a condition of this Plan and will meet the management objectives below.

**Policy 1.3:** Taking into consideration the potential changes in functionality of Wildlife Habitat Areas due to rising sea levels, the NRMP will promote, at a minimum, the following objectives ("Management Objectives") for the Wildlife Habitat Areas:

- a) Long term protection, conservation, monitoring, and enhancement of: 1) Wetland habitat, with regard to gross acreage as well as ecosystem structure, function, and value; 2) Coastal sage and coastal strand vegetation; and 3) Upland natural resources for their inherent ecological values, as well as their roles as buffers to more sensitive adjacent wetlands.
- b) Upland areas in the Sweetwater and Otay Districts will be adaptively managed to provide additional habitat or protection to create appropriate transitional habitat during periods of high tide and taking into account future sea level rise.
- c) Preservation of the biological function of all Bayfront habitats serving as avifauna for breeding, wintering, and migratory rest stop uses.
- d) Protection of nesting, foraging, and rafting wildlife from disturbance.
- e) Avoidance of actions within the Chula Vista Bayfront area that would adversely impact or degrade of water quality in San Diego Bay or watershed areas or impair efforts of other entities for protection of the watershed.
- f) Maintenance and improvement of water quality where possible and coordination with other entities charged with watershed protection activities.

Wildlife Habitat Areas is defined below and are depicted on Exhibit 1:

- All National Wildlife refuge lands, currently designated and designated in the future, in the South San Diego Bay and Sweetwater Marsh National Wildlife Refuge Units. These areas are included in the definition of Wildlife Habitat Areas for the sole purpose of addressing adjacency impacts and not for the purpose of imposing affirmative resource management obligations with respect to the areas within the National Wildlife Refuge lands.
- All District designated lands and open water areas in the Conservation Land Use Designations of Wetlands, Estuary, and Habitat Replacement as depicted in the Precise Plan for Planning District 7.
- Parcels 1g and 2a from the City's Bayfront Specific Plan.

**Policy 1.4:** In addition to the standards described above, the NRMP will include:

- a) All elements which address natural resource protection in the Final Environmental Impact Report Mitigation Monitoring and Reporting Program (MMRP) including but not limited to those which assign responsibility and timing for implementing mitigation measures consistent with the City's Multiple Species Conservation Program (MSCP) Subarea Plan.
- b) Pertinent sections of the MSCP Subarea Plan.
- c) References to existing District policies and practices, such as Predator management programs and daily trash collections with public areas and increase service during special events.
- d) Establishment of design guidelines to address adjacency impacts, such as storm water, landscape design, light and noise and objectives as discussed in this Plan.
- e) Establishment of baseline conditions and management objectives.
- f) Habitat enhancement objectives and priorities.

Policy 1.5: The NRMP will be a natural resource adaptive management and monitoring plan initially prepared in consultation with the Wildlife Advisory Group and regularly reviewed and amended in further consultation with the Wildlife Advisory Group. Periodic Review will address, among other things, monitoring of impacts of development as it occurs and monitoring the efficacy of water quality improvement projects (if applicable) and management and restoration actions needed for resource protection, resource threats, management (i.e., sea-level rise, trash, window bird strikes, lighting impacts, bird flushing, water quality, fireworks, human-wildlife interface, education and interpretation programs, public access, involvement, and use plan, management of the human-wildlife interface, wildlife issues related to facilities, trails, roads, overlooks planning, and watershed coordination) and other issues affecting achievement of Management Objectives and related to Adaptive Management Review.

#### 2. Wetlands

**Policy 2.1:** The biological productivity and the quality of wetlands shall be protected and, where feasible, restored.

**Policy 2.2:** Wetlands shall be defined and delineated consistent with the Coastal Act and the Coastal Commission Regulations, and shall include, but not be limited to, lands within the coastal zone which may be covered periodically or permanently with shallow water and include saltwater marshes, freshwater marshes, open or closed brackish water marshes,

swamps, mudflats, and fens. Any unmapped areas that meet these criteria are wetlands and shall be accorded all of the protections provided for wetlands in the PMP.

Wetlands shall be further defined as land where the water table is at, near, or above the land surface long enough to promote the formation of hydric soils or to support the growth of hydrophytes, and shall also include those types of wetlands where vegetation is lacking and soil is poorly developed or absent as a result of frequent and drastic fluctuations of surface water levels, wave action, water flow, turbidity or high concentrations of salts or other substances in the substrate. Such wetlands can be recognized by the presence of surface water or saturated substrate at some time during each year and their location within, or adjacent to, vegetated wetlands or deep-water habitats.

**Policy 2.3:** Where the required initial site inventory indicates the presence or potential for wetland species or other wetland indicators, the District shall require the submittal of a detailed biological study of the site, with the addition of a delineation of all wetland areas on the project site. Wetland delineations shall be based on the definitions contained in Section 13577(b) of Title 14 of the California Code of Regulations.

#### Policy 2.4:

- 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 Plan, 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 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.
  - (4) 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.
  - (5) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.
  - (6) Restoration purposes.
  - (7) Nature study, aquaculture, or similar resource dependent activities.

**Policy 2.5:** Where wetland fill or development impacts are permitted in wetlands in accordance with the Coastal Act and any applicable PMP policies, mitigation measures shall include creation of wetlands of the same type lost. Adverse impacts will be mitigated at a ratio of 4:1 for all types of wetland, and 3:1 for non-wetland riparian areas.

Replacement of wetlands on-site or adjacent to the project site, within the same wetland system, shall be given preference over replacement off-site or within a different system. Areas subjected to temporary wetland impacts shall be restored to the pre-project condition at a 1:1 ratio. Temporary impacts are disturbances that last less than 12 months and do not result in the physical disruption of the ground surface, death of significant vegetation within the development footprint, or negative alterations to wetland hydrology.

**Policy 2.6:** Wherever wetlands are identified, a buffer of at least 100 feet in width from the upland edge of wetlands and at least 50 feet in width from the upland edge of riparian habitat shall be established. In some unusual cases, smaller buffers may be appropriate, when conditions of the site as demonstrated in a site-specific biological survey, the nature of the proposed development, etc. show that a smaller buffer would provide adequate protection. In such cases, the California Department of Fish and Game (CDFG) must be consulted and agree that a reduced buffer is appropriate and the District, or Commission on appeal, must find that the development could not be feasibly constructed without a reduced buffer. However, in no case shall the buffer be less than 50 feet.

**Policy 2.7:** At the time of adoption of the Chula Vista Bayfront plan, the seasonal ponds designated "Former Industrial Areas in Process of Remediation" on O-1 and O-4 have been identified as wetland habitat. These areas will be preserved and infrastructure rerouted to preserve the resource. Site-specific studies to assess the extent and quality of natural resources on the site will be required at the time development is proposed.

#### 3. Climate Change and Sea Level Rise:

"Sea level rise" means a change in the mean level of the ocean. Accepted sea level rise scenarios shall be based on best available science (such as the October 2010 State of California Sea Level Rise Interim Guidance Document by the California Climate Action Team) and are presently projected at a range of approximately 10 to 17 inches for 2050.

**Policy 3.1:** Buffers within the Port Master Plan area have been designed to accommodate potential areas of future sea level rise inundation and are identified on Exhibit 2. The Chula Vista Bayfront plan also provides for an adequate amount of habitat migration within the identified buffer areas based on a projected sea level rise.

In cases where buffers have not vet been established, a buffer of at least 100 feet in width from the upland edge of wetlands and at least 50 feet in width from the upland edge of riparian habitat shall be established. Buffers should take into account and adapt for rises in sea level by incorporating wetland migration areas or other sea level rise adaptation strategies as appropriate. The CDFG and U.S. Fish and Wildlife Service (USFWS) must be consulted in such buffer determinations and, in some cases, the required buffer, especially for salt marsh wetlands, could be greater than 100 feet. Uses and development within buffer areas shall be limited to minor passive recreational uses, with fencing, desiltation or erosion control facilities, or other improvements deemed necessary to protect the habitat, to be located in the upper (upland) half of the buffer area; however, water quality features required to support new development shall not be constructed in wetland buffers. All wetlands and buffers identified and resulting from development and use approval shall be permanently conserved or protected through the application of an open space easement or other suitable device. All development activities, such as grading, buildings and other improvements in, adjacent to, or draining directly to a wetland must be located and built so they do not contribute to increased sediment loading of the wetland, disturbance of its habitat values, or impairment of its functional capacity.

**Policy 3.2:** Development shall consider the potential changes in functionality of Wildlife Habitat Area due to rising sea levels and coordinate management with the District and City Climate Mitigation and Adaptation Plans. Siting and design of new shoreline development shall take into account predicted future changes in sea level. In particular, an acceleration of the historic rate of sea level rise shall be considered and based upon up-to-date scientific papers and studies, agency guidance (such as the 2010 Sea Level Guidance from the

California Ocean Protection Council), and reports by national and international groups such as the National Research Council and the Intergovernmental Panel on Climate Change. Consistent with all provisions of the PMP, new structures shall be set back a sufficient distance landward or other sea level rise adaptation strategies incorporated to eliminate or minimize, to the maximum extent feasible, hazards associated with anticipated sea level rise over the expected economic life of the structure.

**Policy 3.3:** Upland areas in the Sweetwater and Otay Districts will be adaptively managed to provide additional habitat or protection to create appropriate transitional habitat during periods of high tide and taking into account future sea level rise.

**Policy 3.4:** Prospective development on S-1 shall be evaluated for potential hazards associated with the current year 2050 and 2100 projected sea level rise scenarios developed by the District. Development and siting decisions shall take into account identified risks on the site as well as to surrounding resources and incorporate building setbacks or other sea level rise adaptation strategies as appropriate.

#### 4. Wildlife Protection: Bird Strikes and Disorientation

**Policy 4.1:** Prior to issuance of any building permits, building plans shall be reviewed by a qualified biologist retained by the developer and approved by the District, to verify that the proposed building has incorporated specific design features to avoid or to reduce the potential for bird strikes and that employ measures described below:

#### Policy 4.1.1: Lighting

- a) No solid red or pulsating red lights shall be installed on or near the building unless required by the Federal Aviation Administration (FAA).
- b) Where lighting must be used for safety reasons (FAA 2000 Advisory Circular), minimum intensity, maximum off-phased (3 seconds between flashes) white strobes shall be used.
- c) No solid spot lights or intense bright lights shall be used during bird migration periods in the spring (from March to May) and fall (from August to October). All event lighting shall be directed downward and shielded, unless such directed and shielded minimized light spills beyond the area for which illumination is required.
- d) Exterior lighting shall be limited to that which is necessary and appropriate to ensure general public safety and way finding, including signage for building identification and way finding.
- e) Exterior lighting shall be directed downward and shielded to prevent upward lighting and to minimize light spill beyond the area for which illumination is required.
- f) Office space, residential units, and hotel rooms shall be equipped with motion sensors, timers, or other lighting control systems to ensure that lighting is extinguished when the space is unoccupied.
- g) Office space, residential units, and hotel rooms shall be equipped with blinds, drapes, or other window coverings that may be closed to minimize the effects of interior night lighting.

#### Policy 4.1.2: Glass and Reflection

a) Use of reflective coatings on any glass surface is prohibited.

- b) Buildings shall incorporate measures to the satisfaction of the District or the City to indicate to birds that the glass surface is solid by creating visual markers and muting reflection.
- c) Project design standards will encourage window stencilling and angling.
- d) These measures may include but are not limited to the following:
  - i. Glass surfaces which are non-reflective
  - ii. Glass surfaces which are tilted at a downward angle
  - iii. Glass surfaces which use fritted or patterned glass
  - iv. Glass surfaces which use vertical or horizontal mullions or other fenestration patterns
  - v. Glass surfaces which are fitted with screening, decorative grills, or louvers
  - vi. Glass surfaces which use awnings, overhangs, bris sole, or other exterior sun-shading devices
  - vii. Glass surfaces which use external films or coatings perceivable by birds
  - viii. Artwork, drapery, banners, and wall coverings that counter the reflection of glass surfaces or block "see through" pathways.

#### Policy 4.1.3: Building Articulation

- a) Structure design will include secondary and tertiary setbacks and, to the maximum extent possible, stepped back building design, protruding balconies, recessed windows, and mullioned glazing systems, shall be incorporated to the extent feasible. Balconies and other elements will step back from the water's edge.
- b) Design features that increase the potential for bird strikes, such as walkways constructed of clear glass and "see through" pathways through lobbies, rooms and corridors, shall be avoided except for minor features intended to enhance view opportunities at grade level and only when oriented away from large open expanses.
- c) Buildings shall be sited and designed to minimize glass and windows facing Wildlife Habitat Areas to the maximum extent possible. Design for towers on Parcel H-3 should avoid east-west monolith massing and shall include architectural articulation.
- d) Parcels containing surface parking, such as those depicted for the Sweetwater District, will be designed with parking lots located nearer to the Wildlife Habitat Areas. Site plans on parcels adjacent to Wildlife Habitat Areas will maximize distance between structures and such areas.

#### Policy 4.1.4: Landscaping

- a) Exterior trees and landscaping shall be located and glass surfaces shall incorporate measures so that exterior trees and landscaping are not reflected on building surfaces.
- b) In small exterior courtyards and recessed areas, the building's edge shall be clearly defined with opaque materials and non-reflective glass.
- c) Interior plants shall be located a minimum of 10 feet away from glass surfaces to avoid or reduce the potential for attracting birds.

#### Policy 4.1.5: Public Education

a) The owner or operator of each building shall implement an ongoing procedure to the satisfaction of the District or the City to encourage tenants, residents, and guests to close their blinds, drapes, or other window coverings to reduce or avoid the potential for bird strikes. b) The owner or operator of each building shall enroll in the Fatal Light Awareness Program's "Bird-Friendly Building Program" and shall implement ongoing tenant, resident, and guest education strategies, to the satisfaction of the District or the City, to reduce or avoid the potential for bird strikes, such as elevator and lobby signage and educational displays, e-mail alerts and other bulletins during spring and fall migratory seasons, and other activities designed to enlist cooperation in reducing bird collisions with the building.

#### Policy 4.1.6: Monitoring Bird Strikes and Collisions

For Phase I projects, the project applicant shall retain a qualified biologist to design a protocol and schedule, in consultation with the USFWS and subject to the approval of the District or City, as appropriate depending on jurisdiction, to monitor bird strikes which may occur during the first 12 months after the completion of construction. Within 60 days after completion of the monitoring period, the qualified biologist shall submit a written report to the District or the City, which shall state the biologist's findings and recommendations regarding any bird strikes that occurred. Based on the findings of those reports, the District or the City, as appropriate depending on jurisdiction, in coordination with the USFWS, will evaluate whether further action is required, which may include further monitoring or redesign of structures for future phases.

**Policy 4.2:** Bird strikes must be monitored and measures developed to address persistent problem areas in accordance with the NRMP. Nighttime lighting in tower buildings must be addressed and evaluated through adaptive management such that impacts on birds are avoided or minimized. Minimization of impacts of buildings on birds and the Wildlife Habitat Areas will be a priority in the selection of window coverings, glass color, other exterior materials, and design of exterior lighting and lighting of signs.

