PORT MASTER PLAN

San Diego Unified Port District

March, 1980 CA W.P.

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INFORMATION
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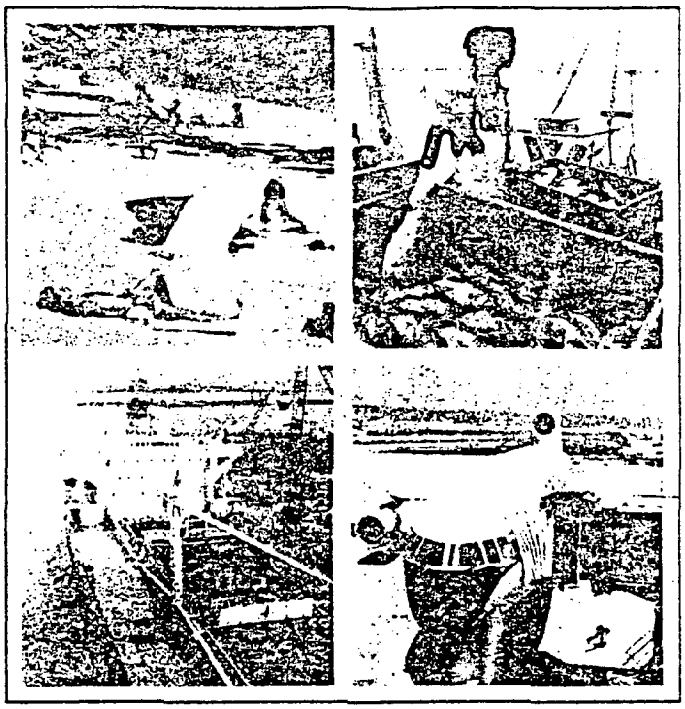
Port Master Plan



San Diego Unified Port District

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PORT MASTER PLAN

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Re Adoption of Master Plan]
]

RESOLUTION 80-74

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, as modified, and on file in the office of the District Clerk as Document No. 12704, is hereby adopted; provided, however, that the parcel of tide and submerged lands bounded by the mean high tide line on the northeast, Crosby Street and its extension into the Bay on the southeast, the pierhead line on the southwest, and a line parallel to and northwesterly of Beardsley Street on the northwest is hereby excluded from the action adopting the Master Plan. Said Plan is subject to the requirements of Resolution 80-73, adopted on March 18, 1980.

BE IT FURTHER RESOLVED that said Master Plan shall be submitted to the State Coastal Zone Commission for certification.

ADOPTED this 18th day of March, 1980.

Presented By: DON L. NAY, Port Director

By _____
ASSISTANT PORT DIRECTOR

Approved: JOSEPH D. PATELLO, Port Attorney

_____

SW
3/13/80

Rev. 3/28/80

NOTICE

This report and the information contained herein does not constitute, nor shall be construed as a waiver of any right, title or interest, including sovereign interest, in any lands owned by or under the jurisdiction of the State of California, or any of its agencies, or any grantee in trust of sovereign lands including but not limited to political corporations or subdivisions of the State.

"Tidelands", properly speaking, are lands between the lines of mean high tide and mean low tide, whereas "submerged lands" are those seaward of mean low tide and not uncovered in the ordinary ebb and flow of the tide. For literary convenience, the term "tidelands" will refer to both types of property in the report.

Many terms in the report including tidelands, submerged lands, and granted lands are used in a non-technical nature and should not be construed as determination of the legal character of the lands involved.

The maps included in the report are for illustrative purposes only and are not intended to depict accurately ownership boundaries.

SECTION I
INTRODUCTION

State Enabling Legislation which provided for the creation of the San Diego Unified Port District contains, in Section 19, the provision that:

> The board (Board of Port Commissioners) shall draft a master plan for harbor and port improvement and for the use of all tidelands and submerged lands which shall be conveyed to the district pursuant to the provisions of this act... The board may from time to time modify the master plan...

In the case of the Port District Master Plan, guidelines pertaining to the plan's content are indicated in the enabling legislation establishing the Port District. Section 2 expresses State policy as being "to develop the harbors and ports of this state for multiple purpose use for the benefit of the people." Section 19 states that the Master Plan shall be a "...plan for harbor and port improvement and for the use of all of the tidelands and submerged lands..."

Section 4 provides definition to the purpose of the District and to the Master Plan contents:

> "A port district for the acquisition, construction, maintenance, operation, development, and regulation of harbor works and improvements, including rail, water, and air terminal facilities, for the development, operation, maintenance, control, regulation, and management of the Harbor of San Diego upon the tidelands and lands lying under the inland navigable waters of San Diego Bay, and for the promotion of commerce, navigation, fisheries, and recreation thereon..."

Additional explanation on the utilization of tide and submerged lands can be found in Section 87 of the Act.

Adoption of the Master Plan by the Board of Port Commissioners occurred in January of 1964. A rather extensive master plan revision program was culminated in 1972 with the adoption of a new planning document. Updates of the plan also occurred in 1975 and 1976. The California Coastal Act of 1976 provided further incentive for bringing the plan into conformance with the appropriate provisions of that Act.

Purpose of the Master Plan

This document is intended to provide the official planning policies, consistent with a general statewide purpose, for the physical development of the tide and

submerged lands conveyed and granted in trust to the San Diego Unified Port District. The planning policies are expressed graphically on the official Master Plan and Precise Plan Maps and in written form in this document. Eleven plan maps are included: a map of the bay illustrating Land and Water Use allocations containing provisions for utilizing land and water areas for commercial, industrial, recreation, public facilities, conservation, and military; a bay map showing Circulation and Navigation systems involving highways, regionally significant arterials, belt-line railroads, bridges, ship navigation corridor and terminals, and air terminal facilities; and nine maps pertaining to subareas of the bay illustrating Land and Water Use allocations that are planned for each area. Specific planning policies for the subareas have been provided in those sections of this document that deal with each of the nine Planning Districts.

The **Port's Planning Jurisdiction**, illustrated in Figure 1, consists of tidelands which the State Legislature has conveyed to the Port District to act as trustee for administration, and upon which the Port District has regulatory duties and proprietary rights. While the Master Plan study area includes all of the bay and its hinterland, the actual plan area addresses only the 5,480 acres of Port tidelands.

The **Usefulness of the Plan** relates directly to its status as an official statement of public policy adopted by the Board of Port Commissioners. It serves a number of useful purposes which include use by the Port Board as a reference indicating needed policy changes and as a guide for policy decisions; by the Port staff as a basis for capital improvements programming and for rendering services; by other governmental agencies as necessary information leading to coordinated efforts; and to individuals as an accurate source of information, as an indication of new opportunities for private action and investment, and as a basis for protecting existing development.

Plan Certification and Appeals

The Port District Master Plan is to be submitted to the California Coastal Commission for review and certification as to conformance with the Coastal Act. After plan certification, either in its entirety or in part, coastal development permit authority for projects occurring within the San Diego Unified Port District's jurisdiction resides with the Board of Port Commissioners. For those portions of the plan not certified, the uncertified areas will remain under the permit authority of the California Coastal Commission.

Coastal Act Port Master Plans are to be prepared and adopted by the port governing body. The county and the port member cities are to incorporate the

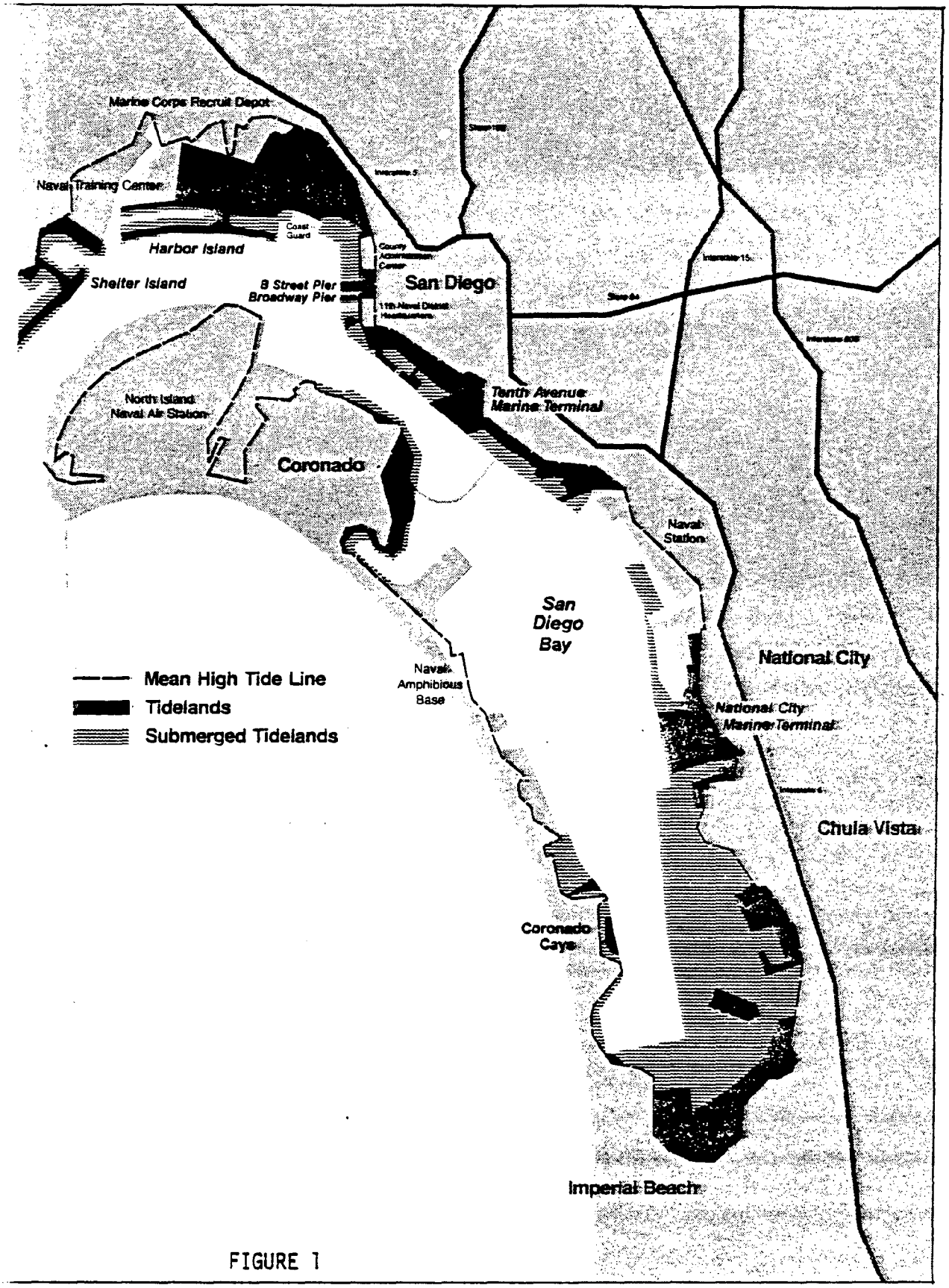


FIGURE 1

ale 8000' nning Department	**The Port's Planning Jurisdiction**	Revised	Date AUG 10-79 Drawn CS Check No.

tified port Master Plan into their own local coastal programs. Port master ns are to contain the following plan elements: 1) land and water use; port facilities; 3) environmental inventory, impact analysis and mitigation; a listing of appealable projects; and 5) provision for public hearings and lic participation in port planning and development decisions.

Port District tidelands are covered by the Coastal Act; some are regulated the provisions of Chapter 8 (Ports) and some by Chapter 3 (Coastal Resources nning and Management Policies). Areas excluded from Chapter 8 are wetlands, uaries and existing recreation areas which have been delineated by the stal Commission on maps derived from the original Coastal Plan prepared in 5. Certain developments which would normally be located in port develop- ts are specifically designated by the Act as appealable, the appeal being ed on whether the development is in conformance with applicable policies of pter 3. If these projects are appealed by anyone, final review of the ject is returned to the California Coastal Commission. A substantial por- n of the Port District Master Plan deals with appealable developments. A ting of development projects, covering both appealable and non-appealable egories, is provided in the discussion for each of the nine Planning tricts.

lblic Hearings & Public Participation

public planning process is concerned with finding solutions for problems ch have arisen or may arise from land use situations. The process of king solutions to public problems on a general, long range and comprehensive is involved public hearings and public participation in Port District nning and development decisions.

Port District, due to its basic purpose and organizational structure as a cial district, utilizes governmental processes and hearings, and citizen ticipation and involvement in a little different manner than the more iliar general purpose form of government, such as a city or county. This ference is noteworthy in the activities related to the Board of Port missioners.

ard of Port Commissioners serves as the policy making body of the trict and gives overall direction to the District's operational and ninistrative staffs in accordance with the multi-faceted interests of the erall District and each city. The Commissioners serve without pay. They appointed to a four-year term by the City Councils of the cities included the District — San Diego, National City, Chula Vista, Imperial Beach, and onado. The Commissioners, representatives of the cities, are selected in appointive process conducted in a public forum, involving public hearings citizen participation. Commissioners are representatives of the posi- ns the City Councils select in their appointment. The Commissioners report k to the City Councils and, in some instances, the Commissioners' reports scheduled at the public meetings of the City Councils. These meetings h local officials and citizens provide opportunities for communication

that can be integrated into Port programs by the Commissioners. The Port District has the potential benefit of drawing on governmental planning resources from five separate city governments, including their political leaders, their expert staffs, and their functioning citizen committees on localized planning issues. Commissioners, as part of their typical activities, interact with citizen groups when functioning as speakers at luncheons, meetings and panel discussions.

The Board of Port Commissioners conducts regularly scheduled public meetings to conduct Port District business. Agendas are prepared for each meeting and copies are provided prior to the meeting to the press and to others interested. There are at least five reporters regularly assigned by the local news media to cover Port District functions. The public meetings are open to public participation. Public testimony is accepted on specific items at the time the item is considered by the Board.

When the Board of Port Commissioners determines that a public hearing is required on a particular project or matter, public notice of the meeting is placed in a newspaper of local circulation and notices are mailed to known interested parties. Minutes of the Board of Port Commissioners' meetings provide a public record of discussions, staff reports and actions taken. Minutes are made available to the interested public and agencies upon request.

On-Going Public Information Programs dealing on a daily basis with District activities and projects are conducted through the Port District staff. The Community and Government Affairs Department informs local citizens through several programs: an annual report including a newspaper insert of several hundred thousand copies published and distributed throughout the County; talks, movies and slide shows involving at least 150 individual presentations each year; publishing a monthly newsletter; tours of Port facilities for elementary and secondary school students; responses to inquiries about the District by annual distribution of about 125 special response kits and specific responses to letters and telephone inquiries originating with students doing papers, citizens and graduate level academic research institutions; and cooperative activities with the news media providing information, data and notification of pending plans and hearings.

Other Port District departments are also involved in providing lectures on Port and related matters at the college level, and for programs of continuing education and professional development; representation to the regional planning agency's citizen advisory committees involved in matters relating to land use planning, transportation, energy, air quality and water quality; advisory roles to community planning groups involved in preparing plans for areas adjacent to the Port's areas; and working members of community festivals and historic associations.

The District's Planning Program contributes to public information, informed citizen participation and public hearings by providing reports and

ıdings at the conclusion of certain planning sequences. Informational cuments available for public review and comment include at least four ɔlications: Background Report, Alternative Plans, Preliminary Plan, and vironmental Assessment or Environmental Impact Report.

ıckground Reports provide factual information about the physical, social, ɔnomic, and governmental circumstances of the San Diego area, and documents ny of the assumptions, conclusions and analyses made during the fact-finding ase of the planning process. These include the fourteen studies earlier nducted to prepare the Port Master Plan and at least three additional reports r specific Planning Districts, as well as some updating of information. ese reports have been made available to interested parties.

ternative Plan reports set forth several alternative land and water use plans at are developed from the information collected in the background reports and udies. The plans illustrate the range of choice and varying degrees of exibility available for the development of the plan area. The alternative ans are submitted to the Board of Port Commissioners; to individual tenants d tenant associations; to civic groups, the general public, developers, vernmental agencies; and to the Port District staff for review and evaluaon. As a result of this review and after thoughtful consideration, a eliminary Plan is prepared.

ıe Preliminary Plan is submitted to the Board of Port Commissioners for nsideration and public review. Plan adoption requires public notice, public aring, and a two-thirds vote of the Board of Port Commissioners. Copies of e planning documents are made available to the public in a number of locaons, including the Port Administration Building, local libraries, and at ty planning departments of the District's member cities. In addition to e presentations made to the Board, informal presentations are made by staff response to requests by interested groups. Adoption of the final plan must preceded by an Environmental Assessment or an Environmental Impact Report .I.R.).

ıe California Environmental Quality Act of 1970 established the requireent that all but trivial development projects undertaken by public or private arties are to be evaluated and reported upon as to the environmental effects. ıe Act sets out guidelines for the environmental impact evaluation which alls for, among other things, a description of the proposed project and the ıvironmental setting, an environmental analysis indicating impact and mitiation measures, alternatives to the project, a description of irreversible ıvironmental changes, growth inducing impacts, a listing of agencies and ıdividuals consulted in the preparation of the report, and a public review f the draft E.I.R. Before taking action on a project, the responsible public

agency that has jurisdiction over the area in which the project is located is required to certify the E.I.R. as an accurate statement of environmental circumstances and implications.

The basic process involved in processing plans and projects through the provision established in the California Environmental Quality Act involves substantial opportunities for public agency and citizen participation, a lengthy period of review, and public hearings. Since this process has been under way in California for a number of years, a discussion of the various notifications, disclosures and hearings will not be provided in this document; however, the process followed by the Port District is documented in Board of Port Commissioners Resolution 78-102.

The Existing Port Master Plan has been subjected to the public notice and public hearing procedures required by the provisions of Section 30713 of the California Coastal Act. Public commentary on the plan and on the appropriate scope of the Environmental Impact Report has been received by the Port District and analyzed by the staff. Workshops have been conducted for the Planning Directors of the member cities. Documentation of public meetings, public hearings and other provisions for public participation in port planning, development and conservation decisions have been documented in Appendix A. Information provided in Appendix A includes discussions of the Board of Port Commissioners; public hearings; correspondence between the Port District and the public; meetings with and presentations to community groups; public comments on the Master Plan; list of persons who received copies of the plan; newspaper reports; and other pertinent items. Some involvement, such as telephone calls, visits, and informal contacts were not recorded, yet added substantially to the decision making process. Although the Port Master Plan was prepared prior to the establishment of the Coastal Zone Conservation Commission of 1972 and before the provisions of California's Act of 1976, a close comparison of the plan and the Coastal Act has revealed coincidence in numerous basic goals and intentions.

Documentation of staff work in this area has been presented in Appendix B. Information contained in Appendix B includes a note of explanation on the history of Port District planning activities; an explanatory narrative on the Port District, its member cities and operating divisions and functions, and an analysis of the Port Master Plan and its conformance with the Coastal Act. Appropriate modifications have been incorporated into the updated Port Master Plan to bring it into conformity with the State Act. Public notice, hearings, and public participation have been conducted in accordance with Section 30712 of the Act for this revised plan.

The Geographic Scope of the Study Area

The study area addressed in the Port District's Master Plan reflects several scales of planning orientation; a broad planning scale closely associated with national and statewide concerns when planning a seaport and an international airport; the regional concern of the Port District and its five member cities; the localized community planning areas; and the Port District tideland planning core. The Port District is one of several governmental agencies that have proprietary interest in the land and water of San Diego Bay.

San Diego Bay Tidelands Ownership is indicated in Figure 2. The area of San Diego Bay encompassed by the historic mean high tide line amounts to about 14,951 acres of filled and submerged lands and an existing shoreline around the bay of approximately 54.01 miles in length. As indicated in Table 1, the historic tideland areas are owned or controlled by the Federal Government, the State of California, the County of San Diego, the cities of San Diego and Coronado, and the San Diego Unified Port District. Table 2 indicates the proprietary interest controlling the shoreline as the City of Coronado, the State Department of Parks and Recreation, the Federal Government, and the Port District.

TABLE 1

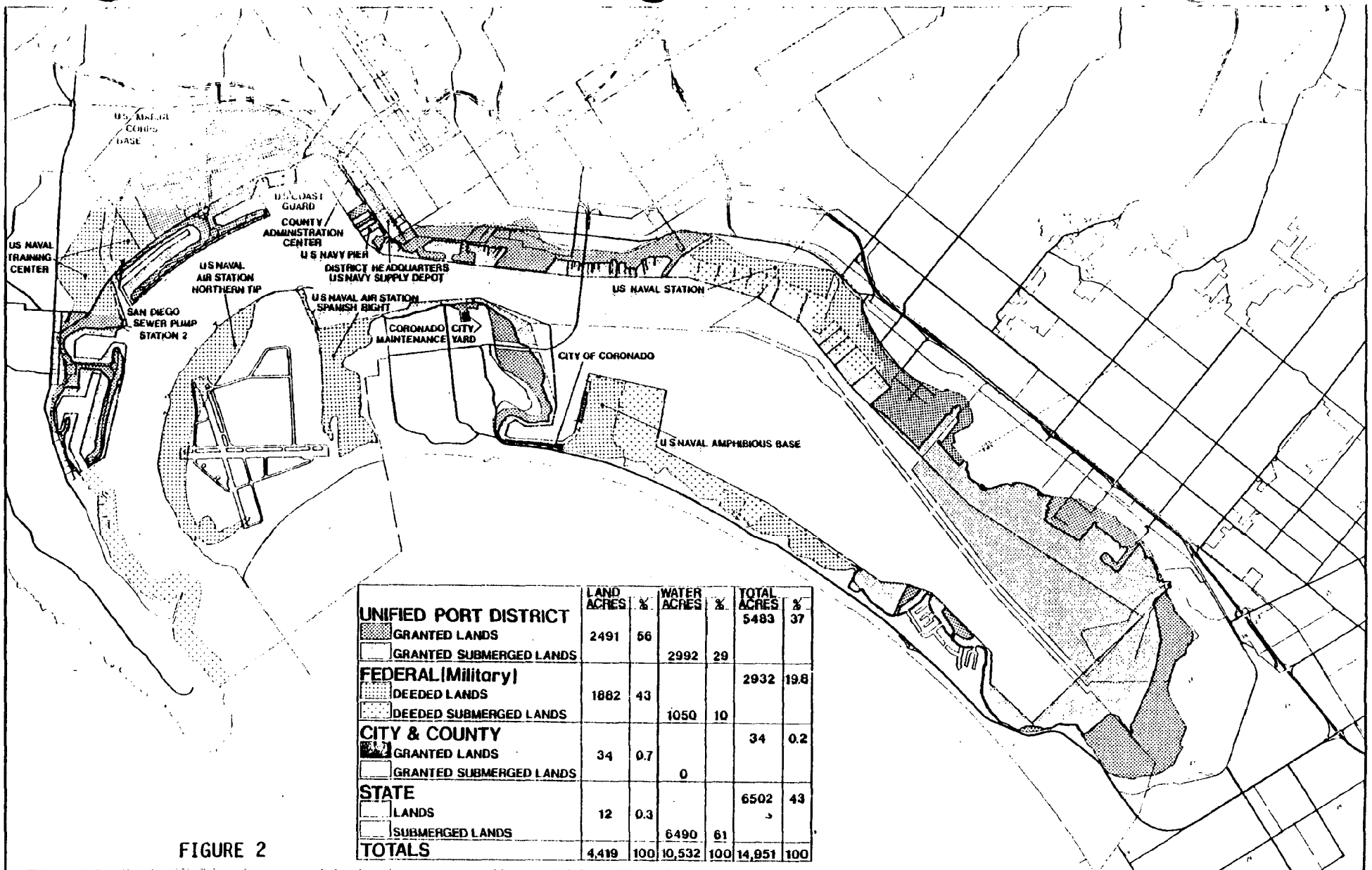
SAN DIEGO BAY TIDELANDS BY OWNERSHIP

	LAND		WATER		TOTAL	
	Acres	%	Acres	%	Acres	%
Federal (military)	1,882	43	1,050	10	2,932	19.8
State of California	12	0.3	6,490	61	6,502	43.
County and City	34	0.7	0	0	34	0.2
Unified Port District	2,491	56	2,992	29	5,483	37.
Totals	4,419	100	10,532	100	14,951	100

TABLE 2

SAN DIEGO BAY SHORELINE BY OWNER

	SHORELINE LENGTH	
	Miles	Percentage
State Department of Parks and Recreation	0.45	0.8
City of Coronado (granted tidelands)	0.48	0.9
Federal Government - Military (deeded)	19.98	36.9
San Diego Unified Port District (granted tidelands)	33.10	61.3
Total	54.01	100.0



	LAND ACRES	%	WATER ACRES	%	TOTAL ACRES	%
UNIFIED PORT DISTRICT					5483	37
GRANTED LANDS	2491	56				
GRANTED SUBMERGED LANDS			2992	29		
FEDERAL (Military)					2932	19.8
DEEDED LANDS	1882	43				
DEEDED SUBMERGED LANDS			1050	10		
CITY & COUNTY					34	0.2
GRANTED LANDS	34	0.7				
GRANTED SUBMERGED LANDS			0			
STATE					6502	43
LANDS	12	0.3				
SUBMERGED LANDS			6490	61		
TOTALS	4,419	100	10,532	100	14,951	100

FIGURE 2

scale

planning department

SAN DIEGO BAY TIDELANDS OWNERSHIP

MASTER PLAN REVISION

The Federal Government (military) holds deeds to 2,932 acres or about 19% of the total tideland area which contains a shoreline of 19.98 miles or 36.9 percent of the total bay shoreline. Federal areas around the bay are shown on the Circulation and Navigation Element Map by shading and facility name. All of these areas are military bases involving research, training, cargo handling, storage and other uses related to a national defense purpose. The facilities include the U. S. N. Training Center, U. S. Marine Corps Recruit Depot and the U. S. Coast Guard Air Station adjacent to Lindbergh Field; the U. S. N. Supply Center and Eleventh Naval District Headquarters on Pacific Highway at Broadway; the U. S. Naval Station, San Diego at 32nd Street; the U. S. N. Radio Station, Imperial Beach; the U. S. N. Amphibious Base on the Silver Strand; and the U. S. Naval Air Station North Island. Generally speaking, public access to the shoreline through military bases is not consistent with the needs of military security. However, the Navy has leased land to the county as a wildlife preserve in the South Bay adjacent to the U. S. N. Radio Station, Imperial Beach, where public access is limited to that needed to protect the natural resource value of the preserve.

The Port District has no regulatory authority over the land deeded to the Federal Government; however, the Port and the military commands have established lines of communication regarding activities relating to their respective planning areas. Land and water areas granted to the Port District but under long term leases to the Navy are discussed in the section of the Port Master Plan which deals with Military Uses (page 42). These leased areas were not included in the inventory for Federal Government presented in Table 1. Proposed projects in the Port Master Plan which involve properties currently under the control of the Department of Defense will require further study and negotiation with the Marine Corps and the Navy. Pursuant to the Federal Coastal Zone Management Act of 1972, land on which use is by law subject solely to the discretion of or which is held in trust by the Federal Government, its officers or agents, is excluded from California's Coastal Zone Management Program.

The State of California retains direct control over 6,502 acres or about 43 percent of the total tideland area. The State controls about one-half mile of shoreline in the bayside portion of the Silver Strand State Park and the San Diego-Coronado Bridge corridors. Public use of the improved public beach area is subject to user fee and State Park regulations. Of the four governmental groups indicated in Table 1, the State controls more of the total tideland area than any other. State agencies managing these tidelands include the State Lands Commission, the State Toll Bridge Authority, and the Department of Parks and Recreation. In 1984, at the termination of an existing lease, an additional 612 acres of open bay and salt ponds will be transferred from the Port District tidelands inventory back to the State, probably the Department of Fish and Game. When the transfer occurs, the State-controlled tidelands area will increase to about 48 percent of the total area.

The County and Cities of San Diego and Coronado control a total of 34 acres or 0.2 percent of the total tideland area. These tidelands are occupied by the

County of San Diego Administration Center on Pacific Highway; the City of San Diego Central Police Station located on Market and Pacific Highway, and the City Sewerage Pump Station on Harbor Drive near Lindbergh Field; the City of Coronado's 3.4 acre public works yard and ballfield occupies the block bordered by First and Second Streets, and A and B Avenues, and an 11.3 acre site fronting on Strand Way and Glorietta Bay which is used for a marina building, automobile parking, vacant building, Playhouse, private club, City Administration, boat launch and swimming pool. About one-half mile of shoreline is controlled by the City.

The San Diego Unified Port District has been granted an approximate total of 5,483 acres or about 37 percent of the total tidelands on San Diego Bay. The shoreline frontage approaches 33 miles which is equivalent to 61 percent of the total bay shoreline. A more detailed discussion of public access to the shoreline is presented on page 19. The existing and proposed land and water uses for the 5,483 acres under Port District control are graphically indicated on the Land and Water Use Element Map and discussed in this planning document. At the current time, over 50 percent of the filled tidelands have been granted to the Port District, and over 60 percent of the submerged lands of the bay have been retained by the State of California. Some areas adjacent to the tidelands that are of interest because of their natural resource value and frequently but erroneously thought by some to lie within the historic tideland area are in fact privately owned. These areas include the 108-acre Sweetwater River marsh and the southernmost portion of the salt ponds in the South Bay.

SECTION II
PLANNING GOALS

The goals that are set forth herein are intended to be realized by implementing the policies set forth in the Master Plan.

Goals

I. PROVIDE FOR THE PRESENT USE AND ENJOYMENT OF THE BAY AND TIDELANDS IN SUCH A WAY AS TO MAINTAIN OPTIONS AND OPPORTUNITIES FOR FUTURE USE AND ENJOYMENT.

II. THE PORT DISTRICT, AS TRUSTEE FOR THE PEOPLE OF THE STATE OF CALIFORNIA, WILL ADMINISTER THE TIDELANDS SO AS TO PROVIDE THE GREATEST ECONOMIC, SOCIAL, AND AESTHETIC BENEFITS TO PRESENT AND FUTURE GENERATIONS.

- Consider the entire San Diego Bay as a complete system when promoting the multi-purpose development of the Port District.

III. THE PORT DISTRICT WILL ASSUME LEADERSHIP AND INITIATIVE IN DETERMINING AND REGULATING THE USE OF THE BAY AND TIDELANDS.

- Encourage industry and employment generating activities which will enhance the diversity and stability of the economic base.
- Encourage private enterprise to operate those necessary activities with both high and low margins of economic return.
- Encourage quasi-public organizations to engage in activities which enhance public benefits.
- Undertake where necessary an acquisition program to gain key land parcels to protect and enhance existing developments and to provide for planned projects.

IV. THE PORT DISTRICT, IN RECOGNITION OF THE POSSIBILITY THAT ITS ACTIONS MAY INADVERTENTLY TEND TO SUBSIDIZE OR ENHANCE CERTAIN OTHER ACTIVITIES WILL EMPHASIZE THE GENERAL WELFARE OF STATE-WIDE CONSIDERATIONS OVER MORE LOCAL ONES AND PUBLIC BENEFITS OVER PRIVATE ONES.

- Develop the multiple purpose use of the tidelands for the benefit of all the people while giving due consideration to the unique problems presented by this area, including several separate cities and unincorporated populated areas, and the facts and circumstances related to the development of tideland and port facilities.
- Foster and encourage the development of commerce, navigation, fisheries and recreation by the expenditure of public moneys for the preservation

of lands in their natural state, the reclamation of tidelands, the construction of facilities, and the promotion of its use.

- Encourage non-exclusory uses on tidelands.

V. THE PORT DISTRICT WILL TAKE PARTICULAR INTEREST IN AND EXERCISE EXTRA CAUTION IN THOSE USES OR MODIFICATIONS OF THE BAY AND TIDELANDS WHICH CONSTITUTE IRREVERSIBLE ACTIONS OR LOSS OF CONTROL.

- Bay fills, dredging and the granting of long term leases will be taken only when substantial public benefit is derived.

VI. THE PORT DISTRICT WILL INTEGRATE THE TIDELANDS INTO A FUNCTIONAL REGIONAL TRANSPORTATION NETWORK.

- Encouraging development of improved major rail, water and air systems linking the San Diego region with the rest of the nation.

- Improved automobile linkages, parking programs and facilities, so as to minimize the use of waterfront for parking purposes.

- Providing pedestrian linkages.

- Encouraging development of non-automobile linkage systems to bridge the gap between pedestrian and major mass systems.

VII. THE PORT DISTRICT WILL REMAIN SENSITIVE TO THE NEEDS, AND COOPERATE WITH ADJACENT COMMUNITIES AND OTHER APPROPRIATE GOVERNMENTAL AGENCIES IN BAY AND TIDELAND DEVELOPMENT.

- The Port District will at all times attempt to relate tidelands to the uplands.

- The Port District will cooperate, when appropriate, with other local governmental agencies in comprehensive studies of existing financing methods and sources which relate to the physical development of the tidelands and adjacent uplands.

- The Port District will attempt to avoid disproportionate impact on adjacent jurisdictions both in benefits and any possible liabilities which might accrue through bay and tideland activities.

VIII. THE PORT DISTRICT WILL ENHANCE AND MAINTAIN THE BAY AND TIDELANDS AS AN ATTRACTIVE PHYSICAL AND BIOLOGICAL ENTITY.

- Each activity, development and construction should be designed to best facilitate its particular function, which function should be integrated with and related to the site and surroundings of that activity.

- Views should be enhanced through the preservation of panoramas, accentuation of vistas, and shielding of the incongruous and inconsistent.

- Establish guidelines and standards facilitating the retention and development of an aesthetically pleasing tideland environment free of noxious odors, excessive noise, and hazards to the health and welfare of the people of California.

IX. THE PORT DISTRICT WILL INSURE PHYSICAL ACCESS TO THE BAY EXCEPT AS NECESSARY TO PROVIDE FOR SAFETY AND SECURITY, OR TO AVOID INTERFERENCE WITH WATERFRONT ACTIVITIES.

- Provide "windows to the water" at frequent and convenient locations around the entire periphery of the bay with public right of way, automobile parking, and other appropriate facilities.

- Provide access along the waterfront wherever possible with promenades and paths where appropriate, and elimination of unnecessary barricades which extend into the water.

X. THE QUALITY OF WATER IN SAN DIEGO BAY WILL BE MAINTAINED AT SUCH A LEVEL AS WILL PERMIT HUMAN WATER CONTACT ACTIVITIES.

- Maintain a program of flotsam and debris cleanup.

- Insure through lease agreements that Port District tenants do not contribute to water pollution.

- Cooperate with the Regional Water Quality Control Board, the County Health Department, and other public agencies in a continual program of monitoring water quality and identifying source of any pollutant.

- Adopt ordinances, and take other legal and remedial action to eliminate sources of pollution.

XI. THE PORT DISTRICT WILL PROTECT, PRESERVE, AND ENHANCE NATURAL RESOURCES, INCLUDING NATURAL PLANT AND ANIMAL LIFE IN THE BAY AS A DESIRABLE AMENITY, AN ECOLOGICAL NECESSITY, AND A VALUABLE AND USABLE RESOURCE.

- Identify existing and potential assets.

- Keep appraised of the growing body of knowledge on ecological balance and interrelationships.

- Encourage research, pilot programs, and development in aquaculture as long as it is consistent with this goal.

- Administer the natural resources so that impacts upon natural resource values remain compatible with the preservation requirements of the public trust.

XII. THE PORT DISTRICT WILL CONDUCT ITS OWN OPERATIONS ON AN EQUAL OPPORTUNITY BASIS.

- Engage in "affirmative action" programs in hiring, promotion and tenant relationships.
- Encourage Port District tenants to also engage in "affirmative action" programs.

XIII. THE PORT DISTRICT WILL MAINTAIN ITS MASTER PLAN CURRENT, RELEVANT, AND WORKABLE, IN TUNE WITH CIRCUMSTANCES, TECHNOLOGY, AND INTERESTS OF THE PEOPLE OF CALIFORNIA.

- Provide a continual program of sequential and orderly growth while maintaining the natural resource values.
- Pursue the development of its own unique assets and potentials.
- Provide for the multiple purpose use of land and water to promote the advantageous development of the Port District.
- Curb the misuse of land so that it will not injuriously affect the people of the State of California through the prevention of substandard construction or unnecessarily add inappropriate developments.
- Prevent the abuse of land by curtailing abortive development and unfounded pollution contributors.
- Regulate the non-use or disuse of land by clearing unmarketable titles, withholding land from premature development, and restraining activities that would lead to discontinued use.
- Guide the reuse of land for more appropriate purposes by the clearance and redevelopment of the obsolete.

XIV. THIS STATEMENT OF GOALS AND THE MASTER PLAN SHALL BE REVIEWED ANNUALLY PRIOR TO ADOPTION OF THE BUDGET.

- To measure progress of Port District growth and development.
- To modify goals, objectives, and the Master Plan in light of current conditions, needs, and forecasts for the future.
- To communicate all proposed changes with the member cities for comment prior to adoption.

SECTION III
MASTER PLAN INTERPRETATION

The Port District Master Plan is unlike the typical city or county master plan which lists two broad categories of policies for guiding and coordinating development; one category dealing with publicly owned land and another category for privately owned land. The Port District Master Plan deals primarily with lands which the State Legislature has conveyed to the Port District to act as trustee for administration, and upon which the Port District has regulatory duties and proprietary responsibilities.

The extent of the tidelands conveyed to the Port District is indicated in Table 3. These tidelands, totaling approximately 5,483.0 acres, are the area to which the Master Plan relates. A summary, in tabular form, of the proposed land and water use allocations is indicated in Table 4.

