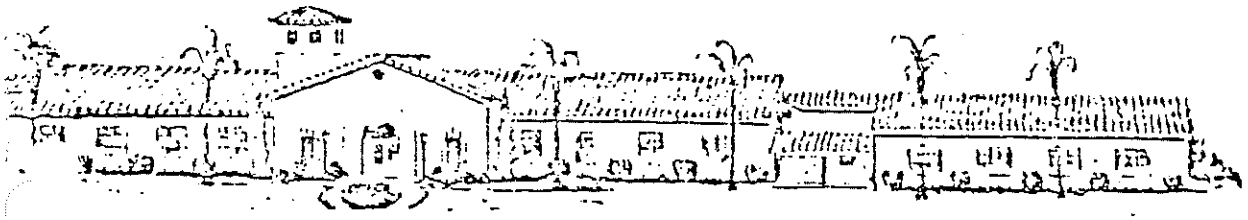
BAYFRONT REDEVELOPMENT PROJECT PLAN

CVRA



REDEVELOPMENT AGENCY

City of Chula Vista
CALIFORNIA

June 3, 1974

Don Nay, Port Director
San Diego Unified Port District
3165 Pacific Highway
San Diego, California 92101

SUBJECT: CHULA VISTA BAYFRONT REDEVELOPMENT PROJECT PLAN

As you are aware, the Redevelopment Agency of the City of Chula Vista is proceeding with the development and adoption of a Redevelopment Plan with the intent of implementing the provisions of the Sedway/Cooke Bayfront Plan and Program.

Due to the fact that the tidelands are held in public trust by the Port District, they were specifically excluded from the project area. However, it did not appear appropriate to exclude references to Port District properties in the plan text due to the proximity of the tidelands to the Redevelopment Project Area.

Therefore, it is the purpose of this letter to assure you and your legislative body that it is not the intent of the Redevelopment Agency to adopt provisions applicable to areas under Port jurisdiction, but simply to accomplish the following:

1. To provide a statement of the types of uses which the Agency encourages the Port Commissioners to promote adjacent to the Bayfront Redevelopment Project, and

2. To incorporate reference to Port property in a manner so as to alleviate problems which could arise in amending the Redevelopment Plan. This would assure that, should the Port at some future date desire to enter into a joint powers agreement in conjunction with the Agency's efforts, a minimum amount of plan revision would be required.

276 Fourth Avenue, Chula Vista, CA 92010 (714) 427-3300

If you have any questions concerning the Agency or its operations, please do not hesitate to contact my office at 427-3300, extension 221.

The Agency looks forward to reaching agreement with the Port District and its possible participation in conjunction with the Agency efforts.

Yours very truly,

John R. Thomson

John R. Thomson
Executive Director

JRT:JEH:rl

cc: A copy of this letter will be incorporated into the Redevelopment Plan

REDEVELOPMENT PLAN

CHULA VISTA BAYFRONT REDEVELOPMENT PROJECT

JUNE 1974

REDEVELOPMENT AGENCY

OF THE

CITY OF CHULA VISTA, CALIFORNIA

TABLE OF CONTENTS

	Page
Description of Project	2
Statement of Basic Objectives	5
General Land Use Plan	6
General Uses, Policies and Criteria	6
Subarea Policies and Criteria	13
Controls	45
Redevelopment Techniques	46
Rehabilitation	46
Land Acquisition	47
Land Disposition Supplement	49
Methods for Financing the Project	51
Actions by the City	54
Procedure for Amendment of the Plan	55
Neighborhood Impact Element	56
Rules Governing Owners/Tenants Participation and Preferences	61

DESCRIPTION OF PROJECT

LEGAL DESCRIPTION - REDEVELOPMENT PROJECT

Those portions of Quarter Sections 160, 161, 162, 163, 164, 165, 169, 170, 171, 172, 174, 179, 180 and all of 173 of Rancho de la Nacion according to Map thereof No. 166, filed in the office of the County Recorder, San Diego County, State of California on May 11, 1869, described as follows:

Beginning at the intersection of the northerly boundary line of the City of Chula Vista with the westerly right of way of I-5 Freeway as shown on the State Division of Highways right of way Map L.O.-2532; thence along said boundary line South 72°14'13" West a distance of 832.74 feet to an intersection with the Ordinary High Water Mark per Misc. Map No. 399 filed in said County Recorder's Office on September 12, 1960; thence southerly along said Ordinary High Water Mark, per said Misc. Map No. 399, the following courses,
South 10°16'44" West a distance of 204.88 feet;
South 28°14'44" West, a distance of 305.05 feet;
South 8°29'44" West, a distance of 201.97 feet;
South 35°06'44" West, a distance of 419.14 feet;
South 78°59'44" West, a distance of 225.53 feet;
North 80°53'16" West, a distance of 802.05 feet;
South 61°40'44" West, a distance of 200.92 feet;
South 11°05'44" West, a distance of 277.74 feet;
South 55°54'44" West, a distance of 140.91 feet;
North 64°51'16" West, a distance of 132.01 feet;
South 81°52'44" West, a distance of 146.66 feet;
South 00°54'16" East, a distance of 203.07 feet;
South 32°47'16" East, a distance of 227.40 feet;
South 12°00'16" East, a distance of 701.70 feet;
South 30°42'44" West, a distance of 769.45 feet;
South 2°23'07" East, a distance of 271.42 feet;
South 8°12'34" East, a distance of 140.15 feet;
South 19°46'24" East, a distance of 132.28 feet;
South 43°00'53" East, a distance of 300.28 feet;
South 34°43'23" East, a distance of 312.67 feet;
South 28°46'13" East, a distance of 297.16 feet;
South 79°21'43" East, a distance of 213.97 feet;
South 60°35'53" East, a distance of 176.18 feet;
South 80°28'33" East, a distance of 340.97 feet;
South 68°40'03" East, a distance of 587.67 feet;
South 59°04'43" East, a distance of 155.72 feet;
South 39°39'13" East, a distance of 266.82 feet;
South 31°15'03" East, a distance of 368.98 feet;
South 34°45'03" East, a distance of 351.40 feet;
South 25°58'03" East, a distance of 221.17 feet;
South 19°07'33" East, a distance of 234.36 feet;
South 31°19'33" East, a distance of 291.81 feet;
South 38°00'03" East, a distance of 328.06 feet;
North 84°47'57" East, a distance of 339.65 feet;
South 67°00'03" East, a distance of 228.93 feet;
South 38°07'39" East, a distance of 182.42 feet;
South 58°28'01" East, a distance of 297.87 feet;
South 40°32'01" East, a distance of 525.67 feet;

South 38°43'31" East, a distance of 344.37 feet;
South 30°19'01" East, a distance of 392.81 feet;
South 24°18'01" East, a distance of 233.29 feet;
South 20°56'01" East, a distance of 453.59 feet;
South 57°45'01" East, a distance of 230.78 feet;
South 22°27'01" East, a distance of 184.92 feet;
South 14°12'01" East, a distance of 489.75 feet;
South 04°01'31" East, a distance of 568.83 feet;
South 07°03'31" East, a distance of 578.95 feet;
South 03°39'44" West, a distance of 731.02 feet;
South 12°36'46" East, a distance of 323.50 feet;
South 08°35'44" West, a distance of 440.99 feet;
South 12°41'44" West, a distance of 496.12 feet;
South 10°03'14" West, a distance of 717.25 feet;
South 06°47'14" West, a distance of 201.63 feet to the southwesterly boundary line of the City of Chula Vista;
thence leaving the Ordinary High Water Mark, North 72°10'54" East (North 72°11'13" East per State Division of Highways right of way Map L.O.-2524) a distance of 2082.30 feet along said southwesterly boundary line of the City of Chula Vista and its easterly prolongation to a point on the westerly access control line of the I-5 Freeway per said right of way Map L.O.-2524, North 02°17'09" West along said right of way and westerly access control line a distance of 88.29 feet; thence
North 49°58'39" West, a distance of 100.55 feet; thence
North 05°25'48" West, a distance of 115.00 feet; thence
North 07°43'00" West, a distance of 300.17 feet to a point on the arc of a non-tangent curve, concave easterly, having a radius of 2,982.00 feet and whose center bears North 84°47'40" East from said point; thence northerly along the arc of said curve, through a central angle of 03°53'11", a distance of 202.27 feet, thence North 01°19'09" West, tangent to said curve, a distance of 399.37 feet to the beginning of a tangent curve, concave westerly, having a radius of 1120 feet, thence northerly along the arc of said curve, through a central angle of 16°12'44", a distance of 316.91 feet, thence North 20°57'22" West, a distance of 425.72 feet to the beginning of a tangent curve, concave westerly, having a radius of 443.00 feet, thence along the arc of said curve, through a central angle of 09°47'22", a distance of 75.69 feet; thence North 30°44'44" West, tangent to said curve, a distance of 144.60 feet; thence North 21°24'10" West, a distance of 203.03 feet; thence North 19°08'16" West, a distance of 269.28 feet; thence
North 48°55'38" West, a distance of 50.25 feet; thence
North 05°15'11" West, a distance of 122.92 feet; thence
North 12°29'48" West, a distance of 1,096.45 feet; thence
South 77°30'12" West, a distance of 52.17 feet; thence
North 12°30'35" West, a distance of 464.96 feet to the beginning of a tangent curve, concave northwesterly having a radius of 1,718.00 feet; thence northerly, along the arc of said curve, through a central angle of 14°20'29", a distance of 430.02 feet; thence North 26°51'04" West, tangent to said curve, a distance of 499.24 feet; North 14°40'05" West, a distance of 261.47 feet to a point on the arc of a non-tangent curve, concave westerly, having a radius of

2,018 feet and whose center bears South 82°14'45" West from said point; thence northerly, along the arc of said curve through a central angle of 05°51'24", a distance of 206.28 feet; thence North 13°36'39" West, tangent to said curve, a distance of 680.35 feet, to the beginning of a tangent curve, concave westerly, having a radius of 2,018.00 feet, thence northerly along the arc of said curve, through a central angle of 04°32'45", a distance of 160.11 feet; thence North 18°09'24" West, a distance of 695.06 feet to the beginning of a tangent curve, concave westerly having a radius of 2,018.00 feet; thence northerly, along the arc of said curve, through a central angle of 06°36'22", a distance of 232.67 feet; thence North 24°45'46" West, tangent to said curve, a distance of 441.19 feet to the beginning of a tangent curve, concave southeasterly, having a radius of 30.00 feet; thence northeasterly along the arc of said curve, through a central angle of 96°48'10" a distance of 50.69 feet; thence North 72°02'24" East, tangent to said curve, a distance of 37.86 feet; thence North 17°58'13" West, a distance of 128.93 feet to a point on the arc of a non-tangent curve, concave northerly, having a radius of 458.34 feet and whose center bears North 10°30'53" West from said point; thence westerly, along the arc of said curve, through a central angle of 03°25'15", a distance of 27.37 feet; thence North 22°23'10" West, a distance of 1158.90 feet; thence South 77°05'30" West, a distance of 119.55 feet; thence
North 17°53'22" West, a distance of 134.95 feet; thence
North 68°15'12" East, a distance of 120.68 feet; thence
North 11°12'13" West, a distance of 55.28 feet; thence
North 17°11'55" West, a distance of 1,169.58 feet to the beginning of a tangent curve, concave westerly having a radius of 1,688.30 feet; thence northerly along the arc of said curve, through a central angle of 7°51'23" a distance of 231.50 feet; thence North 31°43'24" West, a distance of 771.55 feet; thence North 17°43'19" West, a distance of 623.38 feet; thence North 45°37'35" West, a distance of 226.30 feet to the easterly line of the Coronado Branch of the San Diego and Arizona Eastern Railway Company right of way; North 17°44'21" West along said easterly line a distance of 669.90 feet; thence, North 05°35'01" West, a distance of 194.76 feet; thence
North 32°56'49" East, a distance of 252.07 feet; thence
North 72°14'13" East, a distance of 149.49 feet to a point on a 280 foot radius curve, concave southerly, whose center bears South 42°27'53" West from said point; thence northwesterly along the arc of said curve through a central angle of 52°43'36", a distance of 257.67 feet; thence South 72°16'22" West a distance of 88.05 feet; thence North 17°43'37" West a distance of 50.00 feet to the Point of Beginning.