#### 5. Buffer Areas for Wildlife Protection

Policy 5.1: Designate "No Touch" Buffer Areas as defined and described in Exhibit 2. Such areas will contain fencing designed specifically to limit the movement of domesticated, feral, and nuisance predators (e.g. dogs, cats, skunks, opossums and other small terrestrial animals [collectively, "Predators"]) and humans between developed park and No Touch Buffer Areas and Wildlife Habitat Areas. The fence will be a minimum 6-foot high, black vinyl chain link fence or other equally effective barrier designed to take into consideration public views of the Bay and the need to protect natural resources. Fence design may include appropriate locked access points for maintenance and other necessary functions. Installation of the fence will include land contouring to minimize visual impacts of the fence. The installation of such fencing must be completed prior to the issuance of Certificates of Occupancy for development projects on either Parcel H-3 or H-23 and in conjunction with development or road improvements in the Sweetwater District.

**Policy 5.2:** Prohibit active recreation, construction of any road (whether paved or not), within No Touch Buffer Areas and "Transition Buffer Areas" as that term is defined and described in Exhibit 2, with the exception of existing or necessary access points for required maintenance.

**Policy 5.3:** Protect the No Touch Buffer Areas from the impacts of the Chula Vista Bayfront project including, without limitation, fencing necessary to protect the Sweetwater Marsh and the Sweetwater parcel tidal flats, the J Street Marsh next to the San Diego Bay National Wildlife Refuge, and the north side of Parcel H-3.

- **Policy 5.4:** Include additional controls and strategies restricting movement of humans and Predators into sensitive areas beyond the boundaries of the designated Buffer Areas.
- **Policy 5.5:** Require the Recreational Vehicle (RV) Park to install fencing or other barriers sufficient to prevent passage of predators and humans into sensitive adjacent habitat.
- **Policy 5.6:** Require all dogs to be leashed in all areas of the Chula Vista Bayfront at all times except in any designated and controlled off-leash areas.
- **Policy 5.7:** Impose and enforce restrictions on all residential development to keep cats and dogs indoors or on leashes at all times. Residential developments will be required to provide education to owners and/or renters regarding the rules and restrictions regarding the keeping of pets.
- **Policy 5.8:** Habitat buffers shall include a 100-foot-wide buffer from the seasonal pond (parcel SP-2) within the Sweetwater District, a 400-foot combined buffer in the Sweetwater District and a minimum 100-foot buffer in the Otay District.
- **Policy 5.9:** "Environmentally sensitive habitat area" (ESHA) means any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. The following areas shall be considered ESHA, unless there is compelling site-specific evidence to the contrary:
  - Any habitat area that is rare or especially valuable from a local, regional, or statewide basis.
  - Areas that contribute to the viability of plant or animal species designated as rare, threatened, or endangered under State or Federal law.
  - Areas that contribute to the viability of species designated as Fully Protected or Species of Special Concern under State law or regulations.
  - Areas that contribute to the viability of plant species for which there is compelling
    evidence of rarity, for example, those designated by the California Native Plant
    Society (CNPS) as 1b (Rare or endangered in California and elsewhere), such as
    Nuttall's scrub oak or "2" (rare, threatened or endangered in California but more
    common elsewhere), such as wart-stemmed Ceanothus.

**Policy 5.10:** New development shall be sited and designed to avoid impacts to ESHA. ESHA shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

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. These uses include enhancement/restoration work, passive recreational parks and public access or recreational facilities such as trails and bike paths integrated into the natural environment and sited and designed to preserve, and be compatible with, native habitat.

**Policy 5.11:** At the time of adoption of the Chula Vista Bayfront plan, the Coastal Sage Scrub on the berm in the S-1 and S-2 parcel areas and the non-native grasslands located in various locations within the Chula Vista Bayfront Master Plan were not identified as ESHA.

Site-specific studies to assess the extent and quality of natural resources on a site will be required at the time development is proposed.

- **Policy 5.12:** In the 1-g parcel area, a pedestrian bridge is proposed to create a linkage over a tidal inlet associated with the F and G Street Marsh. Tidal habitats should be treated as ESHA and the bridge crossing must be designed to enhance the habitat values present and reduce erosion. This bridge span must be extended and the existing incised channel slope should be cut back, reducing the slope and then creating additional salt marsh habitat on the created floodplain. Site-specific studies to assess the extent and quality of natural resources at the site will be required at the time development is proposed.
- **Policy 5.13:** If located in or adjacent to ESHA, new development shall include an inventory conducted by a qualified biologist of the plant and animal species present on the project site. If the initial inventory indicates the presence or potential for sensitive species or habitat on the project site, a detailed biological study shall be required. Sensitive species are those listed in any of three categories: federally listed, state listed or designated species of special concern or fully protected species, and CNPS categories 1B and 2.
- **Policy 5.14:** Development adjacent to ESHAs shall minimize impacts to habitat values or sensitive species to the maximum extent feasible. Native vegetation buffer areas shall be provided around ESHAs to serve as transitional habitat and provide distance and physical barriers to human intrusion. Buffers shall be of a sufficient size to ensure the biological integrity and preservation of the ESHA they are designed to protect.
- **Policy 5.15:** All buffers around (non-wetland) ESHA shall be a minimum of 100 feet in width, or a lesser width may be approved by the District if findings are made that a lesser buffer would adequately protect the resource. However, in no case can the buffer size be reduced to less than 50 feet.
- **Policy 5.16:** Public access-ways and trails are considered resource dependent uses. New access-ways and trails located within or adjacent to ESHA shall be sited to minimize impacts to ESHA to the maximum extent feasible. Measures including, but not limited to, signage, placement of boardwalks, and limited fencing shall be implemented as necessary to protect ESHA.
- **Policy 5.17:** Modifications to required development standards that are not related to ESHA protection (street setbacks, height limits, etc.) shall be permitted where necessary to avoid or minimize impacts to ESHA.
- **Policy 5.18:** Protection of ESHA and public access shall take priority over other development standards and where there is any conflict between general development standards and ESHA and/or public access protection, the standards that are most protective of ESHA and public access shall have precedence.
- **Policy 5.19:** Impacts to native habitat that does not constitute ESHA that cannot be avoided through the implementation of siting and design alternatives shall be fully mitigated, with priority given to on-site mitigation. Off-site mitigation measures shall only be approved when it is not feasible to fully mitigate impacts on-site or where off-site mitigation is more protective. Mitigation for impacts to native habitat shall be provided at a 3:1 ratio.

#### 6. Landscaping and Vegetation

**Policy 6.1:** The following landscape guidelines will apply to the Chula Vista Bayfront area:

- a) Invasive plant species (as listed in the California Invasive Plant Inventory list or California Invasive Plant Inventory Database or updates) will not be used in the Chula Vista Bayfront area. Any such invasive plant species that establishes itself within the Chula Vista Bayfront area will be immediately removed to the maximum extent feasible and in a manner adequate to prevent further distribution into Wildlife Habitat Areas. A condition of approval for coastal development permits will require applicants to remove any such invasive plant species that established itself within the Chula Vista Bayfront area.
- b) Only designated native plants will be used in No Touch Buffer Areas, habitat restoration areas, or in the limited and transitional zones of Parcel SP-1 adjacent to Wildlife Habitat Areas.
- c) Non-native plants will be prohibited adjacent to Wildlife Habitat Areas and will be strongly discouraged and minimized elsewhere where they will provide breeding of undesired scavengers.
- d) No trees will be planted in the No Touch Buffer Areas or directly adjacent to a National Wildlife Refuge, J Street Marsh, or SP-2 areas where there is no Buffer Area.

#### 7. Lighting and Illumination

- **Policy 7.1:** All roadways will be designed, and where necessary edges bermed, to ensure penetration of automobile lights in the Wildlife Habitat Areas will be minimized subject to applicable City and District roadway design standards.
- **Policy 7.2:** Explicit lighting requirements to minimize impacts to Wildlife Habitat Areas will be devised and implemented for all Bayfront uses including commercial, residential, municipal, streets, recreational, and parking lots. Beacon and exterior flood lights are prohibited where they would impact a Wildlife Habitat Area and use of this lighting should be minimized throughout the project.
- **Policy 7.3:** All street and walkway lighting should be shielded to minimize sky glow.
- **Policy 7.4:** To the maximum extent feasible, all external lighting will be designed to minimize any impact on Wildlife Habitat Areas, and operations and maintenance will be devised to ensure appropriate long-term education and control of light impacts. To the maximum extent feasible, ambient light impacts to the Sweetwater or J Street Marshes will be minimized.
- **Policy 7.5:** Sweetwater and Otay District parks will open and close in accordance with District Park Regulations.
- Policy 7.6: Laser light shows will be prohibited.
- **Policy 7.7:** Construction lighting will be controlled to minimize Wildlife Habitat Areas impacts.
- **Policy 7.8:** In Sweetwater and Otay District parks, lighting will be limited to that which is necessary for security purposes. Security lighting will be strictly limited to that required by

applicable law enforcement. All lighting proposed for the Sweetwater and Otay District parks and the shoreline promenade will be placed only where needed for human safety. Lights will be placed on low-standing bollards, shielded, and flat bottomed, so the illumination is directed downward onto the walkway and does not scatter. Lighting that emits only a low-range yellow light will be used to minimize ecological disruption. No night lighting for active sports facilities will be allowed.

#### 8. Noise

**Policy 8.1:** Construction noise shall be controlled to minimize impact to Wildlife Habitat Areas.

#### 9. Public, Resident, Visitor, Worker Education Program Education

**Policy 9.1:** An environmental education program will be developed and implemented and will include the following:

- a) The program must continue for the duration of the Chula Vista Bayfront project and must target both residential and commercial uses as well as park visitors.
- b) The program's primary objective will be to educate Bayfront users, residents, visitors, tenants and workers about the natural condition of the Bay, the ecological importance of the Chula Vista Bayfront area and the public's role in the restoration and protection of wildlife resources of the Bay.

**Policy 9.2:** The environmental education program will include educational signage, regular seminars and interpretive walks on the natural history and resources of the area, and regular stewardship events for volunteers (i.e., shoreline and beach cleanups, exotic plant removal, etc.).

**Policy 9.3:** The environmental education program will include adequate annual funding for personnel or contractor/consultant and overhead to ensure implementation of the following functions and activities in collaboration with the Chula Vista Nature Center or USFWS:

- a) Coordination of volunteer programs and events;
- b) Coordination of interpretive and educational programs;
- c) Coordination of tenant, resident and visitor educational programs;
- d) Docent educational; and
- e) Enhancements and restoration events.

#### 10. Boating Impacts

**Policy 10.1:** All boating, human, and pet intrusion must be kept away from F&G Street channel mouth and marsh.

**Policy 10.2:** Water areas will be managed with enforceable boating restrictions. No boating will be allowed in vicinity of the J Street Marsh or east of the navigation channel in the Sweetwater District during the fall and spring migration and during the winter season when flocks of birds are present.

**Policy 10.3:** All rentals of personal water craft (PWC) will be prohibited in the Chula Vista Bayfront. (Note: PWC will mean a motorboat less than sixteen feet in length which uses an inboard motor powering a jet pump as its primary motive power and which is designed to be operation by a person sitting, standing, or kneeling on rather than in the conventional manner of sitting or standing inside the vessel.)

**Policy 10.4:** Use of PWCs will be prohibited in Wildlife Habitat Areas, subject to applicable law.

**Policy 10.5:** A five (5) mile per hour speed limit will be enforced in areas other than the navigation channels.

**Policy 10.6:** Boating in the project area will be managed in a manner that protects water quality and that ensures persons or employees maintaining boats in slips or using slips on a transient basis are made aware of water quality provisions.

- a) Approval of projects within Chula Vista Bayfront Master Plan marinas shall include appropriate requirements from the District Jurisdictional Urban Runoff Management Document (JURMP) that includes appropriate Best Management Practices (BMPs) for controlling adverse impacts to water quality related to the boating facilities, including those BMPs for activities occurring over water.
- b) Approval of projects within the Chula Vista Bayfront Master Plan marinas shall include a requirement for boating facilities to identify procedures for inspection of boater activities and sanctions for boaters that may be adversely impacting water quality.
- c) Marinas in the Chula Vista Bayfront Master Plan project area shall provide evidence of ongoing efforts to protect water quality, such as a current certification by the Clean Marinas program (cleanmarina.org), stormwater BMP Plan, or other equivalent documentation of clean marina practices (http://www.cleanmarina.org/cleanmanual.shtml).
- d) San Diego Bay is a federally designated No Discharge Zone. The District shall ensure that District-leased facilities are adequately informing their boater tenants of their responsibilities regarding the discharge of sewage and are providing information to boaters on ways to anonymously report violators.
- e) The District shall adopt an addendum to leasing agreements for boating facilities that specifies actions that should be taken to protect water quality. This addendum should reflect applicable water quality laws and regulations pertaining to San Diego Bay.

#### 11. Walkway and Pathway Design

**Policy 11.1:** Walkways, paths, and overlooks near Wildlife Habitat Areas outside of the No Touch Buffer Areas will be designed in accordance with the following:

- a) Alignment, design, and general construction plans of walkways and overlooks will be developed to minimize potential impacts to Wildlife Habitat Areas.
- b) Path routes will be sited with appropriate setbacks from Wildlife Habitat Areas.
- c) Paths running parallel to shore or marsh areas that will cause or contribute to bird flushing will be minimized throughout the Chula Vista Bayfront.
- d) Walkways and overlooks will be designed to minimize and eliminate, where possible, perching opportunities for raptors and shelter for skunks, opossums or other Predators.

e) Walkways and overlooks that approach sensitive areas must be blinded, raised, or otherwise screened so that birds are not flushed or frightened. In general, walkway and overlook designs will minimize visual impacts on the Wildlife Habitat Areas of people on the walkways.

#### 12. Predator Management

**Policy 12.1:** The NRMP will include provisions designed to manage Predator impacts on Wildlife Habitat Areas which will include and comply with the following:

- a) Year-round, funded Predator management will be implemented for the life of the Chula Vista Bayfront project with clearly delineated roles and responsibilities for the District, City and Resource Agencies. The primary objective of such provisions will be to adequately protect terns, rails, plovers, shorebirds, over-wintering species, and other species of high management priority as determined by the Resource Agencies.
- b) Predator management will include regular foot patrols and utilize tracking techniques to find and remove domestic or feral animals.
- c) Predator attraction and trash management shall be addressed for all areas of the Chula Vista Bayfront project by identifying clear management measures and restrictions. Examples of the foregoing include design of trash containers, including those in park areas and commercial dumpsters, to be covered and self-closing at all times, design of containment systems to prevent access by sea gulls, rats, crows, pigeons, skunks, opossums, raccoons, and similar animals and adequate and frequent servicing of trash receptacles.
- d) All buildings, signage, walkways, overlooks, light standards, roofs, balconies, ledges, and other structures that could provide line of sight views of Wildlife Habitat Areas will be designed in a manner to discourage their use as raptor perches or nests.