TABLE 3

EXISTING TIDELANDS AND SUBMERGED LANDS CONVEYED OR GRANTED TO THE SAN DIEGO UNIFIED PORT DISTRICT

	SAN DIEGO	NATIONAL CITY	CHULA VISTA	CORONADO	TOTALS
Shoreline (in miles)	16.6	2.8	4.8	8.9	33.1
Tidelands * (in acres)	1,550.8	396.0	209.7	313.2	2,469.7
Submerged Lands (in acres)	868.0	286.1	1,479.8	379.4	3,013.3
TOTAL (in acres)	2,418.8	682.1	1,689.5	692.6	5,483.0

* Includes 421.3 acres of salt ponds.

Development and Conservation Strategy

The basic direction of development and conservation efforts in the coastal zone is, where feasible, to protect, maintain, enhance, and restore the overall quality of the man-made and natural coastal zone environment. Port development seeks to minimize substantial adverse environmental impacts; minimize potential traffic conflicts between vessels in the port; give highest priority to the use of existing land space within harbors for port purposes; and provide for a full array of beneficial activities including recreation and wildlife habitat uses. A balanced approach also takes into account the social and economic needs of the people of the State.

TABLE 4

MASTER PLAN LAND AND WATER USE ALLOCATIONS

LAND USE	ACRES	% OF TOTAL	WATER USE	ACRES	% OF TOTAL	TOTAL ACRES	% OF TOTAL
COMMERCIAL	420.2	16		484.7	16	904.9	17
Marine Sales & Services	50.1		Marine Services Berthing	41.5			
Airport Related Commercial	42.5						
Commercial Fishing	13.6		Com'l Fishing Berthing	60.8			
Commercial Recreation	256.3		Recreational Boat Berthing	359.6			
Sportfishing	6.5		Sportfishing Berthing	12.8			
Specialty Shopping	20.1						
Expansion Reserve	31.1						
INDUSTRIAL	1180.6	46		186.0	7	1366.6	25
Aviation Related Industrial	203.9						
Industrial Business Park	55.1		Specialized Berthing	134.4			
Marine Related Industrial	362.9						
Marine Terminal	149.6		Terminal Berthing	51.6			
International Airport	409.1						
PUBLIC RECREATION	274.6	11		279.8	10	554.4	10
Open Space	18.0		Open Bay	279.8			
Park	148.4						
Golf Course	98.2						
Promenade	10.0						
CONSERVATION	447.0	17		1371.4	48	1818.4	33
Wetlands	392.0		Estuary	951.2			
Habitat Replacement	55.0		Salt Ponds	420.2			
PUBLIC FACILITIES	242.5	9		432.6	15	675.1	12
Harbor Services	7.5		Boat Navigation Corridor	334.6			
City Pump Station	0.4		Ship Navigation Corridor	64.5			
Fire Station	0.4		Ship Anchorage	24.8			
Streets	234.2		Harbor Master/Trans Berth	8.7			
MILITARY	25.9	1		125.6	4	151.5	3
Navy Fleet School	25.9		Navy Small Craft Berthing	6.2			
			Navy Ship Berthing	119.4			
AREA UNDER STUDY	5.5	0		6.7	0	12.2	0
TOTAL	2596.3	100		2886.8	100	5483.0	100

scale	TABLE 4 MASTER PLAN LAND AND WATER USE ALLOCATIONS	Date
planning department		Drn Chk
		Base
		No

It may be necessary to locate in the coastal zone developments that may have significant adverse effects on coastal resources in order to insure that inland as well as coastal resources are preserved and that orderly economic development proceeds within the State.

The effective mechanism for producing improvements on Port tidelands is felt to lie in the expenditure of public money by the Port District on capital improvements for those fundamental improvements which are essential for balanced development of the tidelands, and which do not appeal to private investors. Direct Port District involvement will be of the type tending to stimulate the private sector into the inducement of private investments on tidelands in a manner that conforms to Port District plans.

Dredging, Filling and Shoreline Protection

Bay and shoreline modifications have played and will continue to play a significant role in the utilization and maintenance of San Diego Bay. All of the State tidelands now under Port District trusteeship were at one time submerged lands. The State of California has laid claim to almost all of the submerged lands in the State and, as a matter of planning policy for Port District tidelands, has encouraged the development of these tidelands for the purposes of commerce, navigation, fisheries and recreation. The tidelands that exist today as land or navigable waters do so as a result of dredging and filling activities rather than as a result of a natural process.

Tideland development takes place in an aquatic environment, subject to the rigors of ocean water, wind, wave and tidal action. Although San Diego Bay is offered a degree of protection from the ocean by land barriers, conditions within the bay caused by both weather and ship activity create needs for protective boat basins and shoreline erosion controls.

A comprehensive program for shoreline erosion protection and enhancement has been integrated into the Master Plan. The shoreline protection program's aims are to stabilize filled areas, maintain navigable channels and berthing areas, protect and reestablish wildlife habitat, protect coastal facilities and property values, retain and maximize the use of shoreline recreational areas, and enhance options for revenue producing activities. Dredging, filling and shoreline protection projects are discussed in the plan text and are specifically identified in the project list for each Planning District.

Planning Policies for Site Selection

The short supply of developable waterfront sites and the increasing competitive demand has served to stimulate the development of evaluation techniques for assessing a potential user's need for a waterfront location. The determination

of need is a major criterion in arriving at a decision on site leasing. In descending order of need, the following categories are established.

Water Dependent Uses require waterside sites and direct access to the water to function. For such uses, the land activity is directly related to a water activity and requires navigable channels and specialized facilities at the land-water interface. Examples of these include boat and ship building and repair, marinas, marine terminals, fishing piers, swimming beaches, and commercial fishing and sportfishing berthing and tending areas. Also included in the water dependent use category are conservation activities which require wildlife habitat consisting of waterside sites, wetlands, and shallow water that is needed to maintain the ecosystem including commercially valuable and scientifically rare and endangered plant and animal species.

Water Linked Uses do not require a waterside site but must be located in close proximity to the water to capitalize on the benefits derived as a result of reduced material handling cost, reduced on-site storage requirements, faster deliveries, a reduction of industrial or other unusual types of traffic on public roads, and special service to water dependent uses. Uses of this type that might be cited as examples include boat sales, sailmaking, fish markets, canneries, fishing tackle sales, and marine hardware sales.

Waterfront Enhancing Uses do not require waterfront sites but can, with special effort, lend enhancement to the waterfront. Such uses draw from the water dependent and water linked use activities as well as from other activities. Examples include restaurants, hotels and public recreation areas providing facilities for golf, field sports and passive recreation.

Public Access to the Shoreline

The total existing shoreline around San Diego Bay, starting and ending at the City of San Diego boundary across the harbor entrance, approximates 54.01 miles in length. The proprietary interests controlling the entire bay shoreline have been identified in the Introduction (page 8).

The San Diego Unified Port District has been granted tidelands with a shoreline frontage approaching 33.1 miles, a length equivalent to 61.3 percent of the total bay shoreline. This Master Plan makes provision for differing degrees of physical and visual access to the shoreline in a manner that is consistent with the activities being conducted on the land and water areas involved, and the proprietary interests of the private land owners, lessees, and public rights and needs. Maximum access to the shoreline is encouraged except where security or public safety factors would negate. The location and size of public access ways are guided by considerations for the availability of other recreational areas and support facilities, the proximity to users, the size and physical

characteristics of the site and the potential impact the access way has on the nature, intensity and ownership of existing and planned uses, both on site and in adjacent developments. Major visual access points and physical access ways to public recreational areas are indicated by symbol on the plan maps. In order to pursue the development of physical access ways, the following access categories are established (see Table 5).

TABLE 5

PORT DISTRICT SHORELINE BY ACCESS CLASSIFICATION

	SHORELINE LENGTH	
	Miles	Percentage
Class I	10.22	30.88
Class II	8.26	24.95
Class III	8.61	26.01
Class IV	6.01	18.16
TOTAL	33.10	100.00

Class I applies to shoreline areas proposed for or developed by the Port District for public recreational purposes, including the provision for on-site parking. Public use in this category occurs on property that is unleased, user fees are not involved, and planning policy maximizes direct physical access to and along the shoreline and to public recreational areas. Class I areas usually involve those use categories shown on the Land and Water Use Maps of the Precise Plans as public park, promenade, boat launching ramps, fishing piers, and bicycle corridors. About 10.22 miles or 30.88 percent of the total shoreline under the jurisdiction of the Port District is in Class I.

Class II applies to undeveloped shoreline, the property is generally unleased, and may be small, scattered parcels somewhat isolated, irregular in shape and difficult to develop. While a user fee is usually not involved, planning policy encourages limited use to meet the restraints of the limited carrying capacity of the natural resource area involved. Class II applies to those shoreline areas shown on the Land and Water Use Maps of the Precise Plans as habitat replacement, wetlands, salt ponds, and in one instance (Kellogg-La Playa Beach) as open space. Of the total shoreline under the jurisdiction of the Port District, 8.26 miles or 24.95 percent is in Class II.

Class III involves leased, developed shoreline areas upon which private or public investment has constructed commercial recreational facilities. The lessee promotes recreational related uses to the user-fee paying public and public access is best controlled by the management of the development. On the maps of the Precise Plans, Class III applies to those shoreline areas

shown as sportfishing, recreational boat berthing, specialty shopping, golf course, and commercial recreation. The Commercial Recreation category includes restaurants, which draw substantial numbers in all age groups involved in dining for pleasure; hotels, marinas, and yacht clubs. Approximately 8.61 miles or 26.01 percent of the total shoreline under the jurisdiction of the Port District is in Class III.

Class IV applies to non-recreational areas developed with public or private funds to accommodate industrial activities, military bases, and sea or air transportation facilities. General public access is prohibitive due to security and public safety reasons although, when possible, visual access is encouraged for viewing the more interesting aspects of industrial or transportation activities which contribute to the image of a working port. Class IV areas are shown on the Precise Plan maps as marine terminal, marine related industrial, aviation related industrial, and Navy Fleet School. Of the total shoreline over which the Port District has jurisdiction, approximately 6.01 miles or only 18.16 percent is allocated to Class IV.

In addition to the many miles of public access to San Diego Bay, citizens of our metropolitan area and tourists enjoy 70 miles of public ocean beaches and 26 miles of public park shoreline in Mission Bay. This area has public access to the shoreline which is unique in the world.

Permitted Uses

Permitted uses for all Port District tidelands are identified in terms of the land and water use designations which are defined in this Master Plan document. Although specific uses have been listed, the intent is to indicate compatible use groups. Specific uses that are currently not listed may be included in a use group if similar in character and compatible. The plan making process has been based on a definitive sequence of studies and activities that consider the physical, environmental, social, economic, and political determinants of land use. The proposed land and water use allocations set forth in the plan reflect a balanced distribution of activities for the entire bay, evolved after considerable consideration of many factors and issues.

Commercial Uses

Land Use Objectives & Criteria

Each commercial area on tidelands should have:

- Convenient access from major arterials or transportation terminals and ample on-site parking for patrons.

- A unifying design theme enhancing the overall aesthetical qualities of the site and insuring compatible land and water uses benefiting the unique aspect of commercial activities at bayside locations.

- A minimization of the competitive hazard to existing or potential business in the general vicinity.

- A clustering of commercial activities enhancing cumulative attraction wherein complementary and similar units have high incidence of customer interchange and draw more business by being together.

Master Plan Interpretation

Commercial areas, occupying approximately 420 acres of land and 485 acres of water, have been designated in the Land and Water Use Master Plan Map in a total of seven major land and water use classifications. These classifications and their delineations include land area for airport oriented commercial activities; land area for commercial fishery operations along with commercial fishing fleet berthing in water areas; land based commercial-recreational areas; water areas for sportfishing berthing and recreational marinas including boat repair facilities; and a potential expansion area titled Expansion Reserve. Existing and proposed commercial areas are delineated on the Map to define the general location of commercial areas. More definitive delineations of the exact limits of commercial areas are provided on Planning District maps.

The **Airport Related Commercial** area delineated on the Land and Water Use Element Map is easily accessible to the Interstate freeway system, established airport related firms, and to the airport terminal complex. This category of land use is linked to Lindbergh Field, which is discussed under the heading of aviation-based transportation systems, and to aviation related industrial uses discussed on page 34.

Part of this commercial area, located on Pacific Highway between Sassafras and Laurel Streets, is close to but removed from the major flow of traffic to the airport terminal. Thus some traffic associated with airport related commercial traffic can be routed away from the terminal. While this use area is exposed to aircraft noise, the proposed land uses are dependent upon the airport, and should have better tolerance of this annoyance.

Established airport related commercial activities in the area provide the nucleus for further clustering and expansion. Activities typically associated with this use category include travel service; airline ticket offices; airline administration; aviation service leasing, training and sales; travel insurance; air freight; flight food preparation; restaurants; lounges; customs broker; weather information service; pilot briefing information services; and automobile rentals.

The Commercial Fishing area is intended to meet the needs of the bona fide commercial fishing fleet for: marinas, berthing and moorings, net mending and the minor repair of fishing equipment; the loading of stores and provisions; fish unloading and transshipment; and fresh fish market operations involving restaurants, retail and wholesale operations, including some limited accessory fresh fish processing activities which are not associated with visual, odor and water pollution. Fish cannery and fish reduction activities are considered as marine oriented industrial uses and are excluded from this commercial classification, although it is recognized that the uses are functionally linked. Other uses associated with the commercial fishing developments include marine management and advisory services, marine custom brokerage, fueling docks, fishing consultants, and fishing organization offices.

In the San Diego region, there are approximately 40 species of fish, crustaceans and mollusks in the California waters market fishery. The most significant proportion of the average annual 2.4 million pounds of San Diego landings taken from California waters is currently centered around Pacific bonito, albacore, sea urchin, rockfish, white sea bass, shark, yellowtail and swordfish. All are fairly stable as proportions of the total. Abalone and spiny lobster are also significant fisheries but have been declining in annual catch. Some fishermen suggest a growth potential in San Diego for wet fish processing involving hake, squid, anchovy and mackeral. Fish landings from waters south of the state comprise the major share of San Diego landings and have shown significant irregularities year to year in both species of fish and total catch. For the seven-year period between 1971 and 1977, the annual landing from waters south of the state has ranged from a low of four million pounds to a high of eleven million pounds. The long-range tuna seiners, many of which use San Diego as home port, follow the worldwide migration of the fish and the fish landings are also widely scattered, although some of the tuna catch is shipped to San Diego for processing.

The number of commercially licensed fishermen in California went through a marked decline in the 1950's; a slow, small increase in the 1960's; and an increase in the 1970's so that by 1976, the statewide total had returned to the levels of the early 1950's. Despite this turnaround, there are fewer commercial fishermen per capita than in 1950. The licensed commercial fishing population in San Diego County, which numbered 2044 in 1978, represents less than 15 percent of the statewide commercial fishing population and is growing at half the rate of the statewide total. Unlike the statewide figure, the San Diego total has not returned to the level of the early 1950's. The ratio of locally licensed commercial fishermen compared to the locally registered commercial fishing vessels has changed since 1950 when the ratio was 3.6 to 1, to the more current ratio

of 2 to 1. This ratio is cited as an industrial trend, rather than as an implication that all commercial fishermen should own their own boats or that each vessel should have a different crew size.

The composition of the California commercial fishing fleet shows several changes since the 1950's. Statewide, commercial fishing vessels under 25 feet in length have made the most dramatic increase and comprised about 40 percent of the statewide fleet in 1975. These smaller vessels fall into a trailerable classification and, locally, the most sizable portion of the lobster and crab fleet vessels are about 18 to 22 feet in length. Many are launched at public launching ramps during the fishing season, and in off season are dry stored. Statewide, over one-third of the total licensed commercial fishing fleet ranges in length from 26 to 40 feet, and about one-fifth are 41 to 65 feet in length. That portion of the statewide fleet over 66 feet in length has decreased from nine percent in 1950 to just over four percent in 1975. Unlike the statewide fleet, the portion of the San Diego fishing fleet that is in the over 66 feet length range, since 1950, made up approximately 25 percent of the local total. This unusual grouping in the longer length category is primarily due to the purse seiner fleet.

Locally, approximately 1000 vessels are licensed for commercial fishing; however, this includes charter sportfishing and recreational craft without commercial fishing equipment, as well as the commercial fishing vessels. Approximately one-third of the vessels licensed locally for commercial fishing and used exclusively in commercial fishing are granted a preferential property tax assessment rate, although this number still includes some sportfishing and research vessels. It is noted that during a four year period prior to 1978, an annual total of under 230 locally licensed commercial fishing vessels, exclusive of research, party sportfishing and tuna seiners, have been found to be exclusively used in commercial fishing and granted a preferential tax assessment rate.

Berthing areas exclusively set aside for the market fishing boats, including baitboats, need to be: protected from wave and wake action; be accessible over low rise piers or floats; located within convenient proximity to fuel and ice supply; provided with dockside fresh water, electricity, trash containers, gear working areas, unloading area, and hoist; supported with shoreside facilities for marina management, restrooms, equipment storage facilities, pumpout and disposal facilities for waste oil, and automobile parking; and gated and lighted for security. Transshipment areas provide space for fish bucket storage, weighing facilities, inspection area and loading of motor transport for distant canneries. Berthing and offloading areas for transshipment purposes that go beyond that currently provided can be adequately accommodated at the marine terminals. Berthing needs for the tuna seiners include 25-foot-deep water and pier structures strong enough to support fire trucks and salt delivery trucks. Net tending areas with a minimum-size smooth surface of 50 to 175 feet located parallel to the seiner berths are considered desirable.

It is the intent of this Plan to encourage the development of the local fish market fishery. Facilities for the commercial fishing industry are not to be reduced or eliminated unless the demand for the facilities no longer exists or adequate alternative space has been provided. Berthing, fresh market fish unloading, and net mending activities are encouraged to be exposed to public view and to be a part of the working port identity. Tuna seiners and baitboats are anticipated to maintain a need for approximately 7,000 lineal feet of berthing space daily. Peak demands on berthing facilities for baitboats can be reasonably anticipated to triple or quadruple to about 5,000 lineal feet if the patterns of fish migration should shift southward toward San Diego. A peak demand for berthing space, such as at Christmas, is anticipated for tuna seiners at approximately 10,000 lineal feet daily.

The commercial fishing areas delineated on the Master Plan's Land and Water Use Map and given more precise location and explanation in the Precise Plans, encourage the efficient use of coastal waterfront space by identifying sites best suited to meet the needs of the short-range market fishing boats, the deep draft vessels of the long-range tuna seiners, the preservability of fish products, and the high cost of preserving and transporting unprocessed fresh fish.

The commercial fishing activity is provided for in the Master Plan, with an allocation of about 61 acres of water and 14 acres of land. Sites provided include, in Planning District 1, the Shelter Island Commercial Basin; in Planning District 3, berthing along the seawall in the crescent area adjacent to Harbor Drive and around the "G" Street Mole where another breakwater pier is proposed to provide a protected fishing boat basin for an additional 70 slips; and in the long-range future depending upon a second bay entrance, in the proposed Chula Vista Marina area or the Expansion Reserve area found in Planning District 7.

Commercial Recreation

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

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

Commercial recreation allocations on the Land and Water Use Map include approximately 256 acres of land and about 360 acres of water area, including sportfishing and recreational craft berthing. The Commercial Recreation category includes hotels, restaurants, recreational vehicle parks, specialty shopping, pleasure craft marinas, and sportfishing which are discussed or illustrated in the various District Plans.

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

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

snorkling, deep sea fishing, sailing, water skiing, boat rides, and "whale watching" during the whale migration season. New hotel locations are allocated in Planning Districts 2, 3, 6, 7 and possibly 8.

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

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, dock lockers; boat rental, charter and sales; sailing schools and membership sailing clubs; fueling docks; launching for transients; automobile parking; dockside electricity, fresh water and telephones, holding tank pumpout stations and special facilities for waste oil and hazardous substances; restrooms and 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, drugs and clothing; restaurants; shoreside living and recreational accommodations for boatmen; marine 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.

San Diego County, population and registered boat ownership are increasing. The growth rate of registered boats is increasing two and one-half times over the population increase. In 1977, 32,562 registered boats were in the County. About 21 percent of the total registered boats require wet storage due to their size, weight and difficulties in launching and storage. In 1978, pleasure boat facilities in the County provided over 6,800 slips with access to ocean waters. About 60 percent of the slips were located in San Diego Bay, just under 30 percent in Mission Bay, and a little over 10 percent in Oceanside Harbor. In all of the three County harbors, demand for commercial recreational marinas has far outstripped supply, so that there is no effective slip vacancy. In San Diego Bay alone, a 1979 survey disclosed that marinas had a waiting list of at least

550 separate boat owners. Measuring the waiting list against typical marina slip turnover translates into an aggregate waiting period of about one year.

Since 1960, the three County harbors have been adding an average of approximately 270 slips per year to meet the demand for coastal vessel wet storage. It now appears that San Diego Bay is the only coastal harbor in the County with available slip development sites, as the other harbors have pretty well built to their available planned capacities. The extent to which San Diego Bay can handle the annual county-wide demand for slips is limited by its physical capabilities and the policies that regulate development in the bay. New marina facilities are proposed in Planning Districts 2, 3, 6, 7 and 8. The configurations of the filled peninsulas enclosing the proposed marinas is conceptual in nature as delineated on the Plan Maps.

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 sportfishing firms operating out of Shelter Island Commercial Basin generated an estimated combined gross income of $7 million in 1978.

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 which 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 departures and return near or after sunset, which forces odd hour maintenance, refueling and store replenishment times. Sportfishers must unload catch, receive major repairs and spare parts, and on-load provisions in the short turn-around time between trips. Activities linked to sportfishing include fishing tackle rental and sales, fueling docks; bait barge facilities; catch processing and exchange; taxidermy services; lodging and transportation services; restaurant, food and beverage sales; and automobile parking.

Sportfishing boats in San Diego Bay, estimated at over 80 part time and full time vessels in 1978, have been centered in the Commercial Basin of Shelter Island. The typical sportfishing boat on San Diego Bay is over 65 feet in length with a beam of approximately 20 feet, a draft of about six feet or less, and a weight of approximately 60 gross tons. Fisherman capacity averages around 30 passengers per trip. All such vessels are inspected and certified by the U. S. Coast Guard as to their seaworthiness and their capacity. Capacity, although considering rail space, deck area and fixed seating, is ultimately based on the stability calculations of the vessel.

The bulk of the local fleet is open party or charter day and half-day boats, although long-range trips are available. Marketing efforts are being made to

extend use of the boats throughout the entire year with diving trips, local whale watching excursions, and natural history expeditions into Baja California. The longer and more specialized trips of from five to 16 days are becoming increasingly important. Current trends, stimulated by growth in the sportfishing industry and a desire to reach better fisheries farther off shore, are toward larger boats, more luxurious amenities, installation of better electronic support equipment, and improvements in propulsion systems. Vessels reaching sizes in excess of 100 gross tons will probably be discouraged by the U. S. Coast Guard regulations that are more stringent in terms of material inspection and certification, and in the qualifying of skippers, than for vessels under 100 gross tons. Uncertainties as to possible growth and even stability in the sportfishing operations have been affected by Mexican laws governing offshore fishing grounds and by the growing interest in reserving national fishery rights within a 200-mile limit.

Marine Sales and Services include activities such as ship chandleries, marine hardware and electronic sales, sailmaking, boat covers, marine fueling stations, marine engine repair, boat building and repair, boat sales and rentals, diving and limited salvage operations, marine sign carving, nautical artifacts, and professional services such as marine architecture and marine engineering. Considerable linkages exist between commercial and recreational boating activities and those services which supply, repair, outfit and provision them. Several of these activities have small space needs and if clustered together, can increase their attraction for marine service purchasers. Three major use categories in this division include boat sales, boat building and repair, and marine services berthing.

Boat Sales and rental activities involve primarily the dry storage and display of boats and yachts. The display of boats adds significantly to the nautical atmosphere of the planning area and should be situated in such a manner to add to the visual character of the area without appearing cluttered. Boat display areas should be clearly designated as such, and landscaped and otherwise treated with screening and other design features to achieve a well ordered display area. Boat display areas should not be permitted to usurp on-site parking space, nor to encroach upon sidewalks or parking strips. Land uses in this category include on-site parking, boat display areas, boat loading and unloading areas, and demonstration space. Related uses such as insurance agencies and financing facilities may be permitted but are encouraged to cluster with similar services in designated marine service complexes.

Boat Building and Repair facilities normally provide for small craft (under 65 feet) to differentiate them from heavy industrial shipyards. Boatyards can provide points of interest to passersby if their locations are evaluated with such objectives in mind. Screening and viewing treatments of the various boatyards should be an integral part of each boatyard design. Acceptable land uses associated with boatyards are boat lift and marine railroad; yacht brokerage; the construction, maintenance, repair, painting and mooring of boats; sale and installation of marine engines, supplies, equipment, machinery and accessories

on boats; sailmaking and canvas boat covers; assembly and repair areas; delivery areas and material storage areas; on-site parking; and administrative areas. Painting, sanding and grinding areas should be located and screened to prevent the airborne distribution of particles to adjacent land and water areas. Boat repair activities are encouraged to be limited to craft of 65 feet or under to maintain the low profile and scale of the structures in the area.

Marine Services Berthing provides slips used to temporarily berth boats being serviced at boat building and repair yards, boat sales and rentals, fueling docks, and marine accessory sales. These berthing areas should be provided with navigable water to accommodate the largest recreational and commercial vessels. Natural flushing action, especially in the vicinity of the boat building and repair yards, is desirable. Pier structures should be built to accommodate larger vessels, and to provide sufficient access for delivery of parts and repair equipment. Leasing for the purposes of residential living afloat is prohibited by the Port District Act. Marine services berthing should be located adjacent to its associated land use wherever possible. The location of the land and water areas allocated to marine sales and services is illustrated on the Land and Water Use Element Map and the Precise Plans for Districts 1, 6 and 7.

Expansion Reserve is a category which designates and recognizes the possibility that sometime in the future it may be necessary to use the tideland area (Planning District 7) located beyond the existing fill on the Northwest Corner of the City of Chula Vista, as well as other areas by the Flood Control Channel, for marine related use. Potential use of this site, as yet undecided upon, includes boat building and repair, marine service berthing, commercial fishing, marine terminal, and marine related industry. It is understood that economic considerations are not the only determinant for future utilization of this 31.1-acre area, but future uses should be considered provided that:

a. It can be shown that other inland locations are inappropriate.

b. The use would derive substantial benefits because of bay related site and in turn would produce substantial benefits to the community at large, including guaranteed public access and enjoyment of portions of shoreline area.

c. That other appropriate criteria developed in the Bayfront Plan and Program are satisfied.

Industrial Uses

Land Use Objectives & Criteria

Industrial activities on tidelands should:

- be located in convenient proximity to other industrial areas and to living areas from which there are interconnecting transit and thoroughfare routes.
- provide, under single ownership, a variety of reasonably level, well drained sites on land that is either vacant or on developed lands that can be phased out economically for redevelopment.
- provide sites that are economical to develop and adequate for main buildings, accessory storage, off-street loading, off-street parking, and buffer strips.
- be designed to meet performance standards adequate to avoid nuisances, thereby insuring compatibility with surrounding uses.
- be limited to industrial uses which have a definite need for the availability of utilities, direct access to railroads and major thoroughfares, and the proximity of either airport or water frontage.
- provide substantial benefits to both local economic needs and to the regional hinterland.

Master Plan Interpretation

Industrial areas have been designated on the overall Master Plan Land and Water Use Element Map in four classifications; land area for marine related industry, and corresponding water areas for specialized berthing; land areas for aviation related industrial activities; and land area for industrial-business park development. Marine terminals, as a distinct use classification has been delineated in the Precise Plans; however, in the overall plan, terminals are grouped into the marine related industry category. The Land and Water Use Element Map illustrates the allocation of industrial areas consisting of approximately 186 acres of water and 1,181 acres of land.

Marine Related Industry requires sites within close proximity to water bodies due to functional dependencies on the industrial activity for direct access or for linkages to waterborne products, processes, raw materials or large volumes of water. Prime waterfront industrial sites are in relatively short supply and it is the intent of this Plan to reserve these sites for marine related industry.

The primary users of marine related industrial areas are dependent upon large ships, deep water and specialized loading and unloading facilities, typically

associated with shipbuilding and repair, processing plants and marine terminal operations. Industries linked to these primary industrial activities can be clustered together to capitalize on the benefits of reduced material handling costs, reduced on-site storage requirements, faster deliveries, and a reduction of industrial traffic on public roads.

Existing, established marine oriented industrial areas that have been devoted to transportation, commerce, industry and manufacturing are encouraged to modernize and to construct necessary facilities within these established areas in order to minimize or eliminate the necessity for future dredging and filling in new areas. However, expansion into new areas can be accommodated if existing sites are pre-empted by other uses, alternative locations are infeasible, and a curtailment of the project would adversely affect the public welfare.

Activities suitable for the marine related industrial area include, but are not limited to, marine terminals, passenger terminals; railroad switching and spur tracks; cargo handling equipment such as bulkloader and container crane; berthing facilities; warehouses, silos, fueling facilities, bulk liquid storage tanks and pipelines; shipping offices and custom facilities; power generation plants; ship building, repair and conversion yards; marine rails, lifts and graving docks; steel fabrication and foundry; storage, repair and maintenance of marine machinery and construction equipment; kelp and seafood processing, canning and packaging; aquaculture; and marine related support and transportation facilities.

Although commercial mariculture uses relating to seafood production are not presently established on the bay, research and experimentation which has been conducted in the region as well as on the bay, indicates that warm water stimulates the growth rate of certain marine organisms, such as shrimp and lobster. Assuming that economic viability of mariculture will be achieved, future sites for mariculture activities could be located within close proximity to the existing thermal discharge areas of power generation plants to take advantage of the available warm water. There seems to be some likelihood that future aquaculture activities could be conducted in man-made tanks located in enclosed buildings and in converted salt ponds. Areas of the bay designated on the Master Plan Map as Estuary and Salt Ponds also include aquaculture and resource-dependent uses.

Due to the fact that public access to the bay is necessarily limited in established industrial sectors, it is the intent of this Plan that whenever feasible, industrial land and water users are encouraged to invite the public to view their operations and to share with the public that shoreline area not actually used for industrial purposes by permitting visual access to the bay. The development and redevelopment of marine related industrial areas requires careful consideration involving a balancing of the peculiar needs of the development with the concurrent need for shoreline access.

MARINE TERMINALS and the harbor constitute one of the State's primary economic and coastal resources, functions as an essential element of the national maritime industry, and serves as a strategic facility in the national defense system of the United States. This Southern California harbor is located ten miles northwest of the United States-Mexico border, and approximately 95 and 455 nautical

miles southeast of Los Angeles and San Francisco, California, respectively. The Port's location, latitude 32°41'58" north and longitude 117°13'22" west, positions it to be the first and the last major port of call on the Pacific Coast for ships in the intercoastal, South and Central American and around-the-world trade routes.

The Port is charged with the responsibility for providing the facilities for handling, marshalling and unloading/loading the cargo. Cargo storage space includes long and short term dry storage, warehouses, silos, cooler and freezer space, and open public storage areas. Warehouses have railroad connections and all are easily accessible to arterial highways. The Port provides railroad hopper car unloading facilities, a traveling bulk shiploader with conveyor boom, and a 40 long-ton, electric traveling container handling crane with hinged cantilevered boom.

San Diego is a landlord port rather than an operating port. Port, tug and port pilot, and terminal and stevedore services are provided by private companies. Diversified handling equipment is maintained by the operators, and special services are provided including packing and crating, forwarding, pool car distribution, carloading, weighing, stamping, marking and drayage. Port of San Diego operators enjoy a number of existing favorable conditions such as long experience and expertise in distribution, lack of congestion, negligible pilferage, low insurance rates, ample warehousing, and a climate which is ideal for year-round all weather operations. A more detailed description of the marine terminals is provided in Planning Districts 3, 4 and 5.

During the past ten years tonnage has gone from approximately one million to about two million tons. The overall trend has been an increase of about five percent a year during the past twenty years; however, in 1979 cargo vessel calls increased twenty percent and cargo handling increased seventeen percent. Major incoming cargo has been cement, coal coke, molasses, lumber, and newsprint. Major outbound cargo has been grain, soda ash, and copper concentrate. Other cargo handled includes container and conventional cargo, heavy lift items, bulk commodities, submarine cable, fuel oil, kelp, fish, fertilizer, automobiles, steel products, and scrap metal.

There are several trends that could serve to stimulate more cargo movement through West Coast ports, particularly San Diego. The movement of grain to the Far East is anticipated to remain strong and to possibly sharply increase as a result of diversion from the Gulf Coast due to the possible closure or precipitous increase of tolls through the Panama Canal, and an expected significant increase in oil prices.

The continued increase in the worldwide demand for basic minerals and the potential depletion of land based supplies could stimulate more interest in ocean floor mining beyond that currently under way or that being considered for offshore oil and natural gas. The development of marine mining technology is well under way, although questions as to economic feasibility and national or political jurisdictions are unresolved. The ocean floor contains substantial deposits of manganese, copper, cobalt, nickel, precious metals, and phosphate which, if mined, will need the land base support facilities of ports for the transportation, handling, storage and stockpiling of materials on the way to processing. Land

space needs for these potential users could be provided for in the Expansion Reserve category of the plan. Planned marine terminal facilities are discussed in the Precise Plans for Planning Districts 3, 4 and 5.

Marine terminal facilities must respond to a number of design criteria, all related to the type of cargo being handled, the minimization of ship in-port time, and the accessibility of other transportation linkages. Two facets of maritime demand are especially pertinent to land and water allocation: ship's characteristics and ship's cargo. Ship's characteristics dictate the location of berthing and terminal facilities. Ship's cargo governs terminal size, design and spatial arrangements.

Aviation Related Industry is to be maintained around Lindbergh Field. Aerospace manufacturing has been a leading contributor to manufacturing activities in San Diego for several decades. Air related industrial activities are those closely linked to the airport due to the shipping of large quantities or highly specialized types of air cargo, and the servicing of aircraft. Activities include the manufacture and sale of aircraft, engines, parts, motors, machines, and metal articles. Air related industrial uses are influenced by several factors due to their proximity to the airport. These factors include direct and efficient access to high quality, high capacity highways; flat terrain; existing utilities; the availability of commercial, air cargo and privately owned business aircraft; the convenience associated with proximity to major airport facilities; and environmental characteristics such as noise, vibration, and electrical disturbances as well as height limitations imposed on structures because of aircraft operations.

Continuing efforts are needed to protect the function of the airport by controlling obstructions into the aircraft approach zones. Regulation and control is made more difficult since most of these areas are outside the Port District's jurisdiction. An additional thoroughfare to enhance access to the airport terminal is proposed around the northwest end of the airport runway.

The proposed aviation related industrial area delineated on the Land and Water Use Element Map occupies approximately 613 acres of land, and is composed primarily of the existing airport and aviation related industrial activities. Sites for this industrial use are located in Planning Districts 2, 3 and 7.

Industrial-Business Park is designed for marine related light or clean industry and is not equally attractive to all types of industrial development. Coastal dependent developments shall have priority over other developments on or near the shoreline. The development of the 55-acre area allocated for marine related industrial-business park can be an asset to the bay region because of the stimulating effect such developments usually have on the local economy in attracting new as well as retaining existing firms that might otherwise leave the area. The industrial-business park area is reserved for a wide range of marine related scientific and educational research and development activities, including scientific instrument manufacturing, scientific laboratories, office space, marine oriented businesses, light manufacturing plants

with some ancillary storage and warehousing where necessary to the conduct of primary industrial activities. The Lockheed Ocean Laboratory development now existing could provide a focal point for the development of industries related to oceanological research, development of oceanographic equipment, and associated support facilities such as docking equipment and berthing facilities. The Industrial-Business Park is located in Planning District 2.

Public Recreation Uses

Land Use Objectives & Criteria

Parks and recreational activities on tidelands should:

- provide a variety of carefully selected active and passive recreational facilities suitable for all age groups throughout all seasons of the year.
- enhance the marine, natural resource, and man-made recreational assets of San Diego Bay and make them available to the public.

Master Plan Interpretation

A growing population, greater discretionary incomes and more leisure time all contribute significantly to the increasing demand for both active and passive outdoor recreational opportunities. The public recreation opportunities developed on tidelands by the Port District along with the commercial recreation opportunities developed by private investment provide a balanced recreation resource for San Diego Bay. When thoughtfully planned, both public recreational developments and commercial recreational developments benefit from each other as off-site improvements, although as a matter of planning policy, commercial activities within public recreation areas will be limited. Recreational areas must be of the appropriate type and size to be efficiently developed, administered and maintained by the Port District at a reasonable cost. This Plan places primary emphasis on the development of public facilities for marine oriented recreational activities for the purposes of fishing, boating, beach use, walking and driving for pleasure, nature observation, picnicking, 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 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 and provide adequate traffic facilities to handle large volumes of traffic and peak use demands. Parks encourage and accommodate public access to the interface zone of land and water. Recreational facilities frequently associated with parks include public fishing piers, boat launching ramps, beaches, historic features, vista areas, scenic roads, bicycle and pedestrian trails.

Promenade indicates the shoreline pedestrian promenade-bicycle route that is to be improved with landscaping, street fixtures and sitting areas. 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.

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 the handicapped shall conform to California State Law.

Open Space provides amenities contributing to a more satisfying and stimulating environment. These areas include landscaped traffic interchange and median strips, and isolated narrow and irregular shoreline areas where use and development potential is severely limited.

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 area 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. Dry stack storage, which accommodates trailerable size boats, is proposed in Planning District 6.

Public Fishing Pier areas include the pier structure, necessary land support area adequate for parking and access, and the surrounding water area. Boating activities near the pier which may interfere with fishing is 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 access ways 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 non-appropriative 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 are undeveloped areas 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 delineation is 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 the functional capacity of the wetlands.

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, submerged areas of South San Diego Bay and are valuable in much the same way as are wetlands. The warm, shallow water nurtures microscopic plants which 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 mariculture uses has potential for development. See Planning District 9 description for further information.