Written by: APM
Checked by: WFG
Revised: 5/2/74

STATEMENT OF BASIC OBJECTIVES

CHULA VISTA BAYFRONT REDEVELOPMENT PLAN

A. BASIC OBJECTIVES

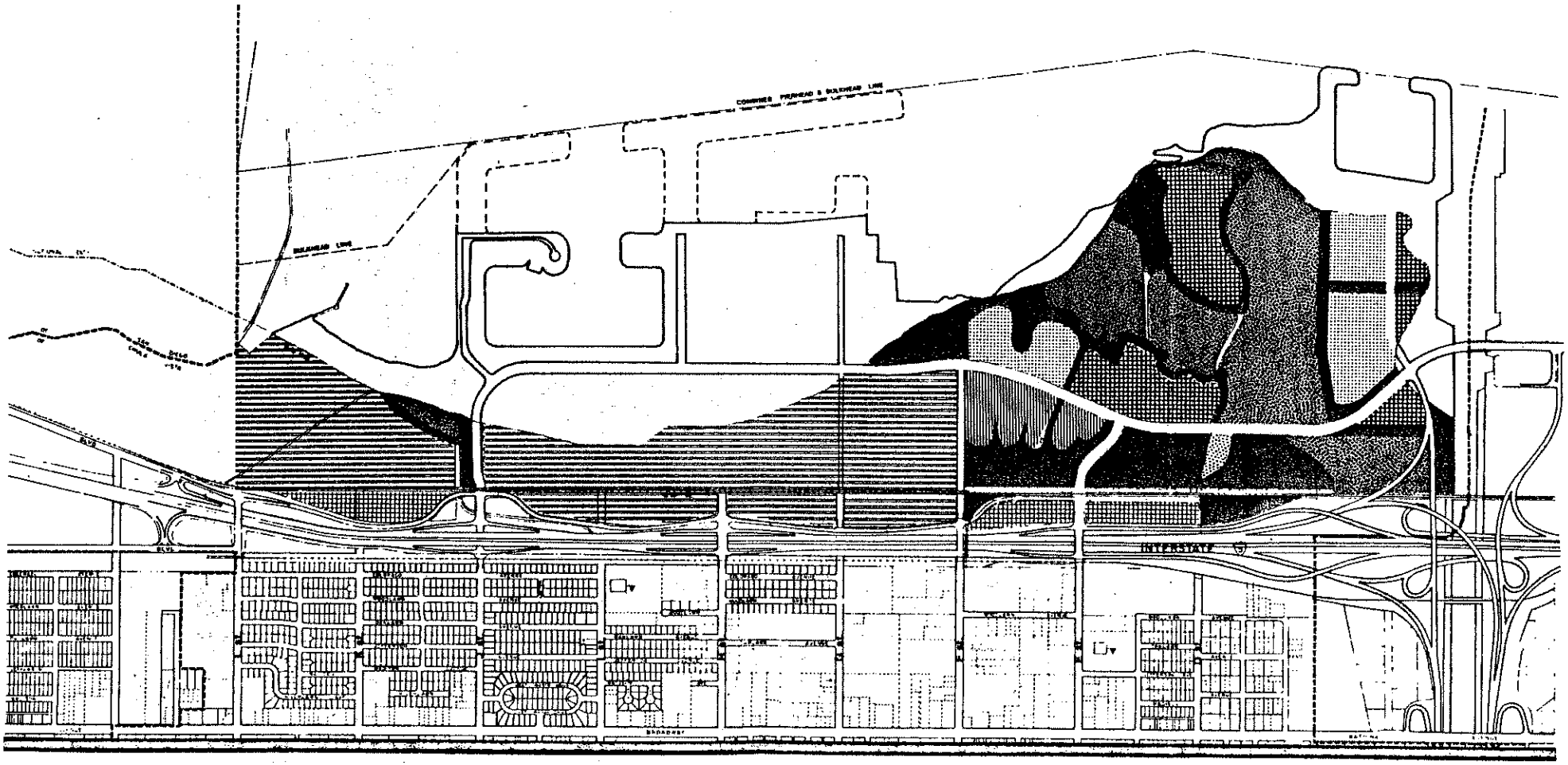
1. Any marshlands determined to be of high ecological value should be preserved in their natural state and all new development, whether roadways, buildings, or other structures, should be carefully located and designed to promote this end. Where it can be determined that some filling and dredging is required to accommodate a viable plan, it will be considered.

2. Public use and enjoyment of shoreline areas should be promoted and protected. Public pedestrian access should be provided along the edges of the Sweetwater River Marsh, with the understanding that an occasional use requiring waterfront access may not tolerate interruption by pedestrians or bicyclists.

3. Good pedestrian and vehicular access should be created between the Bayfront and those areas of the City east of the freeway.

4. Primary uses to be considered for the Bayfront area should be limited to public recreation, commercial activities such as hotels, motels and restaurants, and compatible water-related industrial activities when determined to be of substantial public benefit. The question of water-related industrial uses in this area between Rohr and the San Diego Gas and Electric power plant should be further studied.

5. Retail development which would be directly competitive with existing or proposed sub-regional and regional shopping center facilities elsewhere in Chula Vista should not be permitted within this area.



Salt Marsh Preserve

Park, Recreation and Other Open Space

Marina and Related Public and Private Facilities

Commercial Recreation

Highway Related Commercial

Administration and Business Service

Residential

Marina Related Industrial

Industrial

Expansion Reserve

EXHIBIT A

Bayfront Redevelopment Project
Land Uses

APPROVED BY THE C.P.C. ON MAY 8, 1974
RESOLUTION NO. PCM. 74-9

6. Where not disallowed by State tideland grant provisions, limited residential developments, based on sound market analysis, may be considered to assist in providing a wider selection of housing types and environments in the San Diego area.

B. SUGGESTED LAND USES

1. Primary use of the Bayfront should be limited generally to commercial recreation oriented uses, such as hotels, motels, restaurants, and public parks and recreation activities, including marinas, and marina-related establishments. Other uses, including residential and office uses, encompassing business services and light industrial uses exhibiting office-type characteristics, are permitted where complementary to the primary recreation orientation or where they contribute to the overall feasibility of the plan. Water-oriented industrial uses may be permitted in the vicinity of the existing "J" Street boat launching ramp if further studies pertaining to traffic and dredging indicate that such uses are feasible.

2. Small-scale, water-related industrial uses should be permitted where they will contribute to the Bayfront and not impede proper development of public recreation facilities and the commercial recreation complex proposed in the Plan.

3. The Sweetwater Marsh should be preserved in its natural state to protect its many natural resource values.

4. In addition to the preservation of the marshes, the mudflats and shallow water areas should be protected because of their natural resource value. Additional fills should only be permitted for construction of marina breakwaters and related facilities which will provide greater public access and enjoyment of the Bay.

5. The Land Use Element map, Exhibit A, shows recommended locations for permitted uses. Public use of the Bayfront should be provided in the following manner:

   a. Expansion of the Chula Vista Boat Launch Facility to a marina with 650 berths, provision for a 450-berth marina adjoining the Sweetwater River and the deep water channel, to be provided by the U. S. Army Corps of Engineers, and longer term allowance for an additional 850 berths in the southern and central portions of the Bayfront, if justified by future demands. As an alternative to construction of a marina in the vicinity of the "J" Street boat launching ramp, water-oriented industrial uses should be considered if additional studies indicate the acceptability of such uses in this location.

   b. Two large waterfront parks with a total area of approximately 30 acres.

   c. A 50-acre hotel/motel conference complex, with other support facilities including restaurants and retail facilities on Gunpowder Point and the neighboring upland area. Included in the latter is the designation of approximately 10 acres of Gunpowder Point for public park purposes, and reservation of other shoreline areas for public access.

TABLE 1

AREAS OF USE ALLOCATIONS

Type of Use	Approximate Gross Acreage
Mudflats and Submerged Lands*	475
Marshlands	167
Park and Recreation Areas (Exclusive of Golf Course)	110
Golf Course	30-40
Marina & Related Public & Private Facilities (Land Only)*	50

TABLE 1 (CONTINUED)

Type of Use	Approximate Gross Acreage
Commercial Recreation	71
Administration and Business Services	54
Highway-Related Commercial	21
Residential	42
Industrial (Existing Rohr Facilities)	153
Expansion Reserve	21

*Excluding future expansion (shown with dashed line on map)

C. GENERAL POLICIES RELATING TO CIRCULATION

It shall be the objective of the City Council to:

1. Provide for convenient pedestrian, bicycle and vehicular access to the Bayfront from community areas east of Interstate 5.

2. Provide good regional access to the site from Interstate 5 and 54.

3. Create auto-free zones along the shoreline and other areas which have unique environmental conditions or potential, and make provision for pedestrians and bicyclists.

4. Route and design roadways in a manner which minimizes adverse effects on valuable marshlands, protects lands with high recreation value and avoids fragmentation of developable lands into inadequately sized or located parcels.

5. Reduce dependency upon the private automobile by providing for complementary public transit service, including smaller "mini-transit" vehicles.

6. Provide motorists, both on freeways and on arterials within and adjoining the Bayfront,with enjoyable scenic experiences.

7. Provide sufficient separation between pedestrian ways, bicycle paths, and roadways to ensure traffic safety and the elimination of noise, functional disruption and visual intrusion caused by motor vehicles.

8. Develop the network of transportation facilities, including freeways, major arterials, parking areas, and pedestrian and bicycle paths, into a system in which there is convenient transfer from one mode to another and an easily understood relationship between the various parts of the transportation system and the major destinations within the Bayfront.

9. Avoid congesting the freeways and connecting arterials by maintaining a mix of land uses where peak traffic generating periods are staggered throughout the day.

D. GENERAL POLICIES REGARDING FORM AND APPEARANCE OF THE BAYFRONT AREA

1. Preserve existing marshlands in a healthy state to ensure the esthetic enjoyment of marshes and the wildlife which inhabit them.

2. Change the existing industrial image of the Bayfront, and develop a new identity consonant with its proposed public and commercial recreational role.

3. Improve the visual quality of the shoreline by promoting both public and private uses which will provide for proper landscaping and maintenance of shoreline areas.

4. Ensure a harmonious relationship between the Bay, the marshlands and new development.

5. Remove, or mitigate by landscaping, structures or conditions which have a blighting influence on the area.

6. Develop a readily understandable and memorable relationship of the Bayfront (and the areas and elements which comprise it) to adjoining areas of Chula Vista and to the freeway and arterial approaches to the Bayfront.

The three major components which comprise the physical form of the area are: 1) natural resource areas to be preserved; 2) an open space system including walkways, bicycle ways and park areas; and 3) development units having common usage and/or qualities, which should be treated as distinctive, but closely interrelated, visual entities.

E. SPECIFIC CRITERIA REGARDING FORM AND APPEARANCE OF THE BAYFRONT AREA

1. GATEWAYS. Certain points of access to the Bayfront will, by use, become major entrances to the different parts of the area. A significant portion of the visitors' and users' visual impressions are influenced by conditions at these locations. Hence, it is imperative that special consideration be given to roadway design, including signing and lighting, landscaping, siting and design of adjoining structures.

2. LANDSCAPE BUFFERS. Dense plantings of trees and shrubs are proposed in locations throughout the Bayfront to serve three purposes: First, to diminish the visual impact of large existing industrial structures, such as those of Rohr Industries and the San Diego Gas and Electric Company's plant and transmission towers, extensive parking areas and outdoor storage areas; second, to help

define major entry points to the Bayfront and to frame views; and third, because of the flat undifferentiated nature of the Bayfront site, to be used in masses as visual "stopping points" to limit views and provide natural vertical elements.

3. VIEW POINTS. Planning and development of the Bayfront should ensure provision of three types of views:

   a. Views from the freeway and major entry points; the primary concern is to ensure a pleasant view onto the site and establish a visual relationship with the Bay, marshes and Bay-related development.

   b. Views from roads within the site, particularly Tidelands Avenue, to the marshlands, Bay, parks and other Bay-related development; locations should preserve a sense of proximity to the Bay and marshlands.

   c. Views from the perimeter of the Bayfront outward, mainly toward the Bay.

4. LANDMARKS. At present, the only dominant visual landmarks existing on the site are the industrial forms of the SDG&E power-generating plant and the massive complex of industrial buildings at the Rohr plant. As a part of the process of creating a new environment and visual image for the Bayfront, new landmarks should be designed into Bayfront Development. Two major landmark locations are proposed: 1) on Gunpowder Point, to focus attention and provide a new visual identity from the freeway and from the water's edge; and 2) in the southern portion adjoining the proposed Bayfront park, to provide a physical focus and identity.

   The landmark quality sought can be achieved by permitting a structure or complex of structures to exceed the height of buildings in the adjoining areas. This quality may be further reinforced by use of distinctive structural forms,

materials, or colors. Additionally, it is proposed that the existing landmark function of the SDG&E generating plant be acknowledged and reinforced by repainting and night-lighting the structure to enhance its complex and basically interesting form.

5. BUILDING HEIGHTS. Heights of buildings should be varied in specific areas to set or retain an appropriate scale of development, to protect or provide for views of scenic areas, and to permit, where specified, taller buildings to act as landmarks. Additionally, taller buildings may be permitted adjacent to existing large scale industrial buildings, if they can mask and thereby visually reduce visual incongruity with surrounding areas (see Figure 1).

6. EDGES. The interface of open spaces, such as parks and natural habitats, with developed areas, constitute functionally and visually critical areas deserving special design attention. From a functional viewpoint, development should be required to comply with the following conditions:

   a. Structures should be sited a sufficient distance from natural habitat areas to protect the natural setting and prevent interference with wildlife.

   b. Structures should be sited at a sufficient distance from the water's edge or marsh edge to ensure unencumbered pedestrian and bicycle access.

   c. Structures should be so designed to ensure that the uses which take place in a structure or private space adjoining the structure do not detract from, or prevent appropriate public use of, adjoining public open spaces. In turn, the public areas should be designed and use regulated in a manner which does not diminish the intended use of adjoining developed lands.

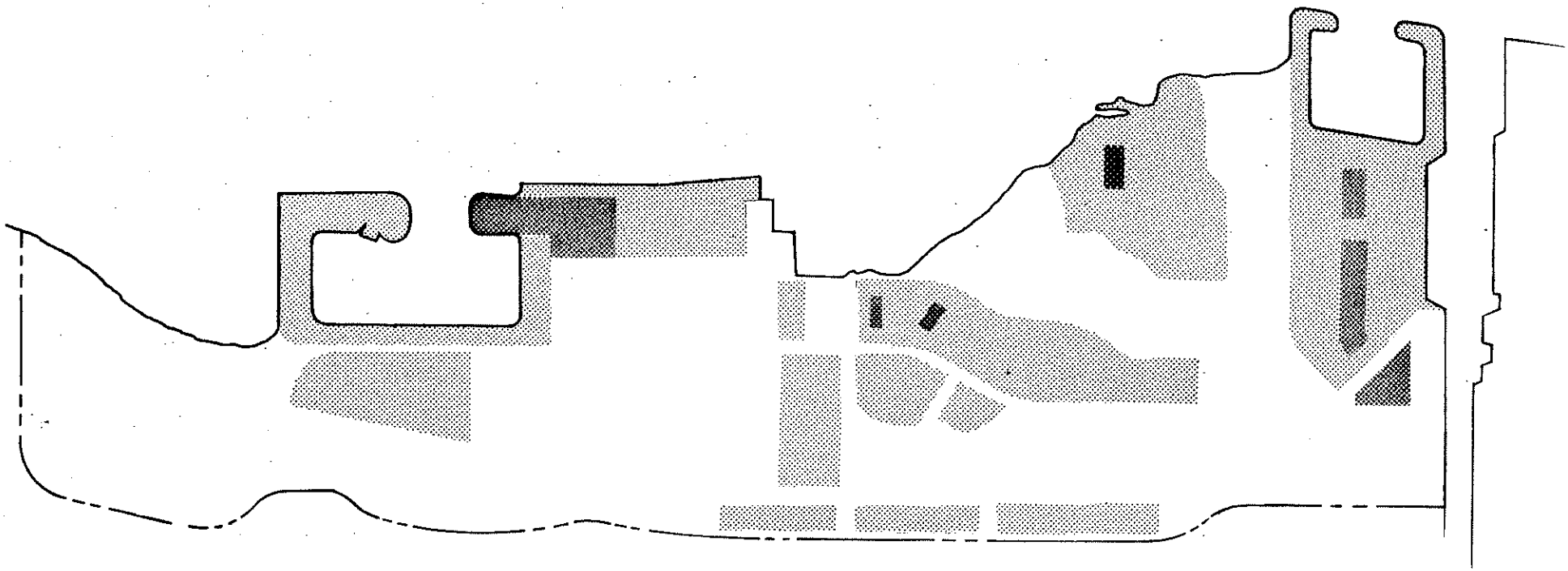


Figure 1: Recommended Building Heights

- 1–3 Floors
- 1–5 Floors
- 5 + Floors

SUBAREA POLICIES AND CRITERIA

An effective planning program must address itself to specific site conditions and establish guidelines for land use, transportation and site and building design responsive to localized factors. For this reason, the Bayfront Study Area has been divided into seven subareas, as shown in Figure 2.