#### 13. Stormwater and Urban Runoff Quality

**Policy 13.1:** Provisions for access for non-destructive maintenance and removal of litter and excess sediment will be integrated into these facilities. In areas that provide for the natural treatment of runoff, cattails, bulrush, mulefat, willow, and the like are permissible.

**Policy 13.2:** In order to protect the quality of coastal waters the District shall promote the protection of water quality that meets state standards and the restoration of waters that do not meet state standards, and encourage and support public outreach and education regarding the water quality impacts of development.

All new development shall:

- a) Comply with the Regional Water Quality Control Board Order No. R9-2007-0001, National Pollutant Discharge Elimination System Permit No. CAS0108758, Waste Discharge Requirements for Discharges of Urban Runoff from the Municipal Separate Storm Sewer Systems Draining the Watersheds of the County of San Diego, the Incorporated Cities of San Diego County, and the San Diego Unified Port District (Municipal Permit), as adopted, amended, and/or modified or replaced by the Regional Water Quality Control Board with a new Municipal Permit. The Municipal Permit prohibits any activities that could degrade stormwater quality.
- b) Comply with the District Jurisdictional Urban Runoff Management Document and the District Standard Urban Stormwater Mitigation Plan which provides BMP requirements for new development and redevelopment.

- c) Be designed and managed to minimize the introduction of pollutants into coastal waters to the maximum extent practicable.
- d) Be designed and managed to minimize increases in peak runoff rate and volume in order to avoid detrimental water quality impacts caused by excessive erosion or sedimentation.
- e) Include Site Design and Source Control BMPs and Low Impact Development practices, where feasible, in all developments.
- f) Implement the requirements of Hydromodification Management Plan developed pursuant to the Municipal Permit, as required.
- g) Minimize impervious surfaces in new development, especially directly connected impervious areas, and, where feasible, increase the area of pervious surfaces in redevelopment.
- h) Minimize erosion, sedimentation, and polluted runoff from construction-related activities of development, to the maximum extent practicable.
- i) Minimize the land disturbance activities of construction (e.g., clearing, grading, and cutand-fill), especially in erosive areas (including steep slopes, unstable areas, and erosive soils), to avoid detrimental water quality impacts caused by increased erosion or sedimentation. Incorporate soil stabilization BMPs on disturbed areas as soon as feasible.
- j) Require Treatment Control BMPs, in addition to Site Design and Source Control measures, when the combination of Site Design and Source Control BMPs is not sufficient to protect water quality.
- k) Be designed, constructed and maintain any required Treatment Control BMPs (or suites of BMPs) are designed and constructed so that they treat, infiltrate, or filter the amount of storm water runoff produced by all storms up to and including the 85th percentile, 24hour storm event for volume-based BMPs, and/or the 85th percentile, 1-hour storm event (with an appropriate safety factor of 2 or greater) for flow-based BMPs.
- **Policy 13.3:** An on-site pump out facility shall be required with the development of any new marinas.
- **Policy 13.4:** Stormwater and non-point source urban runoff into Wildlife Habitat Areas must be monitored and managed so as to prevent unwanted ecotype conversion or weed invasion. A plan to address the occurrence of any erosion or type conversion will be developed and implemented, if necessary. Monitoring will include an assessment of stream bed scouring and habitat degradation, sediment accumulation, shoreline erosion and stream bed widening, loss of aquatic species, and decreased base flow.
- **Policy 13.5:** The use of insecticides, herbicides, rodenticides or any toxic chemical substance that drains into Wildlife Habitat Areas or which has the potential to significantly degrade ESHA, shall be prohibited within and adjacent to ESHAs, except where necessary to protect or enhance the habitat itself, such as eradication of invasive plant species, or habitat restoration. Application of such chemical substances shall not take place during the winter season or when rain is predicted within a week of application.
- **Policy 13.6:** Integrated Pest Management must be used in all outdoor, public, buffer, habitat, and park areas.
- **Policy 13.7:** Fine trash filters are required for all storm drain pipes that discharge toward Wildlife Habitat Areas.

#### 14. Additional Habitat Management and Protection

**Policy 14.1:** The District will exercise diligent and good faith efforts to enter into the following cooperative agreements with the USFWS or other appropriate agency or organization:

- a) An agreement providing for the long-term protection and management of the sensitive biological habitat running north from the South Bay Boatyard to the Sweetwater River Channel (known as the Sweetwater Tidal Flats) and addressing educational signage, long-term maintenance, and additional protection measures such as increased monitoring and enforcement, shared jurisdiction and enforcement by District personnel with legal authority to enforce applicable rules and regulations ("District Enforcement Personnel"), shared jurisdiction and enforcement by District Enforcement Personnel and other appropriate Resource Agencies of resource regulations, and placement of enforcement signage. Subject to the cooperation of the applicable Resource Agency, such cooperative agreement will be executed prior to the Development Commencement of any projects subject to District's jurisdiction within the Sweetwater or Harbor Districts.
- b) An agreement for the long-term protection and management of the J Street Marsh and addressing additional protective measures such as educational signage, long-term maintenance, and monitoring and enforcement by District Enforcement Personnel and enforcement of resource regulations by District Enforcement Personnel and other Resource Agencies and placement of enforcement signage. Subject to the cooperation of the applicable Resource Agency, such cooperative agreement will be executed prior to the Development Commencement within the Otay District.
- c) If either of the cooperative agreements contemplated above is not achievable within three (3) years after Final Environmental Impact Report certification, the District will develop and pursue another mechanism that provides long-term, additional protection and natural resource management for these areas.
- **Policy 14.2:** The District will include an analysis of the appropriate level and method for wetland and marine life habitat restoration of the intake/discharge channels associated with the South Bay Power Plant in the environmental review document for the demolition of the South Bay Power Plant that includes below grade or in water structures.
- **Policy 14.3:** A permanent 100-foot-wide buffer shall be provided from proposed development around the seasonal wetland within Parcel SP-2.
- **Policy 14.4:** In order to ensure that sensitive resources are protected from adjacent development, at the time project specific development is proposed on parcel S-1, shading impacts, appropriate setbacks, step backs, and/or height reductions, will be analyzed as part of the necessary subsequent environmental review for those projects.
- **Policy 14.5:** As a future and separate project, the District will investigate, in consultation with the USFWS, the feasibility of restoring an ecologically meaningful tidal connection between the F & G Street Marsh and the upland marsh on parcel SP-2 consistent with USFWS restoration concepts for the area. At a minimum, the investigation will assess the biological value of tidal influence, the presence of hazardous materials, necessary physical improvements to achieve desired results, permitting requirements, and funding opportunities for establishing the tidal connection. This investigation will be completed prior to the

initiation of any physical alteration of SP-2, F Street, and/or the F & G Street Marsh. In addition, once emergency access to the Chula Vista Bayfront area has been adequately established such that F Street is no longer needed for public right-of-way, the District and City will abandon/vacate the F Street right-of-way for vehicular use, but may reserve it for pedestrian and bicycle use if ecologically appropriate.

**Policy 14.6:** Channelizations or other substantial alterations of streams shall be prohibited except for: (1) necessary water supply projects where no feasible alternative exists; (2) flood protection for existing development where there is no other feasible alternative; or (3) the improvement of fish and wildlife habitat. Any channelization or stream alteration permitted for one of these three purposes shall minimize impacts to coastal resources, including the depletion of groundwater, and shall include maximum feasible mitigation measures to mitigate unavoidable impacts. Bioengineering alternatives shall be preferred for flood protection over "hard" solutions such as concrete or riprap channels.

#### 15. Energy

The development of the Chula Vista Bayfront offers the District and City a unique opportunity to demonstrate the viability of responsible and sustainable development practices. Accordingly, the Chula Vista Bayfront Development Policies seek to establish guidelines to govern the future build-out of the programmatic elements of Chula Vista Bayfront and to ensure that the project is comprised of high performance and highly energy-efficient buildings and clean, efficient generation. The standards in this section are intended to be interpreted broadly and with the flexibility to adapt to new energy technology and evolving building construction and design practices.

**Policy 15.1:** The following energy standards shall be applied to development of all parcels within the Chula Vista Bayfront area *except Parcels HP-5, H-13, H-14 and H-15.* These parcels are addressed on separate standards provided below. The term "Development" will mean the development of an individual parcel within the Chula Vista Bayfront area.

- a) To help reduce the need for fossil-fueled power generation, reduce greenhouse gas emissions, and support the California Energy Commission's Loading Order for Electricity Resources, all Developments will achieve a minimum of a fifty (50) percent reduction in annual energy use in accordance with these policies.
- b) Each building in each Development will perform at least fifteen (15) percent better than Title 24, Part 6 of the California Building Energy Efficiency Standards ("Title 24") in effect on the date of the execution of the Chula Vista Bayfront Master Plan Settlement Agreement (May 2010). The minimum energy efficiency performance standard adopted by the City is hereinafter described as its "Energy Efficiency Requirement" or "EER". Should revised Title 24 standards be adopted by the State of California, the City's EER at the time a building permit application is submitted for such Development shall apply.
- c) The balance of the fifty (50) percent reduction in annual energy use will be achieved through the use of any combination of the energy reduction measures described in these policies. To achieve compliance with this policy, sponsors of Developments may select one of two paths. The first path is based on Title 24 ("Title 24 Path") and the second is described in Energy and Atmosphere, Credit 1 "Optimize Energy Performance" (Credit EA-/c1) in the US Green Building Council's Leadership in Energy and Environmental Design (LEED) v3 system ("LEED Path"). The definition of the term "Baseline" against which energy reduction will be measured will vary depending on the path selected and is

- further described in Exhibit 3. Choosing the LEED Path does not require a Development to achieve LEED Certification, but simply uses the methodology of EA-/c1.
- d) Renewable Energy generated within the boundaries of the Development will be credited toward the minimum of a fifty (50) percent reduction in annual energy use in accordance energy reduction requirement. The term "Renewable Energy" will mean energy derived from the sources described in California Public Resources Code section 25741 (b) 1.
- e) Renewable Energy generated on one or more sites ("Renewable Energy Sites") within the boundaries of the Chula Vista Bayfront by the District, City or other third party and fed to the electrical grid or to the Development will be credited toward the minimum of a fifty (50) percent energy reduction requirement. Aggregate energy generated on Renewable Energy Sites may be allocated to an individual Development up to the amount necessary to achieve such Development's compliance with the minimum of a fifty (50) percent energy reduction requirement. Once allocated to a Development, the amount of energy generated by Renewable Energy Sites so allocated may not be further allocated to another Development.
- f) Participation in a City of Chula Vista sponsored energy efficiency program provided that the resulting energy reduction may be calculated and verified. The methodology for calculating the amount of the credit toward the minimum of a fifty (50) percent energy reduction requirement under the Title 24 Path and the LEED Path is described in Exhibit 3.
- g) Each Development will develop, implement, and for the life of each Development, maintain a measurement and verification plan ("M&V Plan"). Such participation has been shown to increase the persistence of energy efficiency ("EE") and also to provide a way of recognizing and encouraging the ongoing conservation efforts of occupants and facility managers and will be awarded a waiver for five (5) percent credit against the Baseline to determine compliance with the minimum of a fifty (50) percent energy reduction requirement. The District will include in all leases the requirement to perform an energy audit every three (3) years for the convention centers and hotel Developments over 300 rooms and five (5) years for all other Developments to ensure that all energy systems are performing as planned or corrective action will be taken if failing to meet EE commitments.
- h) Participation in one of SDG&E's Voluntary Demand Reduction (DR) utility rates will be awarded a waiver for three (3) percent credit against the Baseline to determine compliance with the minimum of a fifty (50) percent energy reduction requirement.
- i) Participation in one of SDG&E's Mandatory Demand Reduction (DR) utility rates will be awarded a waiver for five (5) percent credit against the Baseline to determine compliance with the minimum of a fifty (50) percent energy reduction requirement.
- j) Incorporation of natural ventilation into design such that at least 75% of the conditioned area is naturally ventilated according to the guidelines set forth in Exhibit 3, and if this benefit was not included in the energy efficiency calculations, the project will be awarded either: a waiver for five (5) percent credit against the Baseline to determine compliance with the minimum of a fifty (50) percent energy reduction requirement; or, a waiver for ten (10) percent credit will be awarded if the natural ventilation system is coupled with an energy or cooling system that does not draw from the grid if and when natural ventilation is not used. This may

- be prorated if less than seventy-five (75) percent of the conditioned area is naturally ventilated.
- k) The parties understand and acknowledge that the energy reduction measures described above for a Development or component of a Development may be phased in over time to achieve compliance with the minimum of a fifty (50) percent energy reduction requirement provided such energy reduction measures are completed no later than thirty-six (36) months following issuance of a Certificate of Occupancy for such Development or such component thereof.
- I) To further incentivize responsible and sustainable development practices within the boundaries of the Chula Vista Bayfront, District and City will consider voluntary commitments to levels of energy reduction in excess of the requirements of above, commitment to achievement of a LEED Certification, and/or a "Living Building Challenge" in connection with the selection of respondents in Request for Proposals/Request for Qualifications (RFP/RFQ) processes for Developments within the Chula Vista Bayfront area.

**Policy 15.2:** Within one year following the California Coastal Commission's (CCC) approval of a Port Master Plan amendment substantially consistent with the Chula Vista Bayfront project, the District will in good faith consider adoption of an ordinance in a public hearing process that, if approved by the Board of Port Commissioners, will require the following:

- a) Within six (6) months following adoption of the ordinance and every three (3) years thereafter, the District will conduct an energy efficiency and renewable energy analysis that will:
  - (i) Assess the feasibility and cost-effectiveness of programs and options to reduce demand on the electric grid from all lands under District's jurisdiction; and,
  - (ii) Include, but not be limited to, an assessment of the potential for reduction in energy use on all land under District's jurisdiction through increases in energy efficiency, demand response, clean renewable and distributed energy generation and other methods and technologies.
- b) Upon the completion of each analysis, the District will consider good faith implementation of cost-effective programs and options as part of its commitment to greenhouse gas reductions and global climate change prevention activities consistent with Assembly Bill 32.
- c) The results of each analysis will be published on the District's website and received by the District's Board of Port Commissioners in a public forum.

#### 16. Hazardous Materials and Exposure Policies

**Policy 16.1:** Parcels contaminated with hazardous materials will be remediated to levels adequate to protect human health and the environment.

#### 17. Public Engagement

**Policy 17.1:** A South Bay Wildlife Advisory Group ("Wildlife Advisory Group") will be formed to advise the District and City in the creation of the NRMP, cooperative management agreements, Adaptive Management Review and any related wildlife management and restoration plans or prioritizations. The Wildlife Advisory Group will also address management issues and options for resolution. The Wildlife Advisory Group will initiate and support funding requests to the District and City, identify priorities for use of these funds and engage in partnering, education, and volunteerism to support the development of the Chula

Vista Bayfront in a manner that effectively protects and enhances the fish, wildlife, and habitats of the area and educates and engages the public. The Wildlife Advisory Group will meet as needed, but at a minimum of every six (6) months for the first ten (10) years and annually thereafter.