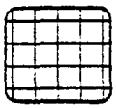
Habitat Replacement, an area of about 55 acres, is delineated in Planning District 7 for the creation of a marsh island to be used to replace wildlife habitat removed during other development around the bay. This project is under construction. Habitat replacement refers to the concept of recreating, 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 economically 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.

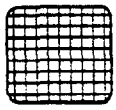
Military

The utilization of urban land around San Diego Bay for military activities makes a substantial contribution to the function of national defense, to the associated economic base of the region, and in some instances toward the desirable objective of maintaining open space in the metropolitan area. There are 18 major naval installations in the metropolitan area. The military presence on San Diego Bay rates as the largest naval complex in the United States in that almost one-third of the total U. S. Navy fleet is home-ported here. Most of the military lands are owned by the Federal Government and only a small amount is leased tidelands, pursuant to long term leases. It must be recognized, however, that significant changes in the characteristics of metropolitan urbanization and the corresponding needs of the civilian sector have prompted a reevaluation of those tideland areas currently owned by or leased to the Federal Government for military purposes. The military use on long term tidelands leases will continue and is shown on the Master Plan map in the following general use categories.

The Port District's Precise Land and Water Use Map shows only that portion of the military base located on leased tidelands. The Circulation/Navigation Map indicates the location of military lands around San Diego Bay and additional information is provided about military facilities on the bay in Section I of this document.



Navy Fleet School is delineated for the U. S. Navy held long term lease area located in Planning District 1. The land area provides school facilities for the Fleet Anti-Submarine Warfare Training Center, Pacific (FLEASWTRACENPAC), which is the Navy's west coast center for training personnel in the operation, maintenance and tactical use of sonar and other anti-submarine weaponry. Plans for the long term renovation of the entire Fleet Anti-Submarine Warfare Training Center, including tidelands, are contained in the Navy prepared ASW San Diego Master Plan.



Navy Small Craft Berthing is shown adjacent to the land parcel. If use of this water area were abandoned by the U. S. Navy, it would easily accommodate an expansion of berthing facilities for the commercial fishing fleet.

Navy Ship Berthing is shown in navigable water adjacent to the land parcel. No additional military land use or berthing areas on leased tidelands are planned.

Two military facility relocations are proposed in the Master Plan, both located in Planning District 3 and subject to negotiation with the U. S. Navy. These include 1) the Navy's Engineering Facilities Command office located between Harbor Drive and Pacific Highway, and 2) Navy Field. Redevelopment of these sites is discussed in the Precise Plan.

Public Facilities

Land Use Objectives & Criteria

Public facilities on tidelands should:

- be located so as to not adversely affect adjacent properties and be designed so that the architectural theme is in harmony with the design theme of the Planning District.
- be provided for in advance of need.
- provide efficient and economical locations for emergency services along with up-to-date equipment and well trained personnel adequate to provide protection of life and property.
- contribute to a coordinated system of functional streets necessary for the safe, efficient and economical movement of people and goods within and through the tidelands.

Master Plan Interpretation

Public facilities are provided in response to those community needs that are related to factors of public health, safety and general welfare. As used in the Port Master Plan, the public facilities category includes both services and physical plant developments. The legends of the two Master Plan Maps and the nine Precise Plan Maps contain allocations of land and water, generally indicated by symbols, to portray numerous public facilities.

Harbor Services is a land use category used in the Precise Plan Map that identifies areas devoted to maritime services and harbor regulatory activities of the Port District.

Port Administration is proposed to continue at the present location on Pacific Highway and Sassafras Street. Additional space in the building which is in excess of Port District needs could be utilized by municipal public service agencies having limited public contacts, or for offices and perhaps as a computer center for air-oriented commercial uses. Some Port District management functions will continue at the airport, the marine terminals and on Shelter Island.

Harbor Police stations, indicated by symbols, are located so as to provide key sites for rendering assistance as required in San Diego Bay and for monitoring the bay entrances, waterborne circulation corridors, anchorages and berthing areas. Harbor Police Officers igned harbor or tideland areas by boat, vehicle and foot for: the pre- of order; enforcement of laws and ordinances; detection and prevention fire suppression and the protection of life and property; traffic con- aw enforcement support for airport screening procedures; provision of n and assistance to the public; and such other duties as may be ed. In the course of these duties, the officer is empowered to issue make arrests, and appear in court. The existing station is to remain of Shelter Island, and a new Harbor Police station is proposed to be as to provide an overview of the proposed second entrance and most of ater areas in the South Bay, if and when such a project is built by the vernment. Stations are allocated in Planning Districts 1 and 7.

Fireboat Stations, manned by Harbor Police, provide bases for waterborne fire fighting capabilities and routine police patrols centrally located to provide quick response travel time to the vessels and berthing areas located in San Diego Bay. Station locations are d by symbol on the Master Plan Land and Water Use Map and given more ocations in the Precise Plans. Stations are allocated in the northern, southern portions of the bay.

Fire Stations are shown on the maps at their existing locations on tidelands at the airport and in National City. These services are generally administered by local government units other than the Port District. No new use allocations are proposed for tidelands.

Maintenance Yard, an existing Port District facility located near the Tenth Avenue Marine Terminal, is seen as adequate during the planning period.

Comfort Stations are allocated throughout the bay area, located in public use areas primarily consisting of parks, promenades and plazas. In total numbers, comfort stations may be the most frequently built structures for public use on Port District tidelands. Comfort sta- for attention to location and to a design responding to heavy public nfortunately, accompanying vandalism problems. The structures need to identify, pleasing in appearance, reflect compatibility with sur- rchitectural features, safe, well lighted, easy to maintain and keep Many comfort stations provide small storage and maintenance-related etter accommodate grounds keeping and maintenance functions. More cations are shown on the Precise Plan Maps.

US Customs and immigration facilities, although not functions administered by the Port District, are shown on the Master Plan Circulation/Navigation Map and on the Precise Plan Maps due to their public service nature and usual association with international transportation terminals. Customs areas are allocated at the air terminal, the general aviation facilities, and at marine terminals for cargo inspection and cruise ship movements. Customs services are available on call at several locations around the bay. It is anticipated that another U. S. Customs facility may be needed in the South Bay if and when a second entrance is completed.

US Coast Guard designate federal activities for three Coast Guard mission areas centered on the U. S. Government owned land at the station on Harbor Drive. Each of which performs different functions in the Port. The U. S. Coast Guard Captain of the Port and Officer-in-Charge of Marine Inspection are co-located at the Marine Safety Office. This branch of the service works closely with many facets of the marine community. The Officer-in-Charge of Inspection is charged with the duties of vessel inspection and certification, documentation, casualty investigation and licensing of marine industry personnel. The Captain of the Port is responsible for assuring overall safety and security in the Port and promoting marine environmental quality, through enforcement of applicable federal laws and regulations. Facilities which handle certain materials designated as dangerous cargoes by federal regulations must meet strict standards enforced by the U. S. Coast Guard and undergo periodic inspections. The U. S. Coast Guard is directly involved in improvement projects relating to navigable waters, particularly as regards aids to navigation, dredging and ocean dumping.

The Coast Guard Group/Air Station is a separate command, located adjacent to the Marine Safety Office. This unit is primarily responsible for the mission areas of Search and Rescue, Enforcement of Laws and Treaties, and Aids to Navigation. The Air Station helicopter pad is restricted to use by government aircraft.

In addition to the three mentioned Coast Guard functions, there is also a Boating Safety Detachment located on land leased from the Port District in Planning District 1.

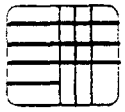
Circulation and Navigation System

The Circulation/Navigation Element Map graphically indicates the interdependence of three major modes of transportation dealing with movement on land, on water, and in the air. The provision of adequate access to and circulation within the San Diego Bay area is a key element in the success of economic activities, of the viability of public services and amenities, and the preservation of the area's environmental setting. The various modes of transport must be coordinated not only to the various land and water uses they support, but to each other to avoid incompatibilities, congestion, hazardous movements and unnecessary expenditures.

Land-Based Transportation System

The railroads and the regional highway system provide the land-based transportation network for the movement of people and goods in the region, and to the tidelands. Railroads, freeways, expressways, regionally significant arterials, local streets, and pathways provide travel modes for pedestrians, bicyclists, automobiles, fixed rail transit, bus transit, and the local and interregional trucking industry involved in work and recreation related trips. Current efforts directed toward maintaining the region's air quality and conserving energy promote an efficient movement of people and goods on a safe, complete and uncongested regional highway and rail system. The Circulation and Navigation Element Map illustrates a coordinated land-based transportation system that will continue to involve the Port District, the cities, and the regional transportation planning agency.

Regionally Significant Arterials connect tideland areas with interstate, state and local transportation networks. The most direct involvement of the Port District in roadway development is in the provision and maintenance of bridges, arterial roads, collector streets, local streets, and the provision of adequate parking facilities to tideland developments. Proposed extension, relocation or modification to regionally significant arterials which are located on tidelands include: the modification of Harbor Drive between Hawthorn and Market and the relocation of Harbor Drive between Market and Fifth Avenue, both in San Diego; and a new entrance to the airport, subject to negotiations with the U. S. Navy, linking Washington Street and the Lindbergh Field terminal. Expenditure of Port District monies is anticipated in the construction of a bridge to extend Tidelands Avenue over the Sweetwater Flood Control Channel at some as yet undetermined future time. The proposed second entrance bridge is the responsibility of the State Highway Department and the U. S. Army Corps of Engineers.



Local Streets and Parking becomes a primary control of land use in the single mode circulation system, such as in the case of the automobile in Southern California. The location, type and amount of parking has a significant effect upon the planning area. Provision

must be made to accommodate nighttime storage and daytime space demands appropriate to the size and type of traffic generators, shopping customs, habits of parking, and rate of turnover. Preliminary planning activities dealing with the possible expansion of public facilities or the renewal, extension or modification of private lease agreements are to contain provision for automobile storage.

It is the intent of this Plan to seek a reduction in the total amount of land devoted to under-utilized parking lots. Emphasis is to be placed on the development of additional public parking facilities where there is a current deficiency. When the cyclical nature of an economic activity or a public recreational activity creates peak demands at different times, the joint use of the available leased parking space is encouraged among tenants.

Additional public parking lots within close proximity to the shoreline are to be considered suitable activities for waterside locations only if the use of the site will, in addition to providing needed parking space, (1) assist in maintaining vistas, and (2) will provide public access to the bay in an appropriately landscaped setting. Parking structures are not generally considered appropriate for waterside sites.

Roadway improvements will continue the maintenance of on-street parking standards at an eight-foot width for commercial areas and ten-foot width for industrial streets. Traffic lanes at 12- and 15-foot widths for commercial and industrial streets, respectively, are to be continued. Parking facilities in sufficient quantity and located within close proximity to the activity they serve are stressed. As a guideline, parking ratios of one stall for every three seats for restaurants and other eating and drinking establishments, and five stalls for every 1,000 square feet of general commercial activity is encouraged. Parking needs for multiple use complexes need evaluation on a case-by-case basis.

Railroad service is necessary for port and port related operations and development. Depending on the type of port and industrial operation, there should be ample nearby rail storage facilities, easy access for switching rail cars to and from the marine terminal or industrial area, and suitable rail trackage within the area to interface the movement of cargoes between ship and land carrier.

The port and marine related industrial developments on San Diego Bay are served by a transcontinental rail carrier, the Atchison Topeka and Santa Fe Railway (AT&SF). The AT&SF links San Diego to Los Angeles with freight and AMTRAK passenger service. A line haul carrier, the San Diego and Arizona Eastern Railway (SD&AE), a subsidiary of the Southern Pacific Company, has temporarily stopped service to the east along its line pending repairs to portions of the track damaged by a hurricane associated storm in 1976. The Metropolitan Transit Development Board (MTDB) has recently acquired a portion of the SD&AE rail line, and freight service is to be reinstated by a private operator under contract to MTDB. Reestablishment of this second rail link to the east, and the maintenance and improvement of rail freight service and facilities is essential in providing a well-balanced rail service to the port area.

Rail spurs serving the National City Terminal require expansion in a small area of the container yard. Rail service needs will require monitoring and evaluation in the future. Increased use at the Tenth Avenue Marine Terminal has necessitated that the switching yard adjacent to the bulkloader be expanded, particularly to handle "unit trains" for loading that could reach 40,000 tons per vessel. Consideration in planning transportation should also be given to the continued increased size of railroad cars and truck trailers.

Public Transit , consisting of the proposed bus transit system and the proposed fixed rail transit corridor with station locations, is delineated on the Circulation/Navigation Element Map. In the San Diego region, the planning, construction and operation of the proposed fixed rail line is under the direction of the Metropolitan Transit Development Board (MTDB). The planning and coordination of bus service involves the Comprehensive Planning Organization and bus operations involve North County, San Diego, National City and Chula Vista transit operators. Interregional, frequently scheduled bus service is provided for most of the tideland areas, including buses with bicycle racks for transbay access. It is the intent of this Plan to encourage the provision or extension of the public transit system into the industrial, commercial and public recreational areas of the tidelands; and, where feasible, to encourage public transit service as a substitute for parking at tideland facilities. Joint utilization of the San Diego and Arizona Eastern Railway right-of-way for both public transit and freight service has been endorsed by the Board of Port Commissioners.

Pedestrian and Bicycle Routes are given a high development priority in this Plan. More specific information is provided in the Public Recreation section.

The Bay Bicycle Route, which carries out regional planning policies emphasizing the commuter-work trip, involves the five cities around the bay, the Port District, and CALTRANS. The route is illustrated on the Circulation/Navigation Element Map. It is the intent of the Port District to work with other jurisdictions to complete the perimeter route. Bicycle facilities linking the Bay Route onto tidelands are encouraged to emphasize the recreation-related type trip.

Aviation-Based Transportation System

Lindbergh Field is one of the airport systems incorporated into the aviation element of the Regional Transportation Plan. The Port District is the operator of Lindbergh Field, San Diego's "downtown" international airport, which is convenient, accessible, and has a wide array of commercial and charter flights.

Following an exhaustive study and hearing process by CPO relative to the subject of airport relocation, Lindbergh Field has been designated as the site most

suitable to serve the commercial air transportation needs of the region through 1995. It is anticipated that some minor modifications will be made in the taxiways and parking aprons, lighting systems, rehabilitation to the East Terminal and blast fence, but that the main runway will probably remain substantially unchanged. This Plan proposes the development of improved access to the terminals from the east which involves improvements to the local arterial system, localized improvements to the Interstate highway system, improved access within the airport boundaries, and negotiation for property controlled by the military.

Heliport designations are indicated on the Circulation/Navigation Element Map; one at the Coast Guard facility and the other in the general vicinity of the Rohr plant in Chula Vista. Additional heliports should be considered in waterfront locations if sufficient public necessity is demonstrated in the future. The heliports require small areas which frequently can benefit from being located close to major work centers. A location on the waterfront can help alleviate some of the noise problems by avoiding developed areas and by using a more desirable approach over the water.

Water-Based Transportation System

Ship Navigation Corridor, illustrated with its functional linkages to anchorages and berthings on the Circulation/Navigation Element Map, provides adequate draft for ship maneuverability, safe transit and access to marine terminals, marine related industrial areas and military bases. Ship corridors must be maintained at adequate widths and depths to eliminate hazardous conditions in the harbor among ships, small craft and structures; to prohibit lost time and delays from groundings and to avoid environmental damage caused by maritime related accidents.

Incompatible aquatic activities, such as to swim, bathe, water ski, or use a surfboard or paddleboard in marked ship and boat channels is prohibited (UPD Code 8.27).

The Harbor and Channel Improvements project first undertaken by the United States in San Diego Harbor was authorized by the River and Harbor Act of 30 August 1852. Subsequent improvements were authorized by a succession of acts dating from March 3, 1875, to October 17, 1940, and March 2, 1945. The Federal project has provided for the protection of the harbor entrance with the 7,500-foot-long rubble mound Zuniga jetty, a major entrance channel 42 feet deep, a central bay channel to a depth of 40 feet, a South Bay channel depth of 35 feet, and anchorage and turning basins ranging between 42 and 35 feet in depth. Since channel dredging operations require a substantial expenditure of public funds, it is the intent of this Plan to maintain deep draft berthing and marine related industrial sites immediately adjacent to the ship navigation channel. Marine related industrial sites, including marine terminals, are dependent upon this deep water.

Main Ship Channel, recently improved, provides a range of depths and widths for ship movement. The channel provides a depth of 42 feet mean lower low water (M.L.L.W.) and a width varying from 600 feet to 2000 feet, from the entrance to the U. S. Navy Aircraft Carrier Berth; then a 40-foot MLLW depth and varying widths from 600 feet to 1900 feet to the Tenth Avenue Marine Terminal; and continues at a depth of 35 feet and a width varying from 600 feet to 1350 feet down the bay to the National City Marine Terminal. Naval vessels of sizes up to cruisers and Essex class carriers (unloaded) can sail as far south as the Naval Station (NAVSTA) San Diego. The Coronado Bridge has three major spans over the bay, affecting navigation. Two of the spans are over the navigation channel, each with a vertical clearance of 195 feet M.H.W. and a clear width of 600 feet. The last span located at the pierhead line, provides vertical clearance of 175 feet at M.H.W. and a clear width of 500 feet. Only minor maintenance dredging has been needed in the past.

While existing ship channel depths and widths appear adequate for the foreseeable planning period, growing ship size is expected to continue placing greater demand on the need for deeper channels and expanded terminal areas in the long term future. As the draft of vessels using the National City Marine Terminal increases, there may be a requirement to provide a minimum channel depth of 40 feet all the way to the Sweetwater Channel and a renewed interest in a second entrance. Ship channels are navigable waters of national interest, in which improvements generally involve the administrative functions of the U. S. Army Corps of Engineers, Congressional approval and Federal funding.

Second Entrance to San Diego Bay is a project with a long history of public debate and interest, some of which goes back to the 1930's. In 1963 the U. S. Army Corps of Engineers, Los Angeles District, made a reconnaissance study of a second entrance to San Diego Bay. One plan was based on constructing a ship channel from the bay southerly to the Tia Juana River Valley and thence westerly to the ocean. Another plan called for the entrance to be cut through the Silver Strand.

Based on federal criteria, the Tia Juana River Valley route proved to be economically not justified. The Silver Strand alternative, however, appeared to have a more favorable benefit versus cost ratio and warranted further study.

In 1966 further studies for an entrance through the Strand including a model study were authorized. Model tests completed in 1968 at the Waterways Experiment Station showed that flushing characteristics of the bay would be improved with a second entrance. The model was of the fixed-bed type and did not lend itself to the study of littoral sand movement resulting from wave and current action. Again a number of alternate plans were considered, all based on commercial navigation and some Navy requirements. The most favorable turned out to be a 35-foot channel, 400 feet wide, crossed by a four-lane bridge with 154 feet of vertical clearance above Mean High Tide. This plan, however, also did not generate a favorable benefit versus cost ratio based on commercial and Navy benefits, primarily due to the substantial costs involved in the construction of the high bridge and its long approaches.

Subsequently, another alternative was suggested which would provide an entrance with a greatly diminished channel and reduced overhead bridge clearance. It was intended to accommodate principally recreational craft, the smaller Naval vessels, tuna boats and sportfishing vessels. Cursory examinations indicated that a favorable benefit versus cost ratio might be developed. Where recreational benefits are considered in a project, local interests are required to pay a correspondingly greater share of the total cost. If the second entrance were totally dependent on recreational benefits, local participation may be anticipated to amount to 50% of the cost of all navigation improvements and possibly all of the bridge costs. Owing to environmental unknowns, this Federal project is quiescent at present.

Ship Anchorage area for ocean-going ships is primarily the area north of "B" Street Pier but does include all the navigable waters of the harbor except designated channels, cable and pipeline areas, the special anchorages, and the Naval Restricted Areas.

Vessels anchoring in portions of the harbor, other than the areas excepted in the above paragraph, shall leave a free passage for other craft and shall not unreasonably obstruct the approaches to the wharves in the harbor.

Vessels are to comply with marine sanitation requirements and when anchored in undesignated anchorage areas, are to observe anchor lighting requirements.

The safety and security of any vessel berthed or at anchor within San Diego Bay is the responsibility of the owner or operator. Every owner or operator of a vessel has a responsibility to apprise themselves of weather conditions and storm warnings, and to take the necessary precautions to insure the safety of their vessel in the event of unusual tide and weather conditions.

(1) **Special Anchorage for US Government Vessels** - Shoreward of a line extending from Ballast Point Light approximately 351°30' to the shore end of the Quarantine Dock. This anchorage is reserved exclusively for vessels of the U. S. Government and for authorized harbor pilot boats. No other vessels may anchor in this area except by special permission obtained in advance from the Commandant, Eleventh Naval District, San Diego, California.

(2) **Nonanchorage Area**- A lane between San Diego and Coronado bounded on the east by a line extending southerly from a point 410 feet west of United States Bulkhead Line Station 458 on the San Diego side of the bay to a point 350 feet west of United States Bulkhead Line Station 522 on the Coronado side of the bay, and on the west by a line extending due north from the intersections of the west side of "E" Avenue with the south side of First Street, Coronado, and a line extending 225° from the intersection of the west side of Pacific Highway with the north side of Harbor Drive, San Diego. This area has submerged pipelines, power and communications cables. Vessels are not permitted to anchor in the area at any time.

Nautical Mile Markers , while occupying little area, are of some importance to the water navigation system and are shown on the Master Plan Circulation/Navigation Element Map. The Navy maintains markers on North Island for its ships. Markers installed and maintained by the Port District are located on Harbor Island.

Boat Navigation Corridors are those water areas delineated by navigational channel markers or by conventional waterborne traffic movements. Boat corridors are designated by their predominant traffic and their general physical characteristics (these channels are usually too shallow and too narrow to accommodate larger ships). Boat channels will be kept clear of encroaching water or land uses which would deter waterborne circulation. These channels serve the navigation system in a manner similar to that provided by streets in a land-based circulation system. Boat corridors in 1978 provided for a fleet of more than 4000 pleasure craft permanently moored on the waters of the bay and provided corridors from the public launching ramps that launched thousands of pleasure craft out of almost 33,000 registered boats in San Diego County. New boat navigation corridors will be required to serve new marina developments. Maintenance dredging and improvements to existing channels, as required, is to be conducted.

Boat Anchorage Areas have been set aside and marked on coastal charts to identify places of refuge and to insure safe and efficient mooring and movement areas for small craft. Specific areas and conditions for use are applicable to the three boat anchorage areas set aside in San Diego Bay. Special anchorage areas under the control of the Port District include designated anchorages A-1, A-2 and A-5.

Anchorage A-1, located in La Playa Cove of Shelter Island, is limited in use to a period of 72 hours, within any seven day period, for vessels participating in organized events. An anchorage permit from Harbor Police is required and vessels must have an approved sanitation device.

Anchorage A-2, located in the Commercial Basin of Shelter Island, is an open anchorage which does not require an anchorage permit or the display of anchor lights. The discharge of human waste, whether chemically treated or not, is not permitted.

Anchorage A-5, located in Glorietta Bay, is limited in use to 72 hours. While an anchorage permit is not required, vessels must have an approved marine sanitation device.

Boat anchorage areas are delineated on the overall Bay Plan Maps and more specific information is provided in the Precise Plans for Planning Districts 1 and 6.

Derelict Craft Storage provides space for holding abandoned or drifting small craft that become hazards to navigation in the bay. Disposal of impounded vessels is governed by State Law. Sites are provided within close proximity to berthing concentrations for the north bay and proposed as part of a potential boating development in the south portion of the bay.

Pollution Contingency Plans

The Federal Water Pollution Control Act (section 311[c][2]) provides for the [illegible]tion, publication, revision and amendment of a National Contingency Plan [illegible]tect the environment from the unplanned, sudden and usually accidental [illegible]ge of oil or hazardous substances that pose a threat to the public health [illegible]fare. The National Plan calls for the establishment of a nationwide net [illegible]egional contingency plans within its framework. The San Diego Bay area is [illegible]ded for in the O.S.C. Area Contingency Plan prepared and maintained by the [illegible]. Coast Guard, Office of the Captain of the Port, San Diego. This area [illegible]des the geographic area of San Diego County, San Clemente Island, and [illegible] coastal waters.

The main objective of the National Plan is to provide for a coordinated federal response capability at the scene of the discharge. The plan provides for a pattern of coordinated and integrated responses by departments and agencies of the Federal Government, promotes the coordination and direction of Federal and State response systems, and encourages the development of local governmental and private capabilities to handle such discharges. The State Operating Authority for oil spill cleanup is the California Department of Fish and Game, [illegible] is to have a spill contingency plan intended to aid the Federal O.S.C. [illegible]eanup operations. Although Federal law has preempted State or local [illegible]iction in some areas of pollution, State and local coordination and [illegible]ement in cleanup operations is encouraged by the Area Contingency Plan.

The Environmental Protection Agency has designated San Diego Bay waters less [illegible]0 feet deep at mean low water as "no discharge" areas for sanitary waste. [illegible]arge in areas with a depth greater than 30 feet is authorized only after [illegible]ment by an approved marine sanitation device.

[illegible] not part of the Federal plan, the Port of San Diego is involved in harbor [illegible]enance, and removing navigation hazards and floating debris. The Port [illegible]nance program includes the operation of a trash recovery vessel, nick-[illegible] the "Alligator", which skims up floating debris from the harbor; and [illegible]nd car patrols by Harbor Police.

SECTION IV
PRECISE PLANS

Introduction

The tidelands around San Diego Bay have been divided into nine subareas, identified as Planning Districts in Figure 3, to facilitate the preparation of specific area plans. The districts have been delineated in a manner which groups together tideland properties into identifiable and functional units which conform closely with the boundaries of established data gathering units, such as Census Tracts, and frequently fall easily into city community planning areas.

Each Planning District reflects a significant change in the scale of planning involvement from that previously undertaken in the preparation of the overall Port District Master Plan. The Master Plan was developed to be sufficiently comprehensive, to deal with a long range, 20-year time frame, and to be general in scale so as to deal with over 5,400 acres of tidelands distributed around the bay in four different cities. The Precise Plan is more precise and detailed than the overall Master Plan in that it is oriented toward projects that can be achieved in a short period of time, ranging from the present to the next five or possibly ten years, and covers a small area of about several hundred acres located in one city. When a District Plan is adopted by the Board of Port Commissioners, the Precise Plan becomes a refinement of the general principles and policies of the Master Plan.

Purpose of the Precise Plan

Each of the Planning Districts' Precise Plans is intended to provide planning policies, consistent with a general statewide purpose, for holding in trust and for the preservation and physical development of the tide and submerged lands conveyed or granted to the San Diego Unified Port District. The Precise Plan is geared to the flexible, short term and precise budgeting and scheduling needs which arise in plan implementation.

The adoption of the Precise Plan is not intended to create an inflexible, static, unmanageable set of guidelines for development, nor is it desirable to stifle individual initiative and creativity. A major purpose of this detailed program is to serve as a short term management tool. As such, the plans and programs are, by necessity, flexible and subject to modifications to meet the circumstances and problems involved in plan implementation. For this short term planning period, continued review of the development program and modifications to the plan are anticipated to occur rather frequently due to the immediate and precise scale of planning involvement, and due to the decisions made in an effort to solve the ever-occurring problems of plan implementation. Pending changes are, of course, subject to environmental assessment and to public hearings and public comment.

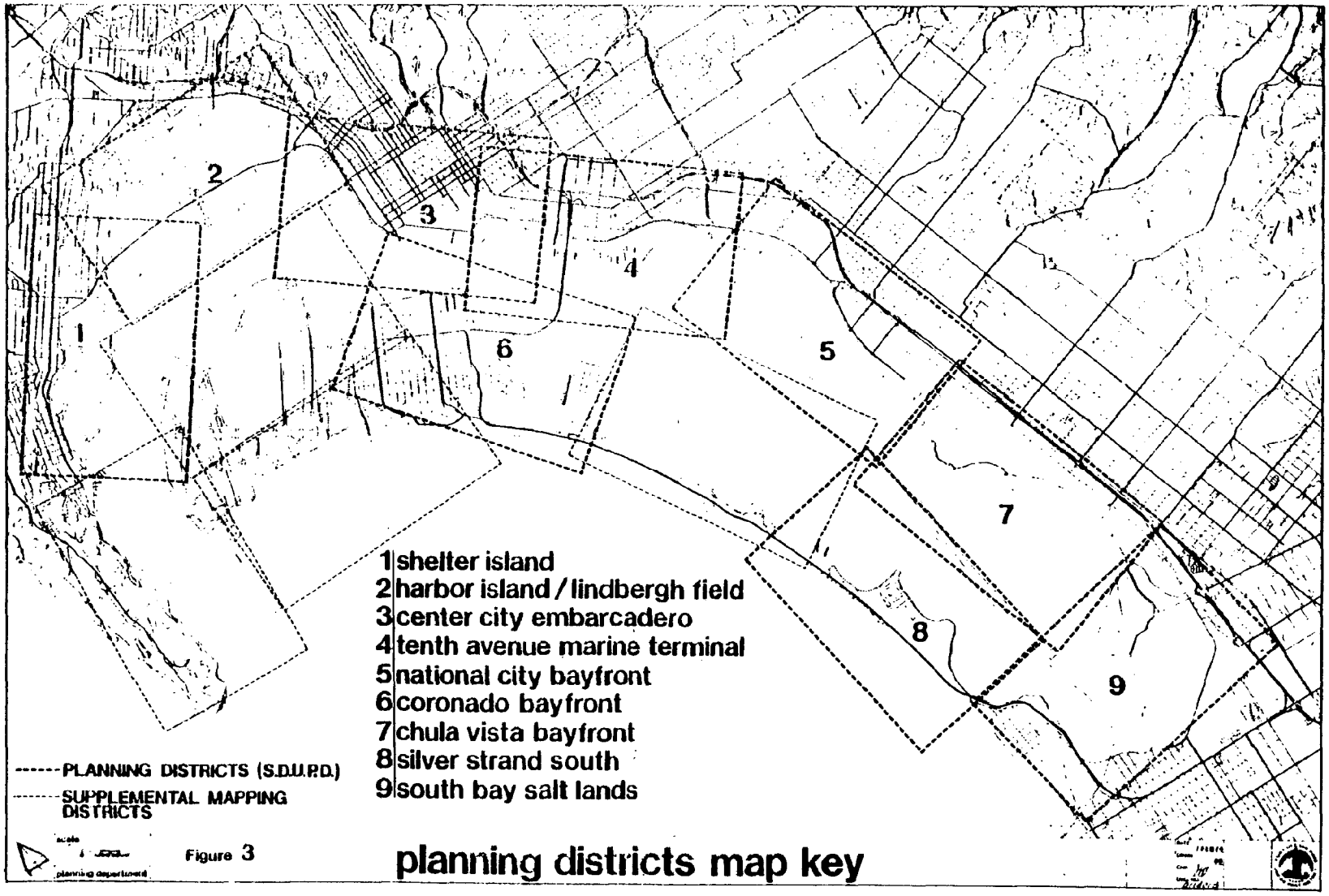


Figure 3

planning districts map key

Precise Plan Interpretation

The Precise Plan planning principles, policies and objectives are expressed graphically on plan maps, illustrations, and in written form in this document and subsequent amendments.

Several illustrations, diagrams, and a map have been prepared to assist in conveying the intent and purpose of each Precise Plan. The figures contained herein are for illustrative purposes only and are subject to change. The Precise Plan Land and Water Use Element Map is a part of each plan. The level of detail indicated in each land or water use on the map is scaled to parcel lines. About a dozen land or water use activities occupy a very small area but are still of enough significance to merit illustration, and are done by symbols. The level of locational detail for symbols portrayed on the map is to within the general area indicated. An explanation of the legend of these maps has already been covered in the earlier discussions about general land and water use categories that appear in this document. More specifics about the applicable planning policies can be found in the discussion for each Planning District.

Each Precise Plan section contains an introductory description of the planning area, a statement of the major problems and an exposition of the plan concept. The introductory comments are followed by a narrative description of the plan by planning subareas, a table on proposed land and water use allocation and a project list describing each project, its location, its developer as either Port District or tenant, its appealable classification and an estimate of its starting date.

The project list, a rather detailed commentary, has been included in order to comply with the Coastal Act guideline for content of port master plans. The guideline calls for a listing of proposed projects in sufficient detail to judge the plan's consistency with the Coastal Act. The project list is not intended to be an exclusive listing, rather it describes major projects or smaller projects that are well defined at the time of writing. Some future projects, not specifically listed at this time but consistent with the land use classification grouping indicated in the Plan maps and identified in the Plan narrative, are anticipated to be added, just as some projects will need to be modified to respond to future changing environmental, financial and other conditions. The estimated construction dates are also subject to change and have been included in this document primarily as a management tool, rather than as an inflexible capital improvement program. Finally, change is anticipated in the appealable/non-appealable classifications as new projects are better defined and redevelopment opportunities are identified. For example, a project in the appealable classification could change to non-appealable by simply changing the merchandise in a retail activity without any physical modification to the outside of a structure. Where project dates are not listed it is because they cannot be estimated at this time.

SHELTER ISLAND: Planning District 1

The Precise Plan Concept

Shelter Island, as reviewed in this plan concept, is a strong, functional community of importance and value to the San Diego region. The end product of the discussions and evaluations made in the planning process for the area have highlighted the following matters as being of paramount importance.

While there is general satisfaction with the present land use allocations, some improvement can be obtained by extensive renovation of older facilities at the termination of leases. Additional people oriented spaces, providing vistas and accessibility to the water and waterside activities, are felt appropriate. In some subareas visual clutter in the form of proliferation of signs; disorganized automobile parking layouts on streets, in side yards and setbacks; deteriorated landscape materials; and a lack of continuity in architectural treatment give evidence of some deterioration in the quality of development achieved and maintained in other portions of Shelter Island.

The basic concept of the Shelter Island Precise Plan is found in preserving and retaining flexibility in improving upon the best aspects of this man-made environment which has been developed over the past 25 years. The character of existing development is to be enhanced by a redevelopment program that emphasizes the continued provision of adequate public service, employment and investment opportunities.

Overall, the planned land and water uses for the Shelter Island area remain essentially unchanged from existing uses. The major emphasis of the development program is directed toward the renovation of obsolete structures and improvement in the quality of landscaping.

Land and Water Use Allocations

A total of 351.3 acres in the Shelter Island Planning District are tidelands under the jurisdiction of the Unified Port District. A summary, in tabular form, of the planned land and water use allocations is indicated in Table 6.

The following text explains and gives definition to the legend of the Land and Water Use Element Map of the Precise Plan. The map graphically portrays 10 different land or water use designations organized under four major headings — Commercial, Public Recreation, Public Facilities, and Military.

SHELTER ISLAND: PLANNING DISTRICT 1

LAND		WATER		TOTAL ACRES	% OF TOTAL
		COMMERCIAL		198.5	56
Commercial Fishing	3.1	Commercial Fishing Berthing	6.4		
Commercial Recreation	48.8	Recreational Boat Berthing	98.4		
Marine Sales and Services	11.2	Marine Services Berthing	20.3		
		Sportfishing Berthing	10.3		
		PUBLIC RECREATION		80.4	23
Park	18.4	Open Bay	51.0		
Promenade	1.4				
Open Space	9.6				
		PUBLIC FACILITIES		37.6	11
Harbor Services	1.2	Harbor Master Pier/Trans. Berthing	5.2		
Streets	25.7	Boat Navigation Corridor	5.5		
		MILITARY		34.8	10
Navy Fleet School	25.9	Navy Small Craft Berthing	6.2		
		Navy Ship Berthing	2.7		
TOTAL LAND	145.3	TOTAL WATER	206.0		100
		TOTAL LAND AND WATER		351.3	

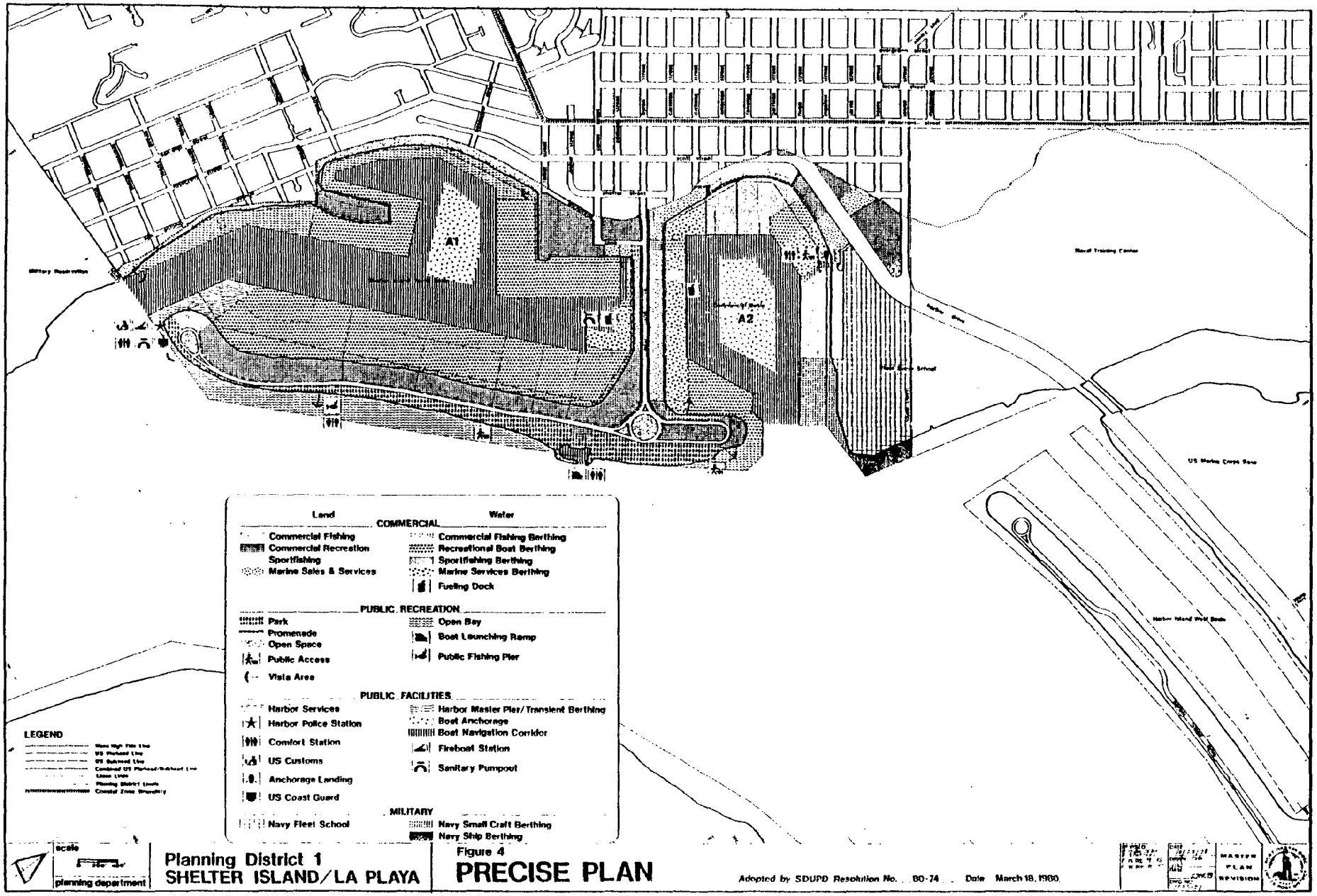
NOTE: Does not include:

Anchorage Area A-1	-	7.3 Acres
Anchorage Area A-2	-	11.0 Acres
State Tidelands	-	106.5 Acres

Table 6

scale	PRECISE PLAN LAND AND WATER USE ALLOCATION	Date 11-10-78 Drn JW Chk Base No	
planning department			

Rev. 3/28/80



Planning District 1
SHELTER ISLAND/LA PLAYA

Figure 4
PRECISE PLAN

Adopted by SDUPD Resolution No. 80-74 Date March 18, 1980

Shelter Island Planning Subareas

In the following narrative, the Planning District has been divided into seven subareas (Figure 5) to focus attention upon and give expression to the plan concepts that are suggested for the entire Planning District but with an emphasis on the relationship of precise planning proposals and specific sites.