Although individualized treatment is given to each, most of these subareas are highly interrelated, and subarea policies and criteria are complementary to, and fit within, the broader policy framework in the preceding chapter. Moreover, the extent of the area in the respective subareas was determined in part by graphic presentation limits, such as maintaining policy maps at a scale sufficiently large to be read clearly. The order in which subareas are discussed reflects degrees of importance and interrelatedness. For example, the discussion starts with Subarea A, which contains the motel/hotel conference center complex; it is followed by other subareas which are functionally or visually closely related to or dependent upon it.

Each of the subarea discussions includes a statement of land use and circulation policy and development and conservation criteria. These are accompanied by a policy diagram which further specifies the conditions which should be observed.

SUBAREAS

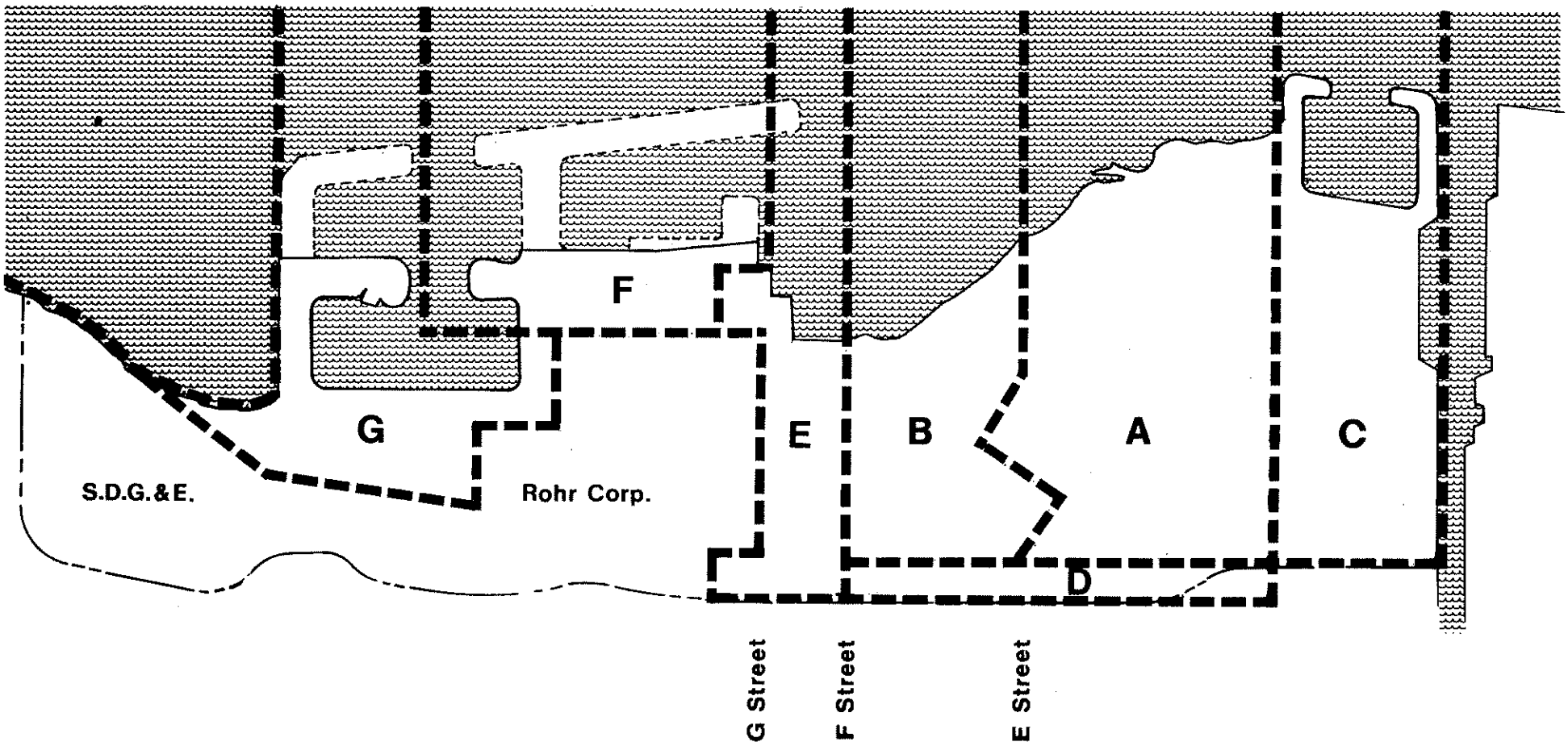


Figure 2: Subareas

SUBAREA A

SUBAREA A

GUNPOWDER POINT

The Gunpowder Point Subarea includes major portions of the Sweetwater Marsh, all of the island formerly used as the site for gunpowder manufacturing, and upland areas extending eastward approximately 3,500 feet from the westernmost portion of the island. At present, the upland area is leased for agricultural purposes; the island area is used for storage related to the agricultural uses. Road access is limited to an unimproved and undedicated extension of "E" Street. The entire subarea is owned by Santa Fe Railroad and has a current assessed market value of $231,250, excluding railroad right-of-way.

The combination of this site's resources and locational advantages make this subarea perhaps the most important segment of the Bayfront. Among the beneficial attributes are the high wildlife habitat values of Sweetwater Marsh, the scenic and recreation values created by the marsh and island area, direct and convenient access from Interstate 5 and the local community via "E" Street, and the opportunity for a well planned development arising from single ownership of the site.

Four major use areas are designated for Gunpowder Point: The Sweetwater Marsh and lagoon, the island, a gateway area immediately east of the Marsh, and a golf course along the eastern boundary. The land use, circulation and development and conservation policies and criteria for each are set forth below.

LAND USE

MARSH AND LAGOON. Much of Sweetwater Marsh within this subarea should be maintained in its natural state to protect its many natural resource values. The Marsh would serve as a wildlife preserve and ecological study area for educational and research

purposes, and would provide a distinctive natural setting for the hotel, motels, conference center and related facilities. To improve the wildlife habitat values, construction of several small islands in the existing lagoon for breeding and nesting sites is recommended.

ISLAND. The 38 acre island area is proposed as the nucleus of the resort hotel and conference center. With provisions for auxiliary uses - including tennis courts, swimming pools, small retail shops and restaurants - the island could accommodate up to 700 hotel and motel units plus conference facilities. No private vehicles should be permitted in the area in order to retain the natural character of the site and to promote a distinctive pedestrian-oriented environment.

To maintain the maximum amount of open space and maximize available view units, a combination of three to eight story hotel facilities is proposed in the center of the island, partially surrounded by one and two story hotel units. Along the Bayside, a two to three story boatel, with approximately 50 units and adjacent boat berthing facilities, should be permitted. Additionally, seven to eight acres of public park space should be provided on the Bayside of the island.

The island's marsh setting and sense of insulation make it ideally suited for recreation and park purposes. Hence, consideration should be given to acquiring the entire island for some public open space uses. If such a decision were made, residential development designated for shoreline areas in the south should instead be changed to commercial recreation purposes.

GATEWAY AREA. Immediately east of the Marsh, 25 acres has been designated for commercial use complementary to island facilities. The reception building for the island complex would be located here, along with parking required for island units.

An additional 250-300 motel units would be permitted, along with small shops and restaurants. Generally, this area would cater to overnight stays in contrast to the longer term resort and conference emphasis of the island area.

GOLF COURSE. A nine-hole golf course of approximately 35 acres is recommended along the eastern edge of the site. It would provide some of the complementary recreation facilities essential for a successful conference center, and equally important, it would provide a controlled, well-landscaped approach to the Bayfront. Lands beneath the San Diego Gas and Electric Company's transmission lines which are limited in their use would make up a portion of the golf course. Clubhouse facilities and parking for the course would be provided within this area. It is recommended that the course be privately operated, as part of the conference facilities, but open to the public.

CIRCULATION

MARSH AND LAGOON. Access across the marsh and lagoon area would be limited to the roadway to the island area and to a pedestrian and bicycle path along the north side of the lagoon. Both would be located on existing dikes which help form the lagoon. Additional access to the marsh, as well as to the mudflats, should be provided for pedestrians by means of boardwalks. These should be placed at intervals which permit observation of the marsh and wildlife which inhabit it, but should be spaced far enough away to ensure protection of the habitats.

ISLAND. Access to the island area would be restricted to mini-transit, service and emergency vehicles, bicycles and pedestrians. A two-lane roadway, with a maximum road width of 20 feet, would be provided for permitted vehicles. The perimeter of the island would be served by a path system suitable for pedestrians and bicycles.

GATEWAY. A main entry loop, off "E" Street, would provide access to the motel area and parking areas for island facilities. The main transfer point for the mini-transit system would be located here. It would link the route used to transport hotel guests and others using the island facilities to the Bayfront route, connecting the North and South Marina areas. Approximately 1,000 parking spaces would be needed for the island complex and for the motel and restaurant facilities in the gateway area. Pedestrian and bicycle movements would be accommodated by a path along the marsh and lagoon as shown in the accompanying Policy Diagram.

GOLF COURSE. "E" Street would bisect the golf course and provide the main entrance to the Bayfront. A four-lane roadway with landscaped median and parkway strips on each side is recommended. Curbside parking should be prohibited. A pedestrian and bicycle path should continue around the edge of the golf course and adjoining development to provide an interior walkway system separate from Tidelands Avenue and "E" Street. A grade-separated crossing should link the southern and northern portions of the golf course. Necessary change in elevation can be achieved by slightly depressing the pedestrian route and raising the roadway on a low earth berm.

DEVELOPMENT AND CONSERVATION CRITERIA

The Policy Diagram for Subarea A designates the development conditions which should be observed. These are complemented by the criteria outlined below.

MARSH AND LAGOON. Criteria which should be applied to these areas are:

1. Further filling of the marshes should be prohibited except for the express purpose of providing for extension of Tidelands Avenue, for limited access to Gunpowder Point, for improvement of the dikes creating the lagoon area, or for creation of small islands which would serve solely as nesting and breeding areas for wildlife.

2. The construction of the Tidelands Avenue extension across the marshlands should provide for unrestricted tidal action throughout the marsh and additionally allow for the flow of fresh water from the Sweetwater River to marsh areas west of the Tidelands Avenue right-of-way.

3. The U.S. Army Corps of Engineers' Sweetwater Flood Control Project should be designed to retain the flow of fresh water into the marsh from the Sweetwater River.

4. An open space buffer should be provided along the marsh edge, approximately 50-100 feet in depth. Pedestrian and bicycle access should be allowed within this zone.

5. Pedestrian walkways and observation points should be located within the marsh, provided that construction is on piles to minimize disruption of the marsh habitat.

ISLAND. The following criteria should serve as a basis for reviewing this property:

1. An open space buffer zone should be provided around the perimeter of the island in which structures generally would not be permitted. This area, ranging in depth from 50-100 feet, should be reserved for pathways, landscaping to provide visual screening, and recreation use.

2. The major hotel and conference development should provide a strong landmark element when viewed from the inland areas, the freeway and other approach roadways. This would establish an identity in an otherwise "featureless" area. Buildings in the central portion should be of sufficient height, perhaps six to eight stories to achieve this. Tall slab buildings should be avoided, while point towers (buildings whose length and width are almost equal and whose

height is at least twice the building width) and stepped or terraced building forms should be encouraged.

3. The low buildings facing the perimeter should not form a wall, but instead should present a broken, variegated edge facing the marsh and lagoon. The perimeter open space buffer should penetrate into this edge.

4. Building materials and colors should be consistent throughout the island. Materials and colors should be limited to either natural colors (and materials) or to white and off-white colors.

5. The northern portion of the island, shown in the policy diagram as low, clustered development, should be heavily landscaped with deciduous and broadleaf evergreen trees. This would serve three purposes: 1) to mask the buildings when viewed from neighboring areas; 2) to add mass to the flat, undifferentiated landscape; and 3) to create a sense of scale and character different from the major hotel area, for people staying in the cluster units.

6. The southern half of the island containing the public park space can be less densely landscaped with open grassy spaces predominating.

7. If economically feasible, a channel and small marina suitable for power boats and shallow draft sailboats should be permitted at the west end of the island. A boatel should be allowed in conjunction with the marina, and may occupy space within the open space buffer if adequate allowance is made for uninterrupted pedestrian and bicycle movement around the island.

GATEWAY AREA. The following criteria are designed to ensure successful integration of development with the adjoining marshlands and the "E" Street entrance to the Bayfront.