Policy 17.2: The Wildlife Advisory Group will meet to: (i) determine the effectiveness of the NRMP in achieving the Management Objectives; (ii) identify any changes or adjustments to the NRMP required to better achieve the Management Objectives; (iii) identify any changes or adjustments to the NRMP required to respond to changes in the man-made and natural environments that are affecting or, with the passage of time may affect, the effectiveness of the NRMP in achieving the Management Objectives; and (iv) review priorities relative to available funding. At its periodic meetings, the Wildlife Advisory Group may also consider and make recommendations regarding (a) implementation of the NRMP as needed, (b) Adaptive Management Review and (c) NRMP Amendments.

**Policy 17.3:** The Wildlife Advisory Group will advise the joint powers authority ("JPA") on expenditure of the Community Benefits Fund consistent with this Plan subject to applicable law. Written recommendations from the Wildlife Advisory Group will be forwarded to the District and City for consideration on key decisions as the build-out of the Chula Vista Bayfront project occurs.

Policy 17.4: A Bayfront Cultural and Design Committee ("BCDC") shall be formed to advise the District in addressing the design of parks, cultural facilities, and development projects. The public participation process for the BCDC will include broad community representation and will be modeled after the Community Advisory Committee (CAC) process. Membership will include at least one member each from the District, Chula Vista Planning Commission, Design Review Committee, and Resource Conservation Committee. The BCDC will advise the District in the establishment of Chula Vista Bayfront Master Plan design guidelines to address cohesive development and streetscape design standards, walkways and bikeways design to promote safe walking and biking, standards for design of park areas, and cultural facilities but will not address NRMP and Wildlife Habitat Areas design guidelines described above. A minimum of three public meeting/workshops will be held to establish the design guidelines.

#### 18. Public Access

**Policy 18.1:** The concept approval for the Signature Park will include a refined plan to address the linkage between the parks over the F and G Street channel. The design will ensure that the linkage between the two parks is easily accessed, obvious, and allows visitors to flow naturally and safely between the two parts of the park. A separate pedestrian bridge will be evaluated and, if necessary, a supplemental environmental review will be performed to address any necessary issues prior to the concept approval being forwarded to the Board of Port Commissioners.

**Policy 18.2:** Phase I Signature Park improvements (including development of Parcel S-2, within the Transition Buffer Areas and Limited Use zones of parcel SP1, and the fencing of the No Touch Buffer Area of Parcel SP1) will be completed prior to the issuance of Certificates of Occupancy for projects developed on either Parcel H-3 or H-23 and after any additional necessary environmental review. The public participation process for the design of the park will be completed prior to District Staff seeking Concept Approval from the Board of Port Commissioners.

#### 19. Sweetwater and Otay District Public Park Requirements

**Policy 19.1:** Sweetwater and Otay District Public Parks will meet the following minimum standards in addition to those described above:

- a) The parks will be Passive in nature and encourage Passive recreation, be low-impact and contain minimal permanent structures. Structures will be limited to single-story heights and will be limited in function to restrooms, picnic tables, shade structures and overlooks. The term "Passive" will mean that which emphasizes the open-space aspect of a park and which involves a low level of development, including picnic areas and trails. In contrast, active recreation is that which requires intensive development and includes programmable elements that involve cooperative or team activity, including, ball fields and skate parks.
- b) The parks will be constructed using low water-use ground cover alternatives where possible.
- c) Pedestrian and bike trails will be segregated where feasible. A meandering public trail will be provided along the entire length of the Bayfront. The meandering trail within the Sweetwater Park and adjacent to Buffer Areas will not be paved.
- d) The parks will not include athletic field amenities.
- e) No unattended food vending will be allowed.
- f) The parks will include enforcement signage that prohibits tenants, employees, residents, or visitors from feeding or encouraging feral cat colonies and prevents feral cat drop-off or abandonment of pets; and prohibits leash free areas near buffers.
- g) Due to their immediate adjacency to Wildlife Habitat Areas, the following restrictions will apply to parks located within the Sweetwater and Otay Districts:
  - (i) Such parks will be designated as Passive use parks and use of amplified sound equipment will be prohibited.
  - (ii) Reservations for group events and activities will be prohibited.

#### 20. Circulation and Pedestrian Orientation

- **Policy 20.1:** Shoreline promenades shall be a minimum of 25 feet in width allowing both pedestrians and bicyclists and shall be constructed directly along the waterfront where feasible and maintained free of private encroachment around the Bayfront. Pathways and walking trails not proposed along the shoreline shall be a minimum width of 12 feet.
- **Policy 20.2:** Provide a continuous open space system, fully accessible to the public, which would seamlessly connect the Sweetwater, Harbor, and Otay Districts through components such as a continuous shoreline promenade or "Baywalk" and a continuous bicycle path linking the parks and ultimately creating greenbelt linkages.
- **Policy 20.3:** Create a meandering pedestrian trail constructed of natural material that is easily maintained and interwoven throughout the Signature Park. Create, as part of the E Street Extension, a pedestrian pathway/bridge to provide a safe route for pedestrians to walk and to transition from the Sweetwater District to the Harbor Park Shoreline Promenade and park in the Harbor District.
- **Policy 20.4:** Segregate Pedestrian and bike trails where feasible. Provide a meandering public trail along the entire length of the Bayfront. Leave unpaved the meandering trail within the Sweetwater Park and adjacent to Buffer Areas.

**Policy 20.5:** Open spaces integrated into the hotels must include activating uses such as restaurants, outdoor sitting and dining areas and retail shops, which would be open to the public as well as hotel patrons.

**Policy 20.6:** Public access and other path-finding signage should be placed at strategic locations throughout the hotel complexes and to guide guests and visitors to and from public use areas, shops and restaurants, restrooms, and other facilities.

**Policy 20.7:** To help integrate all publicly accessible areas and provide convenience and low cost services for the general public, the ground floor of the hotel developments and associated outdoor areas should contain a variety of pedestrian-oriented amenities, which may include reasonably priced restaurants, newspaper stands, outdoor cafes with sit down and walkup service, informational kiosks, ATM's, public art or gift shops easily accessible to the public.

Policy 20.8: The design of the Resort Conference Center (H-3) development must provide a strong public interface with the adjacent Signature Park by including publicly accessible areas with convenience and low cost services for the general public. Specifically, on the west side of the site, the ground floor of the development and associated outdoor areas must include a variety of pedestrian-oriented amenities and activating uses, such as restaurants, outdoor cafes with sit down and walkup service, informational kiosks, ATMs, public art or gift shops easily accessible to the public. The RFP for the development of the Resort Conference Center (H-3) site will identify these requirements and will emphasize the need for establishing linkages to, from and through the site such that the public feels welcome on the site and encouraged to connect to public promenades and other public amenities in the park areas or along H Street and Marina Parkway. Other public amenities that may be provided at various locations around the hotel site include public wireless connectivity, drinking fountains, bike racks, horticultural interpretive labels on landscape elements, educational and historic plaques/displays, and dog drinking fountains. These elements represent public recreational opportunities and will encourage access to and around the site.

#### 21. Visitor Serving Policies

**Policy 21.1:** Overnight visitor-serving accommodations shall be encouraged and protected within the Chula Vista Bayfront Master Plan area.

**Policy 21.2:** Limited Use Overnight Visitor Serving Accommodations (i.e., fractional ownership condominium hotels and timeshares) shall be prohibited on District Tidelands.

**Policy 21.3:** Lower cost visitor and recreational facilities shall be protected, encouraged and provided where feasible. Specifically, a range of room types, sizes, and room prices should be provided in order to serve a variety of income ranges.

Where a new hotel or motel development would consist of entirely high cost overnight accommodations, after thorough consideration of a supply/demand analysis within the Chula Vista Bayfront Master Plan and South Bay area, in-lieu fees or comparable mitigation may be required as a condition of approval for a coastal development permit, to ensure a range of overnight accommodations are provided within the Chula Vista Bayfront Master Plan and South Bay area. High cost is defined as those hotels with daily room rates 25% higher than the statewide average for coastal areas.

The mitigation payment would be for providing funding for the establishment of lower cost overnight visitor accommodations within the City of Chula Vista or South San Diego County coastal area. The monies and accrued interest shall be used for the above-stated purpose, in consultation with the CCC Executive Director. Any development funded by this account will require review and approval by the Executive Director of the Coastal Commission and a coastal development permit.

**Policy 21.4**: If removal or conversion of lower or moderate cost overnight accommodations is proposed in the District, the inventory shall be replaced with units that are of comparable cost with the existing units to be removed or converted. The District shall proactively work with hotel/motel operators and offer incentives to maintain and renovate existing properties.

If replacement of lower or moderate cost units is not proposed (either on-site or elsewhere in District Tidelands or Chula Vista within five (5) miles of the coast), then the new development shall be required to pay, as a condition of approval for a coastal development permit, a mitigation payment to provide significant funding for the establishment of lower cost overnight visitor accommodations within Chula Vista, preferably, or within South San Diego County, for each of the low or moderate units removed/converted on a 1:1 basis.

**Policy 21.5:** Lower-cost RV camping uses shall be protected by maintaining at least an equivalent number of RV sites within the Chula Vista Bayfront Master Plan boundaries. Removal of the existing RV park for construction of a resort hotel and conference center (RCC) is proposed as part of the Chula Vista Bayfront Master Plan, with a replacement RV park to be constructed either in the Otay District (parcel O-3) or the Sweetwater District (parcel S-1). In the event that the replacement park cannot be opened to visitors prior to closing the existing RV park, an interim site with an equivalent number of RV sites shall be established and opened elsewhere with the Chula Vista Bayfront Master Plan area, at parcels S-1, H-23, or in the Otay District.

**Policy 21.6:** Public recreational opportunities, such as parks, open space, and other no-cost visitor serving amenities shall be provided.

**Policy 21.7:** Waterfront visitor-serving retail uses and public gathering spaces shall be provided.

**Policy 21.8:** Marinas within the planning area shall provide lower-cost visitor-serving boating opportunities and shall preserve a varied range of slip sizes. Prior to approval of any changes in the slip size or distribution, the District will undertake an updated comprehensive boater use, slip size, and slip distribution study which is no more than five (5) years old for each dock redevelopment project that affects slip size and distribution of slips, to assess current boater facility needs within the individual project and the Bay as a whole. The District will continue to provide a mix of small, medium and large boat slips based on updated information from the comprehensive study with priority given to boats less than 25 feet in length and a goal of no net loss in number of slips within the Chula Vista Bayfront Master Plan area. Should future projects propose reducing the number or proportion of small slips for boats 25 feet or less within the Chula Vista marina, a Port Master Plan amendment will be required.

#### 22. Funding and Community Benefits

**Policy 22.1:** Funding for the implementation of the NRMP and for the enforcement and implementation measures shall be provided by the District and City. To meet these

obligations, the District and City will commit revenues or otherwise provide funding to the JPA formed pursuant to the California Marks-Roos Act, Articles 1, 2, 3 and 4 of Chapter 5 of Division 7 of Title 1 of the California Government Code. District and City will ensure the JPA is specifically charged to treat the financial requirements described this policy as priority expenditures that must be assured as project-related revenues are identified and impacts initiated. The District and City expressly acknowledge the funding commitments contemplated herein will include, but not be limited to, funding for personnel and overhead or contractor(s)/consultant(s) to implement and ensure the following functions and activities:

- a) On-site management and enforcement for parks and Wildlife Habitat Areas as necessary to enforce restrictions on human and Predator access regarding Wildlife Habitat Areas;
- b) Enforcement of mitigation measures including, but not limited to, trash collection, noise restrictions, removal of invasive plants, habitat restoration, and park use restrictions:
- c) Coordination, development, implementation and evaluation of effectiveness of education and mitigation programs, including implementation of NRMP;
- d) Evaluation of effectiveness of bird strike mitigation and design measures;
- e) Water quality protections; and
- f) Coordination of injured animal rehabilitation activities.

#### 23. Views and Aesthetics

**Policy 23.1:** Public views to the beach, lagoons, and along the shoreline as well as to other scenic resources from major public viewpoints, as identified by the "vista" icon on the Precise Plan for Planning District 7 shall be protected. Development that may affect an existing or potential public view shall be designed and sited in a manner so as to preserve or enhance designated view opportunities. Street trees and vegetation shall be chosen and sited so as not to block views upon maturity.

**Policy 23.2:** The impacts of proposed development on existing public views of scenic resources shall be assessed by the District or City prior to approval of proposed development or redevelopment.

**Policy 23.3:** Buildings and structures shall be sited to provide unobstructed view corridors from the nearest view corridor road. These criteria may be modified when necessary to mitigate other overriding environmental considerations such as protection of habitat or wildlife corridors.

**Policy 23.4:** Public views of the Bay and access along the waterfront shall be provided via a proposed "Baywalk" promenade. This pedestrian path will also connect to the Signature Park, and the pathway system within the Sweetwater District, ultimately linking the two districts and "enabling viewers to experience visual contact at close range with the Bay and marshlands."

**Policy 23.5:** Existing views to the water from the following view corridor roads shall be protected and enhanced: E Street, F Street, Bay Boulevard between E and F Streets, Marina Parkway, and G and L Streets (in the City of Chula Vista); as shall the new views of the Bay created from the H Street corridor. These protected views shall be denoted by the "vista" icons on the Precise Plan for Planning District 7.

**Policy 23.6:** Building setbacks and coordinated signage shall be provided along Marina Parkway.

**Policy 23.7:** Prior to approval of development in the Otay District, views of the Bayfront from Bay Boulevard shall be identified and preserved.

**Policy 23.8:** View corridors to the Bay shall be established on Marina Parkway between H and J Streets approximately every 500 feet as denoted by the "vista" icon on the Precise Plan for Planning District 7.

**Policy 23.9:** Landscaping shall be planted along Marina Parkway to frame and enhance this scenic corridor, as well as on E Street and Bay Boulevard, adjacent to the project site.

Policy 23.10: Bayfront Gateway Objective/Policies: Certain points of access to the Bayfront will, by use, become major entrances to the different parts of the area. A significant portion of the visitors' and users' visual impressions are influenced by conditions at these locations. Hence, special consideration should be given to roadway design, including signage and lighting, landscaping, the protection of public views towards the Bay, and the siting and design of adjoining structures. Concurrent with the preparation of Phase I infrastructure design plans for E and H Streets, a Gateway plan shall be prepared for E and H Streets. Prior to issuance of certificates of occupancy for any projects within the District's jurisdiction in Phase I, the E and H Street Gateway plan shall be approved by the District and City's Directors of Planning and Building. The E and H Street Gateway plan shall be coordinated with the Gateway plan for J Street. All Gateway plans must conform with the setback policies and height limits in the PMP.