Beach Corridor

This planning subarea includes a narrow band of shoreline extending from the Port District jurisdictional line bordering the Naval Ocean Systems Center on Point Loma to Canon Street. Two small beach areas, Kellogg and La Playa beaches, are illustrated as open space on the Land and Water Use Map, and are interspersed with two yacht clubs. Limited access to the beaches is to be maintained consistent with the existing isolated and low intensive recreational use orientation which is geared to serve the immediate neighborhood. Kellogg Beach, subject to erosion, is to be restored by State, Port and City action. The Kellogg Beach replenishment project is intended to control excessive shoreline erosion and to preserve a public beach, street termination and adjacent private property. Some form of quarry rock groin configuration in conjunction with sand backfill appears feasible.

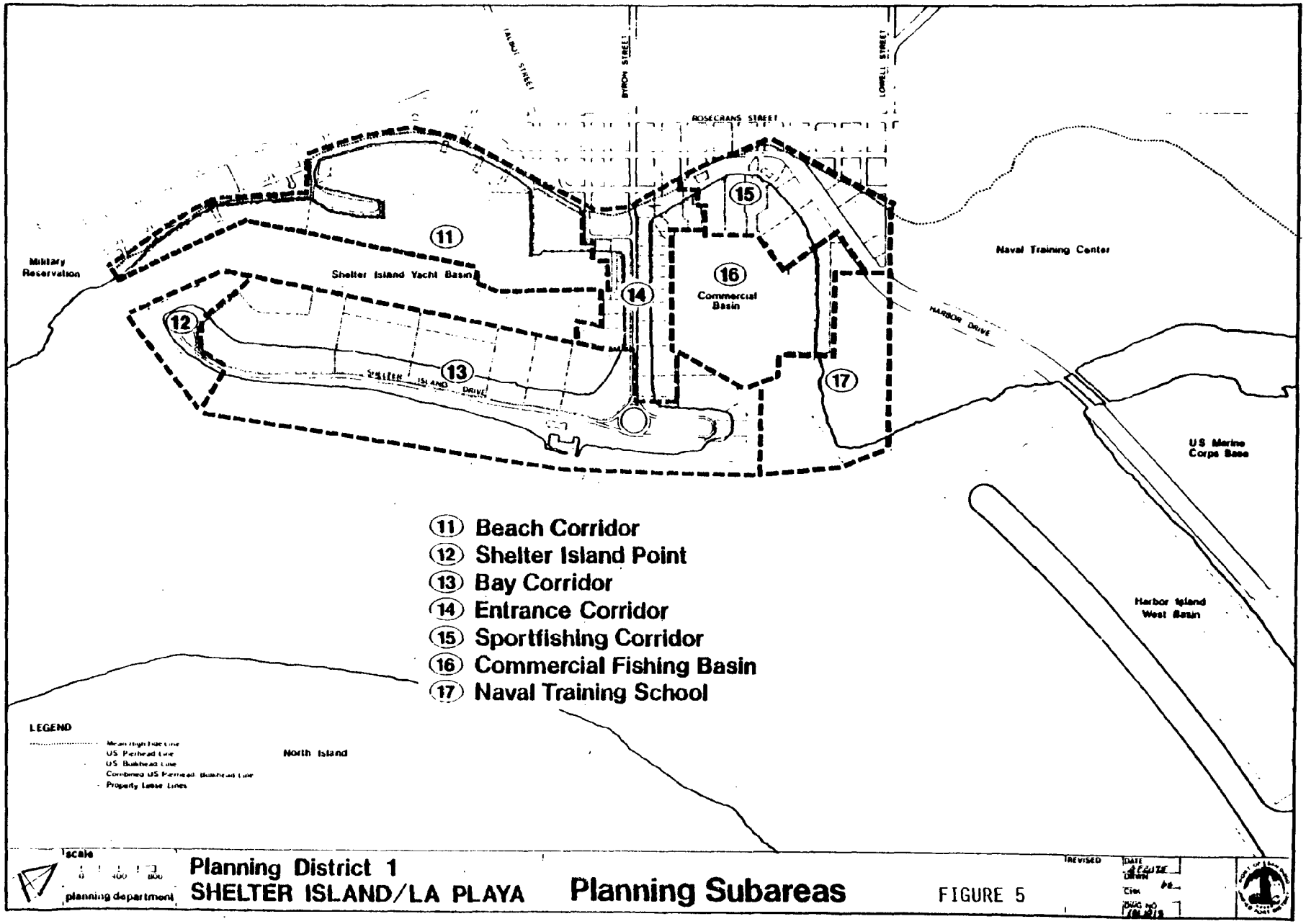
It is recommended that sometime in the future the beach area be serviced by a pedestrian promenade and bike route to delineate the tideland/upland boundary and to provide access to the beach. Streets which stop at or on tidelands in the area provide excellent points of public access and vista points. Whenever compatible with local community plan goals and traffic circulation and safety, appropriate street endings are to be enhanced by providing landscaped sitting and viewing areas, and rest stops for bicyclists and pedestrians using the trail system. The design of the street ending should be in conformance with any dominant architectural or natural theme of the surrounding area, and be preferably limited to accommodate passive public recreational activities.

More intensive nodes of boating recreation and social activities occur at yacht clubs, shown on the Land and Water Use Map under the category of Commercial Recreation, and the associated water use, Recreational Boat Berthing. The land-based activities of these quasi-public centers will continue to be confined to each parcel.

Use of the recreational vessel anchorage (A-1) will be by permit of the Harbor Master for transient recreational vessels only and by limitations on length of stay and by boat sewage holding tank requirements. A discussion of the boat anchorage areas on the Bay is presented in Section III.

Shelter Island Point

The southwestern tip of Shelter Island is planned to continue as a center for maritime services and harbor regulatory activities including Harbor Police


TALBOT STREET
BYRON STREET
LOWELL STREET
ROSECRANS STREET
Military Reservation
Shelter Island Yacht Basin
Commercial Basin
Naval Training Center
HARBOR DRIVE
SHELTER ISLAND DRIVE
US Marine Corps Base
Harbor Island West Basin
North Island
11 Beach Corridor
12 Shelter Island Point
13 Bay Corridor
14 Entrance Corridor
15 Sportfishing Corridor
16 Commercial Fishing Basin
17 Naval Training School
LEGEND
Mean High Tide Line
US Pierhead Line
US Bulkhead Line
Combined US Pierhead Bulkhead Line
Property Lease Lines
scale
planning department
Planning District 1
SHELTER ISLAND/LA PLAYA
Planning Subareas
FIGURE 5
REVISED
DATE
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patrol and fire services, Customs inspection, pilot boat berthing, and limited Coast Guard functions. On the Land and Water Use Map these public facilities that relate to the public's safety and general welfare are shown by symbol and by the Harbor Services designation.

The Harbor Police Station includes fire boat and patrol boat facilities. It occupies a strategic location on Shelter Island from which to monitor waterborne traffic and to render assistance as required in San Diego Bay. Activities and uses to be retained in the landscaped park and open space around the structures on the point include the Friendship Bell monument, public accessibility to the bay and access to the spectacular vista site overlooking the entrance to San Diego Bay.

Harbor Master Pier and Transient Berthing is a category used on the Map to indicate the transient berthing space provided by the Port for coastal cruising. The transient berthing is used by vessels under permit of the Harbor Master (i.e., Senior Harbor Police Duty Officer).

The Pumpout Station is a public convenience provided for the discharge of wastes from holding tanks aboard vessels. The service, essential to water quality improvements, is expected to undergo increasing use as time goes by.

Customs services are provided to boaters, upon request, at the Harbor Master Pier. No expansion of this activity is anticipated.

The Coast Guard station, located adjacent to the Harbor Police Station, conducts patrol field work, provides in-service training for reservists, regulates regattas and provides inspections, lectures and classes on boating safety to the general public. No additional Coast Guard associated land use or berthing areas are planned for the district.

Bay Corridor

This subarea deals with the land mass that separates the open bay from the protected yacht harbor, and is the largest, best developed subarea in the Planning District. The mixed use developments shown as Commercial Recreation and Recreational Boat Berthing on the Land and Water Use Map include hotels, marinas, restaurants and yacht clubs set forth in dramatic private architectural expressions (see Figure 6), balanced by public recreational facilities — park and beach, boat launching ramp, fishing pier, and people oriented spaces — set a standard to be emulated in other areas.

Suggested improvements in this subarea include street tree and landscape programs along Shelter Island Drive and in the Bayside Park, the erection of impressive civic art features in the traffic circle, and the renovation of the fishing pier. A low-cost food restaurant is proposed near the boat launching ramp and a small restaurant north of the traffic circle is under consideration in the long term future. Approximately 1,300 linear feet of rock revetment is needed as shoreline protection for the lower parking lot located adjacent to the public boat launching ramp basin. The purpose of the project is to prevent undercutting of the parking lot, and to improve the appearance of the bank. The existing

shoreline rubble will be broken down and embedded into the slope by means of an impact ram, then filter blanket and revetment stone will be on an alignment generally corresponding to the existing top-of-bank. A continuing effort will be made to upgrade signs in the subarea.

Entrance Corridor

This area extends along Shelter Island Drive from the mean high tide line to the traffic circle. The narrow land form is a constraint on development options and by necessity has resulted in numerous smaller parcels, but overall they are economically viable and well balanced in marine oriented uses. The major emphasis of renovation for the entire Planning District is focused here.

Land and water uses for this subarea, which are indicated on the Precise Plan map, include commercial recreation and recreational boat berthing, both categories that have been discussed earlier in the overall plan, and the new category of Marine Sales and Services and associated berthing.

Opportunities for private investment in this subarea include the continuous renovation of leaseholds as lease terms expire, and a new development for a small marine service center building, located on the bay side of Anchorage Lane. The plan concept for this facility involves the clustering together of many small marine related space users into one centralized complex in an effort to increase their attraction for marine service purchasers. Some of the small marine sales and service type uses could be relocated from the central portion of the entrance corridor to be closer to the large parking lot at Anchorage Lane and Shelter Island Drive. Relocation of the smaller tenants would facilitate the reutilization of their vacated sites by incorporation into adjacent leases to provide larger sites in the corridor and provide additional area for parking. Direct Port District involvement is proposed to renovate the street area, create a pedestrian promenade, construct a shoreline park, and establish a discernible demarcation between the uplands and tidelands by following a street design that emphasizes a sense of entry.

Sportfishing Corridor

This subarea corridor abuts both sides of Scott Street and goes landward to the mean high tide line within an area bounded approximately by Lowell Street, Carleton Street and the bay. Redevelopment of the sportfishing area, begun several years ago, has proceeded with the renovation of the sportfishing services area by removal of obsolete structures, the consolidation of supportive services into new buildings, the reorganization of the parking area into a manageable, efficient parking facility, and expansion of the pedestrian oriented shoreline promenade and sitting area. Boat building and repair, significant employers which service recreational yachts and moderate size fishing vessels, make use of the dredged channel and waterside sites, and are to be retained, although given appearance treatments. Lodging facilities, restaurants, fresh fish market, cannery and fishing equipment uses are to continue in this dynamic waterfront setting. The renovation of leaseholds are anticipated projects.

Commercial Fishing Basin

This area combines the shoreside support facilities and the berthing area for the commercial fishing fleet. The plan concept is to seek enhancement of the commercial fishing operations by the installation of new mooring facilities in the basin, a landscaped landing, and a public comfort station for users of the moorings (see Figure 4). The land opens up a new area for public access and viewing into the commercial basin.

Approximately 1,000 linear feet of rock revetment is to be placed on the shoreline of the Commercial Fishing Marina in order to protect the adjacent parking lot, prevent shoaling of the adjacent commercial fishing berthing, and to improve the appearance of the area. The proposed top-of-bank alignment will follow the existing top-of-bank. Construction activities will be essentially the same as those described for the shoreline protection in the Bay Corridor of Shelter Island. Tenant conducted renovation of the commercial fishing facility is proposed.

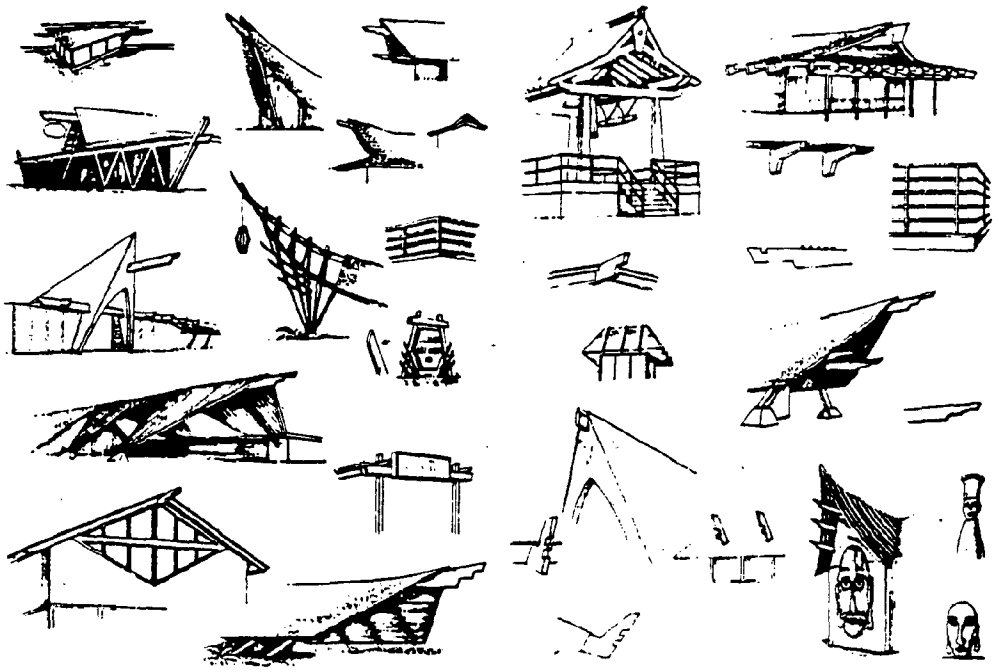
Naval Training School

This subarea adjoins the United States Naval Training Center and the Fleet Anti-Submarine Warfare Training Center Pacific (FLEASWTRACENPAC) San Diego. The Anti-Submarine Warfare Center (A.S.W.) is the Navy's West Coast center for training personnel in the operation, maintenance and tactical use of sonar and other anti-submarine weaponry. Although A.S.W. occupies Port District tidelands, for practical purposes the terms of the lease have excluded the area from Port District jurisdiction. Use of the leased land and water would revert back to the Port District at the Navy's vacating of the premises.

Development Guidelines

Guideline policies for private development that is located in subareas 12, 13 and 14, geared to architecture, signing, landscaping and parking use and design, are felt in order. Structures located in subareas 12, 13 and 14 are to continue the established marine oriented South Seas atmosphere. This design theme is broad enough as presently construed to include architectural designs frequently expressed as modern Hawaiian or Polynesian. Any design solution has the option of utilizing contemporary building materials and methods in achieving a design that will conform to the overall design theme.

Architectural guidelines encourage structures in which the building materials accent wood, preferably large scale members, natural stone and earthen colors. The height of all buildings, except for the triangle-shaped area located on the north side of Harbor Drive in subarea 15, is limited to 41 feet above mean lower low water (approximately 26 feet above ground level). The low-profile building silhouettes can be characterized by sloping roofs of shingle, shake or metal and soaring gables, structurally integrated yet decorative (see Figure 6). Entrance ways command attention but maintain an inviting pedestrian scale. The location of all structures on the site should enhance the waterfront by accenting the land-water interface.



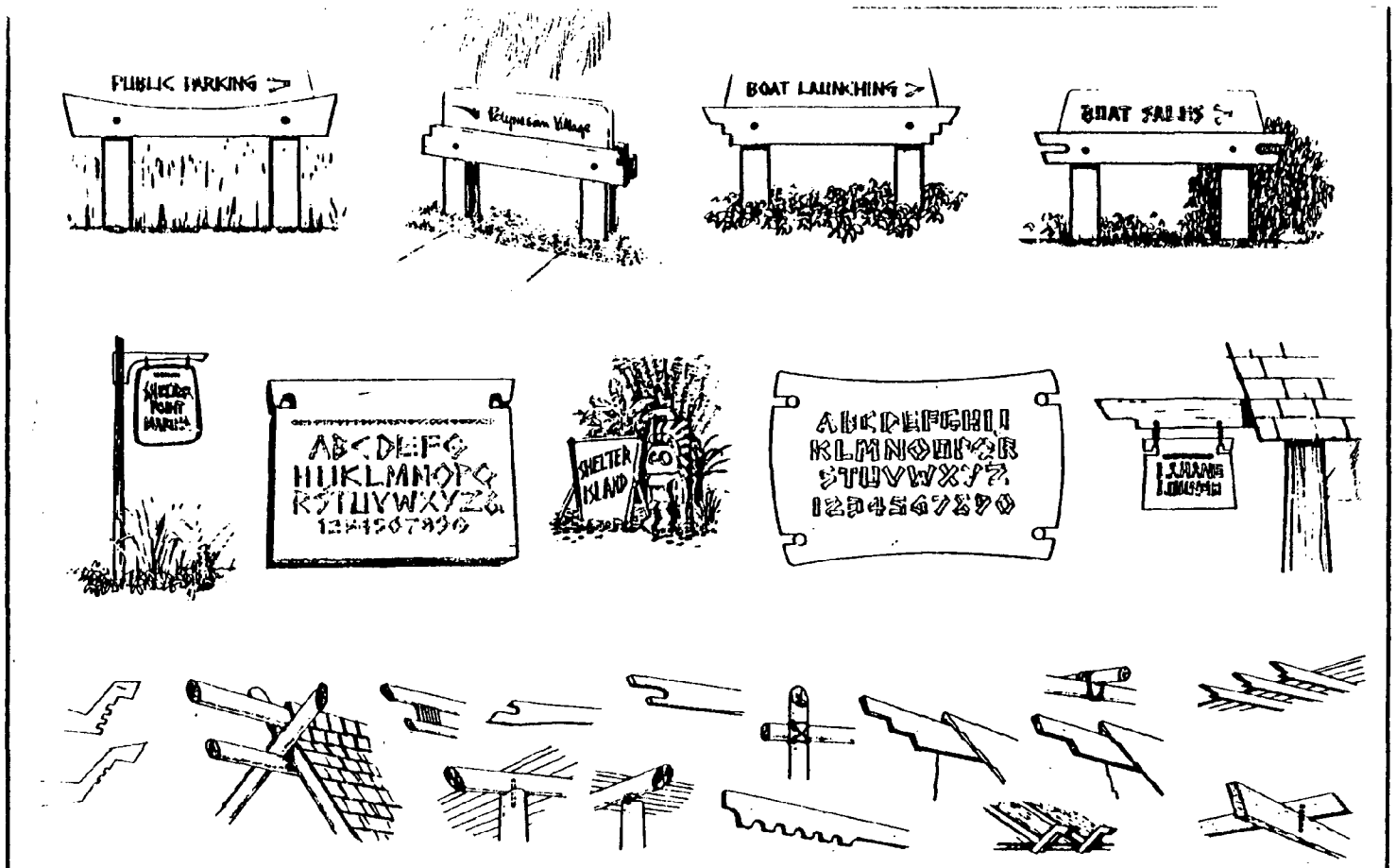
Planning District 1
SHELTER ISLAND
LA PLAYA

FIGURE 6
Typical Architectural Design Features

The design of signs is to reflect the design theme. Signs shall be constructed of wood finished to resemble a driftwood color tone, with cutout or incised lettering, simply designed without discordant colors and shapes, and without hangers and add-ons (see Figure 7).

The emphasis of landscape design in the Shelter Island Planning District is to be placed on the retention and enhancement of a sense of overall harmony between each parcel. Landscape design concepts are encouraged to use flowing, free form designs with tropical appearing evergreen and flowering plants, water displays, plant containers, and sculpture typically of a Polynesian influence. The selection of landscape material — type, scale, texture and color — should carry out the unified landscape theme, relating and connecting all tenant parcels and structures in the Planning District. A street tree and landscaping master plan (see Figure 8) is proposed to foster a sense of design harmony throughout the Planning District.

Parking spaces are encouraged on each site; employee parking is suggested to be concentrated to the public parking area at either end of the corridor; and a two-hour parking limit is recommended for on-street parking.

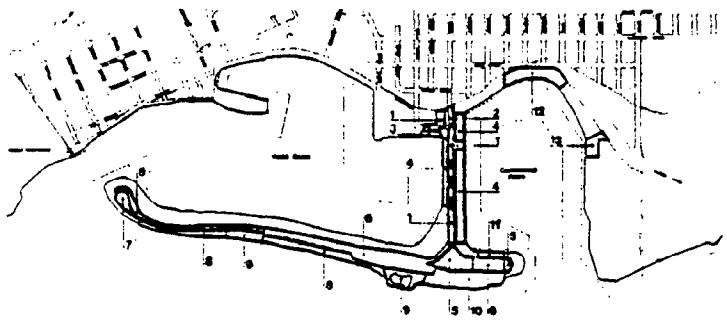


scale planning department	Planning District 1 SHELTER ISLAND LA PLAYA	FIGURE 7 **Typical Sign Design Features**	

Figure 8
Street Tree & Landscaping Master Plan

Area	Major Trees	Min. %	Major Shrubs	Min. %	Major Ground Cover	Min. %
1	Ficus rubiginosa australis Archotophoenix cunninghamiana	70 20	Raphiolepis var. Hibiscus var.	40 20	Hedera helix hahnii var. Agapanthus	50 20
2	Phoenix reclinata Sinocalamus oldhamii	70 20	Raphiolepis var. Hemerocallis var.	50 20	Lawn Hedera helix hahnii var.	50 30
3	Erythrina caffra	70	Raphiolepis var.	50	Hedera helix hahnii var. Agapanthus	50 20
4	Ficus retusa	70	Pittosporum tobira Hibiscus var.	40 30	Hedera helix hahnii var.	50
5	Phoenix reclinata	90			Lawn	50
6	Ficus rubiginosa australis Erythrina caffra	90 5			Hedera helix hahnii var. Lawn	50 10
7	Pinus pinaster Pinus thunbergiana	40 40			Lawn	90
8	Ficus microphylla	90			Lawn	90
9	Archotophoenix cunninghamiana	90			Lawn	90
10	Ficus microphylla Erythrina caffra	60 30			Lawn	90
11	Erythrina caffra	90			Lawn	90
12	Ficus rubiginosa australis Pinus pinaster Erythrina caffra	65 15 10	Phormium tenax	90	Cissus rhombifolia	90
13	Ficus rubiginosa australis Pinus pinaster	80 10	Phormium tenax	90	Cissus rhombifolia Lawn	40 30

NOTE: Selected existing Canary Island Date Palms, located throughout area, will remain whenever possible.



Agapanthus
Lily-of-the-Valley

Archotophoenix cunninghamiana
King Palm

Cissus rhombifolia
Grape Ivy

Erythrina caffra
Kaffirboom Coral Tree

Ficus microphylla
Little Leaf Fig

Ficus retusa
Indian Laurel

Ficus rubiginosa australis
Rusty Leaf Fig

Hedera helix hahnii var.
Needle Point Ivy

Hemercallis var.
Daylily

Hibiscus var.
Hibiscus

Phoenix reclinata
Senegal Date Palm

Phormium tenax
New Zealand Flax

Pinus pinaster
Cluster Pine

Pinus thunbergiana
Japanese Black Pine

Pittosporum tobira
Tobira

Raphiolepis var.
Hawthorn

Sinocalamus oldhamii
Giant Bamboo

SOURCES: [illegible] Planning Department

The **Project List** deals with development proposals for the entire Planning District. Both Port District and known tenant projects have been listed and a determination as to whether the project is in an appealable category has been indicated.

SHELTER ISLAND: PLANNING DISTRICT 1	SUBAREA	DEVELOPER	APPEALABLE	FISCAL YEAR
1. BEACH STABILIZATION AND REPLENISHMENT: (Kellogg Beach) Construct rock groin, backfill with sand	11	P	N	1980-81
2. BEACH CORRIDOR: Install surfaced path and viewing areas; remove obsolete structures	11	T	Y	1987-88
3. PUBLIC FISHING PIER: Reconstruct; install street landscaping	13	P	N	1981-82
4. SHORELINE PROTECTION: Channel side of peninsula; recontour eroded bank; break up and embed existing rubble; install riprap	13	P	N	1980-81
5. SHELTER ISLAND DRIVE: Modify street, curb and gutter; install landscaping, street trees, irrigation, street furnishings, sculpture	14	P	N	1980-81
6. PUBLIC SHORESIDE PARK: Shelter Island Drive at Anchorage Lane; remove paving; install landscaping, irrigation, promenade, park furnishings.	14	P	N	1980-81
7. MARINE EQUIPMENT BUILDING: (0303) Renovate building and landscaping	14	T	N	1980-81
8. BOAT BUILDING AND REPAIR: (0327) Renovate and upgrade facilities	14	T	N	1980-81
9. MARINE SERVICE STATION: (0308) Renovate building, pier and landscaping	14	T	N	1980-81
10. FISH TRANSSHIPMENT: (0332) Remove obsolete structures; construct new facilities; install irrigation and landscaping	14	T	Y	1980-81
11. BOAT SALES: (0333) Renovate structures and piers	14	T	N	1984-85
12. RESTAURANT: (0335) Remove obsolete structures; construct new facilities; install irrigation and landscaping	14	T	Y	1986-87
13. MARINE SERVICE CENTER: (0302) Construct new building for marine related services	14	T	N	1985-86
14. RESTAURANT: (0348) Renovate buildings and piers	15	T	Y	1988-89
15. BOATYARD: (0350) Renovate building, piers and facilities	15	T	N	1980-81
16. MARINA: (0351) Renovate marina building, piers and grounds	16	T	Y	1982-83
17. SHORELINE PROTECTION: Break up and embed existing rubble; install filter blanket and rock revetment	16	P	N	1982-83
18. MOORING FACILITY: (Commercial Basin) Install mooring buoys; construct landing float and ramp; pave parking, install irrigation and landscaping; construct comfort station	16	P	N	1980-81
19. RESTAURANT: Low-cost food building, plaza, landscaping	14	T	N	1985-86

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

scale

planning department

TABLE 7
PROJECT LIST

Date
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Base
No

Rev. 3/28/80

HARBOR ISLAND/LINDBERGH FIELD: Planning District 2

Precise Plan Concept

Planning District 2 embraces two different activities — the transportation hub of San Diego International Airport (Lindbergh Field) with its ancillary commercial and industrial activities, and Harbor Island with its public parks and tourist commercial orientation. Each serves an important function in the regional economy and, in some ways, they are associated together. Both have been intensely developed and are recognized as being stabilized for the future envisioned in the Master Plan.

Lindbergh Field is included in the Comprehensive Planning Organization's Regional Transportation Plan with the statement that it is "the site most suitable for serving the commercial air transportation needs of the San Diego region through 1995." The Master Plan retains Lindbergh Field in its present configuration, adding to the passenger terminal and making improvements in parking and access. Aviation related industries and commerce will also be retained.

Development on Harbor Island is expected to be completed with the expansion of an existing hotel, and the construction of the hotel and marina complex on the east basin. Only minor other changes are anticipated along Harbor Drive. From Harbor Island to the Coast Guard facility, planning concepts focus on providing a sense of entry into San Diego for travelers coming via Lindbergh Field and Harbor Drive, with activities and landscaped features that strengthen the image of San Diego as a pleasant place to visit. Considerable attention must be paid to long term improvements in general appearance of existing industrial uses, and the planned expansion of these uses.

Land and Water Use Allocations

The Harbor Island/Lindbergh Field Planning District contains an approximate total of 944 acres, consisting of about 764 acres of tidelands and 180 acres of submerged tidelands. Table 8 summarizes the land and water use allocations proposed in the Precise Plan. As in the Shelter Island Planning District, a significant portion of the area is already developed and is under long term lease commitment. The east end of the Harbor Island peninsula is vacant and thus offers development potential uncomplicated by the presence of structures or lease interest. A balanced allocation of use activities is provided within the major use categories of commercial, industrial, public recreation, and public facilities. The use allocation table, the Precise Plan Map, and the following text supplement the general plan guideline presented in the preceding part of this document.

HARBOR ISLAND/LINDBERGH FIELD: PLANNING DISTRICT 2

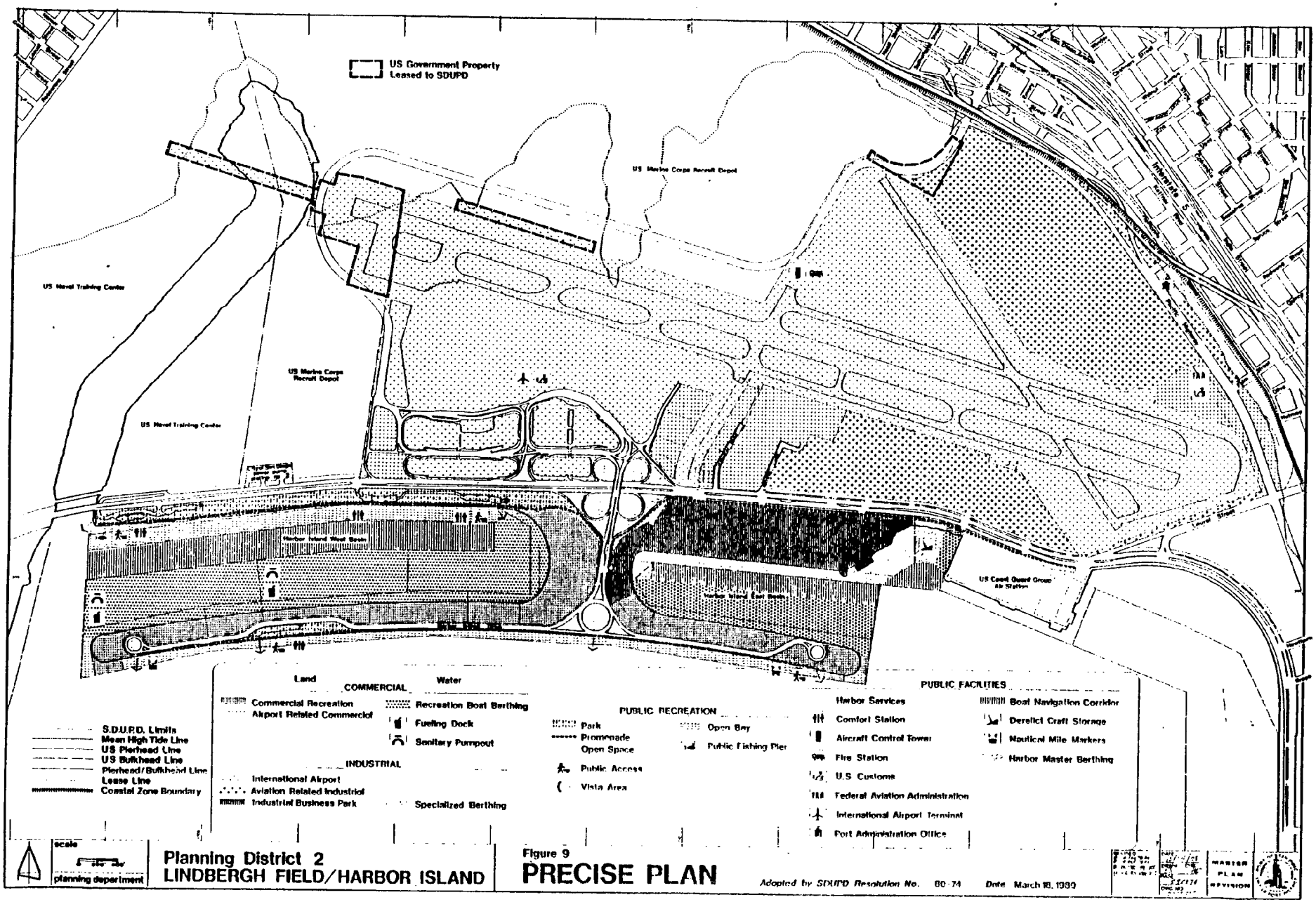
LAND		WATER		TOTAL ACRES	% OF TOTAL
		COMMERCIAL		201.5	21
Commercial Recreation	51.5	Recreational Boat Berthing	107.5		
Airport Related Commercial	42.5				
		INDUSTRIAL		585.6	62
International Airport	409.1				
Aviation Related	130.1				
Industrial Business Park	34.3	Specialized Berthing	12.1		
		PUBLIC RECREATION		71.2	8
Park	16.4	Open Bay	45.0		
Promenade	2.3				
Open Space	7.5				
		PUBLIC FACILITIES		85.3	9
Harbor Services	1.2	Harbor Master Berthing	1.8		
Streets	68.7	Boat Navigation Corridor	13.6		
TOTAL LAND	763.6	TOTAL WATER	180.0		
		TOTAL LAND AND WATER		943.6	100

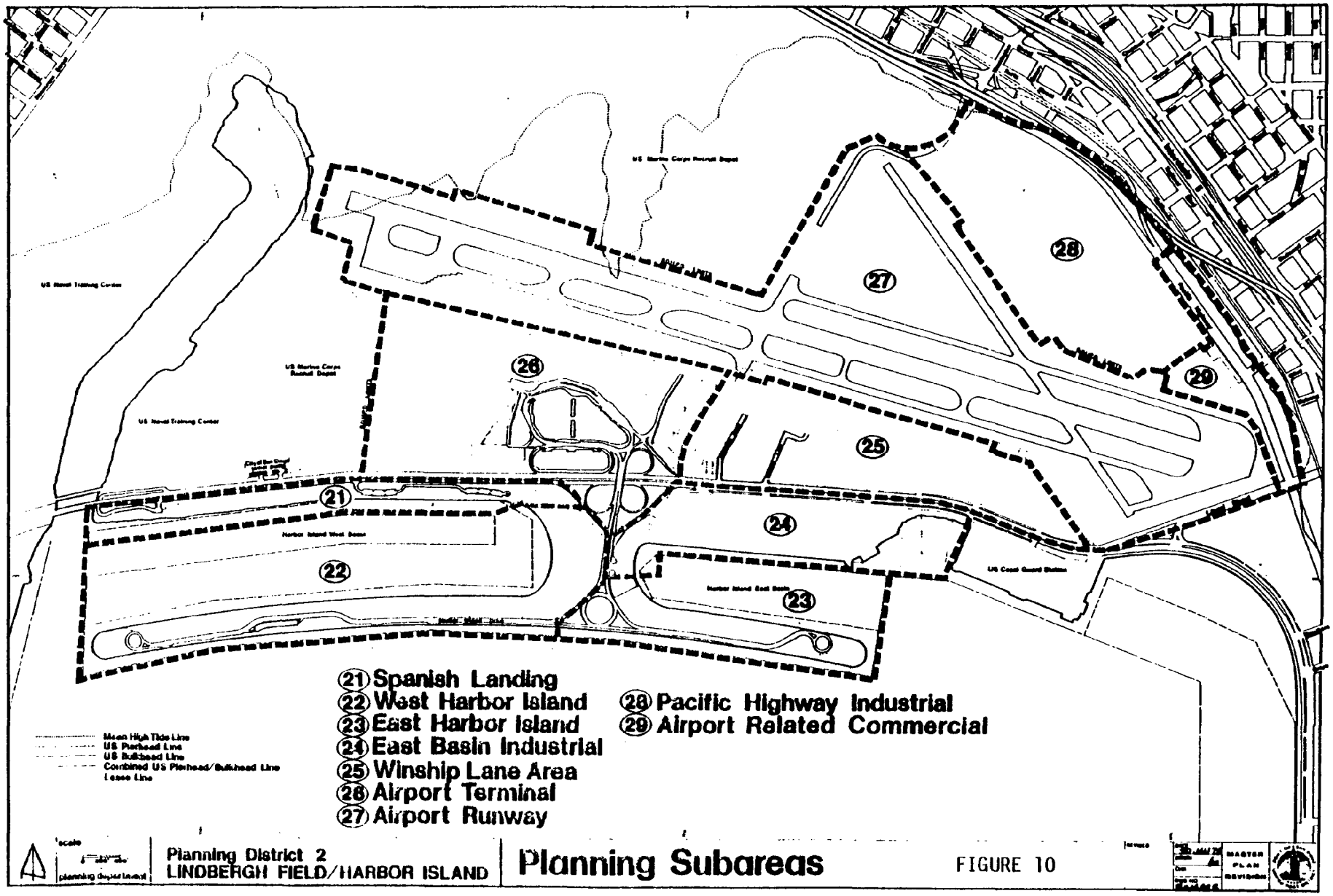
NOTE: Does not include:

Leased Federal Land	22.5 Acres
State Submerged Tidelands	32.1 Acres
Leased Uplands	4.1 Acres

TABLE 8

scale	PRECISE PLAN LAND AND WATER USE ALLOCATION	Date 11-10-78 Drn JW Chk Base No
planning department		


US Government Property Leased to SDUPD
US Marine Corps Recruit Depot
US Naval Training Center
US Marine Corps Recruit Depot
US Naval Training Center
Interstate 5
US Coast Guard Group Air Station
S.D.U.P.D. Limits
Mean High Tide Line
US Pierhead Line
US Bulkhead Line
Pierhead/Bulkhead Line
Lease Line
Coastal Zone Boundary
Land
COMMERCIAL
Commercial Recreation
Airport Related Commercial
INDUSTRIAL
International Airport
Aviation Related Industrial
Industrial Business Park
Water
Recreation Boat Berthing
Fueling Dock
Sanitary Pumpout
Specialized Berthing
PUBLIC RECREATION
Park
Promenade
Open Space
Public Access
Vista Area
Open Bay
Public Fishing Pier
PUBLIC FACILITIES
Harbor Services
Comfort Station
Aircraft Control Tower
Fire Station
U.S. Customs
Federal Aviation Administration
International Airport Terminal
Port Administration Office
Boat Navigation Corridor
Derelict Craft Storage
Nautical Mile Markers
Harbor Master Berthing
scale
planning department
Planning District 2
LINDBERGH FIELD/HARBOR ISLAND
Figure 9
PRECISE PLAN
Adopted by SDUPD Resolution No. 80-74 Date March 18, 1980
MASTER PLAN REVISION


21 Spanish Landing
22 West Harbor Island
23 East Harbor Island
24 East Basin Industrial
25 Winship Lane Area
26 Airport Terminal
27 Airport Runway
28 Pacific Highway Industrial
29 Airport Related Commercial
Mean High Tide Line
US Pierhead Line
US Bulkhead Line
Combined US Pierhead/Bulkhead Line
Lease Line
Scale
planning department
Planning District 2
LINDBERGH FIELD/HARBOR ISLAND
Planning Subareas
FIGURE 10
MASTER PLAN REVISIONS

Harbor Island/Lindbergh Field Planning Subareas

Planning District 2 has been divided into nine subareas to provide a more specific explanation of the intent of the Plan.