1. Structures should not be permitted within the open space buffer described in the above discussion of the marshlands.

2. Motel and restaurant buildings should be sited to maximize views outward over the marsh and lagoon.

3. The island resort hotel reception center should be designed as an integral part of the adjoining motel and restaurant facilities. All these structures should be sited and designed to achieve a "gateway" effect for people approaching from "E" Street and Tidelands Avenue.

4. Because this portion of the area is intended for short-term, overnight accommodations, parking in areas immediately adjoining the motel units is appropriate.

5. Due to the large amount of parking needed to accommodate uses within this area and the island, special steps must be taken to minimize the visual intrusion of parked vehicles. To achieve this end, a low, landscaped berm should be provided along the western side of Tidelands Avenue and the parking areas should be slightly depressed below roadway elevation. This would retain views toward the Bay and screen cars from sight. Additional landscaping should be provided throughout parking areas to minimize the sterile expansiveness of paved areas and alleviate heat build-up. Approximately one tree should be provided for every four to five parking spaces.

6. Trees for use in parking areas should be selected for their ability both to maximize the extent of the overhead canopy effect and to facilitate the view through the parking areas toward the Bay. For the latter purpose, the lowest branches of the tree should, within five to eight years, be at least ten to twelve feet from the ground.

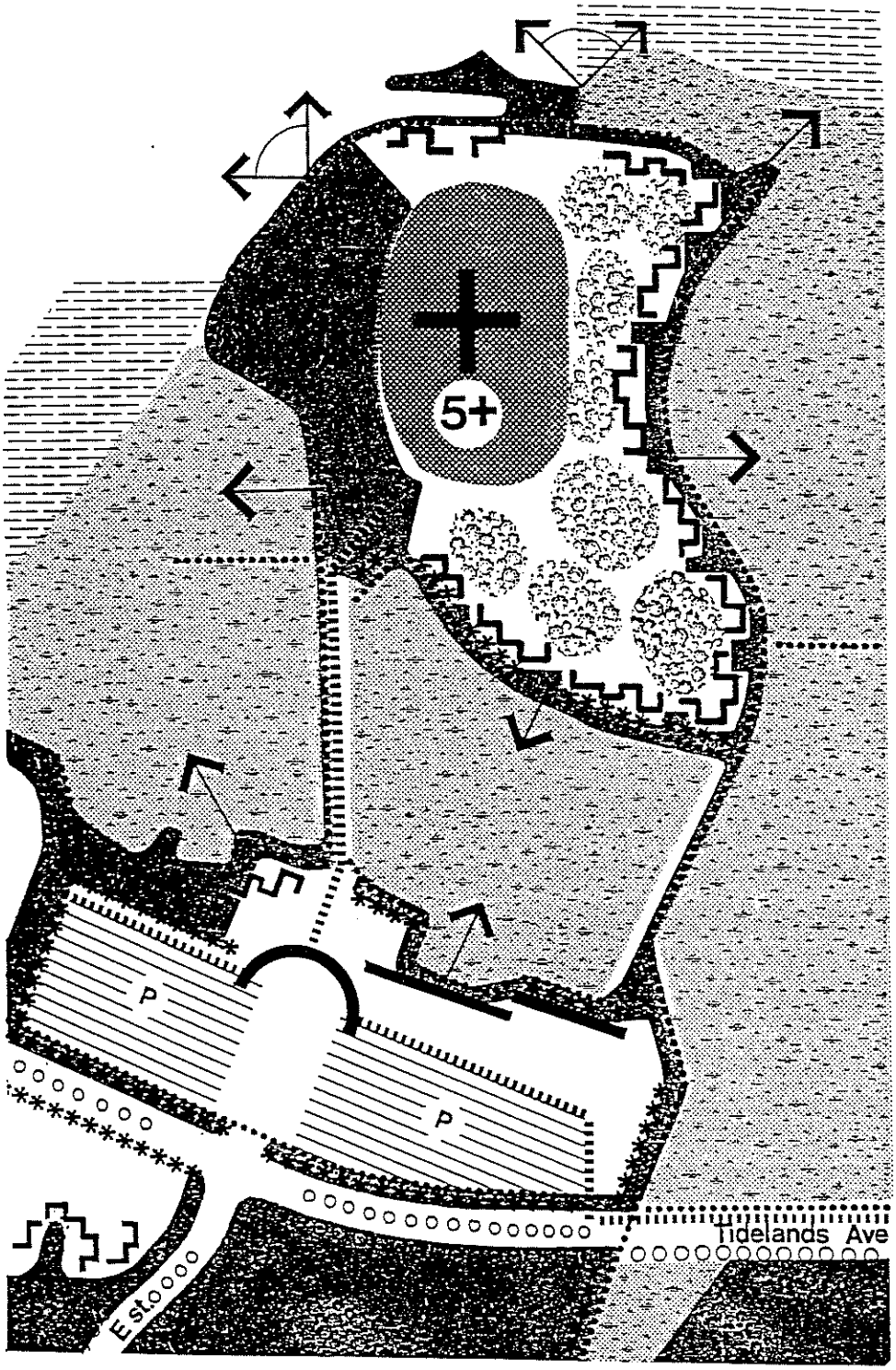


Figure 12: POLICY DIAGRAM

AREA A

Gunpowder Point

- Provide Views
- Irregular Edge
- Firm Edge
- Landmark Form
- Gateway
- 5+ Allowable Bldg. Ht.
- Pedestrianway
- Mini-Transit Service
- P Parking Area
- Formal Planting
- Mass Planting
- *** Screen Planting
- Shallow Water Preserve
- Marsh Preserve
- Park-Open Space

0 500'

SUBAREA B

SUBAREA B

BAYSHORE VILLAGE

At present, this subarea is primarily used as farmland and contains only a few small buildings and portions of the Sweetwater and "F" Street marshes. Aside from these marsh areas, parts of which have been recently filled, the major portion was dry land as far back as 1850. The land is now in four ownerships, two of which have an area of one acre or less. The Vener parcel is east of the proposed right-of-way of Tidelands Avenue and has an area of approximately 25 acres. The remainder of the land, lying generally west of Tidelands Avenue, is owned by Santa Fe Railroad.

With both Bay and marshland on its western borders, the subarea has scenic and recreational potential. Moreover, lying between "E" Street, the principal auto entrance to the Bayfront, and "F" Street, the major connection to residential areas adjoining the Chula Vista Civic Center, the subarea has easy access to the freeway and Chula Vista.

LAND USE

Because of its accessibility from Chula Vista and Interstate 5, and its recreational and scenic potential, varying types of land use are acceptable in the subarea. The successful development of the adjoining Gunpowder Point Subarea as a resort hotel and conference center will almost certainly have a significant impact on what is developed here. Given this, Subarea B is proposed for a mixture of uses - residential west of the proposed Tidelands Avenue right-of-way, an "expansion reserve" portion east of Tidelands, and, forming the eastern edge and providing a buffer zone from the San Diego Gas and Electric transmission lines, and the railroad and freeway, part of the nine-hole golf course.

Bordering the Bay and Marsh, at varying widths, (but with a 100 foot minimum) a landscaped open space strip acts as both a buffer between the more active, built-up

areas to the east and the marshland and its wildlife, as well as a pedestrian, bicycle and mini-transit vehicle corridor. A combination townhouse-apartment facility is proposed adjacent to this linear park to take advantage of the recreation potential and the views over water and marsh. With about 13 acres of land available, approximately 210-230 townhouse and apartment units could be constructed in this area. This would permit from 16-18 dwelling units per gross acre, producing a density equivalent to the City's R-3-T zone.

Immediately east of Tidelands Avenue is an area of approximately 15 acres, proposed as an "expansion reserve" area. This would be available for varying uses, depending upon the success and, consequently, any increased space needs of adjoining development. A growing multi-family market demand might justify expansion into this area of additional townhouse and apartment units. The office park proposed for the area south of "F" Street, could, if needed, be expanded here. The demand for motels, restaurants and shops in close proximity and with easy access to the freeway might dictate development of this area for commercial use. Whatever the land use, it will be complemented and enhanced by the portion of the nine-hole golf course which, bordering it on the east, forms a permanent open space buffer and provides a green, landscaped setting for the "E" and "F" Streets approaches.

CIRCULATION

The three major roadways bordering or bisecting this area - Tidelands Avenue, "E" Street and "F" Street - have been discussed in prior sections of this report. However, the function and relationship of "F" Street in particular should be re-emphasized. It serves as the main auto entry from Chula Vista, and the importance of its pedestrian and bicycle pathway function, connecting to the residential areas near the Chula Vista Civic Center, should be stressed. The off-center alignment of the roadway, discussed earlier in the Transportation section, allows the pedestrian

and bicycle paths to be both physically and visually separated from auto traffic. These paths should be continued to the waterfront, connecting with the paths and mini-transit vehicle roadway in the linear park strip fronting the Bay and marsh.

DEVELOPMENT AND CONSERVATION CRITERIA

This subarea derives significant benefits from its location between Bay and marsh on the west and the golf course on the east. The following criteria and the Policy Diagram provide specific guides which relate development to the adjacent scenic and recreational potential.

1. Building frontage facing on to the shore and marsh edge and along the golf course should be variegated, broken, and pierced by open space and pedestrian paths to provide both physical and visual entries into and through the frontage.

2. A three-story height limit should be required throughout the subarea, except for specific locations west of Tidelands Avenue, as shown on the Policy Diagram.

3. Heavy, dense landscaping and tree planting should be provided to screen residential areas from traffic on Tidelands Avenue and "F" Street, and from parking areas associated with adjoining hotel and commercial development.

4. In the linear park strip along the western edge of the subarea, used in part as a corridor for both pedestrians and bicycle paths and mini-transit vehicles, pedestrian paths should be allowed the closest possible proximity to the water and marsh edge, consistent with protection needs.

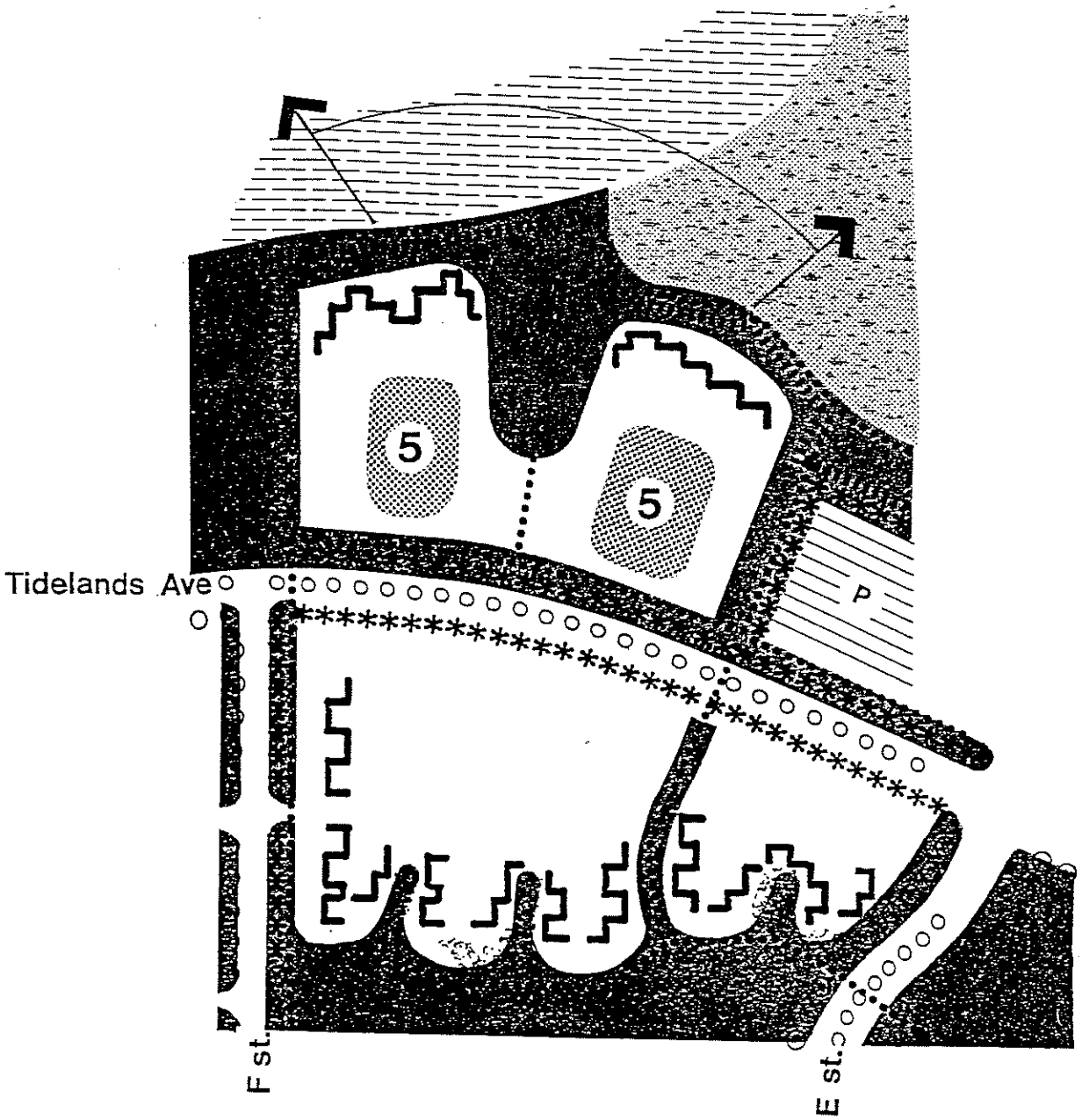


Figure 18: POLICY DIAGRAM

AREA B

Bayshore Village

- Provide Views
- Irregular Edge
- Firm Edge
- Landmark Form
- Gateway
- Allowable Bldg. Ht.
- Pedestrianway
- Mini-Transit Service
- Parking Area
- Formal Planting
- Mass Planting
- Screen Planting
- Shallow Water Preserve
- Marsh Preserve
- Park-Open Space

0 500'

SUBAREA C

SUBAREA C

NORTH MARINA

The North Marina Subarea consists of vacant filled land and marsh area, extending from the water's edge on the west to the San Diego and Arizona Eastern Railway line on the east, and bordering the northern edge of the study area. There are about 85 acres of land which were diked and hydraulically filled in 1969, and an additional 12-14 acres diked and only partially filled. The majority of the land in the subarea is owned by Santa Fe Railroad, with approximately 27 acres under the jurisdiction of the San Diego Unified Port District, and a 150 foot wide strip of San Diego Gas and Electric right-of-way, which includes marsh and partially filled land. It can be assumed that the fill has been engineered to support light commercial and industrial structures.