**Policy 23.11:** The landscape designs and standards shall include a coordinated street furniture palette including waste containers and benches, to be implemented throughout the Bayfront at appropriate locations.

Policy 23.12: As a condition for issuance of coastal development permits, buildings fronting H Street shall be designed to step away from the street. More specifically, design plans shall protect open views down the H Street Corridor by ensuring that an approximate 100-foot ROW width (curb—curb, building setbacks, and pedestrian plaza/walkway zone) remains clear of buildings, structures, or major landscaping. Placement of trees should take into account potential view blockage at maturity, and, trees should be spaced in order to ensure "windows" through the landscaping. Trees should also be considered to help frame the views and they should be pruned to increase the views from pedestrians and vehicles, underneath the tree canopy. In order to reduce the potential for buildings to encroach into view corridors, and to address the scale and massing impact, buildings shall step back at appropriate intervals or be angled to open up a broader view corridor at the ground plane to the extent feasible. All plans shall be subject to review and approval by the District. All future development proposals shall conform to District design guidelines and standards.

**Policy 23.13:** Prior to issuance of coastal development permits for projects within the District's jurisdiction, the project developer shall ensure that design plans for any large scale projects (greater than two stories in height) shall incorporate standard design techniques such as articulated facades, distributed building massing, horizontal banding, stepping back of buildings, and varied color schemes to separate the building base from its upper elevation and color changes such that vertical elements are interrupted and smaller scale massing implemented. These plans shall be implemented for large project components to diminish imposing building edges, monotonous facades and straight-edge building rooflines and profiles, and to avoid the appearance or effect of "walling off" the Bayfront.

**Policy 23.14:** Resort Conference Center (H-3) Development: In addition to policies 23.12 and 23.13 above, development of the Resort Conference Center (H-3) site shall incorporate additional building setbacks and stepbacks to further reduce the visual impact of building massing and to further widen view corridors towards the bay. Minimum building setbacks of 50 feet from the H Street right-of-way shall be required to result in a 145 foot wide minimum view corridor width at grade level with minimum tower stepbacks of 75 feet from the H Street right-of-way to generally achieve a 170 foot wide view corridor width at tower level.

Exhibit 4 to this Plan illustrates the general design parameters for the Resort Conference Center (RCC) site. The bayward portion of the RCC site shall be devoted to a mix of public open space, public plazas, limited amounts of parking, and low-scale development with ground floor commercial recreation and visitor commercial uses. Upper floor conference center/hotel uses are allowed. The inland portion of Parcel H-3 will be developed with hotel and conference center structures.

Exhibit 4 shows a setback of an average of 100 feet from the E Street right-of-way on the west side of the site and 50 feet from the E Street right-of-way on the north side of the site. This "esplanade" setback shall be for the creation of publicly accessible areas such as pedestrian promenades, bicycle access ways, landscaping, street furniture, and other pedestrian friendly features. Various public amenities, such as shade structures, benches, or bus stops are allowed within the esplanade.

In addition to the esplanade, this bayward portion shall be developed with a mix of public open spaces and structures to a maximum height of 35 feet. All structures shall include retail or restaurant uses on the ground floor in a pedestrian-friendly specialty shopping "village" style. Conference rooms or other uses associated with the hotel or conference center may be located on the upper level. A minimum of 40% of this portion of the site at ground floor shall be open plaza, seating (including seating for cafés), public art, and landscaping. Uses such as vendor carts, bicycle rentals, etc., shall be permitted in this area.

Within these broad use parameters, flexibility in the specific design and layout of the site is permitted. In order to achieve a lively, pedestrian oriented development attractive to the public and welcoming to visitors, E Street could be shifted inland to allow the development of additional public esplanade-type uses on the bay side of the street, at the adjacent Harbor Park. Retail uses could also be expanded into the area designated esplanade, as long as these structures are designed to create visual interest and variety at a human scale. The boundary between the esplanade and the commercial retail shown on Exhibit 4 is intended to be illustrative only, and it is expected that the distinction between the areas will be meandering and visually appealing.

To ensure that pedestrians can cross between the park and the RCC safely and easily, pedestrian crossing distances shall be minimized where feasible, and crosswalks aligned with retail nodes and points of interest.

On the inland portion, the tallest buildings on Parcel H-3 will be located in the southern portion of the parcel with building heights decreasing towards the north and west. The foregoing will not be interpreted to preclude incorporating secondary and tertiary setbacks along public streets. Hotel structures shall be no more than a maximum height of 240 feet and the conference facility height is limited to a maximum of 120 feet. Design for the hotel structures on Parcel H-3 shall avoid east-west monolith massing and shall include architectural articulation. The hotel structures shall not result in lot coverage exceeding 30% of the inland portion of the parcel.

**Policy 23.15:** Sweetwater District Lodging (S-1): Sweetwater District Lodging (S-1): Development of the Sweetwater District Lodging (S-1) shall consist of low-scale, low profile, lower-cost overnight accommodations such as a campground and/or RV park. A mix of camping facilities is encouraged. Limited meeting rooms, retail stores, and food service associated with the development shall be permitted. No structures over 1 story within a maximum height of 25 feet shall be permitted. Proposed development shall take into account potential sea level rise when site plans are prepared. The development shall incorporate a setback from the E Street view corridor as shown in Exhibit 5, where no structures shall be permitted.

**Policy 23.16:** Sweetwater District Mixed-Use Commercial Recreation/Marine Related Office Development (S-3). Development of the Sweetwater District Mixed Use development (S-3) shall incorporate setbacks of 50 feet from E Street in order to reduce visual and shading impacts of building massing and to widen view corridors towards the Bay. Building heights are limited to 45 feet and shall be located in the northeastern portion of the parcel in order to ensure views from the Bay Boulevard to the Bay are preserved to the extent feasible. The development shall incorporate a setback from the F Street view corridor as shown in Exhibit 5, where no structures shall be permitted.

**Policy 23.17:** All building height limits listed herein are measured from finished grade. Building pads shall not be raised from existing grade more than 8 feet.

#### 24. Transit

The Project's transportation system was developed to focus vehicular activity on the eastern edges of the property, near I-5 and its interchanges, by placing a majority of the common parking areas on the eastern properties, while designing for pedestrian connections and transit service. This will result in narrower, more pedestrian-friendly streets along the waterfront. In order to reduce traffic-related impacts within the Chula Vista Bayfront Master Plan area, the following transit policies shall be considered in the development of the Chula Vista Bayfront Master Plan:

- **Policy 24.1:** The project shall be designed to encourage the use of alternate transportation by including the H Street transit center close to the rail line, bike and pedestrian pathways, water taxis, and a private employee parking shuttle.
- **Policy 24.2:** The project shall include connections to the planned Bayshore Bikeway and provide an additional local bikeway loop that will be safer and more scenic as it is located closer to the water.
- **Policy 24.3:** The District and City shall explore the operating and funding potential for a shuttle service that would link various destinations within the western portions of Chula Vista, including the Chula Vista Bayfront Master Plan area. Implementation of the Chula Vista Bayfront Shuttle is anticipated to include participation by commercial development within the Chula Vista Bayfront Master Plan area.
- **Policy 24.4:** The Chula Vista Bayfront shuttle will service the Chula Vista Bayfront Master Plan area with a key focus on connecting general users to and from: downtown areas east of I-5, the resort conference center, the residential project, park areas, and existing trolley stops. The shuttle system shall be designed with the following design considerations:
  - a) Ensure that it has fewer stops than a conventional bus and is located as close as possible to the major traffic generators.

- b) Plan the general route of the transit shuttle to travel along Third Avenue between F Street and H Street, along F Street between Woodlawn Avenue and Third Avenue, along Woodlawn Avenue between E Street and F Street, along E Street, Marina Parkway, Street C, and Street A within the Bayfront development area, and along H Street between the Bayfront and Third Avenue
- c) Plan the route to operate as a two-way loop with stops in both directions.
- d) Plan for shuttles to initially run every 15 minutes.
- e) Consider a private shuttle system to transport employees between the H-18 parking structure and the H-3 parcel in the Harbor District.

**Policy 24.5:** Shuttle service shall be phased concurrent with development. At a minimum, service shall be provided upon the issuance of Certificate of Occupancy for either the H-3 resort conference center hotel or the 500<sup>th</sup> residential unit. Additional stops shall be provided at the Signature Park, the Recreational Vehicle Park, the H-18 parking structure, and the Park in Otay District, as these uses are developed.

**Policy 24.6:** In the Harbor District, typical parking requirement standards for high intensity uses may be reduced if it can be demonstrated that the use will be adequately served by alternative transit.

**Policy 24.7:** In order to reduce transportation-related air quality impacts, the following items should be encouraged at the project-level planning phase:

- a) Limit idling time for commercial vehicles, including delivery and construction vehicles.
- b) Use low- or zero-emission vehicles, including construction vehicles.
- c) Promote ride sharing programs, for example, by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides.
- d) Provide the necessary facilities and infrastructure to encourage the use of low- or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling).
- e) Provide public transit incentives, such as free or low-cost monthly transit passes.
- f) For commercial projects, provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. For large employers, provide facilities that encourage bicycle commuting, including (for example) showers, lockers, locked bicycle storage or covered or indoor bicycle parking.
- g) Institute a telecommute work program. Provide information, training, and incentives to encourage participation. Provide incentives for equipment purchases to allow high-quality teleconferences.
- h) Provide information on all options for individuals and businesses to reduce transportation-related emissions. Provide education and information about public transportation.

**Policy 24.8:** The District and the City shall participate in a multi-jurisdictional effort conducted by the California Department of Transportation (Caltrans) and San Diego Association of Governments (SANDAG) to assist in developing a detailed I-5 corridor-level study that will identify transportation improvements along with funding, including federal, state, regional, and local funding sources, and phasing that would reduce congestion management with Caltrans standards on the I-5 South corridor from the SR-54 interchange to the Otay River. Local funding sources identified in this Plan shall include fair-share

contributions related to private and/or public development based on nexus as well as other mechanisms.

#### 25. In-water Activities

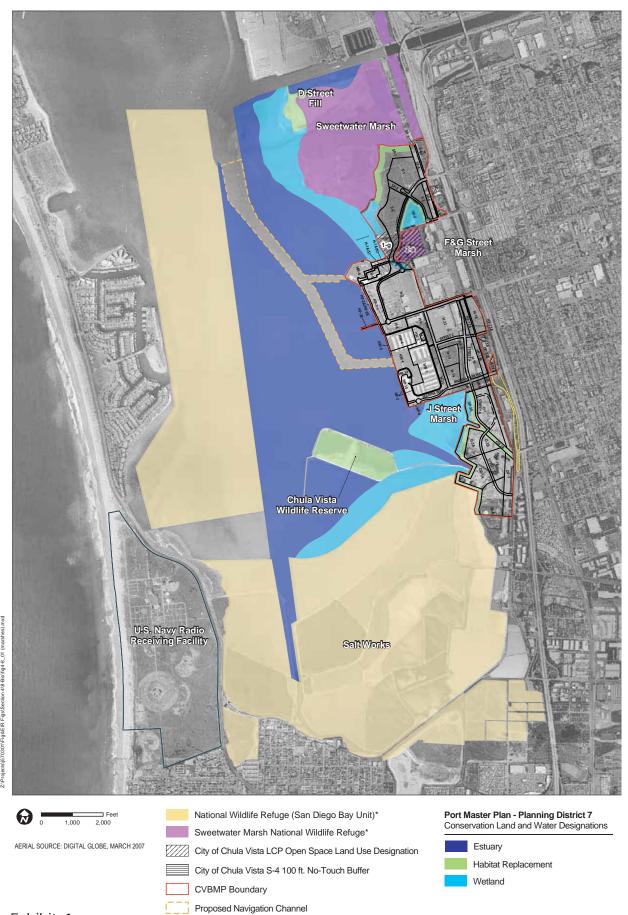
**Policy 25.1:** Excess dredge material from within the project area shall be tested for beach compatibility and placed on local beaches if suitable.

**Policy 25.2:** Development in San Diego Bay waters shall be reviewed for potential impacts to open water (foraging) and eelgrass, including any direct (e.g., construction activity) and indirect (e.g., shading from structures or boats) impacts. Efforts must be made to maintain the eelgrass habitat available and improve water quality. No net loss of eelgrass meadows shall be permitted. Pre-construction and post-construction eelgrass surveys shall be prepared in full compliance with the "Southern California Eelgrass Mitigation Policy or any later revised policy adopted by the National Marine Fisheries Service. Any existing eelgrass impacted shall be replaced at a minimum 1.2:1 ratio, in accordance with the Southern California Eelgrass Mitigation Policy. In addition, impacts to open water habitat shall be assessed and mitigated.

**Policy 25.3:** Prior to commencement of any in water development that involves disturbance of the subtidal water bottom, surveys will be done of the project area and a buffer area to determine the presence of the invasive alga *Caulerpa taxifolia*. The survey protocol shall be prepared in consultation with the Regional Water Quality Control Board, the California Department of Fish and Game, and the National Marine Fisheries Service.

#### 26. Signage

**Policy 26.1:** Signs shall be designed and located to minimize impacts to visual resources. Signs approved as part of commercial development shall be incorporated into the design of the project and shall be subject to height and width limitations that ensure that signs are visually compatible with surrounding areas and protect scenic views. Permitted monument signs shall not exceed eight feet in height. Free-standing pole or roof signs are prohibited. Permanent advertising signs and banners shall be prohibited in public beaches and beach parks.



### Exhibit 1

### Wildlife Habitat Areas

(Defined by § 3.1 of the Chula Vista Bayfront Master Plan Settlement Agreement; the agreement prevails over any conflict with this exhibit.)

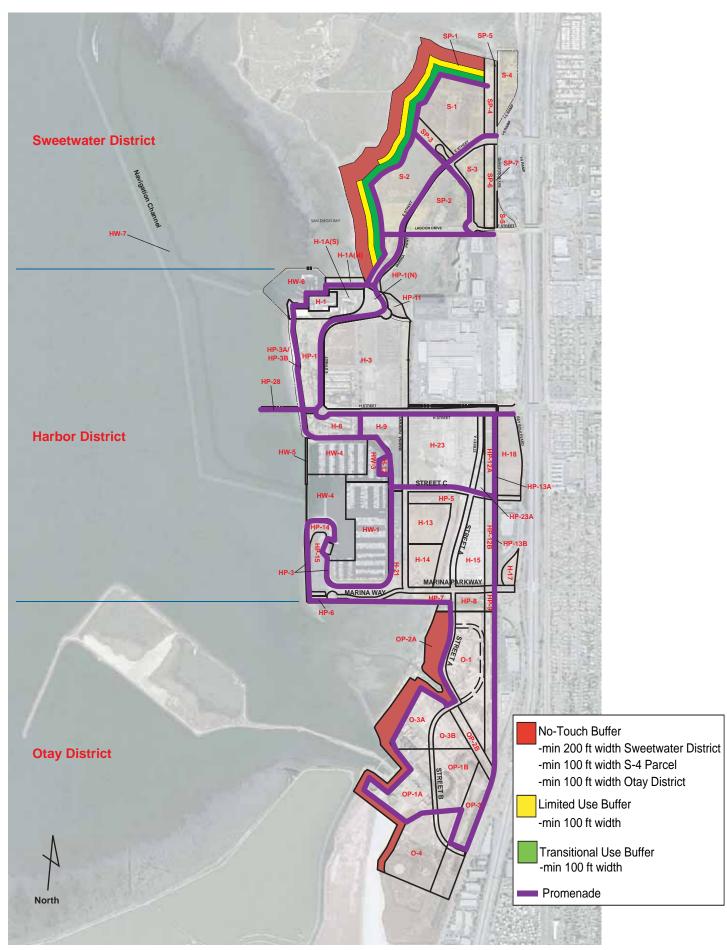


Exhibit 2 - Buffer Areas

(Defined by § 4.1.3 and 4.1.4 of the Chula Vista Bayfront Master Plan Settlement Agreement; the agreement prevails over any conflict with this exhibit)

approaches for projects which will be subject to future codes, regulations, tariffs, and technologies, all of which are subject to change. When clarifications are needed, Exhibit 3 outlines the metholodogies for determing that the goals of the Energy Section are met. The Sample Worksheets are for illustration purposes, to provide a format which may be used both by Developments and by the City of Chula Vista's Building Department. Note that the Energy Section outlines requirements and they will be provided by the City of Chula Vista.