Spanish Landing Park

Spanish Landing Park, subarea 21, extends along the north bank of the Harbor Island West Basin and occupies 11.2 acres of land. Another 1.3 acres is designated for promenade in the form of a bicycle and pedestrian path. This area is completely developed except for the possibility of a fishing pier near the west end. Approximately one mile of public access to the shore is provided by this park. A historic marker located in the park commemorates Juan Rodriguez Cabrillo's discovery of San Diego Bay in 1542.

West Harbor Island

West Harbor Island, subarea 22, has been completely developed with commercial recreation uses such as hotels, restaurants, marinas, and marine related commercial business. No changes to this 37.7-acre commercial recreation area are anticipated.

East Harbor Island

Joining the existing restaurants which now occupy 4.2 acres of land and water at the east end of Harbor Island, subarea 23, will be two new hotels totaling 600 rooms, two restaurants, and two coffee shops on a currently vacant 9.5-acre site. The hotels are proposed as two towers with lower level ancillary structures, situated to afford maximum views and to allow views through to the water. The areas between the structures will be developed into a series of landscaped gardens and terraces. A marina of approximately 400 berths is recommended for the 23-acre Harbor Island basin directly adjacent to the hotel complex. Rock revetment shoreline protection is needed on approximately 2,500 linear feet of exposed bank to prevent additional bank erosion and to avoid a buildup of material within the dredged boat basin. The proposed shoreline alignment will follow the existing top-of-bank except where abrupt changes in existing alignment will require a smoother transition.

Park, promenade and open space are reserved for the bay side of Harbor Island and the large traffic circles on Harbor Island Drive. A 1-1/3 mile pedestrian/bicycle path provides excellent coastal access along the island, and a small park (two acres) with leisure facilities and restrooms is located at the west end. Total area of the park, promenade and open space land is 11.8 acres (includes open space north of Harbor Drive).

East Basin Industrial

East of Harbor Island, subarea 24, is a tract of land leased by General Dynamics Corporation and Lockheed Ocean Laboratory for aerospace and oceanographic

research and development. These sites are recommended for eventual redevelopment into a light, marine related industrial/business park to include such activities as scientific laboratories, office space, marine oriented businesses and light manufacturing plants, with some ancillary storage and warehousing where necessary to the conduct of primary industrial activities.

The bicycle path extends along Harbor Drive north of the industrial site for about one mile, where it connects with the Embarcadero path. A small half-acre land parcel between General Dynamics and the U. S. Coast Guard Station will be divided between a Sea Scout Facility (shown as Commercial Recreation) and derelict craft storage space (shown as Harbor Services). Berthing or water area is allocated for all the above uses.

Aviation Related Industrial

Subareas 25 and 28 have long-term commitments to the existing aviation related industrial uses. Land leased by General Dynamics Convair on Pacific Highway, by Teledyne Ryan Aeronautical, and by Solar Turbines constitute the aviation related industrial areas of Planning District 2. Convair and Ryan manufacture and assemble aircraft components; Solar uses the strip of land along Laurel Street for employee parking. These uses will be continued.

Lindbergh Field

The Lindbergh Field subareas, 26 and 27, include the airport, runways, taxiways, aircraft parking aprons, control tower, passenger terminal, and public parking. It has been designated International Airport in the Master Plan and the primary uses would include the aforementioned. In addition, the uses typically included inside the terminal such as ticket sales, car rentals, air taxi, restaurants, and gift shop, would be permitted.

The proposed change in Lindbergh Field is the renovation of a portion of the East Terminal. Reconfiguration of the parking area is included in the Precise Plan. It is anticipated that no additions will be made to the land area of the airport.

The Master Plan proposes a new access road be constructed from Washington Street, along the north periphery of the airport, to the west side of the new West Terminal. Most of the road is located on land occupied by the U. S. Marine Corps Recruit Depot; however, the exact location, design and ownership will be decided at a later date, and is subject to negotiation with the U. S. Navy. It is not intended to serve as a shortcut or bypass between Point Loma and Hillcrest, so it has been narrowed as it enters Harbor Drive.

Airport Related Commercial

Commercial uses associated with the airport have been delineated on the Precise Plan. They include the car rental parking areas at the west end of the terminal, and a cluster of uses along Pacific Highway near Laurel Street. While individual leases may change from time to time, it is intended to continue these existing areas in airport related commercial use. Other uses included are car rental, offices, private general aviation services, restaurants, government offices, service stations, flight food preparation, aircraft maintenance, and similar uses. The total area now shown in this category is 39.2 acres.

The existing Port District Administration Building at Sassafras Street will continue to serve the District.

Project List

A listing of projects and appealable classifications is shown in Table 9.

HARBOR ISLAND/LINDBERGH FIELD: PLANNING DISTRICT 2	SUBAREA	DEVELOPER	APPEALABLE	FISCAL YEAR
1. HOTEL COMPLEX: 600 rooms, 2 restaurants, 2 coffee shops; landscape; pave	23	T	Y	1985-86
2. MARINA: 400 slips; construct buildings and slips; landscape; pave	23	T	Y	1985-86
3. BLAST FENCE: Replace blast fence at east end of Runway 27	27	P	N	1979-80
4. HARBOR DRIVE: Landscape, airport interchange to Laurel	24	P	N	1981-82
5. SMALL AQUATIC CENTER: Developed by Sea Scouts; dredge to remove silt discharged from City storm drain; install floats; construct buildings; landscape	24	T	Y	1981-82
6. EAST TERMINAL RENOVATION: Construct 2nd story buildings and loading ramps; enclose rotundas; rehabilitate building; construct service building	26	P	N	1980-81
7. RUNWAY OVERLAY: Overlay asphalt on runway; install lights	27	P	N	1980-81
8. PORT ADMINISTRATION BUILDING RENOVATION: Renovate building; construct parking structure; install landscaping	29	P	N	1981-82
9. AIRPORT ACCESS ROAD: Construct	27	P	Y	1982-83
10. RUNWAY RENOVATION: Rebuild portion of Runway 13-31; pave portion of area between runways	27	P	N	1983-84
11. BLAST FENCE: Install 14 feet high blast deflector fence at beginning of Runway 9-27	27	P	N	1981-82

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

scale	TABLE 9	Date
planning department	PROJECT LIST	Drn Chk
		Base
		No

Rev. 3/28/80

CENTER CITY EMBARCADERO: Planning District 3

The Embarcadero of San Diego is the downtown waterfront area for an urban region of 1.2 million people. The pierside maritime activities of commercial fishing boats, merchant ships, Navy vessels and pleasure craft contribute to the fabric of the Embarcadero. Planning District 3 covers all the Port District waterfront from the U. S. Coast Guard Air Station to the Tenth Avenue Marine Terminal. It was studied in detail from 1974 to 1976 and a precise plan, called the Embarcadero Development Plan, was adopted by the Board of Port Commissioners in September of 1976. The current plan draws heavily from the Embarcadero Development Plan.

Precise Plan Concept

The basic concept of the redevelopment of the Embarcadero is to create a unified waterfront, both visually and physically, which creates an overall sense of place. In this concept, the Embarcadero becomes a pedestrian spine along which commercial and recreational activities are located. In order to emphasize the pedestrian oriented waterfront experience, through traffic is routed to Pacific Highway, and considerable effort is directed toward improving the amenities and people spaces of the public throughfare along Harbor Drive. The renovation of marine terminal facilities will retain the active use of deep draft berthing and continue carefully selected functions of a working port. The commercial fishing industry is given a major focus at several locations with the development of new piers and a mooring basin. A major hotel and commercial complex with recreational facilities is proposed to connect and enhance nearby portions of downtown.

The Embarcadero is intensively used by many people. With the mixture of activities going on here, it is important to emphasize that several activities may occur at the same location, depending on a scheduling overlap to accommodate all of them. For example, Broadway Pier may be used at different times for tuna fleet berthing, cruise ship berthing, passive recreation, and commercial recreation. The designation carried on the Precise Plan indicates the primary use but secondary uses may occur. This is particularly true of water areas and of public access which may be available at other sites than those mentioned.

Land and Water Use Allocations

The Precise Plan allocates a balanced distribution of commercial, industrial, public recreation and public facility uses in this 433-acre planning area. More detailed allocations are indicated in the Land and Water Use Table, and use areas are graphically portrayed on the Plan Map.

Center City Embarcadero Planning Subareas

The Planning District has been divided into six subareas. An explanation of the Precise Plan is covered in the following text, organized to the geographic locations of the subareas shown in Figure 12.

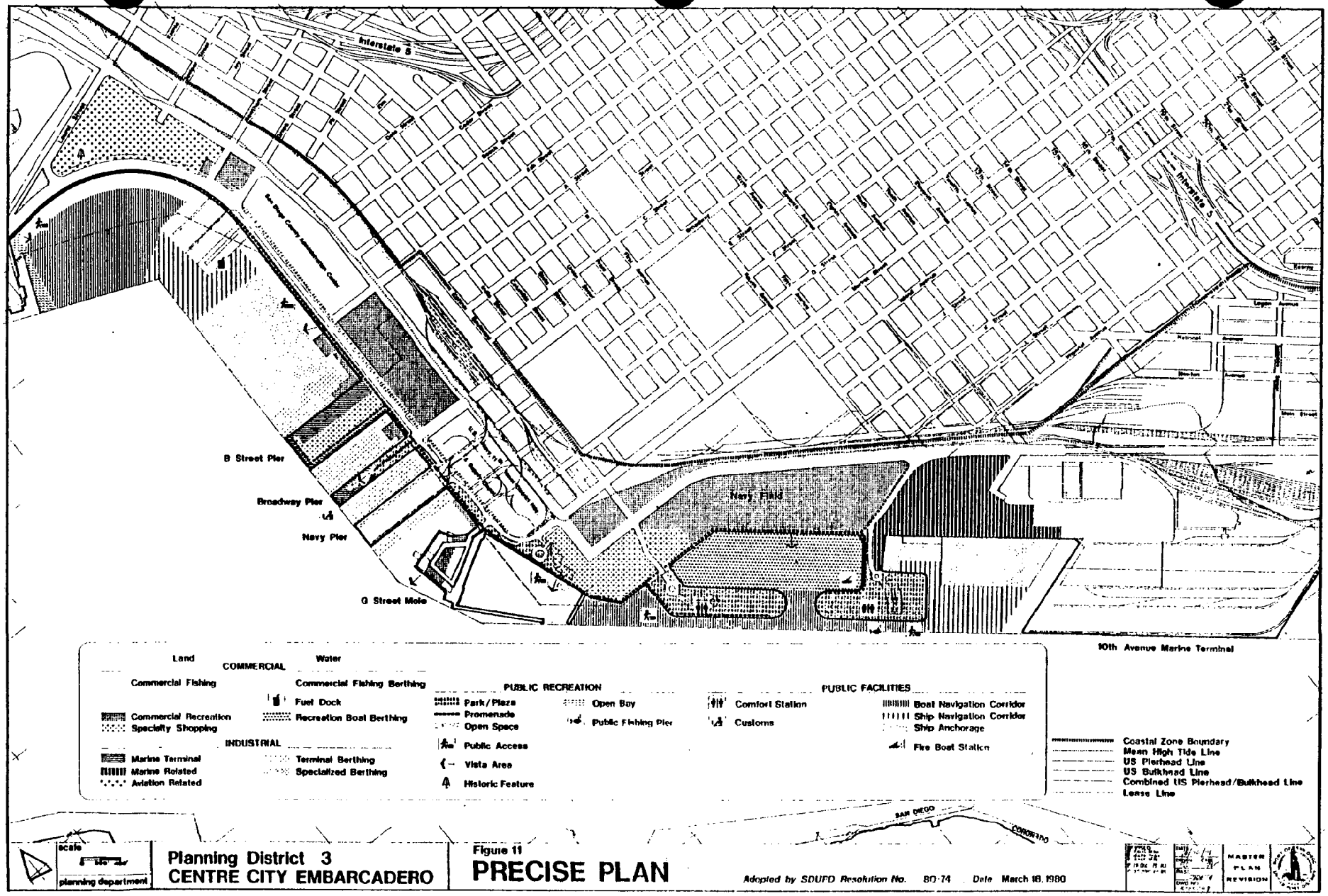
CENTRE CITY EMBARCADERO: PLANNING DISTRICT 3

LAND		WATER		TOTAL ACRES	% OF TOTAL
	COMMERCIAL			155.7	36
Commercial Fishing	4.7	Commercial Fishing Berthing	44.3		
Commercial Recreation	65.6	Recreational Boat Berthing	21.0		
Specialty Shopping	20.1				
	INDUSTRIAL			91.5	21
Marine Terminal	6.9	Terminal Berthing	22.6		
Marine Related	24.7	Specialized Berthing	15.5		
Aviation Related	21.8				
	PUBLIC RECREATION			45.1	11
Park/Plaza	35.2	Open Bay	4.7		
Promenade	4.7				
Open Space	.5				
	PUBLIC FACILITIES			140.4	32
		Boat Navigation Corridor	43.2		
Streets	47.6	Ship Navigation Corridor	24.8		
		Ship Anchorage	24.8		
TOTAL LAND	231.8	TOTAL WATER	200.9		
		TOTAL LAND AND WATER		432.7	100

TABLE 10

scale	PRECISE PLAN LAND AND WATER USE ALLOCATION	Date 11-10-78 Drn JLW Chk Base No
planning department		

Rev. 3/28/80



scale

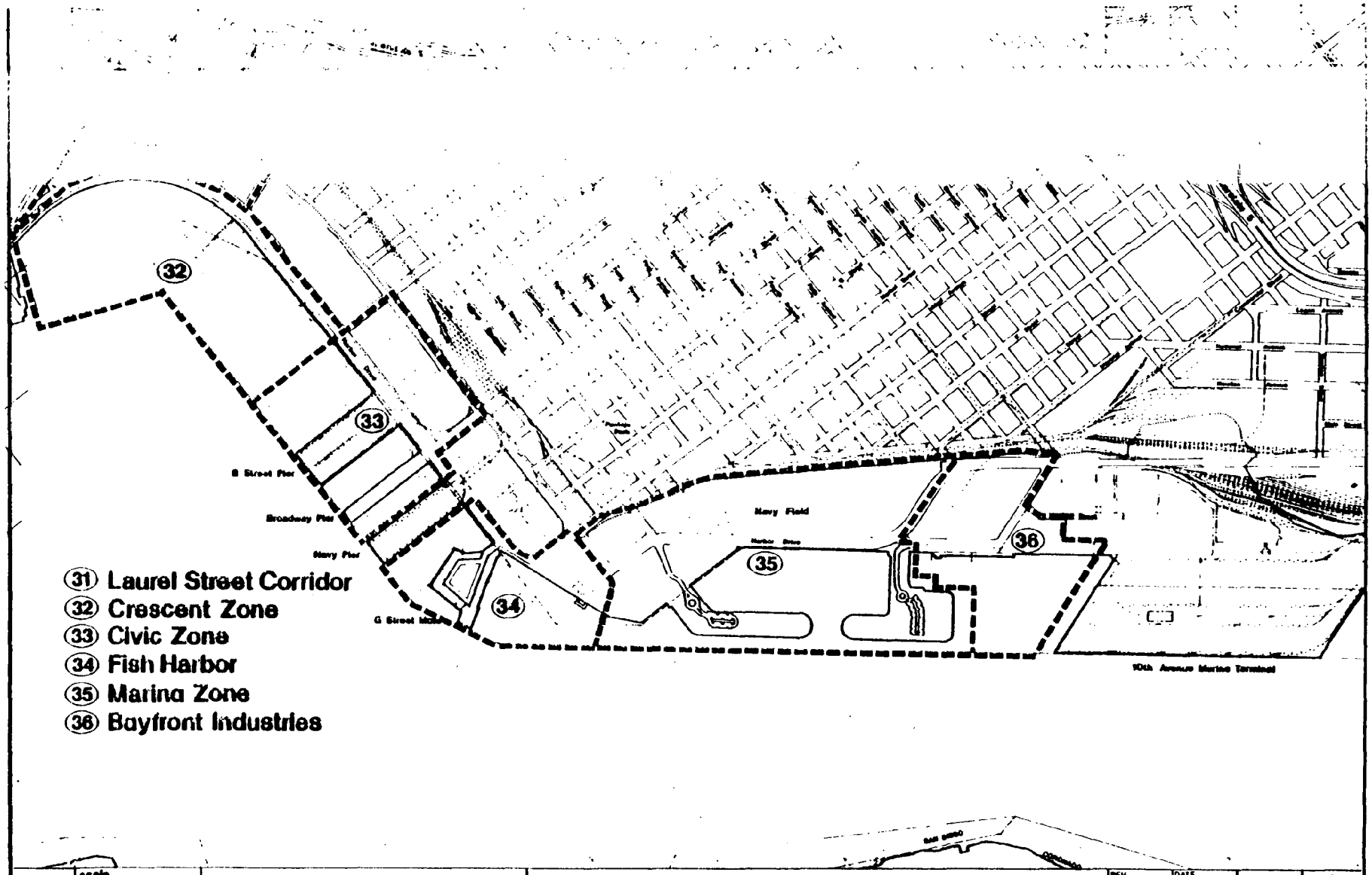
planning department

Planning District 3
CENTRE CITY EMBARCADERO

Figure 11
PRECISE PLAN

Adopted by SDUPD Resolution No. 80-74 *Date* March 18, 1980

MASTER PLAN REVISION



scale 0 400' 800'

planning department

Planning District 3
CENTER CITY EMBARCADERO

Planning Subareas

FIGURE 12

DATE
Drawn
CHK
DRWG NO.

Laurel Street Corridor

The established aviation related industrial use (Solar Turbines, Inc.) is anticipated to continue in operation for the duration of the planning period. The block between Hawthorn, Grape, Pacific Highway and Harbor Drive (2.3 acres) will remain in commercial recreation use (parking and service stations) unless needed for the redesign of that intersection. Lubach's Restaurant, at the corner of Harbor Drive and Hawthorn Street, will also be retained. The landscaped triangle at Laurel and Harbor Drive is shown on the Plan as open space. Parking will continue along the north side of Laurel near the Solar site.

Crescent Zone

The most important element influencing design in the Crescent Zone is the curvilinear form of the waterfront. Dramatic panoramic views can be realized at either vehicular or pedestrian speeds. The Plan capitalizes on this attribute to establish a grand promenade and major entryway into the Center City district. The promenade connects with the Harbor Drive bicycle path to provide a continuous pedestrian/bicycle path from the Navy Estuary to Fifth Avenue, a distance of four miles. Where Harbor Drive has been narrowed to restrict through traffic, the unused right-of-way will become landscaped promenades and plazas. Along the water's edge the boardwalk is to be rehabilitated and continue its present use as both promenade area and service area for commercial fishing boats tied up along the Crescent Zone bulkhead.

The waterfront between the fuel docks and Anthony's restaurant will continue to be used as a tieup and net mending area for tuna seiners. This activity is encouraged as part of the working port identity. Commercial fishing berthing has been allocated to the Crescent water interface (18.6 acres); however, this water is also used for transient berthing and occasional general berthing for small boats. The boat channel area just offshore is also used for temporary anchorage for small boats.

Civic Zone

The zone of highest activity is the Civic Zone from Ash Street to Broadway. This zone reflects its waterfront orientation, with operating piers extending into the bay, Navy facilities, commercial fishing activity, and historic sailing vessels. Its physical relationship to Center City attracts large numbers of people and the future development of both areas is being carefully integrated by mutual planning.

Significant redevelopment is recommended for the Civic Zone. The landscaped promenade mentioned in the Crescent Zone will be continued along Harbor Drive through the Civic Zone. Harbor Drive will be restricted to traffic accessing the abutting properties by narrowing to two lanes. Parking areas along the street will be interspersed with landscaping, vertical elements used to frame and enhance views, and lawn areas.

The promenades expand into plazas at B Street Pier and Broadway Pier. These _____ are redesigned to provide open space, sitting and strolling areas for ----- and nearby workers, and to increase the sense of destination for --------- visitors.

The most imporant element in this zone is the conversion of the old Lane Field site and Navy Engineering building into a new complex of buildings and open spaces. The intent of the plan is to retain flexibility for considering a wide array of development options. The concept includes possible multiple utilization of activities that could provide for commercial recreation; international trade, travel and cultural complexes; commercial and office space for maritime business; support facilities related to the Port; and subject to negotiation with the U.S. Navy, the providion of equal or better building space for the relocation of the Naval Facilities Engineering Command. Interfacing of activites with the City of San Diego's proposed convention center in the Columbia redevelopment area located to the east of Pacific Highway, has potential for development enhancement.

B Street Peir is scheduled for substantial redevelopment of the apron wharf and the structures on the pier. The south shed will be removed or redesigned to create space for parking and a promenade. The western end of the pier will be conserved for specialized commercial uses such as shopping bazaar, and foods and services reflecting the maritime character of the Embaradero and which will be compatable with occasional cruise ship berthing. The shipping sheds on the north side will continue, with both sides of the pier accomodating ship berthing. Cruise ships wil be encouraged to tie up at both the B Street and Broadway Piers. Ultimately, the shopping bazaar could be expanded into the north shed and the existing Maritime Museum could be provided with land-based support area, storage and work area, and possibly a living museum of notical craftsmen on the pier; however, loading, off-loading, and storage capabilities of general cargo will be retained as needed.

Broadway Pier will continue to provide receational space on its plaza and viewing platform, as well as accomodate commercial shipping and miscellaneous vessel berthing. The harbor ecursion water lease north of Broadway Pier will also remain as part of the recreational experience along the waterfront.

Fish Harbor

This ----- consists of the G Street Mole, the harbor formed by its pier and ----- Seafood Mart, and adjacent areas.

G Street Mole and the shoreline area between it and Navy Pier are planned for renovation to provide space for commercial fishing and commercial recreation activities. The plan concept is to create a physical and visual linkage along Harbor Drive by tying together Broadway Pier and the Harbor Seaffod Mart with G Street Mole. The old fleet landing buildings are to be renovated and a pedestrian foot bridge built between them and the mole, to provide linkage to parking and support activities. A small waterfront plaza, fishing technology

[illegible] expand into plazas at B Street Pier and Broadway Pier. These [illegible] designed to provide open space, sitting and strolling areas for [illegible] nearby workers, and to increase the sense of destination for [illegible] visitors.

[illegible] important element in this zone is the conversion of the old Lane Field site and Navy Engineering building into a new complex of buildings and open spaces. The intent of the plan is to retain flexibility for considering a wide array of development options. The concept includes possible multiple utilization of activities that could provide for commercial recreation; international trade, travel and cultural complexes; commercial and office space for maritime business support facilities related to the Port; and subject to negotiation with the U. S. Navy, the provision of equal or better building space for the relocation of the Naval Facilities Engineering Command. Interfacing of activities with the City of San Diego's proposed convention center in the Columbia redevelopment area located to the east of Pacific Highway, has potential for [illegible] enhancement.

[illegible] is scheduled for substantial redevelopment of the apron wharf and [illegible] structures on the pier. The south shed will be removed or redesigned [illegible] for parking and a promenade. The western end of the pier will be [illegible] for specialized commercial uses such as shopping bazaar, and foods [illegible] reflecting the maritime character of the Embarcadero and which [illegible] compatible with occasional cruise ship berthing. The shipping sheds [illegible] side will continue, with both sides of the pier accommodating [illegible]. Cruise ships will be encouraged to tie up at both the B Street [illegible] Piers. Ultimately, the shopping bazaar could be expanded into [illegible] and the existing Maritime Museum could be provided with land-[illegible] area, storage and work area, and possibly a living museum of [illegible] men on the pier; however, loading, off-loading, and storage [illegible] general cargo will be retained as needed.

[illegible] will continue to provide recreational space on its plaza and [illegible], as well as accommodate commercial shipping and miscellaneous [illegible]. The harbor excursion water lease north of Broadway Pier will [illegible] part of the recreational experience along the waterfront.

[illegible]

[illegible] consists of the G Street Mole, the harbor formed by its pier, [illegible] Seafood Mart, and adjacent areas.

[illegible] and the shoreline area between it and Navy Pier are planned for [illegible] provide space for commercial fishing and commercial recreation [illegible] The plan concept is to create a physical and visual linkage along [illegible] tying together Broadway Pier and the Harbor Seafood Mart with [illegible]. The old fleet landing buildings are to be renovated and a [illegible] bridge built between them and the mole, to provide linkage to [illegible] support activities. A small waterfront plaza, fishing technology

displays, restaurants, marine related office and retail space is planned on the periphery of the mole. Tourist traffic on the public areas will be encouraged, consistent with safety, and the Embarcadero pedestrian path will loop through what is now an area remote from the mainstream of pedestrians.

A substantial portion of the G Street Mole is scheduled to be devoted to commercial fishing use. It is anticipated that offices for the tuna and fresh fish fleet will locate here, as well as ancillary uses such as small seafood processors, fish markets, marine instrument and equipment sales, fishing and ocean technology displays, and automobile parking. The northern side of the mole will be renovated by stabilizing the existing concrete slab wall with rock revetment and by constructing a 300-foot-long concrete marginal wharf having timber pile fenders and steel access ladders. The south face of the mole will be renovated by removing the existing buildings, underground fuel tanks, wharf, seawall, and remains of the old Spreckels pier above the pile caps. Rock revetment will be used for shore protection and floating docks will provide 50- and 60-foot berths for commercial fishing boats. Low level lighting is to be provided for the berths. Landside support services, auto parking, and truck access are included. At the ultimate stage, approximately 100 commercial fishing berths will be provided alongside the floating docks.

To shelter Fish Harbor from the south, a concrete breakwater pier approximately 400 feet long will be built from the land lying between the Harbor Seafood Mart and Sea Port Village. It will provide additional berthing for tuna seiners and large market fishing boats, and allow public access to the water.

The Harbor Seafood Mart will continue to provide restaurants and specialty shopping opportunities as well as process fresh fish for local market. Its plaza is a pleasant rest area and viewing place along the Embarcadero promenade.

Marina Zone

The Marina Zone, from Market Street to the Fifth Avenue extension, is planned to be developed as a major public and commercial recreation complex. Two recently completed projects, Sea Port Village and Embarcadero Marina Park, have started the transformation of this waterfront area into an attractive recreational resource. Two other projects, the Navy Field development and the Embarcadero Marina, will complete it.

Navy Field will be acquired by the Port District and developed as a major hotel complex with a total of 1,100 rooms. The two hotels will each have a large dinner restaurant and coffee shop as well as ancillary hotel services. A shopping gallery is proposed in the center of the complex, with pedestrian connection to the proposed upland residential community using the air rights over the relocated Harbor Drive and the Santa Fe Railroad track corridor. This shopping gallery will contain retail, commercial, and food services. Precise plans for this complex will require further study and coordination with upland interests.

The Embarcadero Marina, with space for 450-500 boats, will complement the Navy Field hotels. Marina land facilities, such as parking, may be provided as

part of the hotel development or leased separately.

The Embarcadero Marina Park will be completed by adding a fishing pier and an outdoor multiple use court area and a park structure. The Embarcadero promenade loops through the park and will end at the Fifth Avenue/Harbor Drive intersection, where it can link up with the Gaslamp Quarter pedestrian and trolley facilities. The marina park land filling has added a net 6,250 feet of shoreline access for the public.

The existing City of San Diego Police Department headquarters is located on land leased from the Port District. If decentralization of the police function occurs and the police station is removed, the site will be renovated with commercial recreational use such as expansion space for specialty shopping facilities as at nearby Sea Port Village. Consideration will be given to retaining the decorative facades of the major buildings.

Bayfront Industries

South of the Fifth Avenue extension is an area currently leased by Campbell Industries for shipbuilding and repair. The Master Plan calls for its continuance. A parcel on the south side of the park entry road is reserved for marine contractors. Bayside improvements to this area include remedial dredging to the depth of minus 20 feet MLLW, the installation of a 400-foot-long concrete deck finger pier or apron wharf, and the placement of about 550 linear feet of rock revetment to stabilize the shore and prevent shoaling in the basin. Development controls will be enforced over both of these projects to ensure compatibility with hotel and park uses. Landscaped buffers and employee parking will be used at the interface between hotels and industries.

Preservation and renovation efforts, including possible relocation, are currently underway for the dilapidated structure formerly occupied by the San Diego Rowing Club. If these efforts are not imminently successful, portions of the structure may be salvaged and the rest demolished.

Project List

Identification of appealable projects is provided in the following table.

CENTER CITY/EMBARCADERO: PLANNING DISTRICT 3	SUBAREA	DEVELOPER	APPEALABLE	FISCAL YEAR
1. HARBOR DRIVE AT GRAPE STREET: Reroute; modify street, curb, gutter, traffic signals	31	P	N	1984-85
2. APRON WHARF AND BOARDWALK: From Laurel to Grape Street, rehabilitate wharf, promenade, and boat service area; install landscaping, irrigation, parking, bike path	32	P	N	1981-82
3. HARBOR DRIVE, ASH TO BROADWAY: Reduce traffic lanes; install landscaping, irrigation; develop promenade, bike path	33	P	N	1981-82
4. HOTEL COMPLEX, B STREET: Remove incompatible buildings; construct hotel, restaurant, coffee shop	33	T	Y	1989-90
5. LANE FIELD COMPLEX: Demolish existing buildings; construct facilities and open spaces; landscape	33	T	N	1988-89
6. B STREET PIER: Modify existing superstructure to accommodate cruise ship berthing and clearance activity; provide for shops, food service, lighting and pedestrian amenities; reconstruct apron wharf	33	P	N	1984-85
7. BROADWAY PIER: Repair underside of deck	34	P	N	1981-82
8. FLEET LANDING SITE: Renovate three buildings, install pedestrian bridge, walks and landscaping	34	P	N	1980-81
9. G STREET MOLE: Remove incompatible structures; reconstruct bank and 300-foot-long marginal wharf; renovate parking; construct marine displays and maritime plaza	34	P	Y	1982-83
10. FISH HARBOR, PHASE II: Expand commercial fishing fleet berthing by adding approximately 46 berths	34	P	Y	1982-83
11. FISH HARBOR, PHASE III: Expand commercial fishing fleet berthing by adding approximately 25 berths	34	P	Y	1987-88
12. FISH HARBOR, SOUTH PIER: Construct pier and parking; install landscaping, irrigation, pedestrian/bike path	34	P	N	1980-81
13. HARBOR DRIVE AT NAVY FIELD: Reroute to increase public access to shore	35	P	Y	1981-82
14. HOTEL COMPLEX, NAVY FIELD: Construct hotels, restaurants, coffee shop, shopping plaza	35	T	Y	1981-82
15. HARBOR DRIVE OVERPASS: Construct pedestrian overpass across railroad; construct ramps and walkways	35	P	N	1981-82
16. EMBARCADERO MARINA PARK: Complete park, including fishing pier	35	P	N	1980-81
17. MARINE EQUIPMENT SITE: Demolish building, dredge; install about 550 linear feet of rock revetment and finger pier or apron wharf	35	P	N	1981-82
18. EMBARCADERO MARINA: Develop berthing (450-500 slips), parking, building, landscaping, accessory uses	35	T	Y	1981-82
19. MARITIME MUSEUM FACILITIES: Make appropriate modifications for work space and land-side display area.	33	T	N	1984-85
20. U.S.O.: United Service Organization; construct building and parking; landscape	35	T	Y	1980-81

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

scale	TABLE 11 PROJECT LIST	Date / Drn / Chk / Base / No
planning department		

Rev. 3/28/80

TENTH AVENUE MARINE TERMINAL: Planning District 4

The Tenth Avenue Marine Terminal Planning District is a developed, marine related industrial area of great importance to the region's economic base. Currently, over 50,000 jobs are provided on the tidelands and uplands of this industrial area. More important, this is the only area in the entire San Diego region providing established waterfront industrial sites with railroad service, close freeway access, commercial port related support functions, and deep water berthing. With a water depth of 40 feet near the marine terminal and 35 feet in the industrial area, it can accommodate all standard cargo ships. Such deep water berthing cannot easily be created or replaced, so the value of this waterfront industrial land is inestimable.

Policies of the nearby Barrio Logan Community Plan and L.C.P. threaten the port related tideland uses with encroachment of residential, public park and commercial uses in an area almost totally industrial. The basic incompatibility of these uses places more of a burden on the industrial uses to reduce potential environmental impacts. The Port Master Plan seeks to preserve and protect this unique coastal resource by limiting uses to strictly marine oriented industrial ones.

Precise Plan Concept

The area adjacent to the Port tidelands has been zoned for manufacturing since the 1930's and older industrial activities now dominate. On the tidelands, the identifiable land use problems stem from a critical shortage of space into which existing port related industries can expand and new marine related industries can be accommodated, a need for more automobile parking areas, demands by upland residents for replacing port related industrial sites with park use, and complications arising from efforts to clear and redevelop incompatible uses.

The Precise Plan continues the existing marine oriented industrial uses and supports the development of available vacant lands with similar uses, in order to provide a homogenous industrial climate with an assured, reasonable long term growth potential.

Land and Water Use Allocations

The Planning District consists of 257 acres of land and 114 acres of submerged land for an overall total of 371 acres. The thrust of the use allocations is to retain and continue marine related, water dependent industrial uses. Use allocations are in Table 12, graphically shown on the Precise Plan Map, and discussed in the text.

Tenth Avenue Marine Terminal Planning District Subareas

To facilitate description of the existing and proposed uses, the Planning District has been divided into planning subareas (see Figure 14).