This subarea is important both locationally and for its habitat and scenic values. Tidelands Avenue eventually will bridge the Sweetwater River flood control channel and enter the study area here. The proposed Interstate 5/Route 54 freeway interchange will have off and on ramps in, or in close proximity to, this subarea, further increasing its importance as a vehicular gateway. Subarea C acts as the buffer between the high value marsh, potentially developable areas to the south, and National City's industrial area to the north. Its scenic and recreational potential and a possible future linkup with the proposed Sweetwater Regional Park system add to its significance. Because of the almost continuous industrial belt to the north and the still undeveloped area adjoining Subarea C, the type of development that occurs here will have a major effect on potential use of the marshlands and Gunpowder Point.

LAND USE POLICY

As the name of this subarea suggests, one of the major facilities proposed is a marina with approximately 450 berths and related commercial and recreational

facilities. The offshore area adjoining the filled tidelands conveniently abuts existing deep water channels; hence, there is the future potential for a direct deep water channel to the ocean via a second Bay entrance through the Silver Strand. Thus, this location will afford berthing opportunities for deeper-draft craft without extensive dredging, as would be the case for the central and southern marina locations.

Presently filled tidelands and marshes should be reserved for uses which can benefit from this water-related site and its many scenic and recreational opportunities. Permitted uses also should be selected to promote public access and enjoyment of the area.

Two distinct areas have been identified. The first includes the Port lands along the Sweetwater Channel and the immediately adjoining lands owned by Santa Fe Railroad. Because the dividing line between these two holdings is the irregular mean high tide line, the two areas should be considered as an integral unit in planning and development. Primary uses recommended are small-scale commercial uses, such as boating and fishing, retail shops, and restaurants, which would complement the recreational functions provided by the marina and linear water-oriented park along the Channel. The latter should be constructed as an integral part of the flood control project, and developed to form a link to the proposed Sweetwater Regional Park east of Interstate 5. This would permit an almost totally grade-separated pedestrian and bicycle route between these two major recreation areas. A roughly triangular area of approximately seven acres also is shown in commercial use and considered an appropriate site for motel development with associated restaurants and small shops.

The second area, composed entirely of lands owned by Santa Fe Railroad, has been shown in the overall Land Use Policy Map as a residential area. This option,

along with other acceptable options, are discussed below. The major objectives are a land use which will be a suitable neighbor for the hotel and conference center proposed immediately to the south and an attractive entrance to the Bayfront from the Interstate 5 and Tidelands Avenue approach. Another concern is selection of a land use which is suitable to promote a balanced traffic load on the freeway and related arterials. Due to these considerations, residential uses are considered especially appropriate. A townhouse and apartment complex with permitted densities of 10 dwelling units per net residential acre is recommended. Incorporated into the residential development would be public open spaces along the water and marsh edges.

As an alternative to the recommended residential use, office and research industrial uses are considered appropriate. The main rationale for this use option is the ability to attract a more diversified employment base, due to site amenities. However, the major problem is the high traffic generation typically associated with these uses. In any case, office and research industrial use should not be allowed until full development of the lands designated for similar uses in Subarea E is assured. Due to the combination of single ownership, high degree of regional accessibility and a marine-related setting, the area also may be appropriate for single or special purpose uses - the need for which is not yet evident. Such uses should be considered provided that: 1) it can be shown that other inland locations are inappropriate; 2) the use would derive substantial benefits because of the Bay-related site and in turn would produce substantial benefits to the community-at-large, including guaranteed public access and enjoyment of shoreline areas; and 3) that other criteria in this and other sections of the Bayfront Plan and Program are satisfied.

In the easternmost portion of this subarea, low value marshes exist between the filled lands and the San Diego and Arizona Eastern Railroad tracks. At present,

these lands are unattractive and detract from the appearance of the Bayfront, as seen from the freeway and related ramps. However, with removal of existing dikes, the marsh vegetation could be renewed and unified with the larger mass of the Sweetwater Marsh. A fresh water inlet from the flood control channel to the marsh should be provided to ensure regeneration of vegetation.

CIRCULATION

The major circulation elements in the subarea include: 1) Tidelands Avenue, bridging the Sweetwater River flood control channel and continuing south to cross the marsh; 2) the on-ramp to the Interstate 5/Route 54 freeway interchange; and 3) a new roadway running west from Tidelands Avenue to the marina, and dividing the residential area to the south from the commercial development and park strip along the flood control channel. (As discussed earlier in the Transportation section, this would be a divided two-lane road with no curb parking for most of its length which would widen to four lanes at Tidelands Avenue to permit turning movements and increase the capacity of this intersection. An additional and adjacent right-of-way would provide space for smaller, slower mini-transit vehicles.)

Pedestrian and bicycle movements would be contained in a separate pathway system in the linear park strips around the periphery of the fill area, as shown in the accompanying diagram. The removal of the Santa Fe railroad spur, while allowing a more easterly alignment of Tidelands Avenue, would also facilitate the eventual linking up of this linear park strip with the Sweetwater Regional Park System.

DEVELOPMENT AND CONSERVATION CRITERIA

The major physical form objectives for the North Marina subarea are: 1) to form an appropriate physical and visual buffer zone between the National City industrial

area and Chula Vista's Bayfront to the south; and 2) to utilize the visual and recreational potential of this surrounding marsh, Bay and Sweetwater River. These are considered in more detail in the Policy Diagram and in the following criteria:

1. A building-free buffer zone should be provided, ranging in depth from 50-100 feet, on the fill area perimeter facing the Sweetwater Marsh. This buffer zone, in which structures would not be permitted, would furnish space for landscaping providing visual screening, pathways and recreation.

2. The buildings facing onto the above buffer zone should be designed and sited to present a broken, variegated edge facing the Marsh, rather than a continuous flat-wall effect.

3. To prevent a too-harsh contrast to the marsh area, natural building materials and muted, earth colors should predominate.

4. Tree planting and landscaping along the marsh edge should be a semi-transparent screen, to allow some views out over the marshes, while still breaking up the geometric shapes of buildings. To accomplish this, trees to be planted should have a lighter, more open foliage, such as Callisteman citrinus (lemon bottlebrush) or Melaleuca stypheloides.

5. Building heights should be restricted to three stories, except that when soil conditions permit, a five story height limit should be allowed in the central area (see Policy Diagram). This greater height should be permitted only if parking is provided at the first or second story, thereby reducing the ground area used for parking and elevating inhabited space to a height sufficient to provide views over the surrounding structures.

6. If feasible, short-term berthing of small boats on the Chula Vista side of the flood control channel should be permitted.

7. A landscaped public access strip at least 50 feet wide should separate parking areas from the water's edge.

8. All parking areas should be sufficiently landscaped to ensure that views of the North Marina area, as seen from the elevated approaches of the freeway interchange and the Sweetwater River Bridge, are not dominated by expansive paved surfaces.

9. High intensity night-lighting which would detract from the marshland setting and interfere with night views seen from the neighboring motel, hotel and conference center facilities, should not be permitted.

10. No use located within a structure should emit noises which exceed 55 dBA at L10 (i.e., 10% of the time) when measured at a distance of 50 feet from the structure. No outdoor use located south of the proposed Sweetwater Drive should emit noises in excess of 55 dBA at L10 when measured at a distance of 50 feet from the noise source. North of Sweetwater Drive, a noise level of 65 dBA at L10 is acceptable at a distance of 50 feet from the noise source.

11. Flood protection measures along the Sweetwater Channel should be constructed in a manner which permits public access along the Channel and the use of those portions of the Channel subject only to occasional flooding.

SUBAREA D

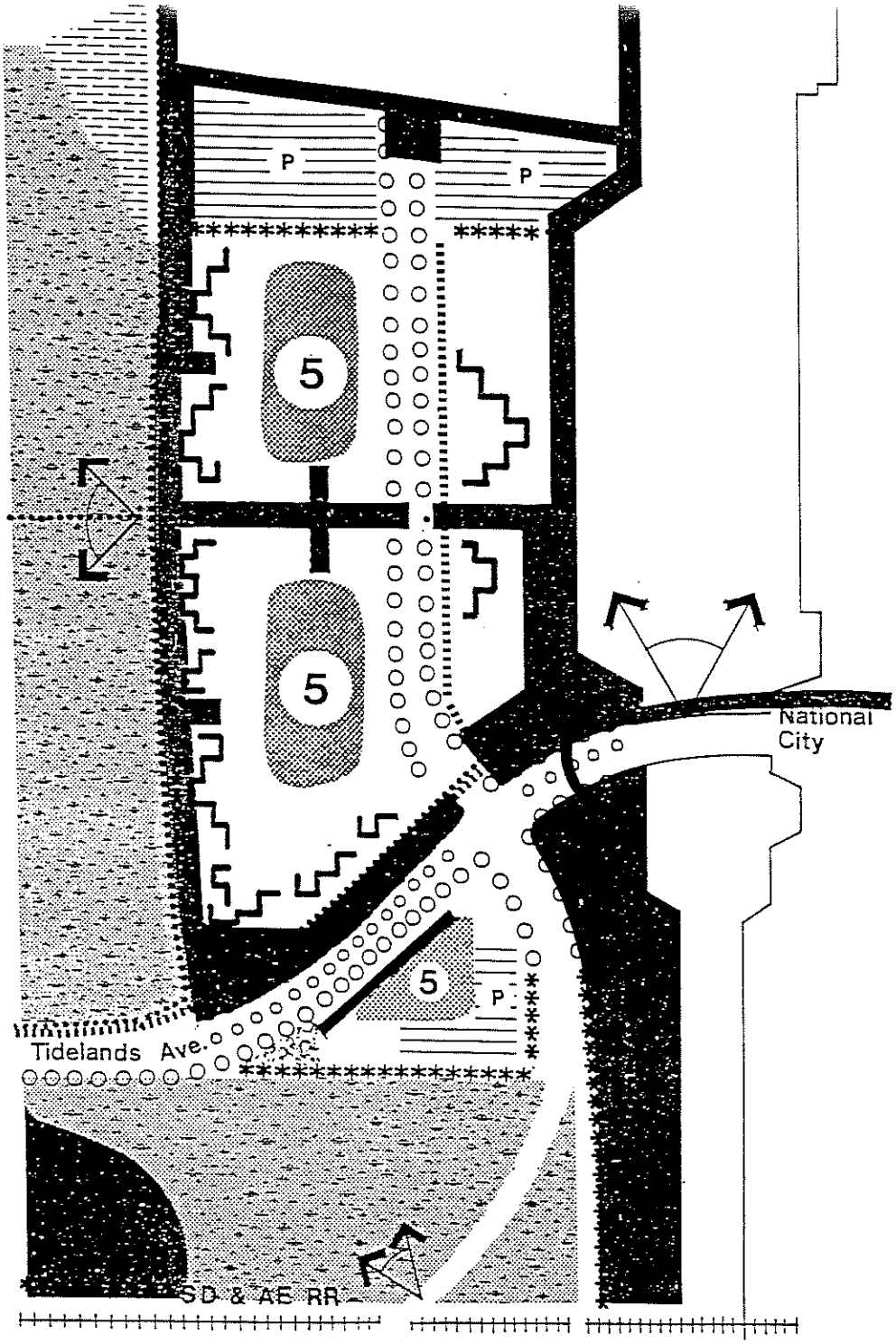


Figure 22: POLICY DIAGRAM

AREA C

North Marina

- Provide Views
- Irregular Edge
- Firm Edge
- Landmark Form
- Gateway
- Allowable Bldg. Ht.
- Pedestrianway
- Mini-Transit Service
- Parking Area
- Formal Planting
- Mass Planting
- Screen Planting
- Shallow Water Preserve
- Marsh Preserve
- Park-Open Space

0 500'

SUBAREA D

BAY BOULEVARD AREA

Although it is small in area compared to the rest of the Bayfront, the band of land between Bay Boulevard and Interstate 5 has special importance because of its location at the major entranceway to the Bayfront. Hence, it is essential that special attention be given to types of uses permitted. Still more important are the standards of design employed. At present, existing conditions seriously detract from the image of the Bayfront; uses include auto wrecking yards and vacant lands. However, with improvement of Interstate 5, there is strong market evidence that the present uses are transitional. Major prospective uses of the area are freeway-related commercial facilities, such as motels, restaurants and gas stations. The total area contains approximately 12 acres and is accessible from the freeway only from the "E" Street off-ramps.

LAND USE POLICY

It is proposed that current market preferences for freeway-related commercial uses be recognized and reflected. However, two principal objectives of the Bayfront Plan must be observed. First, the uses permitted should not dilute the market for the uses proposed in the main motel/hotel/conference complex. Second, high design standards must be maintained so that an attractive entranceway is created, consistent with the planning for the balance of the Bayfront.

Permitted uses should include restaurants, gas stations, motels and other travel-related commercial uses. Additionally, office facilities for professional or business services also should be allowed and indeed encouraged, so that an overly large portion of available land is not devoted to restaurant and motel accommodations to the detriment of other Bayfront areas. Uses to be excluded are drive-in restaurants, automobile sales and service facilities, warehousing, wholesale

distributors, auto wrecking yards, trailer and mobile home parks, industrial uses, and commercial services, such as plumbing and electrical contractors.