<u>Baseline.</u> The term "Baseline" refers to the amount of energy against which the energy reduction will be measured.

SAMPLE Worksheets. Sample worksheets are provided as suggested approaches. Actual worksheets for calculating the energy requirements should be coordinated with the City of Chula Vista Building Department.

Proposed Energy Budgets, is specifically for energy uses within a conditioned building, and does not include lighting which is in Interior Unconditioned Spaces or lighting <u>Title 24 Path</u>. Title 24 language refers to the "Standard Budget" and "Proposed Budget." The Whole Building Performance Method, which generates the Standard and combined energy uses will become the Baseline for the "Title 24 Path." Each of the various energy uses will be converted into Site kBtu, except for the final 5% energy which is outside. However, for the purposes of the Energy Section, this lighting energy will be added to the energy budgets for the conditioned building, and the reduction waiver allowed for Ongoing Measurement and Verification.

Baseline because LEED counts all of the energy uses within the site boundary, some of which are not counted by Title 24. However, LEED is also likely to be better and process loads, aggregating multiple buildings, and the benefits of renewable energy. Each of the various energy uses will be converted into dollars (\$), except for the more comprehensive in calculating overall energy performance features, such as district thermal plants, combined heat and power, natural ventilation, efficiencies in LEED Path. LEED language refers to the "Baseline Design" and "Proposed Design." The LEED Path Baseline is likely to be different and higher than the Title 24 Path final 5% energy reduction waiver allowed for Ongoing Measurement and Verification. If the LEED Path is chosen, the Development may be subject to an additional fee to the City of Chula Vista for a 3rd party plan check by an experienced LEED reviewer acceptable to the City. Recognizing that LEED Templates may not be complete at the time of the initial Building Department submittals, draft Templates may be used, at the discretion of the reviewer.

Natural Ventilation. When using Natural Ventilation (NV) to qualify as an energy reduction feature, the Development may qualify for a waiver of up to 10% if at least 75% of the area that would normally be cooled relies solely on natural ventilation strategies to help maintain comfortable temperatures. Pro-rations are possible.

City of Chula Vista Sponsored Energy Efficiency Program. Refer to the appropriate City ordinances for details on this program.

International Performance Measurement and Verification Protocol (IPMVP) Volume III, Concepts and Options for Determining Energy Savings in New Construction, April 2003. The Development may choose either Option B or Option D. If the LEED Path is chosen, the M&V Plan should be consistent with Credit EAc5, except that LEED only Measurement and Verification. Each Development shall develop and implement an ongoing Measurement and Verification (M&V) Plan consistent with the requires one year of implementation, and the Energy Section of this Agreement requires M&V to be ongoing.

Demand Response Tariffs. Developments which enroll in SDG&E Demand Response rate tariff(s) which are designed to reduce the load on the electric grid during critical times may be awarded up to a 5% waiver.

# SAMPLE Worksheet A: Title 24 Path

# Name: Example Development

Description <sup>1</sup>	Source of Info (Attachments)	Input Standard	Input Proposed	Typical Units of Measure	Convert to Site kbtu	Standard = Baseline	Proposed	Units	Minimum % Reduction	Actual % Reduction
15.2.1 MINIMUM EFFICIENCY										
Title 24 Whole Building Performance	T24 UTIL-1, Part 1			Source TDV kbtu/sf-yr					15%	
15.2.2 CALCULATE BASELINE AND REDUCTIONS	OUCTIONS									
A. Energy Uses										
T24 Electricity	T24 UTIL-1, Part 2			Site KWH/year	3.413	=	-	kBtu		
T24 Gas	T24 UTIL-1, Part 2			Site Therms/year	100.000	-	,	kBtu		
T24 Lighting Outside and Uncond	Worksheet A-LTG		1	Site KWH/year	3.413	-	-	kBtu		
A. Summary of Efficiency of End Uses						•		kBtu		
B. Renewable Energy Contributions										
PV: within Development	CSI calculation or	n/a		Site KWH output/year	3.413	n/a	-	kBtu		
PV: Credited from Project	PV-Watts <sup>2</sup>	n/a		Site KWH output/year	3.413	n/a	-	kBtu		
Solar Thermal: within Development	F-Chart or equal	n/a		Site kbtu offset/year	1.000	n/a	-	kBtu		
Other	as appropriate	n/a		as appropriate		n/a				
B. Combined Renewable Reductions										
C. Natural Ventilation	Worksheet C						0% to 10%			
D. Chula Vista Program Savings										
Verified Electricity Savings	Confirm with	n/a		Site KWH	3.413		1	kBtu		
Verified Gas Savings	Administrator	n/a		Site Therms	100.000		-	kBtu		
D. CV Program Combined Reduction										
E. Ongoing Measure & Verify	Worksheet E						Required			
F. Demand Response Tariff	Worksheet F						0% to 5%			
TOTAL REDUCTION FROM BASELINE (Must be at least 50% Reduction)	(Must be at least	50% Reductio	n)							0.0%

# **NOTES TO WORKSHEET A**

Note 1: If the Development includes more than one building, then use multiple Worksheets, or, add backup calculations or line items to this spreadsheet, as most appropriate.

Note 2: Final photovoltaic design and output informatio shall use industry standard software, including at least site location, array orientation, array tilt, and system efficiency. California Solar Initiative (CSI) rebate calculations and PV-Watts are examples of acceptable software.

# Worksheet A-LTG: Lighting Outside and in Interior Unconditioned Spaces

# Name: Example Development

	Source of Info	T24 Allowed	Proposed		hours			Standard	Proposed
Category <sup>1</sup>	(Attachments)	Watts	Watts	Occupancy	/day²	Days /year	Hours /year	KWH/yr	KWH/yr
Unconditioned spaces	T24 LTG Forms						-	-	-
Unconditioned spaces	T24 LTG Forms						-	-	1
Unconditioned spaces	T24 LTG Forms						-	-	-
Unconditioned spaces	T24 LTG Forms							-	
Unconditioned spaces	T24 LTG Forms						-	-	-
General Site Illumination (Tradable)	T24 OLTG Forms							1	1
General Site Illumination (Tradable)	T24 OLTG Forms						-	-	-
General Site Illumination (Tradable)	T24 OLTG Forms						-	-	-
General Site Illumination (Tradable)	T24 OLTG Forms						-	•	-
General Site Illumination (Tradable)	T24 OLTG Forms						•	•	1
Specific Applications (Non-Tradable)	T24 OLTG Forms						-	-	-
Specific Applications (Non-Tradable)	T24 OLTG Forms						1	ı	1
Specific Applications (Non-Tradable)	T24 OLTG Forms						1	1	1
Signs (Non-Tradable)	T24 OLTG Forms						•	•	-
Signs (Non-Tradable)	T24 OLTG Forms						1	ı	1
Totals (Subtotals are inputs to Worksheet A)	neet A)								•

# **NOTES TO WORKSHEET A-LTG**

Note 1: If more lines are needed, create a spreadsheet in similar format, and enter above, as appropriate.

Note 2: For average runtimes, use the hours in this chart, unless proposer demonstrates to the Bldg Department's satisfaction that a different value should be used.

# SAMPLE Worksheet B: LEED Path

Name: Example Development

	Source of Info	Standard or		Typical Units of	Virtual				National Control of	% lenta
Description	(Attachments)	Baseline	Proposed	Measure	Rate	Baseline	Proposed	Units	Reduction	Reduciton
15.2.1 MINIMUM EFFICIENCY										
Title 24 Whole Building Performance	T24 UTIL-1, Part 1			Source TDV kbtu/sf-yr					15%	
15.2.2 CALCULATE BASELINE AND REDUCTIONS	CTIONS									
A. Energy Costs: LEED Performance Rating Method (PRM) EAp2/c1 Letter Template	Method (PRM) EAp2	/c1 Letter Temp	late							
Conditioned Building(s)		Included	papnloul							
Other energy uses on site		papnloul	papnloul							
Lighting: Outside and Uncond		Included	Included							
Onsite Renew Energy: Development	LEED EAp2/c1 Letter Template	papnjoul	papnloul							
Campus Renew Energy: Project		Included	Included							
Other		papnjoul	papnloul							
Natural Ventilation		May be includ	ed in LEED EAp	May be included in LEED EAp2/c1, OR, use Worksheet C	t C					
Electricity (Summary)	LEED EAp2/c1			kWh	#DIV/0i			Site \$		
Natural Gas (Summary)	Section 1.8			therms	#DIV/0i			Site \$		
A. Summary of Efficiency of Energy Costs	Summary <sup>1</sup>					- \$	- \$	Site \$		
B. Combined Renewable Reductions	Included in EAp2/c1 above	c1 above								
C. Natural Ventilation	May be included in LEED EAp2/c1 above, OR, use Worksheet C	in LEED EAp2/c1	above, OR, use	e Worksheet C						
Alternate:	Worksheet C						0% to 10%			
D. Chula Vista Program Savings										
Verified Electricity Savings	Confirm with			Site KWH	i0/\ld#		#DIV/0!	Site \$		
Verified Gas Savings	Administrator			Site Therms	i0//\IG#		i0/∧lG#	Site \$		
D. CV Program Combined Reduction										
E. Ongoing Measure & Verify	LEED EAC5. See Worksheet E.	Vorksheet E.					Required			
F. Demand Response Tariff	Worksheet F						0% to 5%			
TOTAL REDUCTION FROM BASELINE (Must be at least 50% Reduction)	Aust be at least 50	% Reduction)								0.0%

NOTES TO WORKSHEET B

Note 1: LEED EAp2/c1 Letter Template: Section 1.8, "Energy Cost and Consumption by Energy Type - Performance Rating Method Compliance Table"

# SAMPLE Worksheet C: Natural Ventilation

# Name: Example Development

When using Natural Ventilation (NV) to qualify as an energy reduction feature for this Agreement, the Development may qualify for a waiver if at least 75% of the area that would normally cooled the grid. A 10% waiver is granted if the area is not served by an energy or cooling system drawing from the grid. The waiver may be prorated if the area is less than 75%. Final determination of includes effective natural ventilation strategies to help maintain comfortable temperatures. A 5% waiver is granted if the area is also served by an energy or cooling system drawing energy from normally cooled areas are at the discretion of the Building Department. For example, in CA Climate Zone 7, spaces such as warehouses and kitchens do not normally have electric cooling.

Two approaches are possible:

- 1. A Development may use a performance approach, such as macro-flow or Computational Fluid Dynamics (CFD) modeling, to design and confirm the maintenance of comfort using natural ventilation techniques.
- which are likely to be effective in helping to maintain interior comfort when outside conditions are moderate. Even though the CHPS program targets school campuses, the approach is useful for 2. As an alternate, the prescriptive calculations outlined in the Collaborative for High Performance Schools (CHPS) may be used. CHPS identifies an approach to achieving ventilation strategies many occupancies. It is publicly available at www.chps.net. Suggested references are from CHPS 2006 Volume II Best Practices Manual - Design, HVAC Guidelines, Sections TC 13 (Cross Ventilation), TC-14 (Stack Ventilation), and TC-15 (Ceiling Fans).

space, totalling at least 8%. Ideally they are on opposite sides, but at a minimum may be on perpendicular walls. Inlets are to be on the side which is typically windward, and lower than outlets. The designer should follow the CHPS guidelines. To satisfy the prescriptive approach, the following table may be used. Inlets and Outlets should each be at least 4% of the floor area of the

		Conditioned		Performance or	Prescrip	Prescriptive: Inlet (Windward)	idward)		Prescriptiv	Prescriptive: Outlet (Leeward)	Leeward)	
		Floor Area	Qualifying	Prescriptive							higher than	opposite or
Space Name	Source of Cooling	(CFA)	CFA	Calculation	Area	Orientation	% CFA	Area	Orientation	% CFA	inlet	corner wall
Space A	NV with grid cooling											
Space B	NV with grid cooling											
Space C	NV with grid cooling											
Subtotal:			0									
Space D	NV only											
Space E	NV only											
Space F	VI only											
Subtotal:			0									
Other spaces	NO ON											
Total Normally Conditioned Floor Area	ioned Floor Area					-						
Villenite No. 40; do. A.	railoo) biag datiu boatalatoo Nalama daida vaa		c				20:10:10:10:10:10:10:10:10:10:10:10:10:10	L	G VIN Only	300		
Cr A WIIICII IS INATUI AIII)	veninated, with orld cooling		O			CrA: NV + grid	Reduction		CFA: NV OIII) Reduction	eduction		
<b>Energy Reduction Allowed</b>	ved					%0	%0		%0	%0		
						15%	1%		15%	2%		
CFA Which is Naturally Ventilated Only	Ventilated Only		0			30%	7%		30%	4%		
Energy Reduction Allowed	ved					45%	3%		45%	%9		
						%09	4%		%09	%8		
<b>Combined Energy Reduction Allowed</b>	duction Allowed					75%	2%		75%	10%		

# SAMPLE Worksheet D: Chula Vista Energy Efficiency Program

Name: Example Development

Refer to the appropriate City ordinances for details on this program, including, but not limited to:

City of Chula Vista Municipal Code Section 15.12 "Green Building Standards Ordinance" City of Chula Vista Municipal Code Section 15.26.030 "Increase Energy Efficiency Ordinance"

# SAMPLE Worksheet E: Ongoing Measurement & Verification (M&V)

# Name: Example Development

Develop and implement a Measurement and Verification (M&V) Plan consistent with the International Performance Measurement and Verification Protocol (IPMVP) Volume III, Concepts and Options for Determining Energy Savings in New Construction, April 2003. The Development may choose either Option B or Option D.

M&V shall be on-going for the length of the lease.