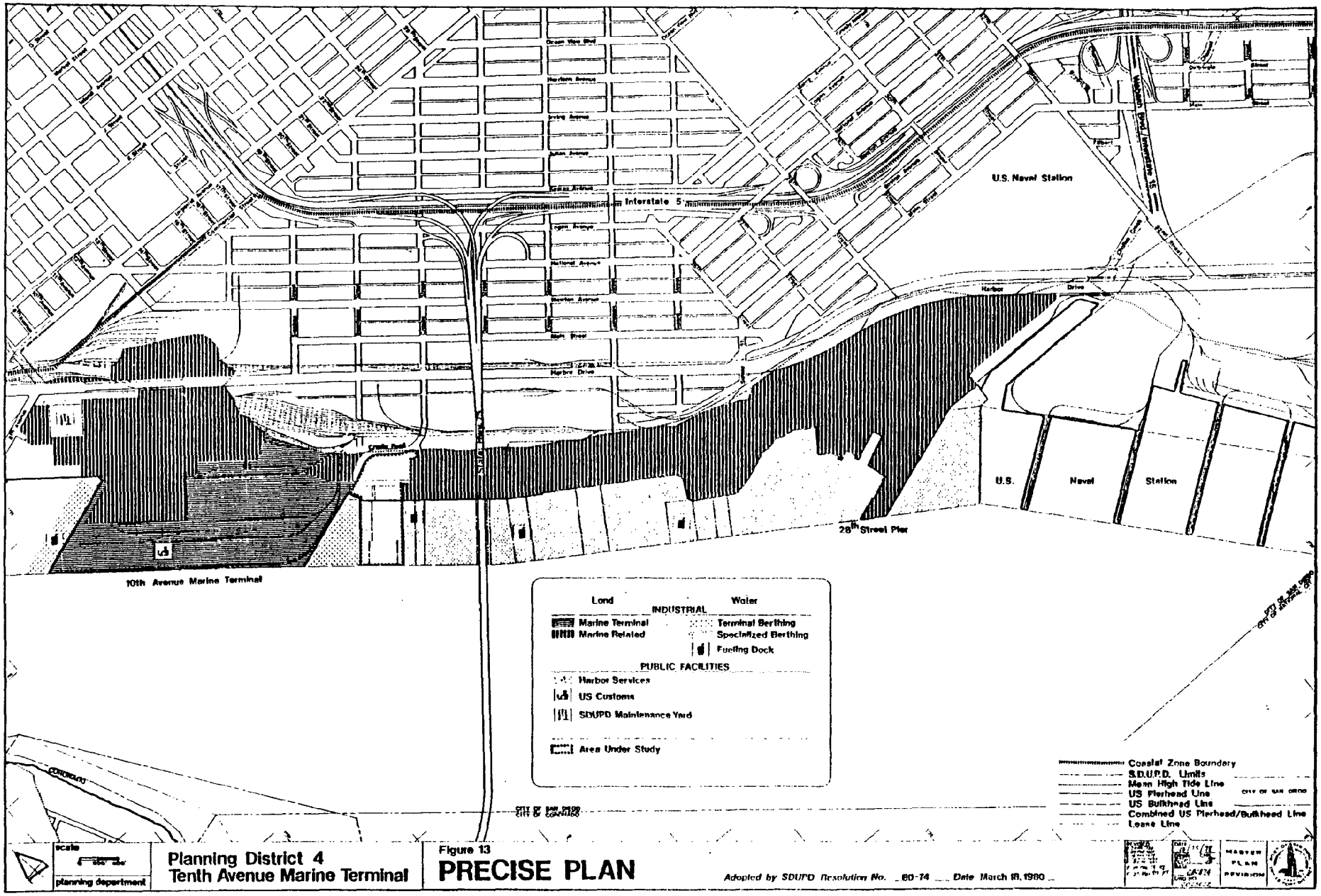
TENTH AVENUE MARINE TERMINAL: PLANNING DISTRICT 4

LAND		WATER		TOTAL ACRES	% OF TOTAL
INDUSTRIAL				338.0	91
Marine Terminal	58.7	Terminal Berthing	15.3		
Marine Related	172.1	Specialized Berthing	98.6		
PUBLIC FACILITIES				20.4	6
Harbor Services	2.3				
Streets	18.1				
AREA UNDER STUDY	5.5		6.7	12.2	3
TOTAL LAND	256.7	TOTAL WATER	113.9		
		TOTAL LAND AND WATER		370.6	100

TABLE 12

scale	PRECISE PLAN	Date 12/79	
planning department	LAND AND WATER USE ALLOCATION	Drn JW Chk	
		Base	
		No	

Rev. 3/28/80



scale

planning department

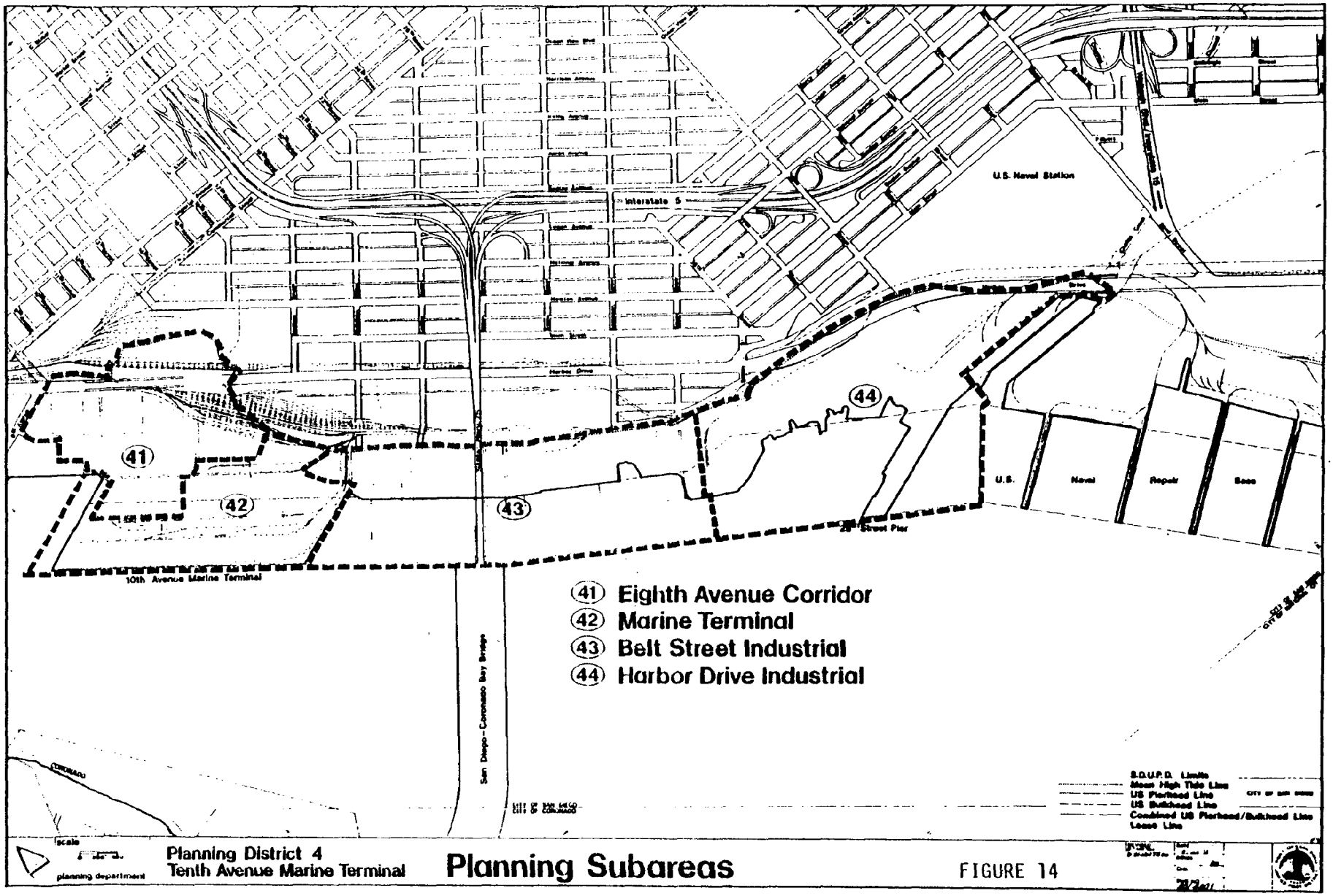
Planning District 4
Tenth Avenue Marine Terminal

Figure 13

PRECISE PLAN

Adopted by SDUPD Resolution No. 80-14 Date March 18, 1980

MASTER PLAN REVISIONS



Planning District 4
Tenth Avenue Marine Terminal

Planning Subareas

FIGURE 14

Eighth Avenue Corridor

This subarea contains the Van Camp Seafood tuna packing plant and various small industries that relate to the marine terminal. It also is the location of the Port District's maintenance yard and a large amount of transportation related uses such as streets and railroad switching yards.

The Master Plan calls for continuing the marine oriented industrial activities, including railroads.

Marine Terminal

The Tenth Avenue Marine Terminal, completed in 1958, is a paved land fill with concrete bulkheads and rubber or timber fenders along each berth face. There are 4,348 feet of lighted usable berthing space at the terminal, 387,528 square feet of cargo space in two transit sheds, and 475,000 square feet of storage space in one warehouse and ancillary sheds. Access to the terminal is from Harbor Drive onto a newly constructed entry road called Crosby Road. Railroad tracks provide access on Berths 3 through 8, all transit sheds, and the warehouses. Stevedore equipment is available as needed.

Berths 1 and 2, located on the north side of the complex, contain 1,118 feet of usable berthing space alongside a water depth of 30 feet MLLW. Fuel, water, and electricity are available. These berths are used not only for general trade items but for cargoes of fish, molasses (in steel storage tanks having a 2,468,000 gallon capacity), and the receipt of petroleum products. Oil handling and oil bunkering storage tanks have a capacity of 165,000 barrels.

Berths 3, 4, 4A, 5 and 6, located on the west side of the terminal, provide 2,580 feet of usable berthing space at an alongside water depth of 36 feet MLLW. These berths are used for general cargo. A chemical fertilizer bulk storage and bagging plant occupies the north section shed adjacent to Berth 3.

Berths 7 and 8, located on the south side of the terminal, provide 650 feet of usable berthing space with an alongside water depth in some areas of 36 feet MLLW. Berths 7 and 8 are used primarily for the loading of bulk export cargoes utilizing the Port's bulkloader. This elevated conveyor system extends from a rail car unloading building which houses rail car bottom dump and rotary dump facilities. Also connected to the bulkloader is a 15,000 short ton bulk storage silo complex, completely automated, for the storage and handling of either grains or chemicals. It is provided with an inert gas explosion protection system. A bagging plant equipped with an under-track railroad car pit and two bagging machines is used for bagging chemicals and other commodities. In this vicinity, a second privately owned molasses handling and storage facility is located close to Berths 7 and 8.

Rail facilities serving the Tenth Avenue Marine Terminal will be expanded to meet current operation needs. The Santa Fe rail storage yard adjacent to the terminal is capable of storing a total of 285 rail cars, adequate to service the loading

and unloading of shipments up to 18,000 tons per vessel. Depending on operational considerations, the Santa Fe Railroad utilizes storage yards in other locations to handle shipments up to at least 30,000 tons per vessel. The rail car capacities of these yards are: Carlsbad (100), Oceanside (120), Sorrento Valley (80), and National City (189). All transit sheds and warehouses at the Tenth Avenue Marine Terminal are served by rail spurs.

The present bulk loading facility was constructed in 1962. It consists of a rail car unloading building, 42-inch-wide belt conveyors, a shiploader alongside the southeast face of the terminal, a rail car marshalling yard, and miscellaneous ancillary structures and equipment. Use of the bulkloader is still increasing. Waterfront cargo equipment such as this has a high maintenance factor; also, it appears likely that periodic modifications must be made to comply with changing air quality regulations.

Bulk cargo, particularly fertilizer and other chemicals, constitutes the largest export item of the Port of San Diego. In recent years, increasingly larger bulk vessels with drafts greater than 36 feet have made appearances at the port and there is every indication that the trend toward greater capacity in bulk vessels will continue. Similarly, greater depth will become necessary at some of the general cargo berths.

The Master Plan foresees continuation and intensification of the cargo operations at the Tenth Avenue Marine Terminal. Expansion of land area is not considered imminent but may be accommodated in the future by utilizing nearby leased parcels. Physical improvements to the terminal are detailed in the Project List.

Belt Street Industrial

This heavy industrial district, south of the Tenth Avenue Marine Terminal, consists of several highly important marine related manufacturing, processing, and servicing establishments. All the area is developed and leased except a vacant parcel west of Crosby Road. This parcel formerly contained a stone products manufacturing yard and animal fat rendering plant, both of which were removed to permit redevelopment for marine oriented industrial use.

The Precise Plan calls for continuing and protecting the marine industries from encroachment. Since tidelands are essentially developed, and the need for an expansion area for this dynamic, well-established, port related industrial area is critical, consideration should be given to expansion into upland areas. Renovation and redevelopment of existing facilities will be a long term process. The Precise Plan Map contains a designation "Area Under Study" for a 5.4 acre land site on Crosby Road adjacent to the entrance of the Tenth Avenue Marine Terminal. Ongoing negotiations and study of potential industrial and recreational activities on the site are anticipated to lead to a plan amendment shortly.

Some of the existing or proposed activities which are appropriate in the Marine Related Industrial areas of this and other subareas in Planning District 4 are:

tugboat services, general ship and boat building and repairing, steel fabrication and general metal manufacturing, sale of marine parts and equipment, mooring of marine construction equipment, receipt and distribution of bulk liquids and similar non-inflamable products, receipt and storage of petroleum products, delivery of bunker fuels to vessels, kelp and seafood processing, canning and packaging, aquaculture, and marine related support and transportation facilities.

Harbor Drive Industrial

This subarea consists entirely of one major shipbuilding plant, National Steel and Shipbuilding Company. In terms of employment and economic impact, it is one of the most important industries in San Diego County, and the Master Plan supports its continuing viability. The Master Plan also supports the concept of a bicycle path, part of the Bay Bikeway project, running on Harbor Drive; however, the design must accommodate the parking needs of NASSCO insofar as it is possible.

Project List

Projects pending for this area are indicated on the following Project List (Table 13), and include improvements to the marine terminal facilities and tenant development for a boat building and repair yard.

TENTH AVENUE MARINE TERMINAL: PLANNING DISTRICT 4	SUBAREA	DEVELOPER	APPEALABLE	FISCAL YEAR
1. RAILROAD STORAGE TRACKS: Add tracks for grain handling at terminal	42	P	N	1980-81
2. BERTHS 7 and 8: Increase water depths for bulk vessels	42	P	N	1980-81
3. STORAGE SILOS: Construct structures; pave; repair conveyors, unloading pit, weigh scale	42	P	N	1982-83
4. BULK COMMODITY UNLOADER: Install conveyors and machinery	42	P	N	1981-82
5. BULKLOADER: Install dust evacuating system at car unloading building; reconstruct and modify bulkloader	42	P	N	1980-81
6. BOATYARD: Construct boat building and repair yard	43	T	N	1980-81
7. PUBLIC VISTA OR ACCESS SITE: Construct promenade, structures, park furnishings, and landscaping	43	P	N	1980-81

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

scale

TABLE 13
PROJECT LIST

planning department

Date
Base
No

NATIONAL CITY BAYFRONT: Planning District 5

Precise Plan Concept

The National City Bayfront is an established and developed marine industrial area. Continued use and intensification of the marine related use is anticipated for the duration of the planning period. Substantial areas are currently used for lumber storage, wood products storage, manufacturing and distribution which are dependent on close proximity to the Port's deep water wharves. Problems or issues related to this Planning District include a critical shortage of vacant industrial land, public access to an improved shoreline recreation area that is plagued with vandalism and crime, and an unresolved need for supportive commercial services to the industrial and recreation areas. In addition, industrial and Port related road transportation is currently limited to only one highway access point, at 24th Street.

Land and Water Use Allocations

The National City Bayfront planning area contains a total of 406 acres, consisting of 253 acres of land and 152 acres of water (Table 14). The Master Plan assigns most of the land to Marine Related Industrial and Marine Terminal use, with a small Commercial Recreation area and Park located off the Sweetwater Channel.

National City Bayfront Planning Subareas

The subareas are listed on Figure 16.

Northern Industrial Area

The Northern Industrial Area is isolated from the water by the San Diego (32nd Street) Naval Station, which occupies all the adjacent waterfront and forms the western and northern boundary of this subarea. At present, the subarea contains two lumber yards, a plumbing and heating contractor, and a building materials manufacturer. These uses, or similar ones, are expected to occupy this land into the foreseeable future.

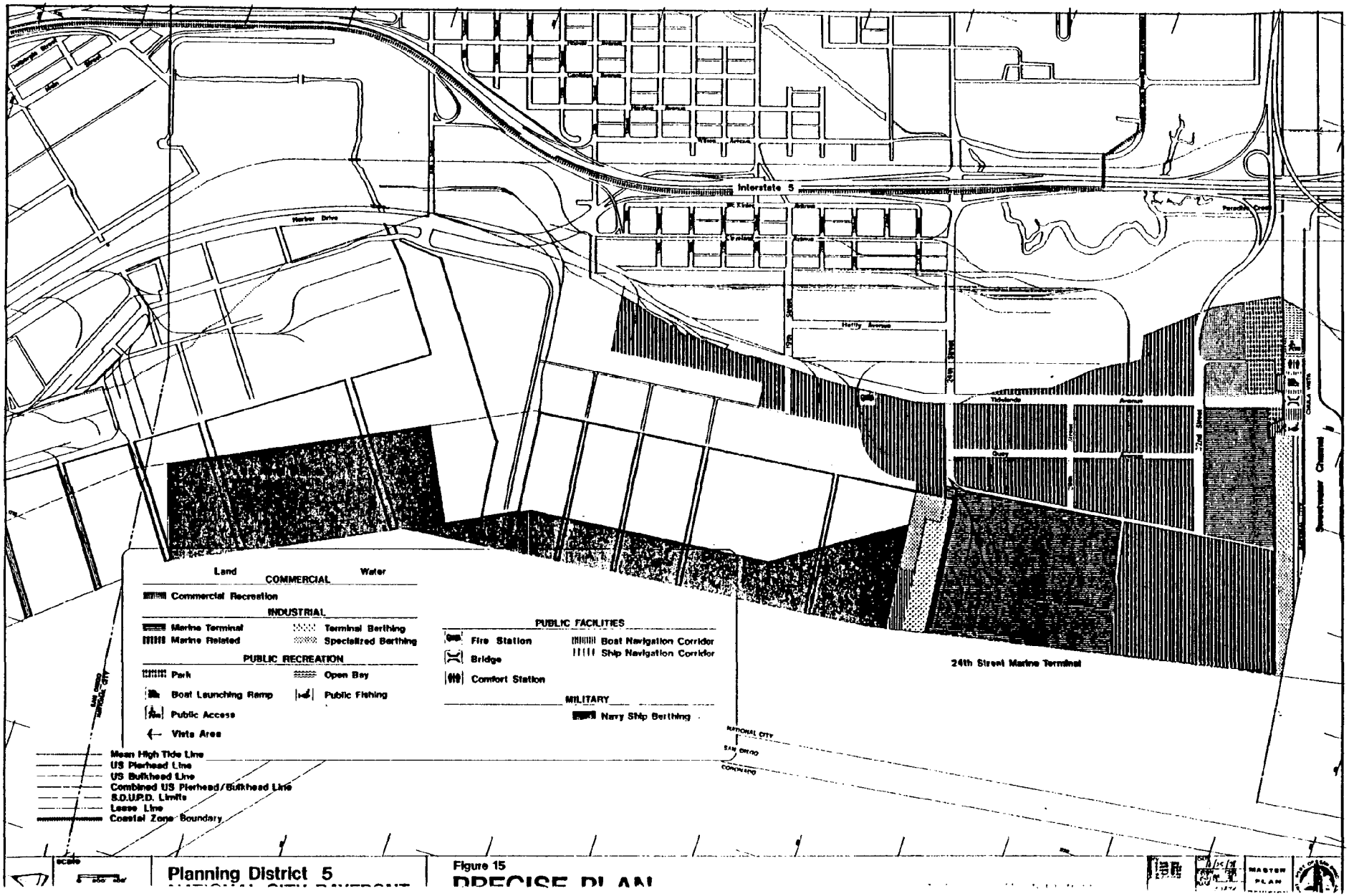
Due to its distance from the water, its remoteness and its relatively small size, this land will remain a backup storage area for the marine terminal and other marine industries occupying water frontage. Permitted uses under the marine industrial designation might also include manufacturing, storage,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

NATIONAL CITY BAYFRONT: PLANNING DISTRICT 5

LAND		WATER		TOTAL ACRES	% OF TOTAL
	COMMERCIAL			7.2	2
Commercial Recreation	7.2				
	INDUSTRIAL			231.7	57
Marine Terminal	84.0	Terminal Berthing	13.7		
Marine Related	126.1	Specialized Berthing	7.9		
	PUBLIC RECREATION			12.1	3
Park	9.9	Open Bay	2.2		
	PUBLIC FACILITIES			38.1	9
Streets	25.8	Boat Navigation Corridor	7.0		
Fire Station	0.4	Ship Navigation Corridor	4.9		
	MILITARY			116.7	29
		Navy Ship Berthing	116.7		
TOTAL LAND	253.4	TOTAL WATER	152.4		
		TOTAL LAND AND WATER		405.8	100

TABLE 14

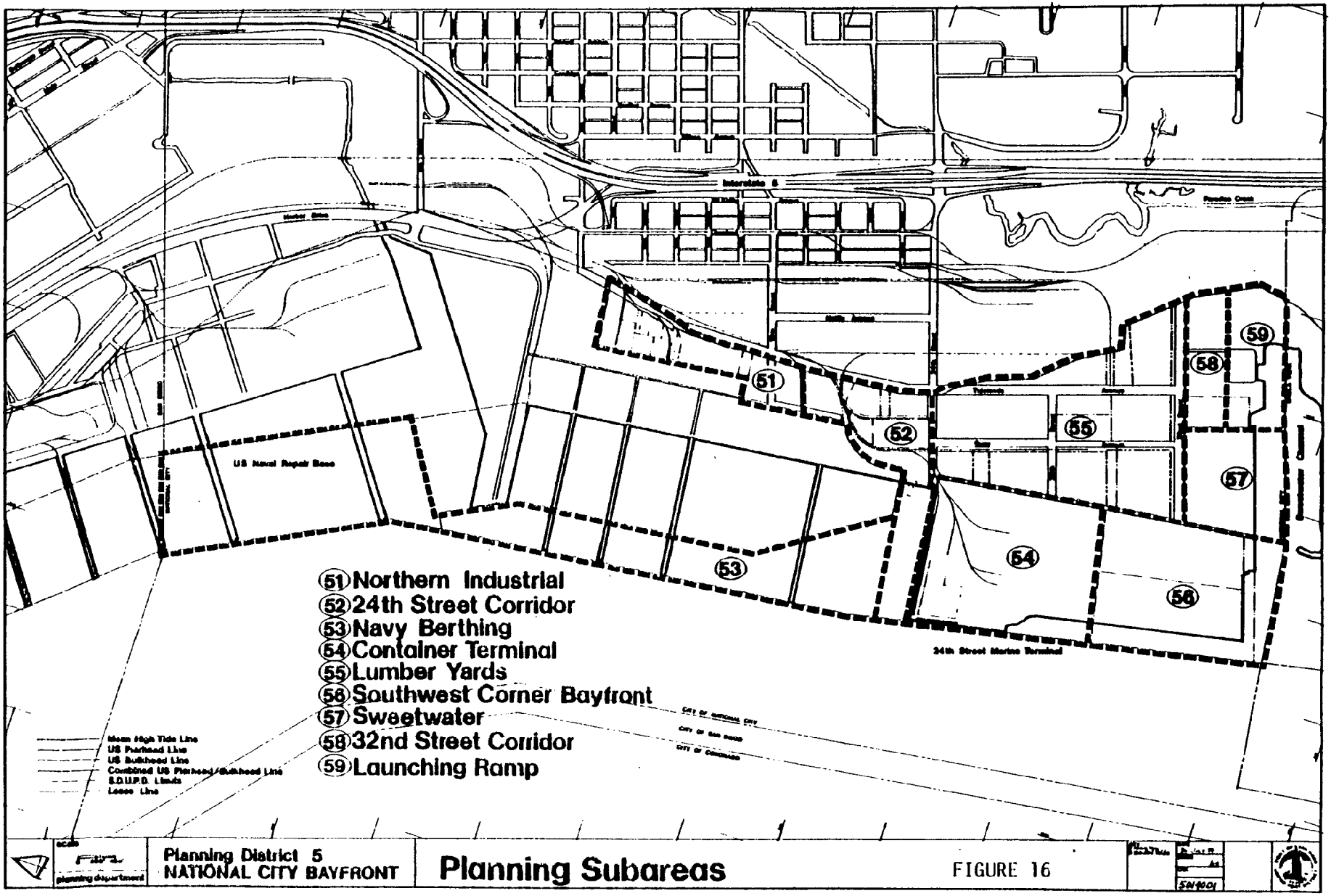
scale	PRECISE PLAN	Date 12/79
planning department	LAND AND WATER USE ALLOCATION	Drn JW Chk
		Base
		No



Planning District 5

Figure 15

PRECISE PLAN



Planning Subareas

FIGURE 16

Twenty Fourth Street Corridor

Just south of the northern industrial area is another small subarea, differing only in the type of development. It is dominated by a large shipbuilding yard which has a narrow water access corridor. Another shipyard uses its leased area to store ship parts. The two remaining uses are a fuel distribution yard and a city fire station.

The Master Plan considers this area for marine oriented industrial use, with which the present uses are compatible. Other activities appropriate for the area are mentioned in the Lumber Yard subarea.

Navy Berthing

The Port District has jurisdiction over a large amount of water west of the Naval Station which is now being used for military ship berthing. The Master Plan foresees continuing this use under the Navy Ship Berthing designation. No other use is considered appropriate under present circumstances.

Container Terminal

The National City Marine Terminal is one of only two marine terminals identified on the Master Plan Circulation/Navigation Element, and is the only one capable of significant expansion. At present about 2,400 linear feet of berthing space is available, 1,400 feet along the north wharf and 1,000 feet along the west wharf. Water depth alongside the terminal is a minimum 35 feet at MLLW.

The north wharf is used for the shipment of scrap metal and the receipt of petroleum products, including fuel oil for the San Diego Gas and Electric Company. General cargo can also be handled; a 40,320-square-foot transit shed is available for covered cargo space.

The southerly half of the west wharf is presently a container and bulk handling terminal. A high-speed container crane, having a capacity of 40 long tons and capable of handling 30 containers per hour, runs along this wharf. The 17-acre container handling and storage yard is serviced by a 33-ton rubber-tired bridge crane. Other facilities include a 32,500-square-foot stuffing and stripping space, paved storage for 2,280 containers (including electrical outlets for refrigerated containers), a steam container cleaning facility, maintenance shops, and scales. A warehouse of 66,000 square feet is accessible from either the north or west wharves.

Recent increases in marine terminal operations are creating potential needs for additional berthing facilities. The Master Plan proposes to extend the west apron wharf 2,400 feet to the south, then 1,000 feet east to connect to the existing Sweetwater Wharf. (Most of this development will occur in Subarea 56, the Southwest Corner.) Total wharf space at the National City Marine Terminal would then be about 7,800 lineal feet.

: wharf design would fill out the bulkhead almost to the U. S. Combined Pier-
ıd and Bulkhead Line, adding about 12 acres of land to the marine terminal.
:ure dredging would increase the present 35-foot depth to 42 feet MLLW along
: west wharf and 37 feet along the Sweetwater Wharf. Construction activities
/olve excavation, driving of concrete support piles, the placement of rock
/etment, and construction of wharf dock and fender systems.

ıer improvements contemplated include installation of a second container crane,
ıew 150,000-square-foot warehouse building, additional railroad siding, and
/ing of the remaining backup area. As a general cargo terminal, this facility
ıld handle almost any commodity; however, it is anticipated that it would
ˆmally handle scrap metal and petroleum on the north wharf, and containers,
nber, and other heavy cargo on the west wharf.

ɔroved highway access is needed. An additional industrial accessway to Inter-
ıte 5 for north and south movement, and a new, direct access corridor to the
ɔposed Highway 54 for east and west movement, is recommended in the plan.

mber Yards

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

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

ɔuthwest Corner

uth of the present marine terminal is a fill area reserved on the Master Plan
:r Marine Related Industrial use. Current use is about half for industrial pro-
ıction (the existing buildings are currently unused), and about half vacant.

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

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

Sweetwater Wharf

Sweetwater Wharf designates that part of the National City Marine Terminal located on the Sweetwater Channel. It is linked administratively to the container terminal (Subarea 54). It has a 1,400-foot-long wharf and is used almost exclusively for landing shipments of lumber. This use is planned to continue into the future with a possibility of other products being shipped from the Sweetwater Wharf.

Thirty Second Street Corridor

This small commercial recreation area shown on the Planning District Map is designed to accommodate the needs of workers in the nearby industrial area, people enjoying the nearby recreational park, and possibly travelers stopping off the freeway or leaving Chula Vista's recreation resources. Uses could include a restaurant or coffee shop, convenience store, bait and tackle shop, automobile service station, and possibly a small motel. Activities associated with the boat launching ramp, such as sale and repair of trailerable boats, boating equipment sales, water ski gear, and selected boating hardware, are appropriate uses.

The location and design of the commercial area, and possibly even its market feasibility, is dependent on the extension of Tidelands Avenue from National City to Chula Vista, and the construction of ramps connecting Tidelands Avenue to Interstate 5 and Highway 54. The additional traffic and increased activity in this presently isolated property would greatly enhance its attractiveness for commercial enterprise. The Tidelands Avenue extension, and the bridge over the Sweetwater Channel, is viewed as a critical element in development plans for both the National City and Chula Vista Bayfront areas.

Launching Ramp

Continued heavy use of the public recreation area is anticipated. The planned extension of Tidelands Avenue will occupy some area presently but temporarily developed into a park with landscaping. Replacement of this landscaping, and expansion of the park, is allocated in the plan along the Sweetwater Flood Control Channel eastward of the existing launching ramp. The concept emphasizes expansion of the turf area and selected tree placement to provide areas for active, instructional turf play and the more passive activities of fishing, picnicking, and sightseeing.

Project List

NATIONAL CITY BAYFRONT: PLANNING DISTRICT 5	SUBAREA	DEVELOPER	APPEALABLE	FISCAL YEAR
1. CONTAINER WHARF: Extend rock revetment and apron wharf 1,000 feet. Excavate, drive support piles, place rock, construct wharf	54	P	N	1982-83
2. COMPLETION OF TERMINAL WHARF: Extend rock revetment and apron wharf an additional 2,400 feet, to Sweetwater Wharf. Construct as above.	56	P	N	1992-93
3. SECOND CONTAINER CRANE: Install second container crane, miscellaneous equipment. Pave backup area	54	P	N	1983-84
4. CONTAINER TRACK EXTENSION: Convert 500 feet of berth 3 to a container wharf.	54	P	N	1987-88
5. MECHANICAL BULKLOADER: Install bulkloader, paving, railroad siding, conveyors, unloading pit	54	P	N	1985-86
6. NEW WAREHOUSE: Construct 192,000-square-foot building	54	P	N	1980-81
7. SWEETWATER WHARF: Install additional paving for lumber storage	57	P	N	1981-82
8. 32nd STREET: Landscape median and parkways (principal street to terminal area)	55	P	N	1981-82
9. SHIPYARD: Construct shipyard facilities, buildings, cranes, drydock.	56	T	N	1981-82
10. 32nd STREET SHOPPING PLAZA: Construct commercial recreation shopping center building, parking, landscape	58	T	Y	1986-87
11. MARITIME PARK EXPANSION: Install landscaping, irrigation, expand parking area	59	P	N	1985-86
12. TIDELANDS AVENUE EXTENSION: Extend street, construct bridge, landscape	59	P	Y	1986-87
13. MECHANICAL UNLOADER: Erect cargo handling equipment	54	P	N	1983-84
14. GATE HOUSE: Construct building; pave	54	P	N	1980-81
15. TENANT OFFICE STRUCTURE: Construct building, parking	54	P	N	1981-82

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

scale	TABLE 15	Date 12/79
planning department	PROJECT LIST	Drn Chk Base No

Rev. 3/28/80

CORONADO BAYFRONT: Planning District 6

Precise Plan Concept

The Coronado Bayfront tidelands are surrounded by one of the most attractive communities on San Diego Bay. The adjacent population and housing areas are in the higher socio-economic ranges which tend to influence higher real estate values and a desire for more productive utilization of tidelands. A significant portion of the planning area is either involved in long-term leases where the use activity is well-established and accepted, or in narrow areas with little or no development potential unless land fill occurs. The remaining uncommitted and underdeveloped area is of interest to the citizens of Coronado, and has been the focal point of development planning and controversy for several years. The underdeveloped area involves three planning subareas — Orange Avenue, Second Street shoreline and Tidelands Park.

Identifiable land use problems and concerns related to potential tideland development include: the existing circumstance of heavy peak traffic loads on local streets and a concern that additional development will aggravate the perceived traffic problem; the highly visible aspects of the tidelands and the potential impact of insensitive development on views and community appearance; and the competing demands for high-value land between the commercial potential of the marketplace and a localized desire for parks and community play fields. In an effort to resolve issues and following a joint meeting of the Coronado City Council and the Board of Port Commissioners, an ad hoc committee composed of two City Council members and two Port Commissioners was established. The ad hoc committee met over a dozen times in publicly attended workshops and received and reviewed written information from Coronado citizens. An agreement was reached which provides the basis of a plan that divides the 52.76-acre underdeveloped area into equal allocations for commercial development and for park and recreational use. The total street right-of-way area located on tidelands, except for the loop road under the Bay Bridge, will be equally assigned to the major use groups or subtracted from the total area. The development proposal includes the maintenance of the shoreline for pedestrian access where feasible; the provision of parks, recreational activities and facilities; the retention and expansion of marine related uses; the introduction of a wide array of visitor serving facilities; and encourages the integration of open space into all commercial development. Provision will be made for direct traffic ingress and egress to the tidelands.

Land and Water Use Allocations

The planning area of the Coronado Bayfront Planning District includes a total area of 265 acres, consisting of 162 acres of tidelands and 103 acres of submerged tidelands. Long-term use commitment, such as the golf course, absorb a significant portion of the planning area. The remaining uncommitted area consists of a total of 90.38 acres, divided into 52.76 acres of tidelands and 37.62 acres of submerged tidelands.

The following text, use allocation table and Plan Map give definition to the Precise Plan. A tabular summary of the proposed land and water use allocations is indicated in Table 16. The map graphically portrays three major use headings, Commercial, Public Recreation, and Public Facilities.

CORONADO BAYFRONT: PLANNING DISTRICT 6

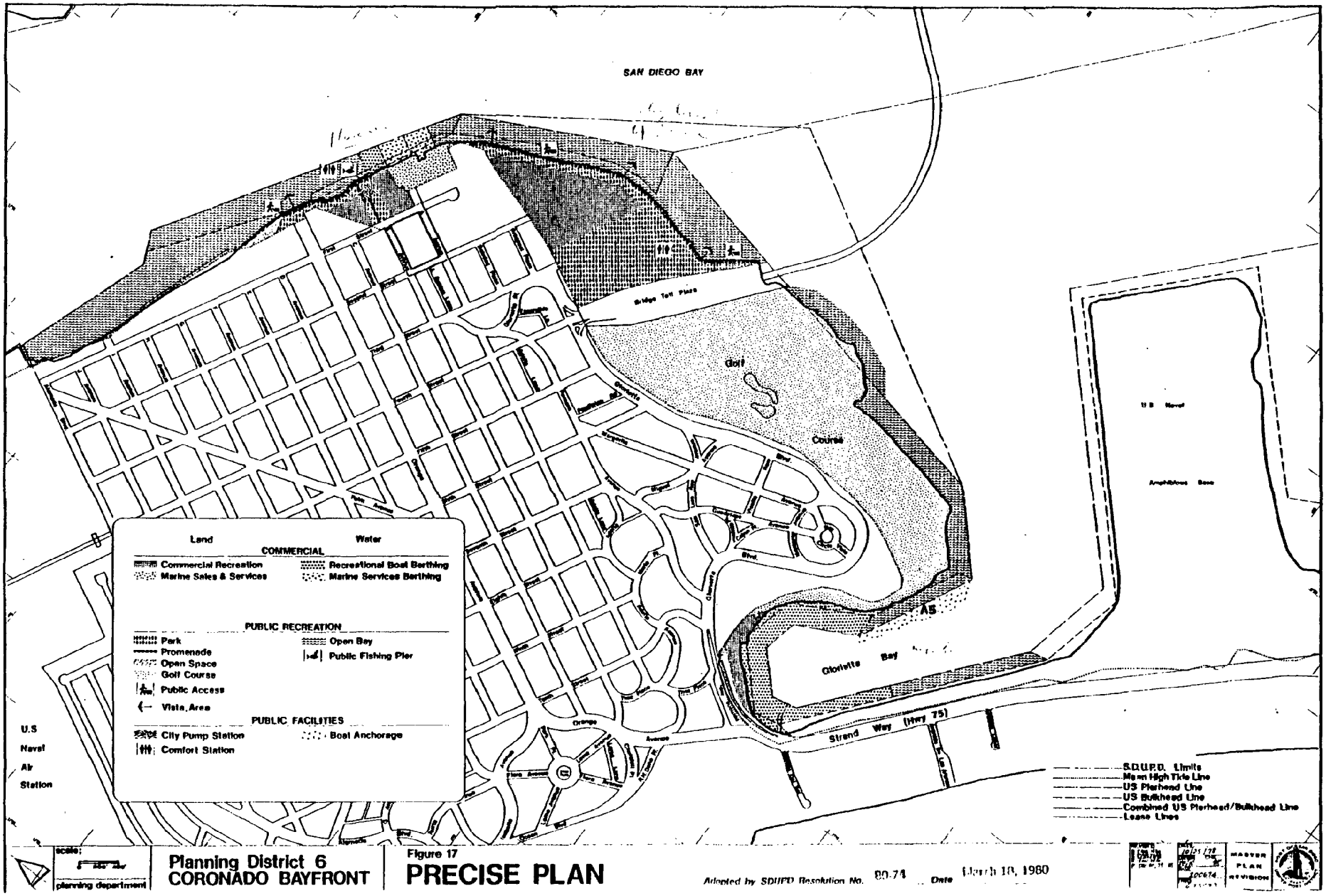
LAND		WATER		TOTAL ACRES	% OF TOTAL
COMMERCIAL				45.6	17
Commercial Recreation	22.1	Recreational Boat Berthing	16.7		
Marine Sales and Services	3.7	Marine Services Berthing	3.1		
PUBLIC RECREATION				207.5	78
Park	25.7	Open Bay	83.2		
Open Space	.4				
Golf Course	98.2				
PUBLIC FACILITIES				11.8	5
Sewer Pump Station	.4				
Streets	11.4				
TOTAL LAND	161.9	TOTAL WATER	103.0		
		TOTAL LAND AND WATER		264.9	100

NOTE: Does not include:

Anchorage Area A-5	3.5 Acres
State Tidelands	4.7 Acres

TABLE 16

scale	PRECISE PLAN	Date 11-10-76
planning department	LAND AND WATER USE ALLOCATION	Drn JW Chk
		Base
		No



Planning District 6
CORONADO BAYFRONT

Figure 17
PRECISE PLAN

Adopted by SDUPD Resolution No. 80-74 Date March 10, 1980

MASTER PLAN REVISION

Coronado Bayfront Planning Subareas

The relationship of planning proposals and specific sites is discussed in the following text. The Planning District has been divided into six subareas to better facilitate the explanation. (See Figure 18.)