CIRCULATION

Automobile access to uses within this subarea should be limited to Bay Boulevard. No access should be permitted directly from "E" Street, and no direct connection between Bay Boulevard and Tidelands Avenue should be permitted. Generally, parking should be confined to the eastern edge of properties adjoining the freeway right-of-way, principally for visual reasons, as explained later. To avoid an excessively long cul-de-sac on the portion of Bay Boulevard north of "E" Street, the northernmost section of Bay Boulevard should be abandoned and sold to the adjoining property owner. In its place, a loop road should be provided in conjunction with development of adjoining properties to the south.

DEVELOPMENT AND CONSERVATION CRITERIA

To promote an attractive entranceway to the Bayfront, the following design and development criteria should be observed (see Policy Diagram).

1. A landscaped earth berm approximately four feet in height should be provided along the "E" Street frontage. This would serve two purposes: 1) to channel views and direct motorists to the main portion of the Bayfront; and 2) to screen from view the development within the area and visually emphasize the main portions of Bayfront development west of the railroad right-of-way. To accommodate the landscaped berm, a fifteen foot landscaped strip should be provided by adjoining properties.

2. Buildings should be sited and designed to be visually unobstructive when viewed from freeway approaches to the Bayfront. To achieve this end, the following conditions should be observed:

a. Building heights should be limited to twenty-five feet, and attention-attracting structural forms intended as indirect advertising should be prohibited.

b. Buildings should be sited close to the Bay Boulevard frontage, and most related parking should be provided in the rear, adjoining the freeway right-of-way.

c. A landscaped berm, sufficient in height to screen parked vehicles from view, should be provided adjoining the "E" Street off-ramp. Uniform plant materials should be used throughout.

3. Individual business identification signs intended to be viewed by motorists on Interstate 5 should be prohibited. In place of these individual signs, one or two free-standing signs identifying businesses in this area should adjoin the freeway before reaching "E" Street. This sign or signs should be positioned and of sufficient size so as to be easily read by motorists on the "E" Street off-ramp traveling at an average speed of 30 miles per hour. Information included on the "consolidated business identification sign" should be limited either to the name of the firm and/or its logo. A smaller scale sign directing motorists on "E" Street to the businesses along Bay Boulevard also should be provided in the general vicinity of "E" Street and Bay Boulevard.

4. Along the Bay Boulevard frontage, free-standing identification and direction signs may be permitted, provided that they are not more than eight feet high, eight feet long, and with a surface on any one side not in excess of 32 square feet. One such sign should be an integral part of the building accommodating the permitted uses. These signs should not be located at a height greater than

twelve feet and should not occupy a surface, including the message and background field, greater than five percent of the total surface of the related building facade.

5. As shown in the Policy Diagram, tall, dominant tree-plantings should be provided at the north end of this subarea to minimize the visual dominance of structures within the Bay Boulevard area and to direct views across Bayfront lands. Similar landscaping should be provided on each side of "E" and "F" Streets to emphasize their role as gateways.

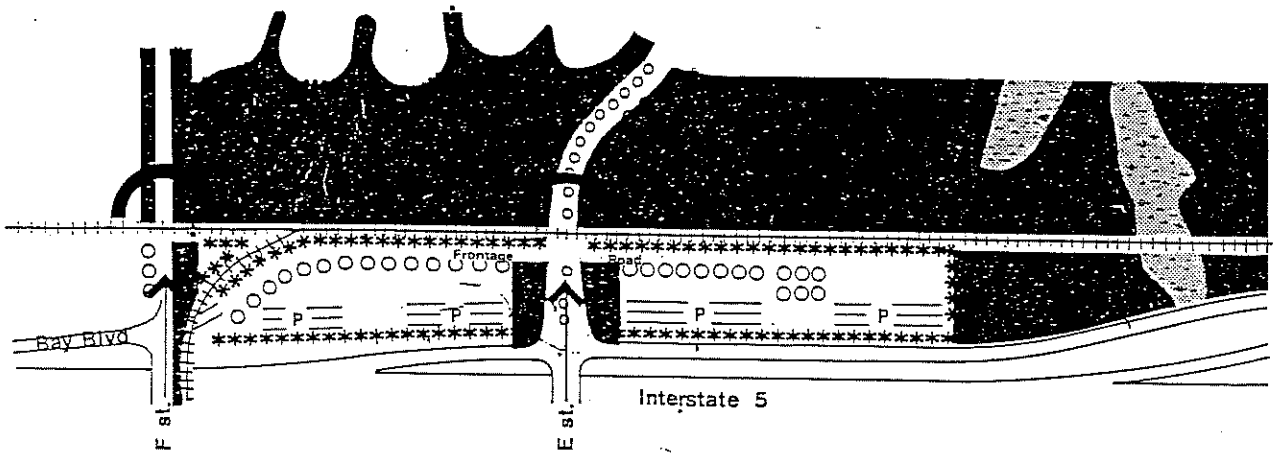


Figure 25: POLICY DIAGRAM

AREA D

Bay Boulevard Area

- Provide Views
- Irregular Edge
- Firm Edge
- Landmark Form
- Gateway
- Allowable Bldg. Ht.
- Pedestrianway
- Mini-Transit Service
- Parking Area
- Formal Planting
- Mass Planting
- Screen Planting
- Shallow Water Preserve
- Marsh Preserve
- Park-Open Space

0 500'

SUBAREA E

transferring from autos to the mini-transit system at this point. (Perhaps some use could be made, at least in the initial phases, of existing convention and restaurant buildings on the site.) While providing needed water-oriented public open space and opening up Bay views from the end of "F" Street and Tidelands Avenue, this park also performs the function of separating industrial activites to the south from proposed residential areas to the north.

CIRCULATION

As discussed elsewhere in this report, "F" Street east of Tidelands Avenue would be a four-lane roadway without curb parking. It would have separate pedestrian and bicycle lanes located in a landscaped strip on the north side of the right-of-way. West of Tidelands Avenue, "F" Street would be abandoned and the land devoted to park development. Auto access to the industrial park area should primarily be from "F" Street, although one access road to Tidelands Avenue should be permitted. For the area between Interstate 5 and the railroad tracks, all access to individual properties should be from Bay Boulevard. A minimum distance of 200 feet should be maintained between connecting roadways along Tidelands Avenue and "F" Street.

DEVELOPMENT AND CONSERVATION CRITERIA

To provide an acceptable water-oriented park easily accessible to Chula Vistans, the following criteria, along with the accompanying Policy Diagram, are proposed:

1. A two-story maximum building height should be imposed throughout the area. In the proposed park area, buildings should be subject to design review if they exceed a one-story structure.

2. In general, parking areas should be used, where possible, as spatial buffer zones, i.e., adjacent to existing uses, railroad tracks, near, or in, power line easements, etc. If possible, they should be consolidated with common driveways in the center rather than on the periphery of a lot, so that they are screened from surrounding roads by landscaping and buildings.

3. A well landscaped building set-back, 80 feet deep, should be required on the industrial park side of both Tidelands Avenue and "F" Street.

4. Heavy screen-plantings with sizeable trees should be provided along the southern edge of the subarea to visually break up the adjacent massive, flat facades of adjoining buildings. This type of planting should also be carried out along the San Diego Gas and Electric easement, providing some natural vertical massing to relieve the impact of the tall power transmission towers.

5. Signs should be limited to free-standing directory signs at the major entranceways to the industrial park, free-standing directory signs for individual buildings or building groupings, and individual establishment signs. The entranceway signs should be limited to an area of 80 square feet on any one side, a height of eight feet, and a length not greater than 10 feet. Directory signs within the project should be limited to an area of 40 square feet on any one side, a height of eight feet and a length not greater than eight feet. Individual establishment identification signs should be maintained flush on the building face, limited to a total area of 10 feet and located not higher than 10 feet on the building facade.

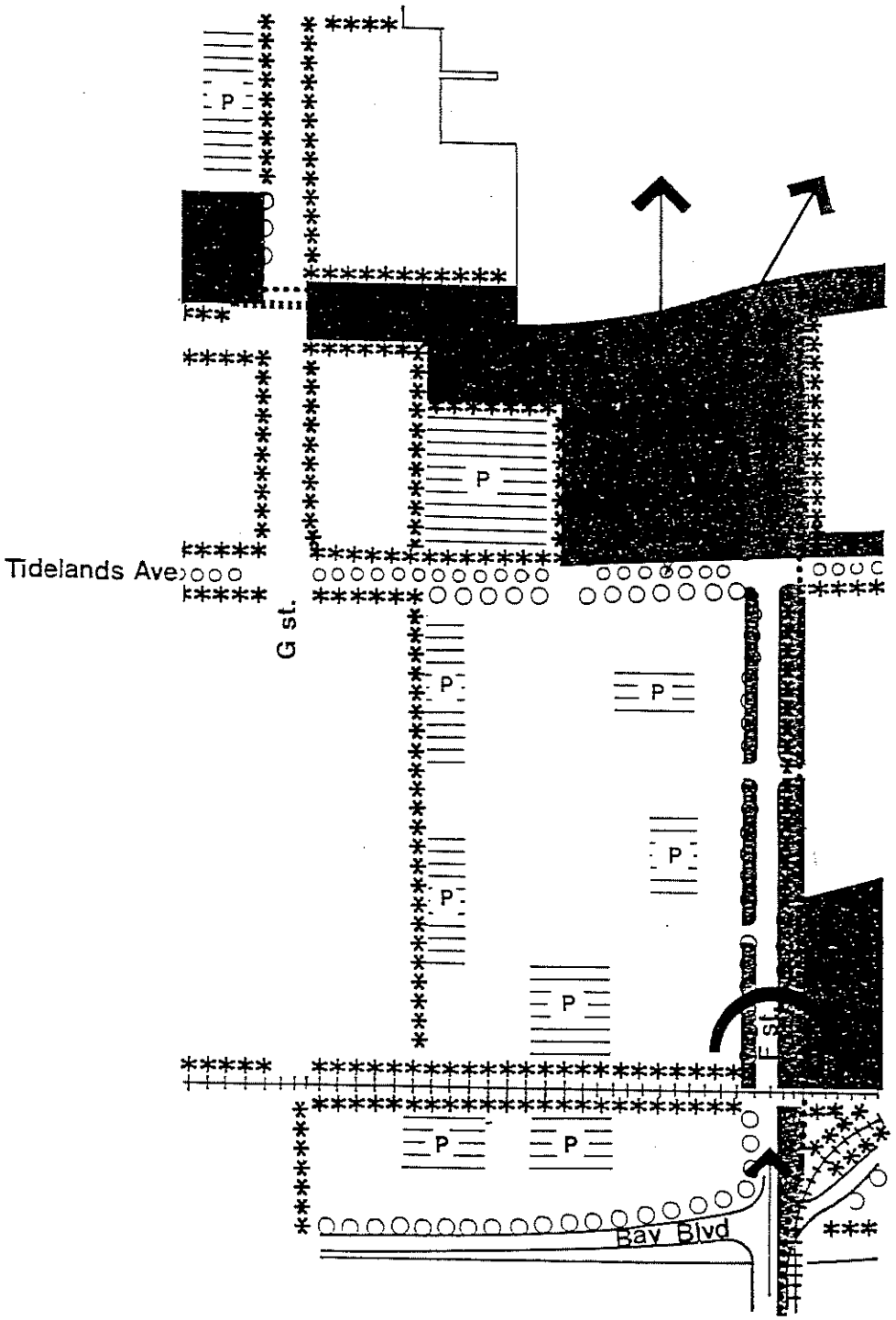


Figure 26: POLICY DIAGRAM

AREA E

Tidelands Office Area

- Provide Views
- Irregular Edge
- Firm Edge
- Landmark Form
- Gateway
- Allowable Bldg. Ht.
- Pedestrianway
- Mini-Transit Service
- Parking Area
- Formal Planting
- Mass Planting
- Screen Planting
- Shallow Water Preserve
- Marsh Preserve
- Park-Open Space

0 500'

SUBAREA F

SUBAREA F

MARINA GREEN

This subarea consists primarily of about 49 acres of land created by fill by the Unified Port District in 1960. It lies wholly within the Port's jurisdiction. The major existing uses are a small boat building facility and the old Chula Vista boat launch, both located in the northwest corner. Three rather large warehouse-type buildings, of recent construction and leased by Rohr, form part of its eastern boundary.

While no major geotechnical constraints exist which would prohibit light construction, more complex or multi-story buildings would probably result in some increase in foundation costs. At present, there is somewhat difficult access, both physically and visually. The subarea's major road entries will be the approximate extensions of "H" Street and "G" Street eastward from Tidelands Avenue. Since the great bulk of Rohr's industrial facilities makes impossible any strong visual relationship with the freeway or areas east of it, major visual connections will necessarily be to the Bay.

With soil conditions probably precluding extensive building, and with its long waterfrontage, availability of Bay vistas and the existence of a 15-20 foot deep boat channel close off shore, this subarea's future development seems most reasonably to be directed at those uses which will take advantage of its scenic and recreational potential.

LAND USE

As the name of the subarea indicates, the primary use proposed is a park of approximately 18-20 acres with a Bayfront setting, containing landscaping and

grassy green spaces, pathways and benches and extensive parking. It is envisioned as a facility for more passive forms of recreation, such as walking, picnicking, kite flying, etc., as well as for some minor active recreation activites, such as volleyball, etc. In its initial phases, a beach area here would provide a recreational facility almost totally lacking in the Chula Vista area.

In a later phase, as the need for small boat berthing grows in the South Bay, dredging an existing channel and filling of areas of land extending out to and along the Pierhead-Bulkhead line (see dashed line on Policy Diagram) could create a marina of some 500-550 small boat berths. In this phase, the Marina Green park would be the key element in a linear open space network surrounding the marina. Related marina facilities, such as boat launching area, fuel dock, boat storage, fishing supplies and food service, as well as restaurants overlooking the marina and the Bay, would all be part of the final marina development. Other possible uses include commercial fishing and party fishing boat accommodations.

Adjoining the park, an area of approximately 14 acres is proposed for motel development. This motel, with associated shops, service facilities and restaurant, could contain up to 200 rooms with views of the marina and Bay, and, if sensitively designed, could provide the visual landmark element the subarea needs to differentiate it from surrounding shoreline development.