Tenants shall have sub-meters for electricity. Sub-meters for gas and water should also be considered, but are not required.

The plan shall include a process for corrective action if energy performance goals are not achieved as planned. Refer to ASHRAE Guideline 14 for suggested ranges of discrepancy, appropriate to the meter, magnitude of energy uses, and overall plan.

If the LEED Path is chosen, the M&V Plan should be consistent with EAc5, except that LEED only requires one year of implementation, and the Energy Section of this Agreement requires M&V to be ongoing.

# SAMPLE Worksheet F: Demand Response Tariffs

# Name: Example Development

If the development chooses an SDG&E Demand Response tariff in which the customer has the option to manually or semi-automatically reduce electricity use when requested by the utility, then it will be awarded a 3 % waiver towards the overall energy reduction. If the development chooses an SDG&E Demand Response tariff in which the utility can automatically reduce the customer's electricity use, then it will be awarded a 5 % waiver towards the overall energy reduction.

% Reduction Awarded					
Automatic, or Utility Controlled: 5%					
Manual or Semi-Automatic: Customer Controlled: 3%					
Tariff					
Meter(s)					

# **Links for References used in EXHIBIT 3**

Title 24 Building Energy Efficiency Standards www.energy.ca.gov/title24/

Collaborative for High Performance Schools (CHPS) www.chps.net/dev/Drupal/node/31

CHPS 2006 Volume II Best Practices Manual - Design

Products & Services / IPMVP / Applications Volume III IPMVP, Volume III, Concepts and Options for Determining Energy www.evo-world.org Savings in New Construction, April 2003.

WI

Leadership in Energy and Environmental Design (LEED $^{ extsf{TM}}$ )

City of Chula Vista sponsored energy efficiency program

www.usgbc.org

www.ilbi.org

Living Building Challenge

Exhibit 3 - Apr2010.xls / Links

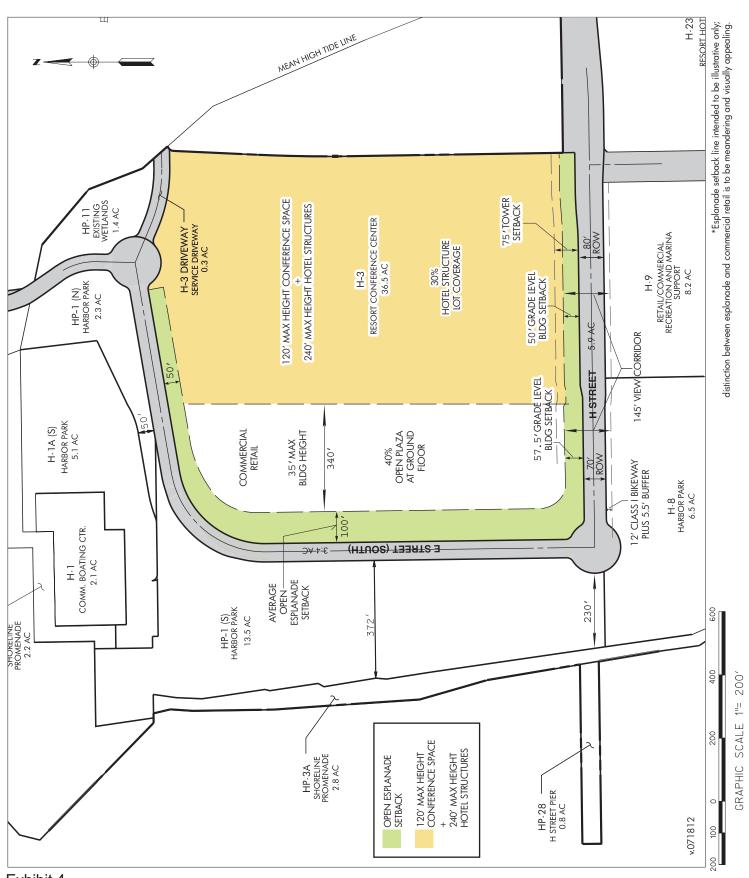


Exhibit 4
Resort Conference Center (H-3) Development

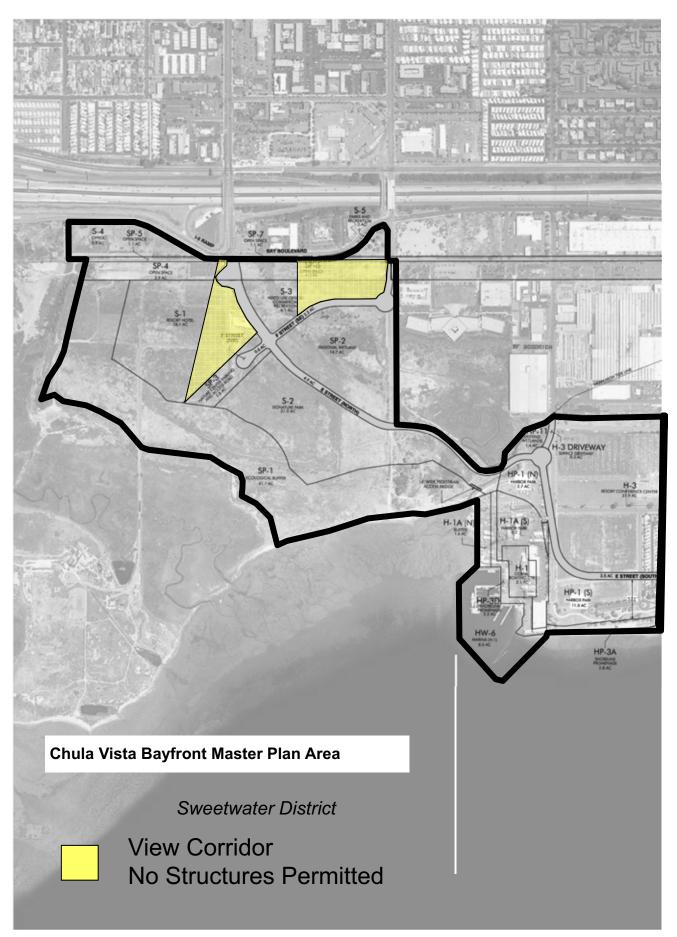


Exhibit 5 Sweetwater District (S-1/S-3) Development

### San Diego Unified Port District and City of Chula Vista





## Chula Vista Bayfront Master Plan

Public Access Program

#### CHULA VISTA BAYFRONT MASTER PLAN PUBLIC ACCESS PROGRAM

Contents: 1. Introduction and Statement of Purpose

- 2. Public Access—Current Conditions
- 3. Circulation Improvements
- 4. Integration of the Bayshore Bikeway
- 5. Public Transit Improvements
- 6. Roadway Improvements
- 7. Parking Allocations
- 8. Summary

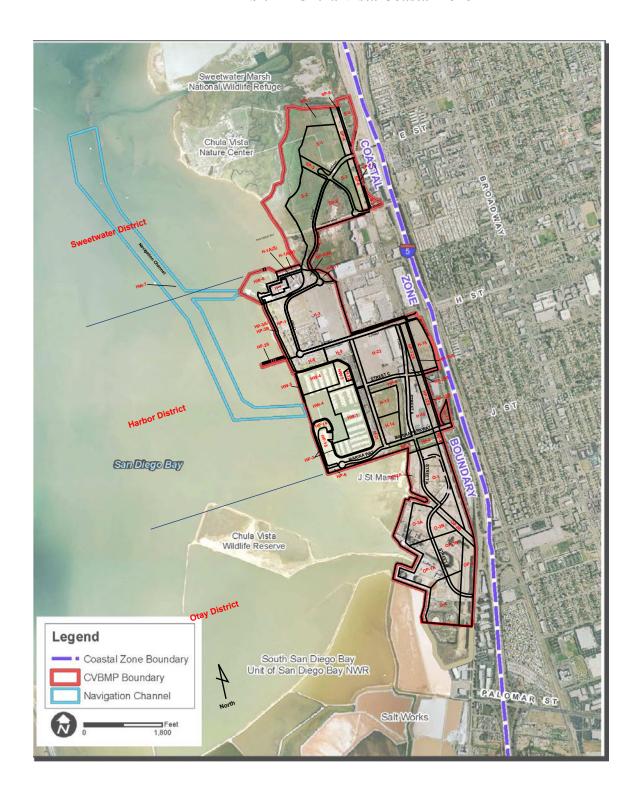
#### 1. Introduction and Statement of Purpose

A fundamental goal of the California Coastal Act is the protection and maximization of public access to California's shoreline. In accordance with this goal, the Chula Vista Bayfront Master Plan (CVBMP) implements a Public Access Program (PAP) that ensures the public's right of access to the shoreline. The CVBMP PAP defines and implements an extensive multi-modal pedestrian, bicyclist, mass-transit and automobile-based system to provide a variety of free and low-cost Chula Vista waterfront public recreational opportunities for the residents and visitors of the region. The PAP is a supplemental document to the City of Chula Vista's (City) Local Coastal Program (LCP) and San Diego Unified Port District's (District) Port Master Plan (PMP) amendments for the CVBMP. The CVBMP improves the public's access to the shoreline by increasing pedestrian and bikeway connections, increasing public transportation connections, and improving circulation along the coast.

The CVBMP guides development within the Chula Vista Bayfront. Chula Vista's Bayfront lies within the Chula Vista Coastal Zone, an area that totals 1,345 acres. Of these 1,345 acres, 722 acres are within the City's jurisdiction and 536 acres are within the District's jurisdiction (see Exhibit 1, Chula Vista Coastal Zone).

July 2012 Chula Vista Bayfront Master Plan Public Access Program

Exhibit 1 – Chula Vista Coastal Zone



#### 2. Public Access—Current Conditions

Currently, public access to Chula Vista's shoreline is limited. The only direct public access is located within the jurisdiction of the District. A boat launch, marina, and a park are located off of the westerly extension of J Street. Also on District property is a park and public beach located west of the Goodrich facility. Public access is also currently provided via a shuttle bus that serves the Chula Vista Nature Center, located on Gunpowder Point, and within the boundaries of the National Wildlife Refuge (NWR).

The types of land use that currently exist along the shoreline limit public access. Goodrich's major industrial/manufacturing facility, boat yards, SDG&E utility infrastructure, power plant operations, and undeveloped property all have resulted in very limited direct public access opportunities. Another key consideration is the environmental sensitivity of the shoreline within the Bayfront area, such as the National Wildlife Refuge. This results in limited or restricted access in some areas in order to preserve the habitat value of the shoreline itself. A significant objective of the CVBMP is to rectify this lack of public access while still preserving sensitive habitat.

### 3. Circulation Improvements

Among the primary goals of the CVBMP is to increase pedestrian access to the shoreline. The CVBMP enhances pedestrian access within its developed and open space areas, and enhances pedestrian visual and physical access to the waterfront, through a comprehensive, continuous pedestrian circulation plan totaling approximately 54,000 linear feet (see Exhibit 2, Pedestrian Circulation Plan). Pedestrian access will be limited or prohibited where public safety issues and proximity to sensitive resource issues may arise. The CVBMP includes an approximately 8-acre shoreline promenade or baywalk, trails, and sidewalks with appropriate pedestrian-scale landscaping, lighting, and furniture. The pedestrian pathways will be constructed concurrently with adjoining or adjacent development within the districts, and shall be open prior to or concurrent with occupancy of the first use within each district, with the ultimate goal of continuous pedestrian access and linkages within the CVBMP area.

**Exhibit 2 – Pedestrian Circulation Plan** 





Specific pedestrian circulation areas will also allow for bicycles, as described below. The specific design of the pedestrian pathways will depend on public safety issues, land use adjacency issues, and other factors. These factors, in turn, will determine the appropriate materials (i.e., pavement, decomposed granite, etc.) to be used for the pathways, and whether bicycles and other wheeled items, such as skateboards, will be allowed.

At the north end of the CVBMP in the Sweetwater District, a pedestrian pathway is proposed along the proposed extension of E Street into the Harbor District. Pedestrian access is also proposed west of F Street, within the proposed abandoned segment of F Street/Lagoon Drive. An approximately 12-foot-wide pedestrian trail is proposed along the western edge of the Sweetwater District. Other pedestrian paths will be located along the SDG&E transmission corridor, and along a proposed F Street that will link pedestrians at F Street to the Signature Park and pedestrian trail. Design of the pedestrian paths in the Sweetwater District will be sensitive to the paths' adjacency to sensitive resources at the F & G Street Marsh and the Sweetwater Marsh NWR.

In the Harbor District, or the central portion of the CVBMP, an approximately 12,000-linear-foot, 25- to 50-foot-wide shoreline promenade or baywalk is proposed along the entire shoreline, from the existing boatyard site south to the shoreline north of the J Street Marsh. The proposed extension of H Street is viewed as a significant physical and visual corridor for pedestrians, ultimately connecting the City to the waterfront, ending in a 60-foot-wide, 600-foot-long pier. Additional pedestrian paths will be located on E Street, J Street/Marina Parkway, proposed Street A, proposed Street C, and a pedestrian trail along the SDG&E transmission corridor. Pedestrian linkages to the waterfront will be provided within the proposed residential development, between the Bayside Park and marina retail development.

At the south end of the CVBMP, the Otay District includes pedestrian paths along Street A as it transitions from the Harbor District and along the western perimeter of the Otay District. A pedestrian trail is proposed along the SDG&E transmission corridor that would continue from the Harbor District through the Otay District. As in the Sweetwater District, design of the pedestrian paths within the Otay District will be sensitive to the paths' adjacency to sensitive resources at the J Street Marsh.

July 2012 Chula Vista Bayfront Master Plan Public Access Program Planned improvements to pedestrian and bikeway networks all further the goal of increased public access to California's shoreline by not only facilitating circulation but also lessening reliance on personal vehicles to access the coast. Walking will be encouraged with the creation of pedestrian corridors of paseos, docks, promenades, and courtyards. An effort will be made to foster a system of interconnected bicycle routes throughout the City and the region. This will be aided by connections made with the Bayshore Bikeway. This regional bikeway network is intended to connect major bike trails throughout the region.

### 4. Integration of the Bayshore Bikeway

The Bayshore Bikeway is the result of a coordination of regional efforts. The goal of the Bayshore Bikeway is to provide a continuous bikeway system between National City and Imperial Beach. The CVBMP proposes a bikeway loop connecting the Bayshore Bikeway with the various activity centers and elements of the CVBMP. This Class I bike path is proposed along: the western edge of E Street in the Sweetwater and Harbor Districts within parcels and along the south side of H Street east to Marina Parkway; along the west side of Marina Parkway south to J Street; along the south side of J Street east to Bay Boulevard; and, along the west side of Street A and Street B in the Otay District southeast to Bay Boulevard. Due to right-of-way (ROW) constraints within the transition from the Sweetwater to the Harbor Districts, bicycle access along the E Street bridge would be provided within a 16-foot-wide multipurpose trail that will be shared with pedestrians. In addition, bicycle access along the portion of the E Street extension adjacent to the existing boatyard site will be provided within a 10-foot-wide buffer. The Bayfront Loop will re-join the Bayshore Bikeway at Bay Boulevard south of L Street.