First Street Shoreline

The Port District tidelands between Alameda Boulevard and Orange Avenue are scattered, isolated and quite narrow. In fact, the shoreline and the Port District boundary line generally coincide. Shore protection along this strip includes rubble and, in some instances, the adjacent residential properties have arrested the eroding shoreline with bulkhead construction. The development potential of the tidelands in this location appears nil, as little, odd-shaped parcels and access problems are substantial. The plan proposes an open space use, continuing the current undeveloped shoreline condition, and open bay for the adjoining water uses.

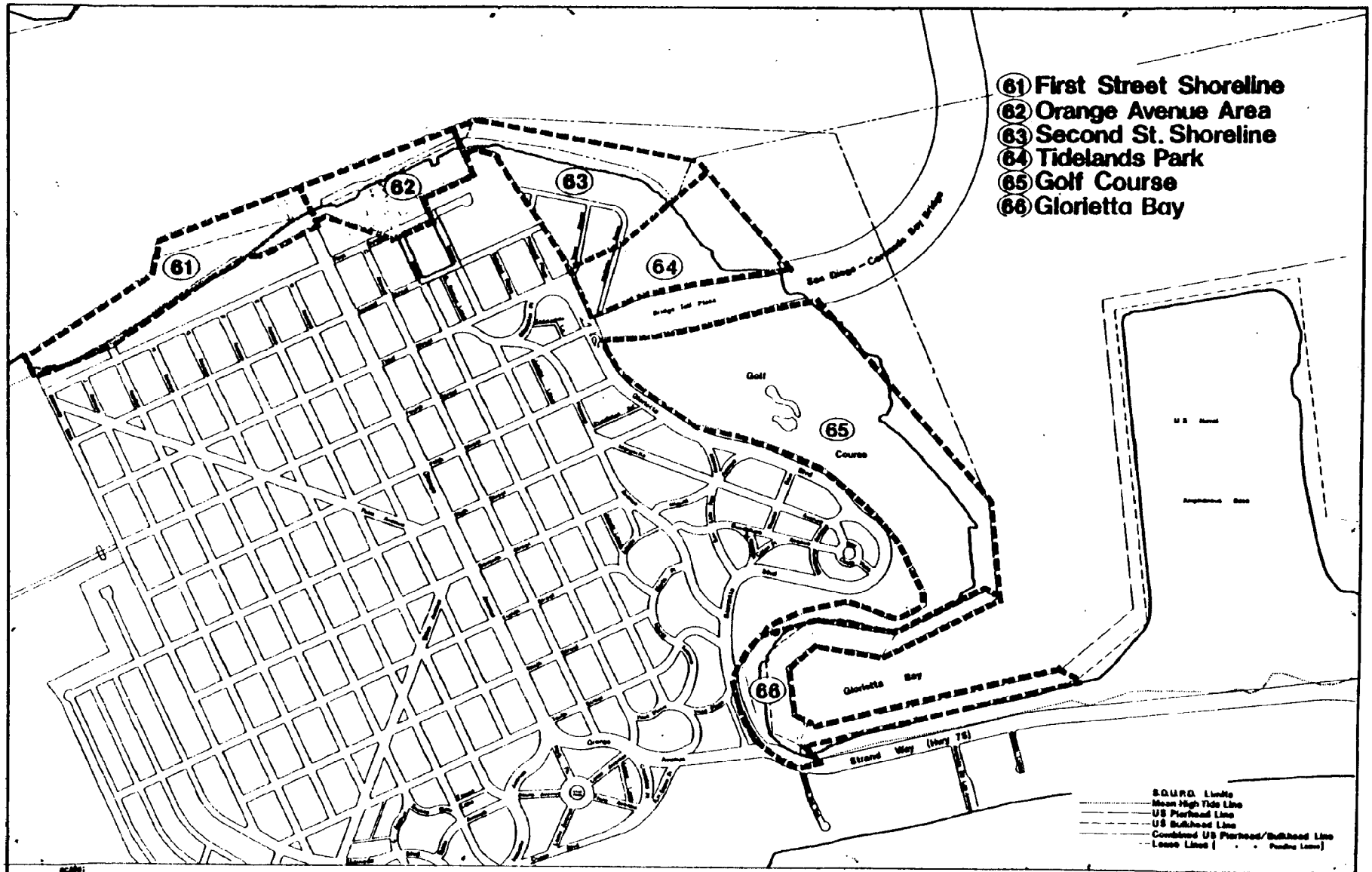
Orange Avenue Area

This area is located between Orange Avenue and the Oakwood Garden Apartments. It currently includes two boat repair yards, several small businesses, two Little League baseball parks, the City's sewer pump station, and vacant property. The Plan proposes that the site be used to provide a mixed use development of public shoreline park, commercial recreational uses and marine related activities. The Coronado Sewer Pump Station is on a long-term lease to the City and will be retained. A park, with public parking, is proposed along portions of the shoreline to provide a setting for public access, fishing floats or public fishing piers, and bait and tackle shop. Redevelopment proposals for this area encourage the expansion of marine sales and service activities by retaining, but renovating the boat building and repair facilities, and providing commercial recreation uses. The proposed linkage of Port District tidelands by the extension of a bicycle and pedestrian promenade along the shoreside of the Oakwood Apartments is encouraged, although the feasibility of the extension must be considered with more specific analysis relating to cost, availability of property, and the necessity to fill or bridge over some portion of the eroded shoreline.

Second Street Shoreline

The proposed multiple use concept of public shoreline park, promenade and commercial recreation uses provides a wide array of visitor serving facilities for this planning subarea. Commercial development will be emphasized which supports and complements commercial recreational activities on tidelands, although no consideration is to be given to the concept of a major convention center. Uses could include hotel, restaurant, personal services and entertainment.

Development proposals are encouraged to emphasize open space. The building structures are to comply with the suggested City of Coronado height limitation of four stories, although a modification of the height limitation could serve to



Planning District 6
CORONADO BAYFRONT

Planning Subareas

FIGURE 18

reduce building coverage, open up vistas between buildings, and contribute to the expansion of the proposed landscaped open space character of the shoreline into the commercial area.

Tideland development will be designed to minimize increases in traffic impact through planning techniques that minimize the use of residential streets, the construction and maintenance of roads on tidelands, and by encouraging prospective developers to consider transbay ferry service and shuttle service for convenience, traffic mitigation and entertainment.

Tidelands Park

The public park planned for a twenty-acre site north of the Bay Bridge Toll Plaza is to include a multiple use playfield providing turf area for different seasonal play such as four baseball fields or four playing fields for organized sports. Playing field development will include structures to accommodate maintenance equipment storage and restrooms; however, no permanent structures other than restrooms will be placed on the playing fields. Temporary structures and fencing necessary for seasonal sports may be placed in the park during the appropriate season. Pedestrian-bicycle routes and shoreline promenades provide access to the beach. A linkup with other tideland areas by a routing under the bridge is subject to negotiation with CALTRANS. Public parking, picnic facilities, and play equipment are proposed in a landscaped setting. The maintained, landscaped park area and shoreline promenade are intended to retain and expand the open space character of the golf course along this subarea shoreline. The area for the proposed loop road, located on the north side of the San Diego-Coronado Bridge right-of-way, is allocated as part of the 20-acre park development. The Port District is not involved in the construction or financing of the loop road as it is the responsibility of the City.

Golf Course

The golf course and adjacent open bay area are considered long-term commitments and will be continued. The golf course occupies 98 acres, or 61 percent of the total Port District tideland area in Planning District 6.

Glorietta Bay

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

Development Guidelines

Buildings

Building height shall be limited to four stories (40 feet).

Service Areas

All loading and outside storage areas shall be screened from view.

Utilities

All utility service lines shall be placed underground.

Signs

Free-standing signs shall be limited in height to the inverse of the copy area in square feet plus six feet. The total copy area shall be within 100 square feet. Signs attached to buildings and other structures shall be limited in copy area to five percent of the building face if it is hung in a parallel fashion and three percent if it is hung at any angle other than parallel.

Project List

CORONADO BAYFRONT: PLANNING DISTRICT 6	SUBAREA	DEVELOPER	APPEALABLE	FISCAL YEAR
1. ORANGE AVENUE PROMENADE/PUBLIC FISHING PIER: Construct	62	P	N	
2. SHORELINE PROTECTION: Install riprap	62	P	N	
3. RESTAURANT: Construct building, parking; landscape	62	T	N	
4. MARINE SALES/SERVICE COMPLEX: Renovate and expand	62	T	N	
5. SHORELINE PROMENADE: To be developed in conjunction with park and hotel complex	63	P	N	
6. CORONADO TIDELANDS STREETS: Install utilities, paving, curb, gutter; add street trees	63	P	N	
7. HOTEL COMPLEX: Construct hotel, parking, landscaping	63	T	Y	
8. CORONADO TIDELANDS PARK: Prepare site; install landscaping, playfields, park furnishings	64	P	N	

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

scale

planning department

TABLE 17

PROJECT LIST

Date
Drn Chk
Base
No

CHULA VISTA BAYFRONT: Planning District 7

Planning District 7 includes all Port District tidelands within the City of Chula Vista. As shown on the Precise Plan map, these tidelands extend beyond the U. S. Pierhead Line (the usual Port District boundary) to the city limits, adding hundreds of water acres to the Planning District.

Historically, harbor development has lagged behind the North Bay because of shallow water, distance from the harbor entrance, environmental concerns, and other factors. Filling has occurred at D Street, H Street and J Street, although most of this filled land is still vacant because development has been delayed due to various planning programs and review procedures. The only significant development on the Chula Vista Bayfront is the Rohr Industries aircraft parts manufacturing plant, which occupies both tidelands and uplands.

Precise Plan Concept

In 1970, the Board of Port Commissioners and the Chula Vista City Council commissioned the preparation of a special plan for this subarea. The completed Chula Vista Bayfront Plan was adopted by both bodies in 1974. Subsequent events have presented impediments to the realization of that plan, and some alterations have been made. Many environmental concerns remain which are serious enough to completely stifle the entire project, so some doubt remains as to the ultimate arrangement of land uses. The Precise Plan represented in this Master Plan retains the original concept while incorporating changes consistent with environmental constraints and Coastal Act policies.

The Plan Concept for tidelands proposes a multiple-faceted land use allocation within this Planning District, including environmental conservation and development of public park and commercial recreational uses. The development proposal emphasizes waterfront amenities and access, serving to attract visitors from outside the region as well as local residents to use the marine related recreational facilities and public areas. A major boating center is proposed to meet part of the increasing regional demand for recreational boating and wet storage marinas. A recreational vehicle park is projected to meet a small portion of the demand for this type of recreational experience. Present industrial activities would be recommended, while new marine related industries would be added to the north edge of the district.

Although outside of the Port's planning jurisdiction, a crucial element in the total Chula Vista Bayfront Plan is the linking of Chula Vista and National City waterfronts by extending Tidelands Avenue across the Sweetwater Marsh via a bridge over the Sweetwater River. Without the Tidelands Avenue extension, access to the tourist commercial area and the widely separated industrial groupings will continue to be difficult and inconvenient.

Land and Water Use Allocations

A total 1,690 acres of Chula Vista Bayfront are allocated to commercial, industrial, public recreation, conservation, and public facilities activities (Table 18). Two fill projects, totaling 97 acres, are shown on the Precise Plan Map.

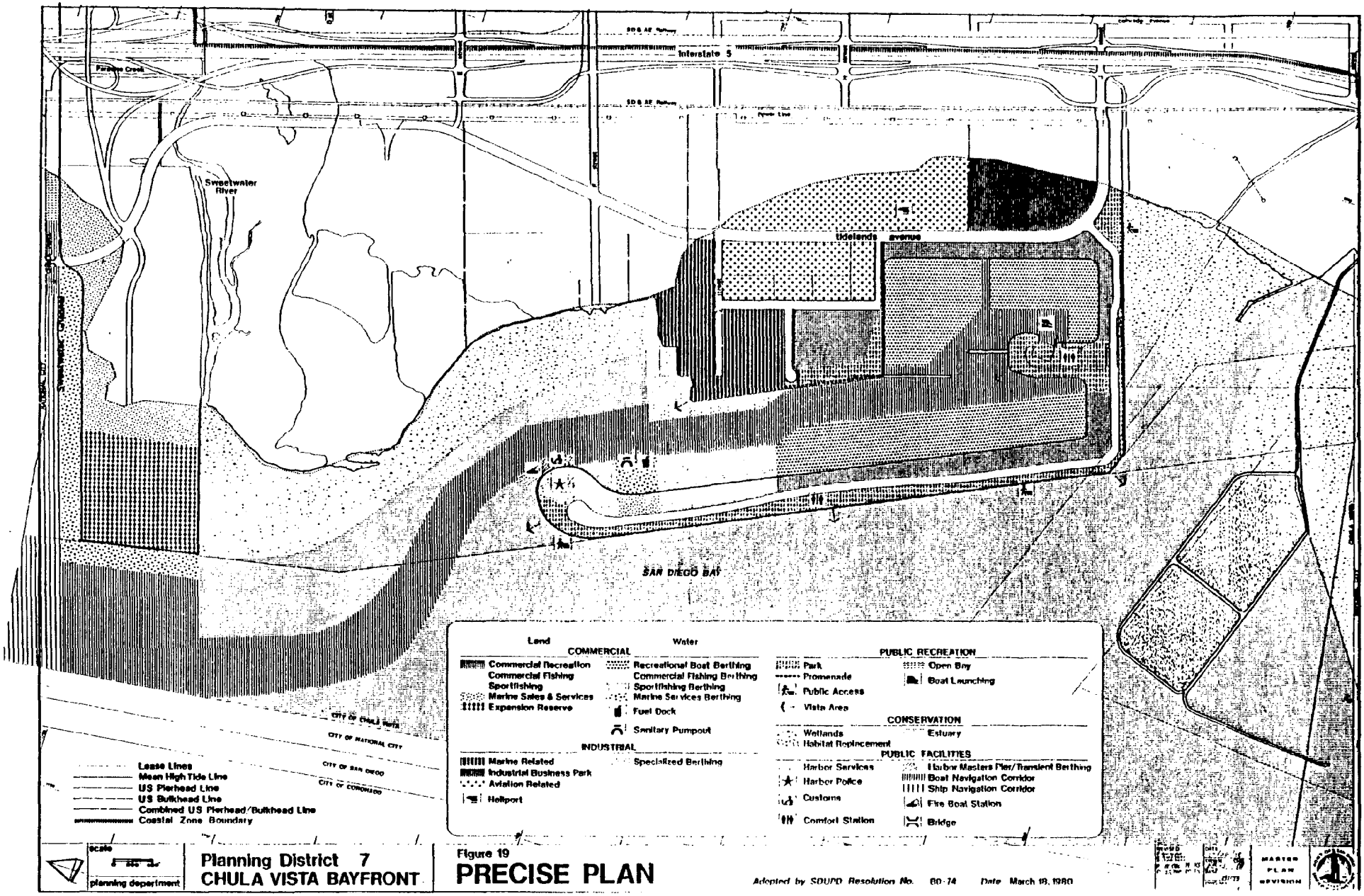
CHULA VISTA BAYFRONT: PLANNING DISTRICT 7

LAND		WATER		TOTAL ACRES	% OF TOTAL
COMMERCIAL				233.3	14
Commercial Recreation	38.7	Recreational Boat Berthing	79.0		
Commercial Fishing	5.8	Commercial Fishing Berthing	10.1		
Sportfishing	2.8	Sportfishing Berthing	2.5		
Marine Sales and Services	35.2	Marine Services Berthing	28.1		
Expansion Reserve	31.1				
INDUSTRIAL				119.8	7
Marine Related	40.0	Specialty Berthing	7.0		
Industrial Business Park	20.8				
Aviation Related	52.0				
PUBLIC RECREATION				42.9	3
Park	39.6	Open Bay	1.7		
Promenade	1.6				
CONSERVATION				1,016.9	60
Wetlands	200.0	Estuary	761.9		
Habitat Replacement	55.0				
PUBLIC FACILITIES				276.6	16
Harbor Services	2.8	Harbor Master Pier/Transient Berthing	1.7		
Streets	35.0	Boat Navigation Corridor	202.3		
		Ship Navigation Corridor	34.8		
TOTAL LAND	560.4	TOTAL WATER	1,129.1		
		TOTAL LAND AND WATER		1,689.5	100

TABLE 18

scale	PRECISE PLAN	Date 12/79
planning department	LAND AND WATER USE ALLOCATION	Drn Chk
		Base
		No

Rev. 3/28/80


Interstate 5
Sweetwater River
Tidelands Avenue
SAN DIEGO BAY
CITY OF CHULA VISTA
CITY OF NATIONAL CITY
CITY OF SAN DIEGO
CITY OF CORONADO
Land
Water
COMMERCIAL
Commercial Recreation
Commercial Fishing
Sportfishing
Marine Sales & Services
Expansion Reserve
Recreational Boat Berthing
Commercial Fishing Berthing
Sportfishing Berthing
Marine Services Berthing
Fuel Dock
Sanitary Pumpout
INDUSTRIAL
Marine Related
Industrial Business Park
Aviation Related
Heliport
Specialized Berthing
PUBLIC RECREATION
Park
Promenade
Public Access
Vista Area
Open Bay
Boat Launching
CONSERVATION
Wetlands
Habitat Replacement
Estuary
PUBLIC FACILITIES
Harbor Services
Harbor Police
Customs
Comfort Station
Harbor Masters Pier/Transient Berthing
Boat Navigation Corridor
Ship Navigation Corridor
Fire Boat Station
Bridge
Lease Lines
Mean High Tide Line
US Pierhead Line
US Bulkhead Line
Combined US Pierhead/Bulkhead Line
Coastal Zone Boundary
scale
planning department
Planning District 7
CHULA VISTA BAYFRONT
Figure 19
PRECISE PLAN
Adopted by SDUPD Resolution No. 80-74 Date March 19, 1980
MASTER PLAN REVISION

Chula Vista Bayfront Planning Subareas

Nine planning subareas have been delineated (see Figure 20) to facilitate a description of the plan.

D Street Area

A 33.2-acre portion of the northwest corner of the City of Chula Vista lies within Port District jurisdiction. Under the Plan, tidelands are to be reserved for marine uses which would take advantage of the deep water channel in the Sweetwater Flood Control Channel. The extension of the filled land out to the U. S. Pierhead/Bulkhead line would add another 35 acres of land to the D Street area for marine related uses as discussed in Section III of this Master Plan under the Expansion Reserve category.

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. Possible uses might include boat building and repair, marine hardware sales, fuel docks, boat dry storage, boat sales, and associated retail commercial businesses.

Sunbowter Point Shoreline

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

G Street Corridor

Land located on either side of G Street and fronting on the bay is designated Marine Related Industrial. The Plan retains the existing boatyard and provides additional area to meet the heavy demand for waterfront industrial sites, and for port purposes. Possible activities could include expansion of Rohr's Surface Effect Ship project, boat or shipbuilding, marine products manufacturing, boat repair, aquaculture facilities, or oceanographic research and development. Parking areas for industrial activities are suggested along the street on the southern boundary of the industrial area to buffer and to separate the proposed heavy recreational vehicle park from the industrial area.

Water use in this subarea would depend on the location of the boat channel serving the Chula Vista Boat Basin and the proposed land fill. Non-exclusive use of the channel would preclude the leasing of water area by any new industry; however, the Rohr SES plant could continue to lease water area north of its site because it would be out of the channel.

Tidelands Avenue Corridor

Rohr Industries currently has long-term leases or subleases on both sides of Tidelands Avenue. About 52 acres have been set aside in the Master Plan for Aviation Related Industrial use, incorporating all this leased land and a small vacant parcel now used for Rohr overflow parking. The intent is to recognize and protect this important aircraft manufacturing plant by designating sufficient space in the plan.

South of the Rohr plant, at the northeast corner of Tidelands Avenue and J Street, is a 20.8-acre parcel of land designated Industrial Business Park in the Master Plan. The intention is to develop this site with marine oriented light industrial uses in an attractive landscaped setting. Compatible uses might include offices, wholesale companies, boat sales, marine hardware sales, oceanographic research, and similar uses. There is also the possibility of reserving this site for the expansion of Rohr Industries, if there is a demonstrated need.

H Street Area

The southern half of the G-H Street fill site is currently isolated from the rest of the district. Two new streets are proposed to provide access; one L-shaped road connecting Tidelands Avenue and G Street and a cul-de-sac providing access to the proposed shoreline park.

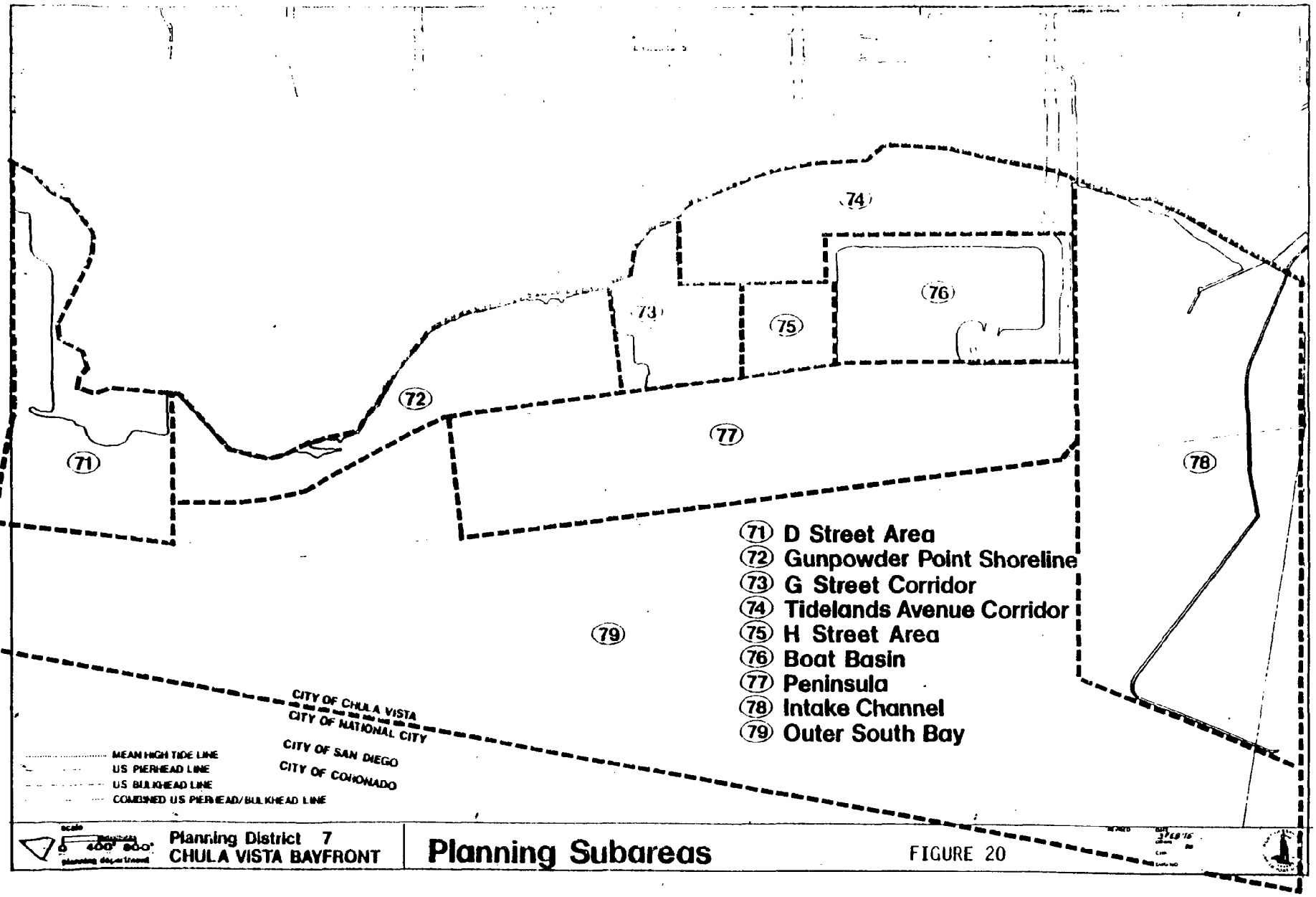
The principal use planned for this subarea is an 11-acre recreational vehicle park featuring parking sites with utility hookups, and ancillary recreational center buildings. Access to the water from this site would be across the park and pedestrian/bicycle path.

A nine-acre shoreline park is proposed to front on both the boat access channel and the boat basin. The park uses anticipated include a landscaped leisure site for local residents, a restful lunchtime picnic spot for nearby workers, and a recreational resource for visitors. To provide additional access to the coast, a pedestrian/bicycle path is shown coming off the access street and continuing around the park to connect back to Tidelands Avenue.

Boat Basin

The basin created by dredging and filling at the south end of the Planning District is planned to be used primarily for recreational boat berthing. Approximately 4,000 linear feet of rock revetment will be placed along the shore to halt erosion and prevent shoaling of the newly dredged boat basin. The basin will be protected by two structures: a 700-foot-long rock breakwater extending south from the H Street side and a 350-foot-long wave attenuation pier extending north from the J Street arm. They will be separated by about 250 feet of channel.

Two marinas will occupy most of the boat basin. One, occupying about four acres of land on Tidelands Avenue, will have about 600 slips in the north half of the



Planning Subareas

FIGURE 20

in. The other, in the south half off of J Street, will occupy almost three es of land and have room for 425 boats. Both marinas would have limited faci- ies, mostly for the convenience of their patrons. More extensive retail shops marine services would be located in the adjacent commercial recreation area east of Tidelands Avenue in the Industrial Business Park.

commercial recreation area would be developed with a dinner restaurant and ociated marine sales and service establishments. Since many potential cus- ers would come from the nearby marinas, parking needs would be reduced. The ign should provide a visual focal point and identification symbol for the t basin.

Chula Vista Boat Launch at the end of J Street will be upgraded by additional re protection, landscaping and picnic facilities. Public access to the water provided by a pedestrian/bicycle path extending west of J Street and around outside of the J Street launching ramp area. Finally, the entire south edge the J Street fill is designated as a leisure park, offering landscaped viewing as and additional parking.

insula

imate complete development of the Chula Vista Bayfront as shown on the Bayfront n cannot be achieved without additional protection to the exposed western shore, it is proposed to extend the J Street arm parallel with the shore for another e. The boating area would be more than doubled and the usable protected shore- e increased by almost two miles. The land needed for marina parking and other ilities would be provided on the peninsula. The new arm would add about 62 es of land to this subarea.

of the outside or western margin would be designated as park land. A land- ped strip almost two miles long would be the result, with total park area being ut 25 acres.

Commercial Recreation area along the inner side is to be developed primarily h marinas and restaurants, with possibly a hotel or specialty shopping area luded. Approximately 1,200 slips could be accommodated in the Recreational t Berthing adjacent to the peninsula.

mall parcel has been set aside for Harbor Police use at the tip of the penin- a. Transient Berthing facilities would be included here. Space on the penin- a has also been allocated for Sportfishing and Commercial Fishing, activities ch would only be feasible if the second entrance is built. The plan sets de an area for Marine Sales and Service to handle all the boats docked in the a.

construction of the peninsula is considered necessary to provide boating ilities under the Coastal Act, Sections 30233(a)(1), and 30233(a)(4). A boat nnel would also be dredged as shown on the Precise Plan; however, none will located on the bayward side of the peninsula.

Intake Channel

South of the Chula Vista Boat Basin lies a large tidal mud flat, the San Diego Gas and Electric Company (SDG&E) dike, and the newly created South Bay Wildlife Reserve, a 55-acre island which was built from dredge material and where native habitat will be reestablished. The Master Plan has three designations for this subarea: Wetlands, Estuary and Habitat Replacement.

The Wetlands (refer to the Master Plan Interpretation section on Wetlands, page 39), 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 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. It is the intent of this plan to preserve the wetlands in their natural state but to retain and maintain the intake channel.

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.

The Habitat Replacement concept involves engineering, dredging, planting and 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. Upon completion of the habitat replacement work, it is likely that control of the wildlife reserve will be transfered to an appropriate conservation agency in order to provide continual protection and management, as part of a comprehensive South Bay wildlife preserve program.

Outer South Bay

The remaining water area in Chula Vista is scheduled to stay undeveloped estuary. Limited surface water use for boating and fishing, for example, will be permitted but other uses will be discouraged.

Project List

CHULA VISTA BAYFRONT: PLANNING DISTRICT 7	SUBAREA	DEVELOPER	APPEALABLE	FISCAL YEAR
1. D STREET WHARF: Dredge; construct seawall, wharf and floats; streets; install utilities	71	P	N	1989-90
2. D STREET DEVELOPMENT: Construct	71	T	N	1991-92
3. D STREET EXPANSION RESERVE: Dredge and fill to create additional 35 acres of land; install improvements	71	P	N	1995-96
4. G STREET INDUSTRIAL EXPANSION: Construct improvements	73	T	N	1982-83
5. H STREET AREA: Remove Quay Avenue; install new streets, utilities; restore elevation of 75-acre fill	73	P	N	1980-81
6. H STREET PARK: Construct public park, pedestrian/bicycle path	75	P	Y	1981-82
7. TIDELANDS AVENUE INDUSTRIAL BUSINESS PARK: Install buildings, landscaping and parking	74	T	N	1982-83
8. RECREATIONAL VEHICLE PARK: Construct	75	T	N	1980-81
9. BOAT BASIN: Dredge basin; fill shoreline; install utilities, install riprap shoreline protection, construct jetties	76	P	Y	1980-81
10. MARINA: Construct marina, floats and buildings; landscape; pave	76	T	Y	1980-81
11. MARINA (PHASE II): Construct marina, docks, buildings, parking and landscape	76	T	Y	1983-84
12. RESTAURANT: Develop adjacent to Chula Vista Boat Basin	76	T	Y	1982-83
13. J STREET LAUNCHING RAMP: Complete park development, install pedestrian/bicycle path	76	P	N	1979-80
14. PENINSULA: Fill to create 62 acre area; install shore protection, utilities, street	77	P	N	1992-94
15. PENINSULA DEVELOPMENT: Construct recreational marinas, restaurants, shops, boat yard, commercial fishing marina, and sportfishing center	77	T	Y	1996-98
16. PENINSULA SHORELINE PARK AND PROMENADE: Construct	77	P	N	1997-98
17. WILDLIFE RESERVE: Complete construction of island, install habitat	78	P	N	1980-81
18. SHORELINE PROTECTION: Install approximately 2,000 linear feet of stone riprap on shoreline from about G Street to H Street extended	73-75	P	N	1981-82

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

Scale	TABLE 19	Date 12/79
planning department	PROJECT LIST	Drn Chk
		Base
		No

SILVER STRAND SOUTH: Planning District 8

Precise Plan Concept

Planning District 8 is located in the southwest corner of San Diego Bay, approximately thirteen miles from the entrance to San Diego Bay. The planning area is effectively separated from central Coronado by the U. S. Navy Amphibious Base and from Imperial Beach by the salt ponds. The Coronado Cays residential marina development, an exclusive high-value community, occupies the uplands to the west of Port tidelands. The Precise Plan development concept seeks to provide opportunities for recreational boating, public access, shoreline parks, and other water related facilities at a level of intensity that is suitable with the surroundings.

Land and Water Use Allocations

The Silver Strand South Planning District contains a total of about 227 acres, consisting of 31 acres of land and 196 acres of submerged tidelands. Two man-made peninsulas, Crown Isle and Grand Caribe Isle, represent all of the Port District administered land area in this planning area. Over half of the total area or over sixty percent of only the land area is currently leased to Coronado Cays Company. Planned use categories include commercial recreation, public recreation, public facilities and conservation. Water areas adjacent to the island are set aside for recreational boat berthing. Boat navigation corridors run out to the main channel extending from Coronado Cays to the central bay. Table 20 summarizes the land and water use allocations proposed in the Precise Plan. The use allocation table, the Precise Plan Map, and the following text supplement the general plan guideline presented earlier in this document.

Silver Strand South Planning Subareas

An explanation of the Precise Plan is organized around the five geographic locations shown in Figure 22.

State Park Basin

The water area in the northern part of the Planning District will remain essentially undeveloped except as a feature of Silver Strand State Beach, which occupies the shoreline of this planning subarea. Public recreation uses and access, subject to controls and user fees imposed by the State park system, could include swimming, boating, fishing and water skiing.

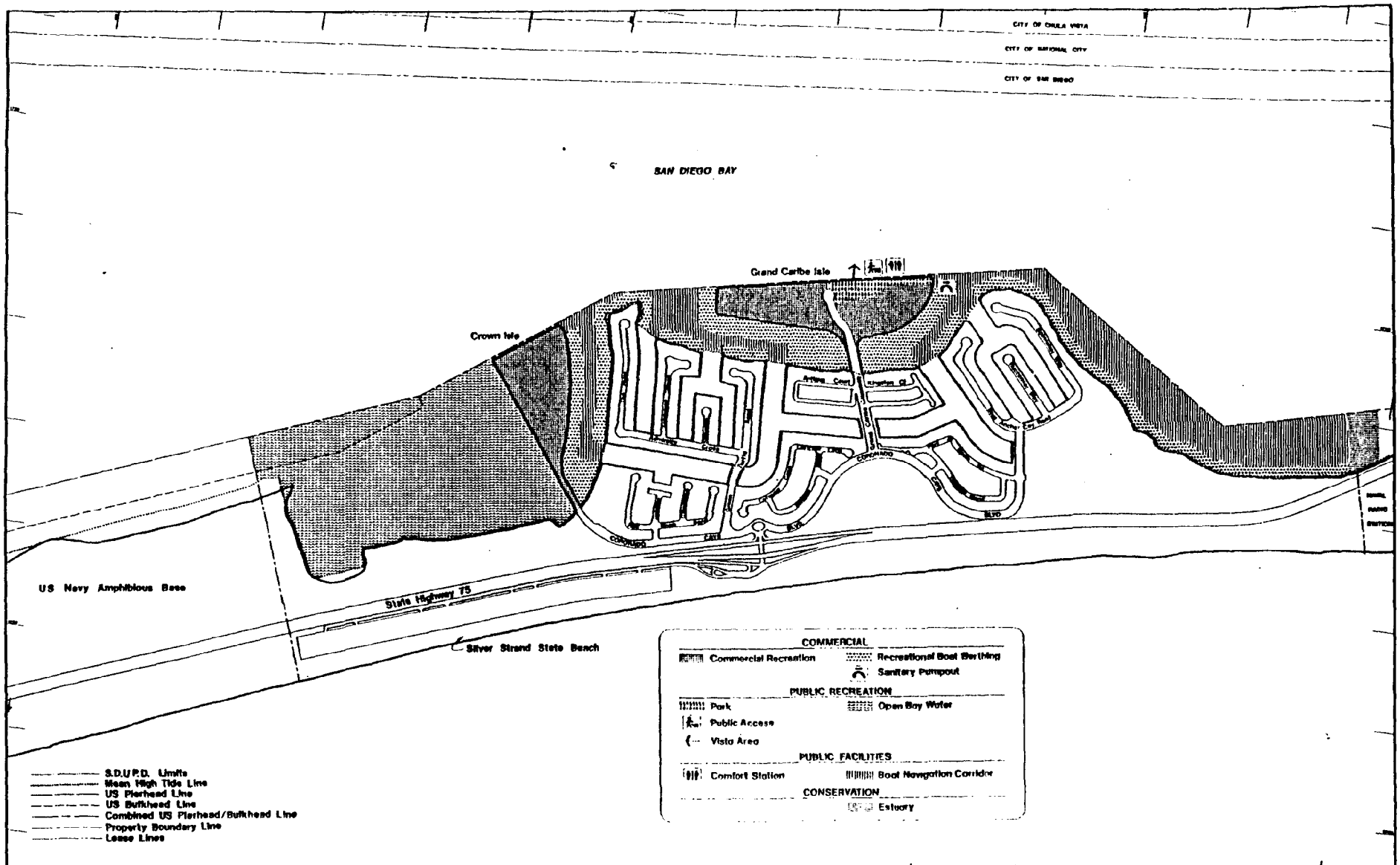
Mention should be made of the proposed second entrance channel to San Diego Bay. It is planned to be constructed on Naval Amphibious Base land just north of this Planning District, and thus is not included in the Land and Water Use Element of the Master Plan. The Port District endorses and supports the second entrance, but recognizes that it is a Federal project and that the likelihood of its construction in the near future is remote. If it is built, it will result in few alterations of the plan for Silver Strand South.