CIRCULATION

This subarea would be served by two streets reaching westward from Tidelands Avenue - the existing "G" Street and a new street which is an approximate extension of "H" Street. No specific standards are given for these local streets because such decisions depend on individual requirements of the facilities finally selected. These two streets and a connecting street are shown in the Policy Diagram.

The parking areas shown, which are intended to serve the public park and marina as well as the motel and restaurant facilities in the subarea, are used as a screened and landscaped buffer zone to soften and diminish the impact of the large industrial buildings to the east.

The mini-transit vehicle pathway is shown bordering the parking areas, connecting the motel with marshlands, parks, hotels and recreational facilities to the north. Pedestrian and bicycle paths would be provided at, or in close proximity to, the water's edge, allowing the public access to either the beach area, or in a later phase, to enjoy the sights and activities of the marina.

DEVELOPMENT AND CONSERVATION CRITERIA

The following criteria are proposed with the Policy Diagram to provide the framework for development of the Marina Green Subarea:

1. Motel use (as noted on the Policy Diagram) is proposed at a five-story height limit provided soil conditions make such structures feasible. Elsewhere in the subarea, there should be a three-story height limit on all buildings.

2. The motel building, or any building constructed in this part of the subarea, should be so sited and designed that as a strongly identifiable form it provides a landmark for the Bayfront.

3. Parking lots should, where possible, be used as a buffer from existing industrial areas. These lots, heavily landscaped and used in combination with dense tree planting along the eastern edge of the subarea, are used as visual screens to minimize the visual impact of the large industrial buildings to the east.

4. The water's edge around the Marina Green and in later phases, around the total marina development, should in general be used for public access for pedestrian and bicycle paths. Such pathways could, however, be interrupted occasionally for uses necessarily located at the water's edge.

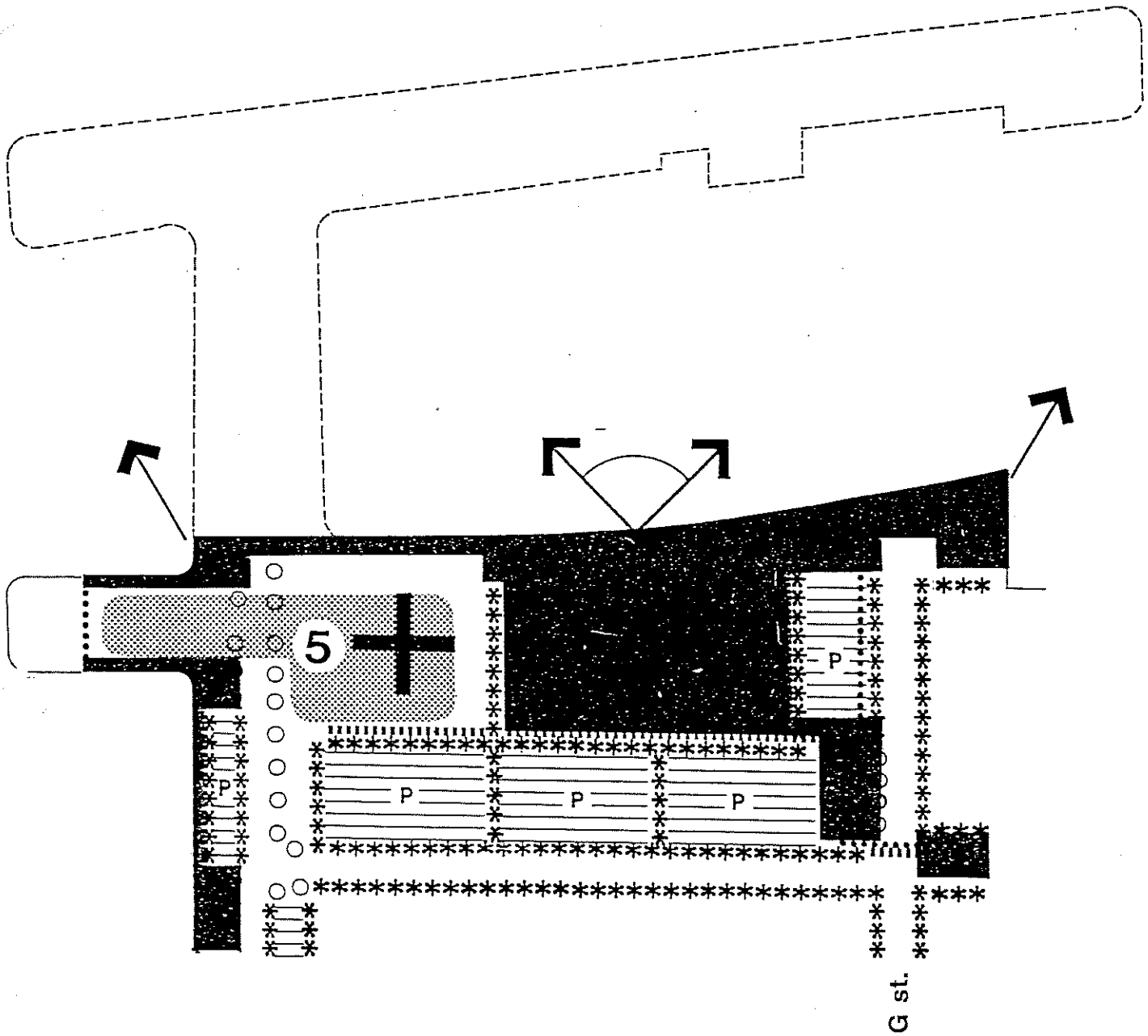


Figure 29: POLICY DIAGRAM

AREA F

Marina Green

- Provide Views
- Irregular Edge
- Firm Edge
- Landmark Form
- Gateway
- Allowable Bldg. Ht.
- Pedestrianway
- Mini-Transit Service
- Parking Area
- Formal Planting
- Mass Planting
- Screen Planting
- Shallow Water Preserve
- Marsh Preserve
- Park-Open Space

0 500'

SUBAREA G

SUBAREA G

SOUTH MARINA

The South Marina Subarea is a section of the Bayfront almost entirely under the jurisdiction of the Port. It was filled in 1968 partly for construction of the Chula Vista boat launch ramp and marina and partly for industrial purposes. East of the mean high tide line, the "J" Street right-of-way is in City ownership while to the south of "J" Street, portions of the marsh have been filled and are owned by the San Diego Gas and Electric Company. Rohr industrial facilities border the subarea on the north and east sides, while the fuel tanks and transformer units of the San Diego Gas and Electric Company are to the south. On the west is San Diego Bay.

With its extensive shoreline, the subarea has scenic and recreational potential. However, it also has the problems of a visually disjointed and constricted entry through an industrial area, and of poor visibility from the freeway. Its eastern and northern edges are a rather overwhelming mixture of massive buildings and industrial clutter. Its assets include the water-oriented public park and recreational facilities, designed as part of the boat launch and marina by the Port, the Bay vistas available along its shoreline, the proximity of the developing salt marsh fronting the San Diego Gas and Electric Company property, and the ease of access from Tidelands Avenue, which merges with "J" Street after traversing the subarea.

LAND USE

There are two major land uses and a third alternative use porposed for this subarea. The first - the design and construction of a marina with related

commercial, park and recreation facilities - already has been started in the western-most section with the boat launch ramp area.

The marina could, if demand increases in the future, be expanded to the west by additional fill eventually to accommodate about 1,100 small boat berths. (See the dashed outline on the accompanying Policy Diagram.)

Various marina-related commercial uses, such as fuel docks, boating supplies and accessories, bait and tackle shops and restaurants and coffee shops, would be an integral part of the marina development. In addition, public open space, primarily linear in character, would ring the perimeter of the marina with a landscaped park strip along "J" Street running eastward to the freeway underpass. Sitting areas and scenic outlooks should be provided at various points throughout the park area.

The second major use is for an area of approximately 17 acres east of Tidelands Avenue, proposed for administrative and business service use. This filled land should be suitable for the light commercial or industrial buildings usual in this kind of development. Besides general office uses, other more specifically marina-related uses, such as motor and boat sales, dry storage and repair, chandleries, etc., would be suitable. This area also would fit the criteria for the five-acre regional fire training facility proposed for the Bayfront, because access to other parts of the Bayfront is good, and the outdoor training and storage areas would serve as buffers between industrial uses to the north and east and the marina development along the water.

As an alternative to the uses discussed above, major water-oriented industrial uses, such as a shipbuilding plant, should be considered for Subarea G if additional investigations pertaining to traffic circulation and dredging indicate

the feasibility of such a use and that there will be no adverse impact upon the feasibility of the balance of the adopted plan. Should such use be determined to be feasible, the Circulation and Development and Conservation Criteria discussed below will have to be substantially modified.

CIRCULATION

Tidelands Avenue, with its "J" Street merger, has been discussed in the Transportation section of this report. The marina extension of "J" Street has been designed to Port standards, with an 85-foot-right-of-way; in future expansions of the marina, roadways presumably would be designed to the same standards. Vehicular access to Port-owned properties east of Tidelands Avenue should be limited to two or three entranceways, thereby improving both traffic capacity and the appearance of the area.

Pedestrian and bicycle movements from the "J" Street underpass to the marina should be provided in a landscaped strip on the south side of "J" Street, with pathways extending around the perimeter of the marina. The pedestrian path system should be continued south through the marsh by a bridge over the creek and a system of paths and catwalks (where necessary) so that hikers and nature observers may have as close contact as possible with the marsh and water edge.

DEVELOPMENT AND CONSERVATION CRITERIA

To provide the framework necessary to create a visually effective "J" Street entrance to the Bayfront, and to develop the marina area and a pedestrian path link to the marsh and waterfront to the south, the Policy Diagram and the following criteria are proposed:

1. Dense landscaping and tree planting should be provided to screen industrial buildings and clutter from "J" Street, Tidelands Avenue and the administrative and business service area east of Tidelands Avenue.

2. Any landscaping and buildings along the eastern edge of the marina should be carefully located so as not to interfere with views out over the marina from Tidelands Avenue.

3. On the land areas of the marina, tree planting and landscaped screening of parking areas, etc., should be in rather dense masses to provide visual punctuation in the general flatness of the area, and to de-emphasize the visual length of the road. In the same way, a mass of trees at the curve, where "J" Street merges into Tidelands Avenue, will accent the road curve and provide a visual terminus for people entering from "J" Street.

4. The marina water edge should, in general, be reserved for pedestrian paths and public use. However, such pathways and parks can be routed inland where there are occasional uses necessarily located at the water's edge.

5. Stringent sign controls similar to those proposed for the Bay Boulevard properties (Subarea D) should be instituted.

6. A maximum height of three stories should be maintained throughout the South Marina area. However, an exception should be made to permit a five-story fire tower if a fire training facility is located in this area.

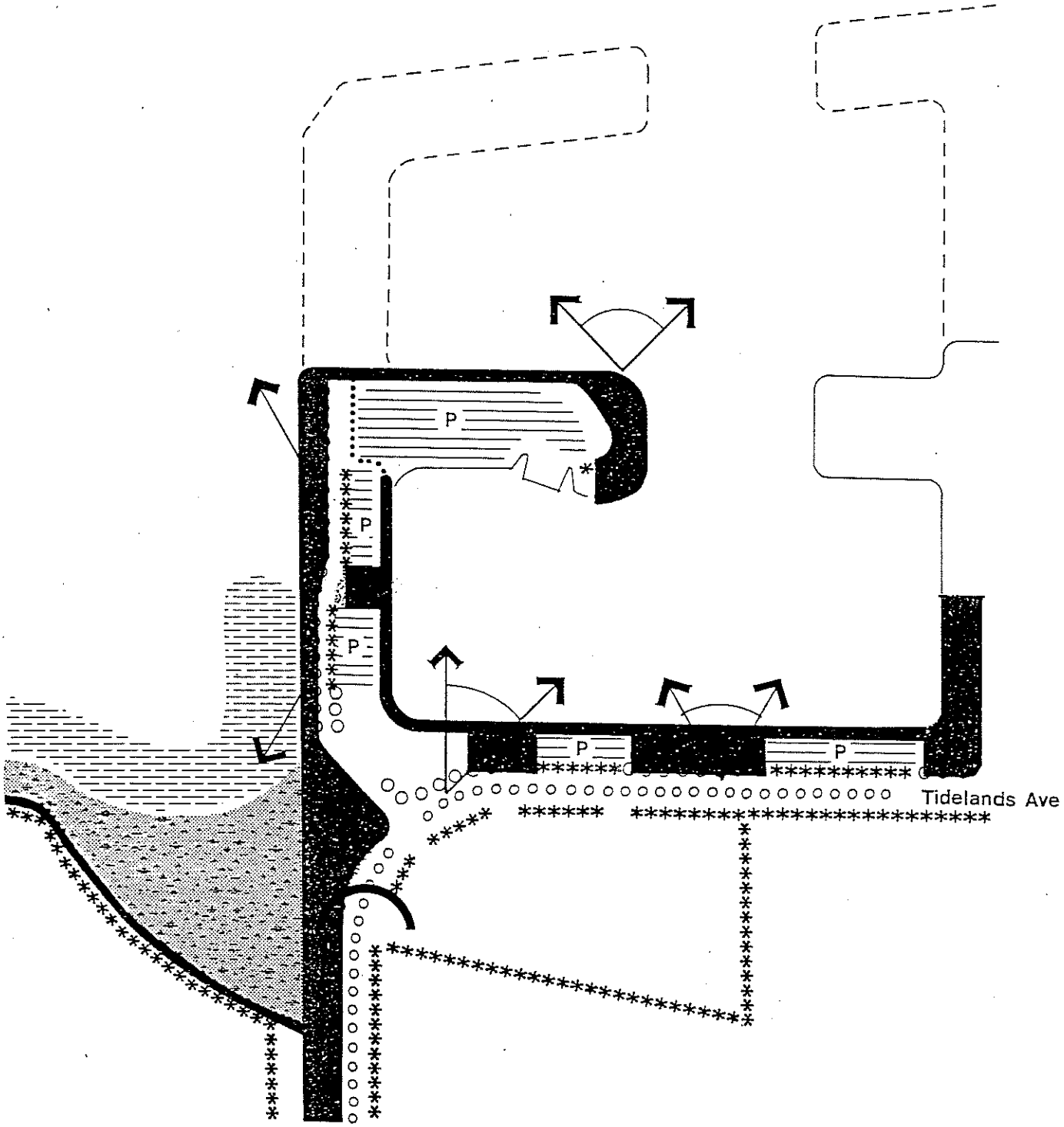


Figure 31: POLICY DIAGRAM

AREA G

South Marina

- Provide Views
- Irregular Edge
- Firm Edge
- Landmark Form
- Gateway
- Allowable Bldg. Ht.
- Pedestrianway
- Mini-Transit Service
- Parking Area
- Formal Planting
- Mass Planting
- Screen Planting
- Shallow Water Preserve
- Marsh Preserve
- Park-Open Space

0 500'

CONTROLS

CONTROLS

All uses shall comply with the following limitations:

1. GENERAL CONTROLS. Unless more restrictive controls are specified herein, the requirements of the codes and ordinances of the City of Chula Vista, as they may from time to time be in effect, shall be followed.