The proposed extension of the Bayshore Bikeway along the frontage of the CVBMP will have a paved width of approximately 12 feet, and will allow for two-way bicycle travel, with minimal crossings of vehicular roadways. The alignment of the path will be routed to serve the proposed Resort Conference Center (RCC), new commercial harbor/marinas, and the commercial/residential areas. The specific alignment of the loop will be determined at the time that the project and roadways are designed. The proposed extension will be constructed as the CVBMP roadway improvements are constructed. The proposed extension will also connect to downtown Chula Vista via Class II bike lanes along the new F Street to the existing F Street overcrossing of I-5 (see Exhibit 3, Bayshore Bikeway).

 $Exhibit \ 3-Bay shore \ Bikeway$ 



#### **5. Public Transit Improvements**

In addition to pedestrian and bikeway improvements, the CVBMP intends to make use of public transit in order to increase shoreline access. The increased utilization of public transit reflects two goals of the CVBMP: 1) maximize the two trolley stops adjacent to the Bayfront area and 2) provide future shuttle bus service to interconnect the Bayfront with the trolley stations and the adjacent community. Currently, there are two Trolley stations that serve the Bayfront: one at H Street and one at E Street. These two stations will be integrated into the greater transit network of the City and the region. In addition to the planned transit system, the City is developing a convenient, destination-oriented shuttle system within the City that links activity centers, recreation opportunities, and other appropriate important destinations. This system, known as the Chula Vista Bayfront Shuttle, will be environmentally friendly, affordable, and accessible. The Chula Vista Bayfront Shuttle would service the Master Plan area with a key focus on connecting general users to and from: downtown areas east of I-5; the resort conference center; the residential project; park areas; and, existing trolley stops. It would stop frequently along its entire route to provide a fast and convenient link between the high-density redevelopment areas in the City and Bayfront and the regional light rail trolley system. The shuttle would have fewer stops than a conventional bus, located as close as possible to the major traffic generators. In addition, a private shuttle system to transport employees between the H-18 parking structure and the H-3 parcel in the Harbor District will be considered.

Shuttle service shall be phased concurrent with development. At a minimum, service shall be provided upon the issuance of certificate of occupancy for either the H-3 resort conference center hotel or the 500th residential unit in the City of Chula Vista Bayfront. Implementation of the shuttle is anticipated to include participation by commercial development within the plan area. Additional stops shall be provided at the Signature Park, the Recreational Vehicle Park, the H-18 parking structure, and the Park in Otay District as these uses are developed.

The initial general route of the transit shuttle would be along Third Avenue between F Street and H Street, along F Street between Woodlawn Avenue and Third Avenue, along Woodlawn Avenue between E Street and F Street, along E Street, Marina Parkway, Street C, and Street A within the Bayfront development area, and along H Street between the Bayfront and Third

Avenue. Variations in the route near the E Street Trolley Station are also considered. The route would operate as a two-way loop with stops in both directions.

To initially encourage public use of the shuttle, shuttles would typically run every 15 minutes. After the shuttle service has been established, it may be prudent to reevaluate shuttle frequency based on the ridership that is achieved to determine changes in headways.

As shown in Exhibit 4, a minimum of four shuttle stops will initially be included within the Proposed Project area. Each of these stops is further described below:

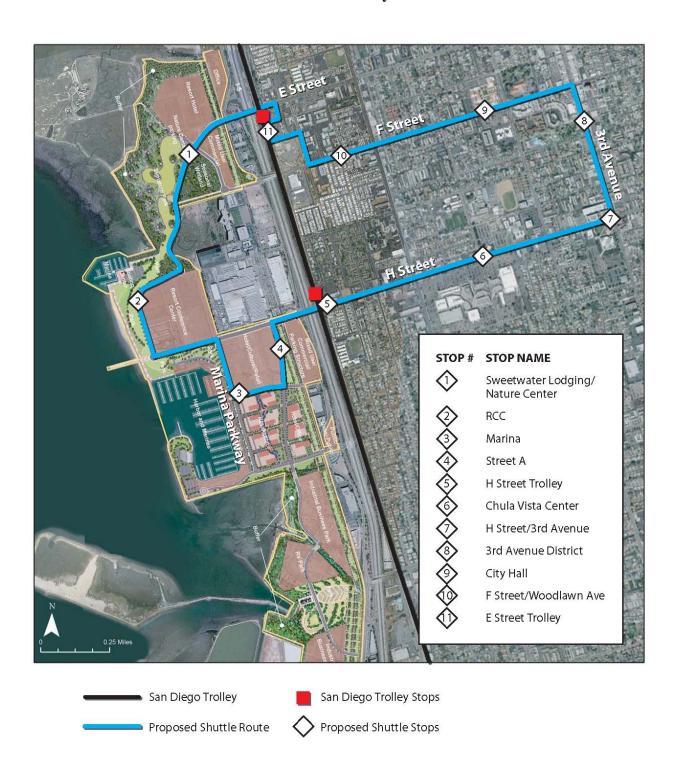
- Stop #1 (Sweetwater Lodging/Nature Center): This stop is near the north end of the Master Plan area. Although development densities here are not especially high, this location is directly on the shuttle route, not otherwise served by transit, and would benefit from a direct, non-stop connection to the E Street Trolley Station.
- Stop #2 (RCC): This stop is located along E Street adjacent to the proposed RCC.
- Stop #3 (Marina): This stop is located near the Marina Parkway/Street C intersection and near the various uses in the marina. This station will be within a quarter-mile walking distance of the high-density residential component of the Master Plan.
- Stop #4 (Street A): This stop is located along Street A and will serve the hotel, retail, and cultural uses on site.

Increasing access to public transit options will increase the public's access to the shoreline.

#### 6. Roadway Improvements

In addition to the above discussion of circulation improvements, the CVBMP identifies a number of roadway improvements that will result in increased public access to the shoreline. Already, the I-5/SR 54 interchange has been completed and provides regional access to the Bayfront. However, the regional entries to the Bayfront are limited by the off-ramp configurations of Interstate 5 and the location of wetland resources.

**Exhibit 4 – Chula Vista Bayfront Shuttle** 



At the present time, access is available at E Street, H Street, and J Street. One additional bridge at F Street provides a local connection to the east side of I-5 but no freeway on- or off-ramps are provided. The H Street ramps, because of their location, will primarily serve the Goodrich facilities. The J Street ramps primarily serve District lands and the marina westerly of Goodrich. J Street also serves as the termination of Marina Parkway. Marina Parkway will be the main street through the Bayfront and run from the J Street/Bay Boulevard intersection west toward the marina, then north-south parallel to the marina within the District's jurisdiction. Marina Parkway will be constructed as a divided roadway with a landscaped median. In addition, Bay Boulevard will be an improved frontage road serving the areas easterly of the railroad ROW. These proposed improvements are designed to increase access to the shoreline.

#### 7. Parking Allocations

Access to parking is paramount for allowing for public access to the shoreline. The CVBMP seeks to encourage public access to the shoreline by ensuring that adequate parking is provided. This includes parking for all public, park, and open spaces uses in the Bayfront. In general, sufficient parking will be required and incorporated into the private development of the Bayfront with some additional off-street and on-street public parking to serve the community parks and other open space resources to assure there is adequate public access to coastal resources. In the Harbor District, typical parking requirement standards for high intensity uses may be reduced if it can be demonstrated that the use will be adequately served by alternative transit. The implementation of restrictions on public parking, which would impede or restrict public access to beaches, trails or parklands, (including, but not limited to, the posting of "no parking" signs, red curbing, physical barriers, imposition of maximum parking time periods, and preferential parking programs) shall be prohibited.

By utilizing "shared parking" among uses that have predictable and opposite peak parking demands, increased public access is supported. The redevelopment of the Bayfront is meant to entice people to the shoreline. It is therefore imperative that parking is provided in an efficient manner, sharing spaces among uses when practical, and in a manner that does not intrude upon the scenic qualities of the Bayfront. Where feasible, public use of private parking facilities underutilized on weekends and holidays (i.e., office buildings) shall be permitted in all locations

within ¼ mile of the shoreline. Tables 1 through 4 detail parking requirements for the various phases of the project.

As illustrated in Tables 1 through 4, more than adequate parking will be provided for all phases of the project. In most cases parking provided is well above the parking required.

#### 8. Summary

The CVBMP implements a strategy for an extensive multi-modal pedestrian, bicyclist, mass-transit and automobile-based system. In addition, it provides a variety of inviting and low-cost public recreational opportunities for the residents and visitors of the Chula Vista waterfront. Overall, the CVBMP entices people to the shoreline by creating a vibrant Bayfront community that includes a mix of residential and commercial uses which is complemented in design by enhancing the public's access to the shoreline by increasing pedestrian, bikeway, and public transit connections.

TABLE 1
Phase I Parking Summary

Phase	Parcel	Land Use	Intensity <sup>1</sup>	Rate <sup>2</sup>	Parking Required	Parking Provided	Provided - Required
Sweetw	ater District						
- 1	S-2	Signature Park	18.0 ac	12 : ac	216	216	0
- 1	SP-3	Nature Center Parking and Access Road	_	_	100	100	0
Subtota	al				316	316	0
Harbor	District						
I	H-3	Hotel	2,000 rm	1 : rm	2,000	2000	0
I	H-3	Hotel Restaurant	1,600 seats	0.11 : seats	176	200	24
I	H-3	Conference Center	415 ksf	1.6 : ksf	664	700	36
_	H-8/HP-1	Signature Park	18.0 ac	12 : ac	216	237	21
_	H-9	Existing Marina	_	_	241 (c)	241	0
I	H-13/H-14	Residential (d)	1,500 du	1.5 : du	2,250	2,300	50
I	H-17	Fire Station	2.0 ac	_	15	15	0
I	H-18	Interim Surface Parking	9.0 ac	_	0	1100	1100
I	H-21	Existing Marina	_	_	338 (c)	338	0
I	HP-3	50-Foot Baywalk	2.6 ac	4 : ac	11	0	-11
I	HP-7	Existing Marina View Park	6.6 ac	12 : ac	79	79	0
I	HP-15	Existing Bayfront Park (e)	10.1 ac	12 : ac	160	160	0
Subtota	al .				6,150	7,370	1,220
TOTAL					6,466	7,686	1,220

SOURCE: Kimley-Horn and Associates 2008.

rm = rooms; ac = acres; ksf = thousand square feet; du = dwelling units

<sup>&</sup>lt;sup>1</sup>The intensity of each land use was provided by the Port of San Diego.

<sup>&</sup>lt;sup>2</sup>The parking rate was provided by the Port of San Diego (Port 1991).

TABLE 2
Phase II Parking Summary

Phase	Parcel	Land Use	Intensity <sup>1</sup>	Rate <sup>2</sup>	Parking Required	Parking Provided	Provided - Required
Harbor		Luna 000	intollony	riato	rioquiiou	TTOTIGOG	rtoquirou
II	H-9	Retail/Commercial Recreation	50 ksf	4 : ksf	200	203	3
_	H-9	Existing Marina	_	_	241 (c)	241	0
II	H-15	Mixed Use Office	210 ksf	3 : ksf	630	630	0
II	H-15	Visitor Hotel	250 rm	1.04 : rm	260	260	0
Ш	H-15	Retail	120 ksf	4 : ksf	480	480	0
II	H-15	General Office	90 ksf	3 : ksf	270	270	0
II	H-18	Interim Surface Parking	_	_	0	1,100	1,100
_	H-21	Existing Marina	_	_	338 (c)	338	0
II	H-23	Hotel	500 rm	1 : rm	500	400	-100
II	H-23	Cultural	100 ksf	1 : ksf	100	100	0
II	H-23	Retail	100 ksf	4 : ksf	400	300	-100
II	HP-03	50-Foot Baywalk	0.9 ac	4 : ac	3	0	-3
_	HP-07	Existing Marina View Park	6.6 ac	12 : ac	79	79	0
_	HP-15	Existing Bayfront Park (e)	10.1 ac	12 : ac	160	160	0
II	HP-28	H Street Pier	0.4 ac	12 : ac	5	0	<b>-</b> 5
Subtota	n/				3,666	4,561	895
TOTAL					3,666	4,561	895

SOURCE: Kimley-Horn and Associates 2008.

rm = rooms; ac = acres; ksf = thousand square feet; du = dwelling units

<sup>&</sup>lt;sup>1</sup>The intensity of each land use was provided by the Port of San Diego.

<sup>&</sup>lt;sup>2</sup>The parking rate was provided by the Port of San Diego (Port 1991).

TABLE 3
Phase III Parking Summary

Phase	Parcel	Land Use	Intensity <sup>1</sup>	Rate <sup>2</sup>	Parking Required	Parking Provided	Provided - Required
Harbor [	District						
_	H-9	Existing Marina	_		241(c)	241	0
III	H-18	Interim Surface Parking	9.0 ac		0	900	900
III	H-21	Retail/Commercial Recreation	150 ksf	4 : ksf	600	262	-338
_	H-21	Existing Marina	_		338 (c)	338	0
III	HP-3	50-Foot Baywalk	3.0 ac	4 : ac	12	0	-12
III	HP-15	Existing Bayfront Park (e)	10.1 ac	12 : ac	160	160	0
Subtota	1				1,351	1,901	550
Otay Dis	strict						
III	O-3A/O-3B	RV Park	236 du	1 : du	236	236	0
III	OP-1/OP-3	South Park/Open Space	51.0 ac	4 : ac	204	204	0
Subtota	1				440	440	0
TOTAL					1,791	2,341	550

TABLE 4
Phase IV Parking Summary

Phase	Parcel	Land Use	Intensity <sup>1</sup>	Rate <sup>2</sup>	Parking Required	Parking Provided	Provided - Required
Sweetw	ater District						
IV	S-1	Resort Hotel	750 rm	1 : rm	750	750	0
IV	S-3	Mixed Use Commercial	120 ksf	4 : ksf	480	480	0
IV	S-4	Office	120 ksf	3 : ksf	360	360	0
Subtota	1				1,590	1,590	0
Harbor	District						
IV	H-1A	Signature Park	5.0 ac	12 : ac	60	68	8
IV	H-1/HW-6	Community Boating Center	200 berth	0.7 : berth	180	180	0
IV	H-9	Reconfigured Marina	200 berth	0.7 : berth	140	220	80
IV	H-12	Restaurant	25 ksf	9.3 : ksf	233	0	-233
IV	H-12	Ferry Terminal	1 site	22 : site	22	0	<b>-</b> 22
IV	H-18	Office/Parking	100 ksf	3 : ksf	300	2,450	2,150
IV	H-21	Reconfigured Marina	500 berth	0.7 : berth	350	350	0
IV	HP-3	50-Foot Baywalk	2.0 ac	4 : ac	8	0	-8
IV	HP-28	H Street Pier	0.4 ac	12 : ac	5	0	<b>-</b> 5
Subtota	1				1,297	3,268	1,971
TOTAL					2,887	4,858	1,971