SILVER STRAND SOUTH: PLANNING DISTRICT 8

LAND		WATER		TOTAL ACRES	% OF TOTAL
COMMERCIAL				63.1	27
Commercial Recreation	26.1	Recreational Boat Berthing	37.0		
PUBLIC RECREATION				95.2	42
Park	3.2	Open Bay Water	92.0		
PUBLIC FACILITIES				64.9	29
Streets	1.9	Boat Navigation Corridor	63.0		
CONSERVATION				4.0	2
		Estuary	4.0		
TOTAL LAND	31.2	TOTAL WATER	196.0		
		TOTAL LAND AND WATER		227.2	100

TABLE 20

scale	PRECISE PLAN LAND AND WATER USE ALLOCATION	Date 12/79 Drn JW Chk Base No	
planning department			



scale

planning department

Planning District 8
SILVER STRAND SOUTH

Figure 21
PRECISE PLAN

Adopted by SDUPD Resolution No. 80-74 Date March 18, 1980

MASTER PLAN REVISION

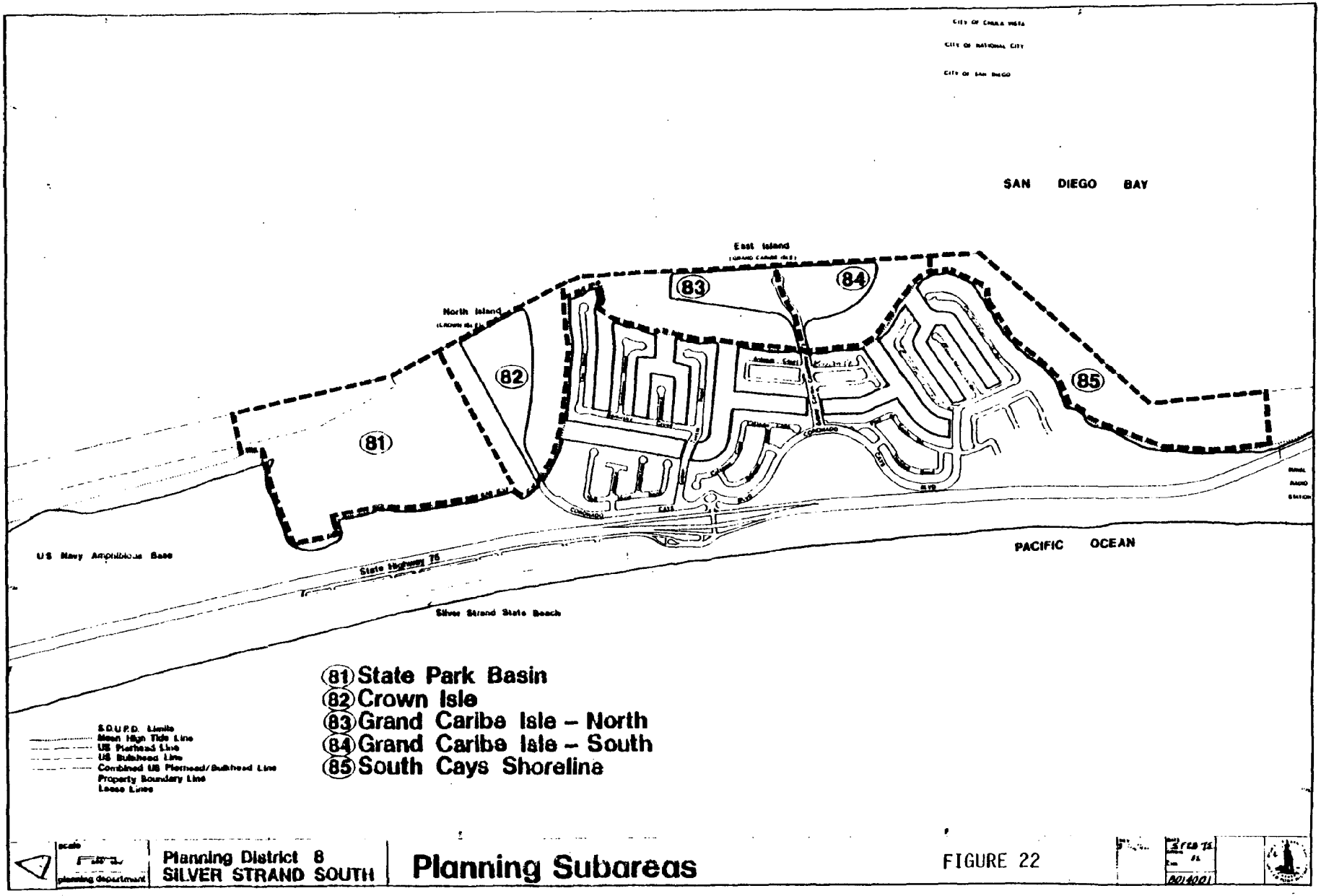

CITY OF CHULA VISTA
CITY OF NATIONAL CITY
CITY OF SAN DIEGO
SAN DIEGO BAY
East Island
North Island
81
82
83
84
85
U.S. Navy Amphibious Base
State Highway 75
Silver Strand State Beach
PACIFIC OCEAN
81 State Park Basin
82 Crown Isle
83 Grand Caribe Isle – North
84 Grand Caribe Isle – South
85 South Cays Shoreline
S.D.U.P.D. Limits
Mean High Tide Line
US Pierhead Line
US Bulkhead Line
Combined US Pierhead/Bulkhead Line
Property Boundary Line
Lease Lines
planning department
Planning District 8
SILVER STRAND SOUTH
Planning Subareas

FIGURE 22

Crown Isle

Crown Isle (also referred to as North Island) has a land area of 11.4 acres, all of which is designated for commercial recreation uses, which include docks and wharfage facilities, small craft harbor, marina with a marina administration building and recreational area, refueling docks, supply and ships stores, group activities, outdoor court areas, hotels, motels and cabanas, stores, shops, theaters and offices. All of the subarea is already leased to Coronado Cays Company; however, the company has not prepared a master plan for the development of this land. The water area is proposed for boat docks and navigational purposes.

Grand Caribe Isle—North

All of this subarea is also under long term lease and is proposed for development for commercial recreation, boat docks and navigational corridors. Specific land use plans for this area have been developed, and have been reviewed and approved by City and State agencies.

Grand Caribe Isle—South

The southern one-third of Grand Caribe Isle (also referred to as East Island) is unleased. Proposed land use allocations are about three acres for a public shoreline park and the remainder for commercial recreation. The development could include one or more of the following: a hotel, restaurant, marina, fuel dock, sanitary pumpout, local food store, recreational center, or boat sales.

South Cays Shoreline

Port tidelands involved in this planning subarea are limited to submerged lands. The area is leased and is scheduled for development as boat docks and navigational corridors. Immediately to the south of the South Cays Shoreline planning subarea is an unleased strip of water that will not be developed or dredged. The plan proposes to retain the area as bay estuary or wildlife habitat, open space for the community, and open vistas to the bay from State Highway 75.

Project List

A listing of possible projects and appealable classification is shown in Table 21.

SILVER STRAND SOUTH: PLANNING DISTRICT 8	SUBAREA	DEVELOPER	APPEALABLE	FISCAL YEAR
1. SHORE PROTECTION: East Island, south end	84	P	N	1979-80
2. MARINA: Install buildings, slips	84	T	Y	1983-84
3. SHORELINE PARK	84	P	Y	1984-85

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

scale

planning dept.

TABLE 21

PROJECT LIST

date 12/79

drawn chk

date

no

SOUTH BAY SALT LANDS: Planning District 9

Precise Plan Concept

Planning District 9 comprises the land and water areas at the extreme southerly end of San Diego Bay. The land is uniformly flat except for the slight elevations of the salt pond dike network. The water is very shallow. Because of an unusual annexation history, parts of three cities — San Diego, National City and Coronado — occupy this Planning District and the political boundaries of two other cities — Chula Vista and Imperial Beach — form mutual borders with the outside edges of the Planning District.

Identified concerns in land use planning include: the compatibility and routing of access corridors for pedestrian and bike path extentions around the bay; a localized desire for a public launching and marina facility befitting the amenities and resources of a small coastal city which currently has no marina facilities; and the possible transition of land use from the industrial production of salt to mariculture, or a return of the area to a natural bay for wildlife preservation. The Plan Concept proposes the utilization of the area for habitat conservation and to retain the open space character of South San Diego Bay.

Land and Water Use Allocations

A total of approximately 798 acres of Port District tidelands is included in this Planning District. Use allocations proposed include wetlands, estuary and salt ponds, and follow the basic use guidelines discussed in Section III of the Master Plan under the Conservation category.

South Bay Salt Lands Planning Subareas

In the following narrative, the Planning District has been divided into four subareas (Figure 24), to focus attention upon conditions and plan concepts for small areas.

Wildlife Preserve

This subarea is unleased and is proposed to be set aside and possibly enhanced for conservation purposes. The subarea is primarily shallow water, although an 8.5-acre parcel of vacant land, located at the northwest corner of the Planning District and adjacent to State Highway 75, is included. Immediately to the south of the parcel, on uplands, is an area managed by the County of San Diego as a wildlife preserve and nature interpretive area. The plan allocation would add to this conservation area.

Coronado Salt Ponds and South Bay Salt Ponds

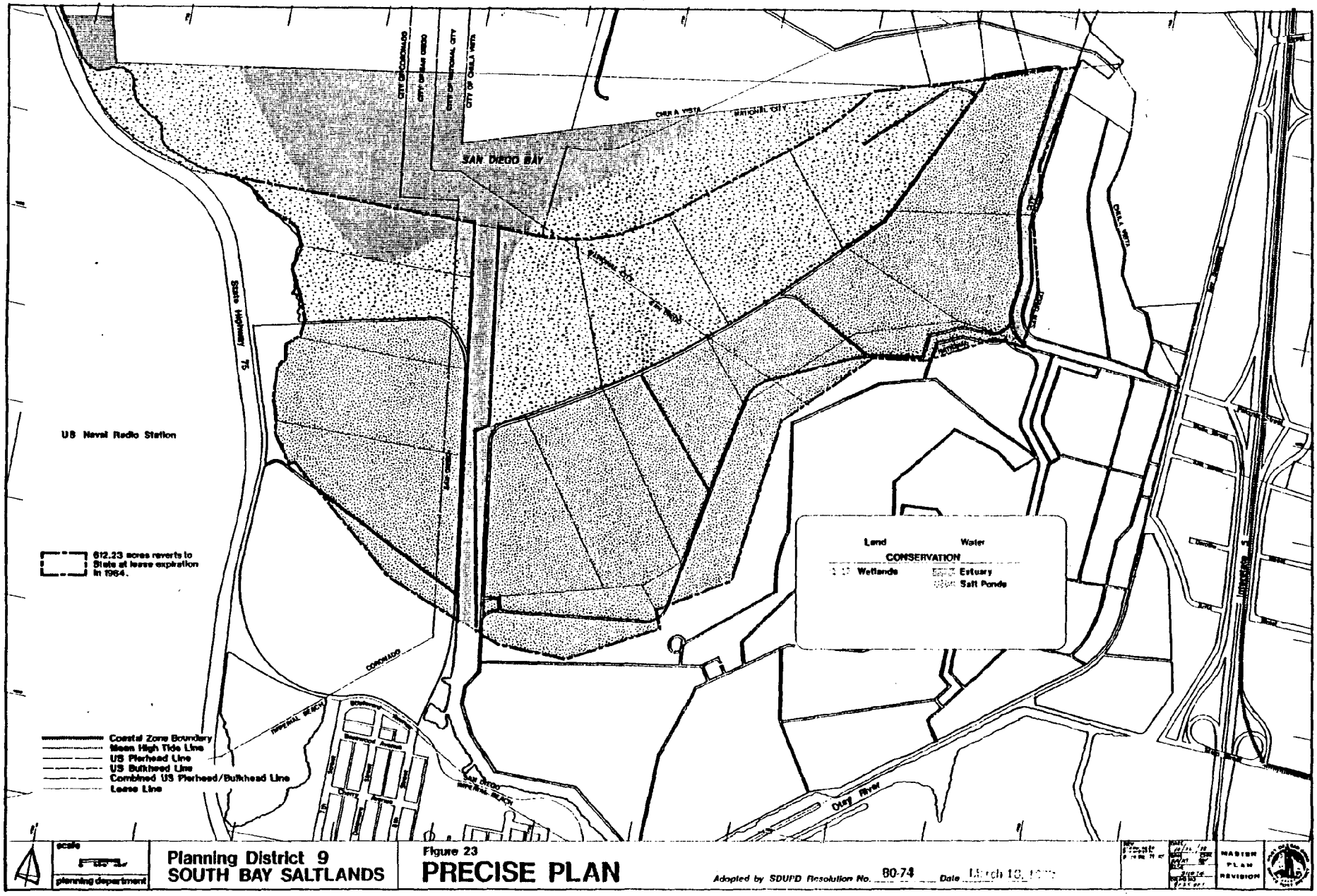
Most of Planning District 9 was leased prior to the formulation of the Port District directly from the State of California by Western Salt Company for the

SOUTH BAY SALT LANDS: PLANNING DISTRICT 9

LAND		WATER		TOTAL ACRES	% OF TOTAL
CONSERVATION				797.5	100
Wetlands	192.0	Estuary	185.3		
		Salt Ponds	420.2		
TOTAL LAND	192.0	TOTAL WATER	605.5		
		TOTAL LAND AND WATER		797.5	100

TABLE 22

scale	PRECISE PLAN LAND AND WATER USE ALLOCATION	Date Drn Chk Base No	
planning department			

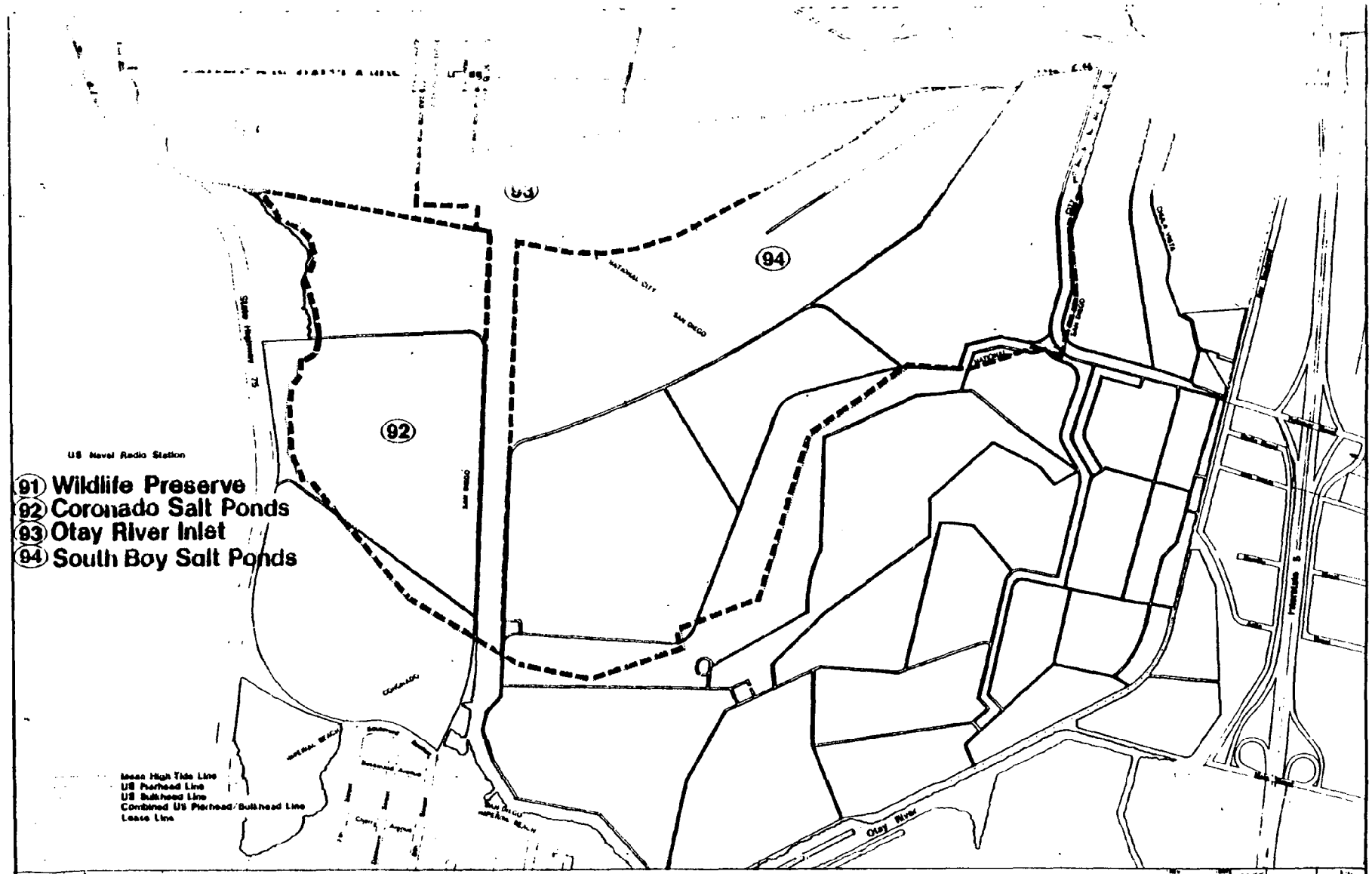


Planning District 9
SOUTH BAY SALTLANDS

Figure 23
PRECISE PLAN

Adopted by SDUPD Resolution No. 80-74 Date March 10, 1980

MASTER PLAN REVISION



Planning District 9
SOUTH BAY SALTLANDS

Planning Subareas

FIGURE 24

production of salt through evaporation. The leased areas comprise these two planning subareas. Existing State law provides that the 612.23-acre lease of water and salt ponds will revert to State control in 1984. As was mentioned in Section I (page 10), the transfer will increase State controlled tidelands in San Diego Bay to about 48 percent of the total. The Department of Fish and Game will be given management responsibility and will need to address the multiple demands in the area for a continuation of salt production, a reversion to a natural bay, the potential for mariculture, and whether marina facilities for Imperial Beach are possible. Until that time, the Master Plan recommends continuation of the current environment. When the management plan for the area is designed by the State Department of Fish and Game, the Port District should be advised so that nearby developments will be coordinated.

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 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 enhancment or mitigation project may be identified later as plans are implemented around the bay.

San Diego Unified Port District
1980

OFFICERS

Don L. Nay	Port Director
Joseph D. Patello	Port Attorney
Nessim A. Tiano	Auditor
Gabriel J. Gallina	Treasurer (Assistant Port Director)
Joachim E. Liebmann	Chief Engineer
William R. Hunt	District Clerk (Administrative Assistant to the Port Director)
Rudolph P. Murillo	Administrative Assistant to the Port Director

OTHER PRINCIPAL ADMINISTRATORS

William L. Dick	Director, Community and Government Affairs
Donald E. Hillman, Jr.	Manager, Property Department
William C. Carroll	Superintendent of Port Maintenance
Myron L. Jose	Construction Administrator
Maurice A. McDonald	Manager, Airport Operations
Robert A. Mercer	Director, Trade Development
William Garrett	Manager, Marine Operations
Edgar L. Taylor	Chief, Harbor Police
Bion Murphy, Jr.	Director of Finance
Frederick H. Trull	Director of Planning
Paul A. Fuller	Director, Personnel and Administrative Services
Tomas E. Firle	Environmental Management Coordinator

MEMBER CITIES

Chula Vista	Will T. Hyde, Mayor
Coronado	C. Patrick Callahan, Mayor
Imperial Beach	Brian P. Bilbray, Mayor
National City	Kile Morgan, Mayor
San Diego	Pete Wilson, Mayor

PLANNING STAFF

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William J. Briggs, ASLA	Planner
Kerry L. Scheevel	Delineator
William M. Saver	Draftsman
Rebecca B. Ivascu	Secretary II

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San Diego, CA 92101
Telephone (714) 291-3900

San Diego Unified Port District
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Joachim E. Liebmann	Chief Engineer
William R. Hunt	District Clerk (Administrative Assistant to the Port Director)
Rudolph P. Murillo	Administrative Assistant to the Port Director

OTHER PRINCIPAL ADMINISTRATORS

William L. Dick	Director, Community and Government Affairs
Donald E. Hillman, Jr.	Manager, Property Department
William C. Carroll	Superintendent of Port Maintenance
Myron L. Jose	Construction Administrator
Maurice A. McDonald	Manager, Airport Operations
Robert A. Mercer	Director, Trade Development
William Garrett	Manager, Marine Operations
Edgar L. Taylor	Chief, Harbor Police
Bion Murphy, Jr.	Director of Finance
Frederick H. Trull	Director of Planning
Paul A. Fuller	Director, Personnel and Administrative Services
Tomas E. Firle	Environmental Management Coordinator

MEMBER CITIES

Chula Vista	Will T. Hyde, Mayor
Coronado	C. Patrick Callahan, Mayor
Imperial Beach	Brian P. Bilbray, Mayor
National City	Kile Morgan, Mayor
San Diego	Pete Wilson, Mayor

PLANNING STAFF

Frederick H. Trull, ASLA	Director
John L. Wehbring	Assistant Director
William J. Briggs, ASLA	Planner
Kerry L. Scheevel	Delineator
William M. Saver	Draftsman
Rebecca B. Ivascu	Secretary II

An official publication of the
SAN DIEGO UNIFIED PORT DISTRICT
3165 Pacific Highway
San Diego, CA 92101
Telephone (714) 291-3900

Port Master Plan

San Diego Unified Port District

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Phil Creaser	Chula Vista	Vice Chairman
Louis M. Wolfsheimer	San Diego	Secretary
Miles D. Bowler	Imperial Beach	Commissioner
Ben Cohen	Coronado	Commissioner
Lorenz H. Ruehle	National City	Commissioner
Alois E. Smith	San Diego	Commissioner

Don L. Nay	Port Director
Frederick H. Trull	Planning Director

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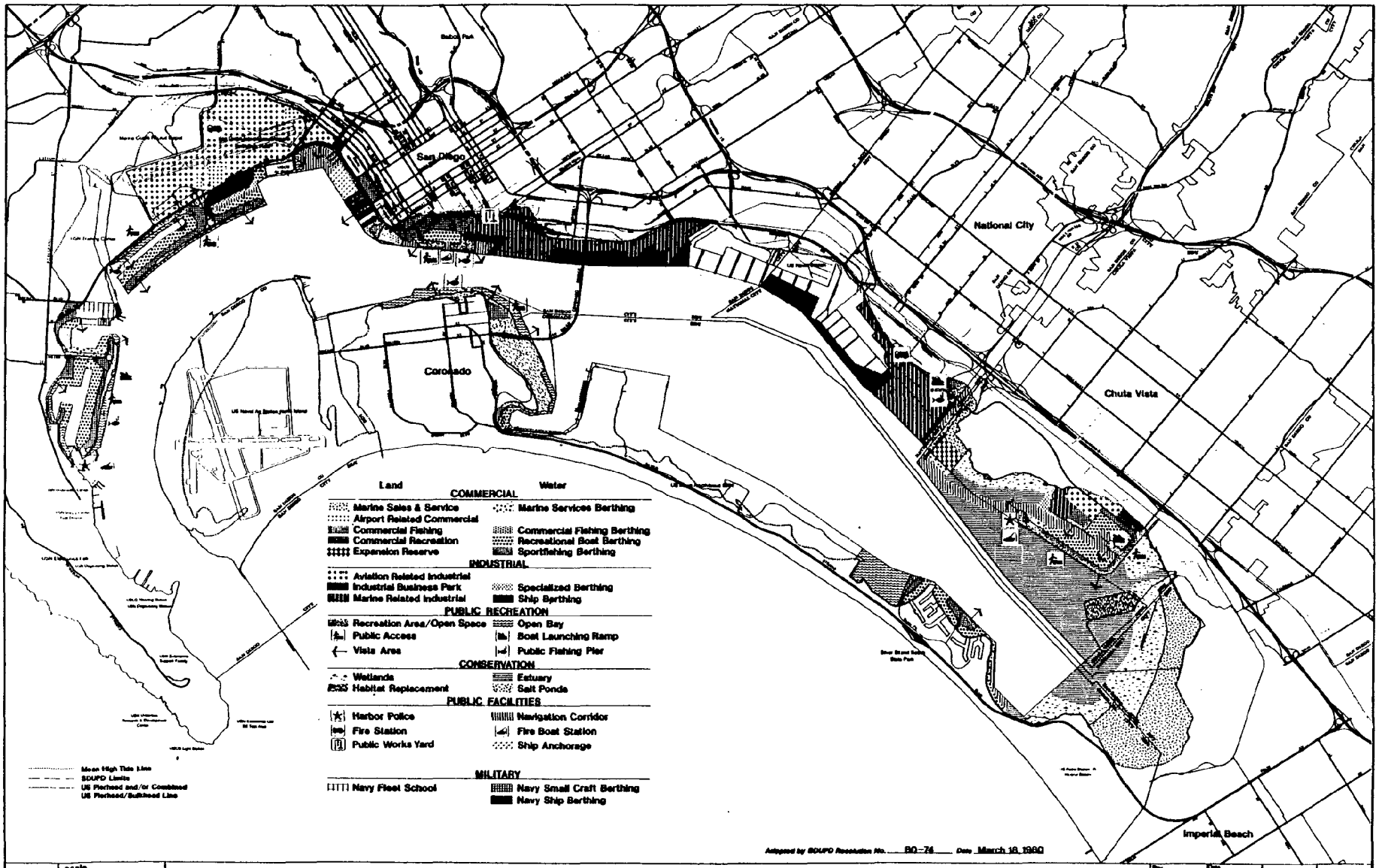
San Diego
National City
Coronado
Chula Vista
Imperial Beach
Land
Water
COMMERCIAL
Marine Sales & Service
Airport Related Commercial
Commercial Fishing
Commercial Recreation
Expansion Reserve
Marine Services Berthing
Commercial Fishing Berthing
Recreational Boat Berthing
Sportfishing Berthing
INDUSTRIAL
Aviation Related Industrial
Industrial Business Park
Marine Related Industrial
Specialized Berthing
Ship Berthing
PUBLIC RECREATION
Recreation Area/Open Space
Public Access
Vista Area
Open Bay
Boat Launching Ramp
Public Fishing Pier
CONSERVATION
Wetlands
Habitat Replacement
Estuary
Salt Ponds
PUBLIC FACILITIES
Harbor Police
Fire Station
Public Works Yard
Navigation Corridor
Fire Boat Station
Ship Anchorage
MILITARY
Navy Fleet School
Navy Small Craft Berthing
Navy Ship Berthing
Mean High Tide Line
SDUPD Limits
US Pierhead and/or Combined
US Pierhead/Bulkhead Line
Adopted by SDUPD Resolution No. 80-74 Date March 18, 1980
SCALE
2000 feet
500 m
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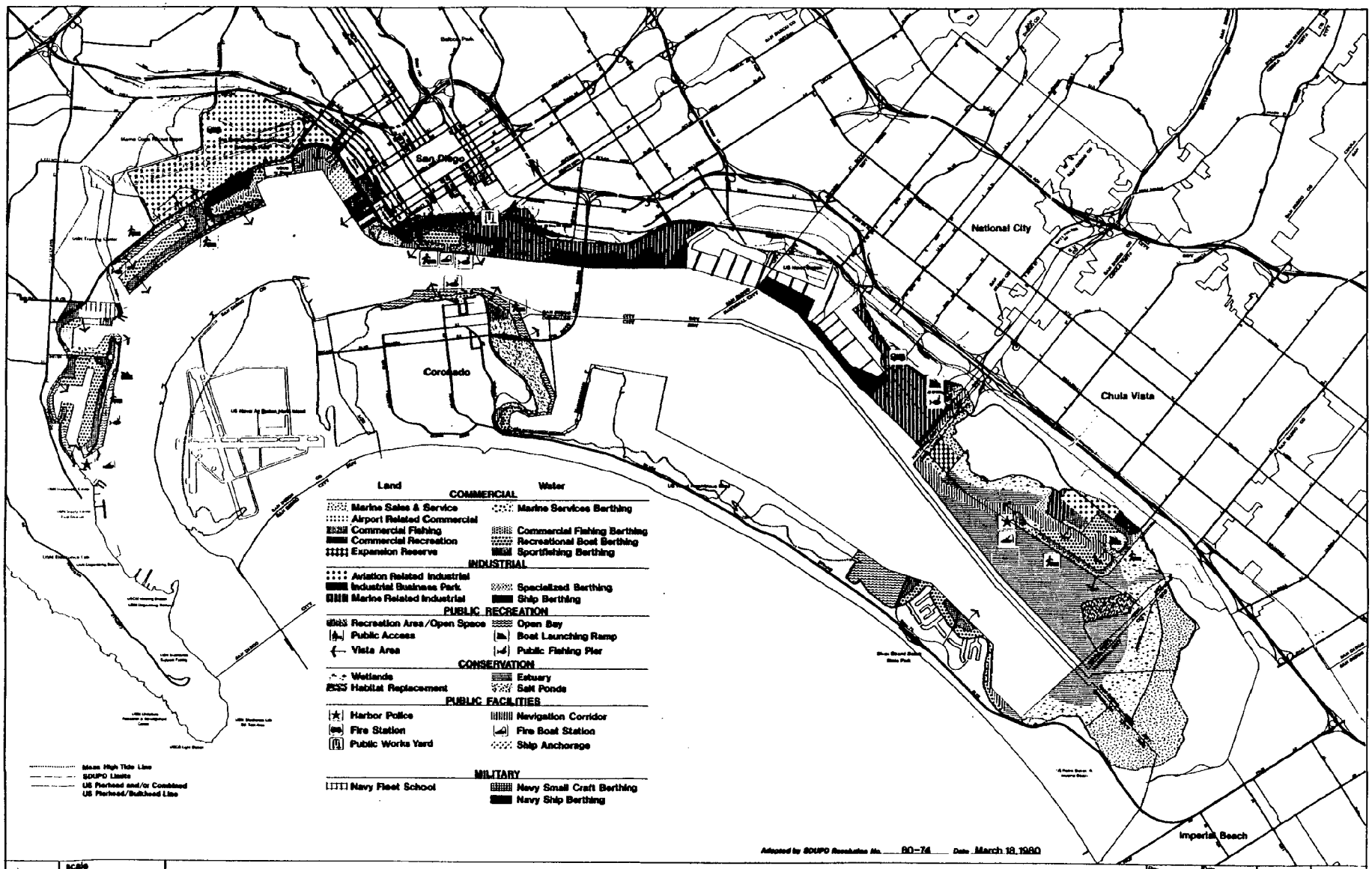
LAND AND WATER USE ELEMENT
Master Plan
Land & Water Use Element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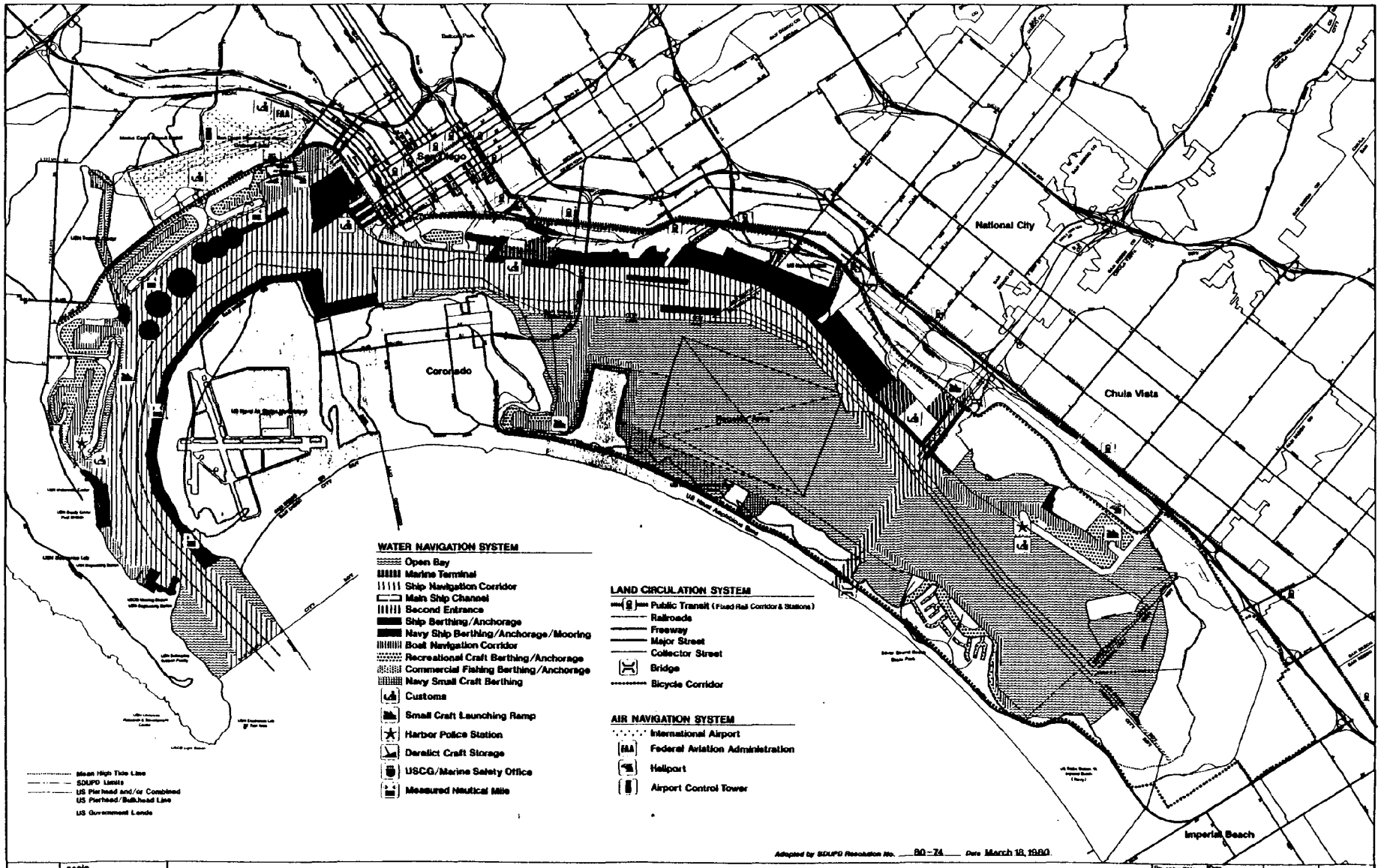

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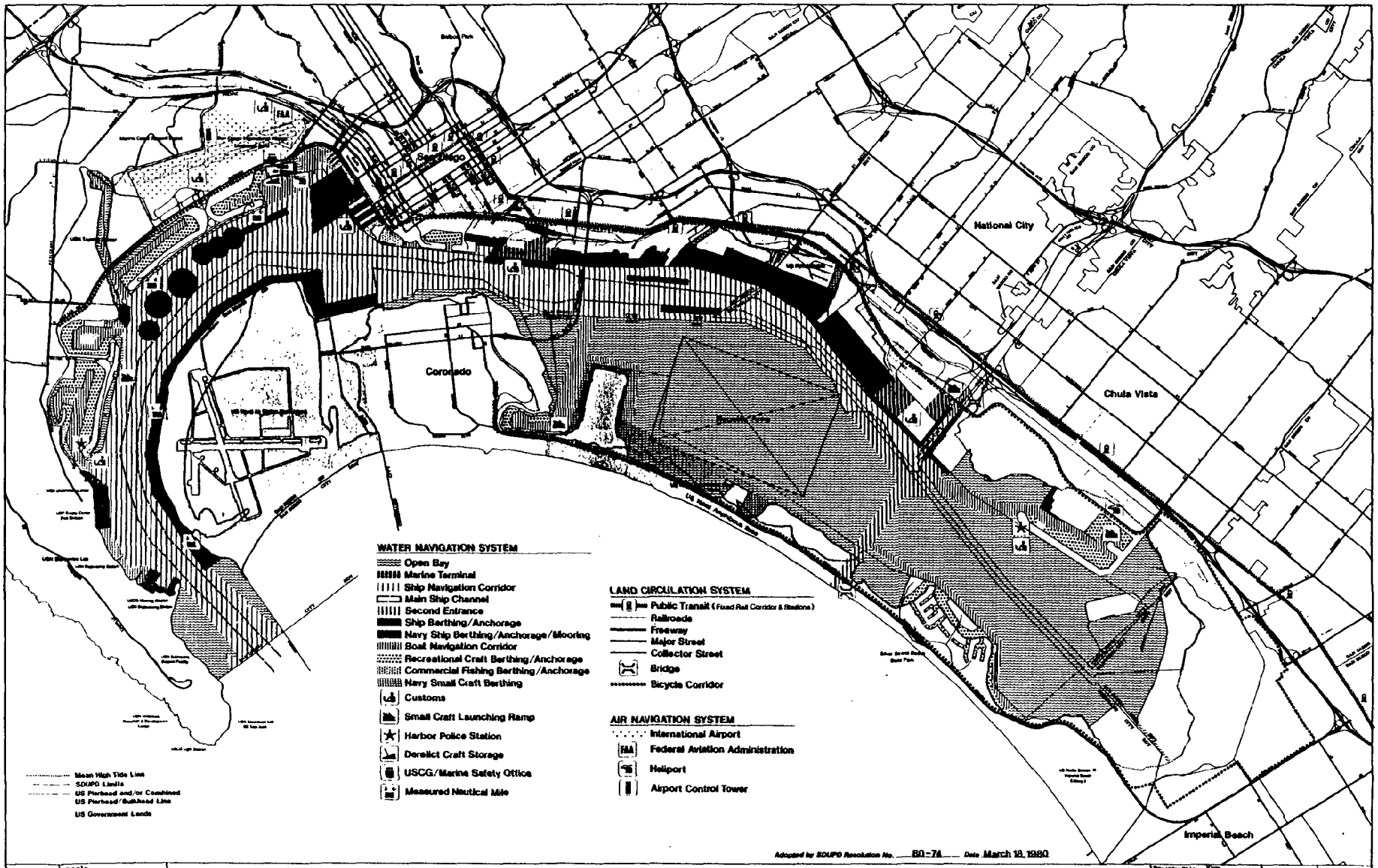

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