2. APPLICABILITY OF LAND USE PROVISIONS AND BUILDING REQUIREMENTS TO PROPERTY NOT TO BE ACQUIRED. The land use provisions and building requirements shall apply to all real property in the Project Area.

3. VARIANCES. Where unnecessary hardships, practical difficulties or consequences inconsistent with the general purposes of this Plan result from the literal interpretation and enforcement of the restrictions and limitations imposed by this Plan, the Redevelopment Agency, upon receipt of a verified application from the Owner of the property affected, stating fully the grounds of the application and facts relied upon, and upon its own further investigation, may grant adjustments or variances under such conditions and safeguards as it may determine, consistent with the general purpose and intent of this Plan, provided that in no instance will any adjustments or variances be granted that will change or alter the land uses or other basic requirements of the Redevelopment Plan.

REDEVELOPMENT TECHNIQUES

REDEVELOPMENT TECHNIQUES

Proposed redevelopment actions in the project area include: alteration, modernization, general improvement or any combination thereof (hereinafter called "rehabilitation") by the owners of certain existing structures; acquisition of real property by purchase, gift, devise, exchange, condemnation or other lawful means; relocation of the occupants presently residing in structures which are acquired; demolition, removal or clearance of certain existing buildings and structures on land acquired by the Agency; arrangement with proper authorities for the vacation and realignment of certain streets, alleys, utilities, and other rights-of-way; reservation of certain areas for public streets, alleys, rights-of-way, and other public purposes, installation of public plazas, pedestrianways and/or pedestrian overpasses, and other necessary site improvements, facilities, and underground placement of utility lines and services; formulation of rules for owner participation, and preference to persons who are engaged in business in the project area to re-enter in business within the redeveloped area; sale or lease of all land acquired by the Agency for reuse in accordance with the Plan, and such additional conditions as may be imposed by the Agency in any manner authorized by law in order to carry out the purposes of redevelopment.

REHABILITATION

1. Description of conditions under which rehabilitation will be permitted: Any property which is not required for public improvements, and which conforms or can be made to conform to the uses, rehabilitation standards, and other applicable controls of this Plan in such a manner as to meet the objectives of the Plan at a cost which is determined to be feasible shall be

rehabilitated by the owner, if he is willing and able to carry out such rehabilitation.

2. Description of conditions under which property will be acquired for rehabilitation by the Agency or others: If the owner is unwilling or unable to so rehabilitate the property, the Agency may acquire and rehabilitate the property, or acquire the property and sell it subject to rehabilitation by the buyer.

LAND ACQUISITION

All real property located in the Project, except as specifically exempted herein, may be acquired by the Agency in order to remove substandard conditions, remove blighting influences, provide land for public improvements or facilities, promote historic or architectural preservation or provide land for redevelopment and other plan objectives. The public interest and necessity require the use of the power of eminent domain by the Agency to acquire those real properties in the Project which cannot be acquired by other lawful methods.

The Agency shall not acquire real property to be retained by an owner pursuant to a participation agreement if the owner fully performs under the agreement. The Agency is authorized to acquire structures without acquiring the land upon which those structures are located. The Agency is also authorized to acquire any other interest in real property less than a fee.

The Agency shall not acquire real property on which an existing building is to be continued on its present site and in its present form and use without the consent of the owner, unless: 1) such building requires rehabilitation, or 2) the site or lot on which the building is situated requires modification in size, shape, or use, or 3) it is necessary to impose upon such property any of the standards,

restrictions and controls of the Plan and the owner fails or refuses to participate in the Plan by executing a participation agreement.

In accordance with the Community Redevelopment Law of the State of California, the Agency has adopted rules for owner participation and rules for extension of reasonable preferences to persons in business.

LAND DISPOSITION SUPPLEMENT

LAND DISPOSITION SUPPLEMENT

In order to provide adequate safeguards that the process of redevelopment will be carried out pursuant to the Plan, agreements for the disposition of land by the Agency and owner participation agreements shall include provisions recognizing and requiring that:

1. The purchase or leasing of land is for redevelopment and not for speculation and reserving to the Agency such powers and controls as may be necessary to prevent transfer, retention or use of the property for speculation purposes.

2. The land shall be built upon and/or improved in conformity with the development standards of the Plan and the Declaration of Restrictions.

3. All developers and owner participants shall submit preliminary architectural plans, site and landscape plans and final plans including landscaping and sign plans, and specifications of the improvements proposed to be constructed on the land for architectural review and approval by the Agency in order to ensure that development and construction will be carried out in a manner which will effectuate the purposes of the Plan. As a part of such plans and specifications, developers and, if required by the Agency, owner participants shall submit time schedules for the commencement and completion of such improvements. All such plans and schedules shall be submitted within the time specified in the respective agreements with such developers and owner participants.

4. By and for the contracting parties, their heirs, executors, administrators, and assigns, there shall be no discrimination against or segregation of any person or group of persons on account of race, creed, color, national origin, or ancestry in the sale, lease, sublease, transfer, use occupancy, tenure, or

enjoyment of the premises therein described, nor shall the contracting parties, or any persons claiming under or through them, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use, or occupancy of tenants, lessees, sublessees, or vendees in the premises described.

5. Duration of this Plan: Except for the nondiscrimination and nonsegregation provisions which shall run in perpetuity, the provisions of this Plan shall be effective and the provisions of other documents formulated pursuant to this Plan may be made effective for 25 years from the date of adoption of this Plan by the City Council.

METHODS FOR FINANCING THE PROJECT

METHODS FOR FINANCING THE PROJECT

GENERAL DESCRIPTION OF THE PROPOSED FINANCING METHODS

The Agency is authorized to finance this Project with financial assistance from the City, State of California, Federal Government, property tax increments, interest income, Agency bonds, or any other available source.

Loans for survey and planning and for the operating capital for nominal administration of this Project are to be made by the City until adequate tax increments or other funds are available or sufficiently assured to repay the loans and to permit borrowing adequate working capital from sources other than the City. The City as it is able will also supply additional assistance through City loans and grants for various public facilities.

As available, gas tax funds from the State of California and the County of San Diego will be used for the street system. As available, Federal loans and grants will be used to finance portions of Project costs.

The Agency is authorized to issue bonds if appropriate and feasible in an amount sufficient to finance all or any part of the Project.

The Agency is authorized to obtain advances, borrow funds and create indebtedness in carrying out this Plan. The principal and interest on such advances, funds, and indebtedness may be paid from tax increments or any other funds available to the Agency.

TAX INCREMENTS

All taxes levied upon taxable property within the Chula Vista Bayfront Redevelopment Project each year by or for the benefit of the State of California, County of

San Diego, City of Chula Vista, any district, or other public corporation (hereinafter sometimes called "Taxing Agencies") after the effective date of the ordinance approving this Redevelopment Plan, shall be divided as follows:

1. That portion of the taxes which would be produced by the rate upon which the tax is levied each year by or for each of said taxing agencies upon the total sum of the assessed value of the taxable property in the Redevelopment Project as shown upon the assessment roll used in connection with the taxation of such property by such taxing agency, last equalized prior to the effective date of such ordinance, shall be allocated to and when collected shall be paid into the funds of the respective taxing agencies as taxes by or for said taxing agencies on all other property are paid (for the purpose of allocating taxes levied by or for any taxing agency or agencies which did not include the territory of the Project on the effective date of such ordinance but to which such territory is annexed or otherwise included after such effective date, the assessment roll last equalized on the effective date of said ordinance shall be used in determining the assessed valuation of the taxable property in the Project on said effective date); and,

2. That portion of said levied taxes each year in excess of such amount shall be allocated to and when collected shall be paid into a special fund of the Agency to pay the principal of and interest on bonds, loans, monies advanced to, or indebtedness (whether funded, refunded, assumed, or otherwise) incurred by the Agency to finance or refinance, in whole or in part, this Redevelopment Project. Unless and until the total assessed value of the taxable property in the Project exceeds the total assessed value of the taxable property in the Project as shown by the last equalized assessment roll referred to in paragraph (1) hereof, all of the taxes levied and collected upon the taxable property in

the Project shall be paid into the funds of the respective taxing agencies. When said bonds, loans, advances and indebtedness, if any, and interest thereon, have been paid, all monies thereafter received from taxes upon the taxable property in the Project shall be paid into the funds of the respective taxing agencies as taxes on all other property are paid.

The portion of taxes mentioned in paragraph (2) above are hereby irrevocably pledged for the payment of and interest on the advance of monies, or making of loans, or the incurring of any indebtedness (whether funded, refunded, assumed, or otherwise) by the Agency to finance or refinance the Project in whole or in part.

The Agency is authorized to make such pledges as to specific advances, loans and indebtedness as appropriate in carrying the Project.

ACTIONS BY THE CITY

ACTIONS BY THE CITY

The City shall aid and cooperate with the Agency in carrying out this Plan and shall take all actions necessary to ensure the continued fulfillment of the purposes of this Plan and to prevent the recurrence or spread in the area of conditions causing blight. Action by the City shall include, but not be limited to, the following:

Institution and completion of proceedings for opening, closing, vacating, widening, or changing the grades of streets, alleys and other public rights-of-way, and for other necessary modifications of the streets, the street layout, and other public rights-of-way in the Project Area. Such action by the City shall include the requirement of abandonment and relocation by the public utility companies of their operations in public rights-of-way as appropriate to carry out this Plan.

Institution and completion of proceedings necessary for changes and improvements in publicly-owned public utilities within or affecting the Project Area.

Revision of zoning within the Project Area to permit the land uses and development authorized by this Plan.

Performance of the above, and of all other functions and services relating to public health, safety, and physical development normally rendered in accordance with a schedule which will permit the redevelopment of the Project Area to be commenced and carried to completion without unnecessary delays.

The undertaking and completing of any other proceedings necessary to carry out the Project.

PROCEDURE FOR AMENDMENT OF THE PLAN

This plan may be amended by means of the procedure established in Section 33450-33458 of the Community Redevelopment Law of the State of California, or by any other procedure hereafter established by law.

PROCEDURE FOR AMENDMENT OF THE PLAN

NEIGHBORHOOD IMPACT ELEMENT

NEIGHBORHOOD IMPACT ELEMENT

An on site investigation of the Bayfront Redevelopment Project Area reveals that it contains 23 dwelling units which are considered to fall within the category of low and moderate income housing. Of these 23 units, 20 are found to exist in a mobile home park on the northwest corner of the intersection of Bay Boulevard and "G" Street. This park is completely surrounded by incompatible general industrial uses.

The three remaining dwelling units are of the single-family type, one of which is located immediately north of the aforementioned mobile home park and suffers from the same locational deficiencies. The remaining two dwelling units are located on the area known as Gunpowder Point. The units in this area appear to be of sub-standard condition and are presently used in conjunction with the agri-business use which is predominate in this area. The presence of these units in this area is indicative of the inadequate planning concern this area has received in years past.

The impact of the proposed project upon the residents of the project area, as well as those in the surrounding neighborhood, is noted below as required by Section 33333.5 of the Health and Safety Code of the State of California.

RELOCATION

The implementation of the proposed project will require the displacement of 24 families and 58,486 square feet of industrial-commercial establishments. It is anticipated that a large percentage of the displacement noted above may be mitigated through the provisions for Owner Participation contained in the Community Redevelopment Law. In those cases in which owner participation agreements cannot be negotiated, displacement and relocation will be handled in accordance with the

provisions of the California Relocation Assistance Act. A detailed relocation provision is contained in the report to the City Council on the Redevelopment Plan.

TRAFFIC CIRCULATION

The alterations to the circulation system, as recommended in the plan, will result in better access to and from the project area thereby improving traffic flow. However, the benefits of this increased circulation cannot be accrued without costs in the form of increased traffic flow upon some existing routes. It is impossible, at this time, to assess the impact in terms of increases or decreases in circulation due to the fact that specific proposals have not been received. Each proposal, however, when received, will be required to address, in specific terms, the effect it will have upon traffic flow within the project area as well as in those areas to the east of Interstate 5.

ENVIRONMENTAL QUALITY

The direct long and short-term impacts which may result from the implementation of the plan are: 1) the filling of the "F" Street Marsh and optional filling of more marshlands for the golf course. This will reduce the associated biological forms, some of which are endangered, and reduce the stability of its food chain; 2) the construction of recreational commercial developments 100 feet from the marshes could prove to provide irritants for the ecologically sensitive marshlands and their associated wildlife. Development Environmental Impact Reports must address the precise extent of this impact. It should be noted that the operation of the San Diego Gas and Electric plant has not significantly reduced the quality of the "J" Street Marsh; 3) noise levels near Tidelands Avenue, I-5, and other major

thoroughfares will be normally unacceptable for up to 260 feet on either side of the peak hour and for 137 feet during off-peak hours. Some areas of the marshes will be unprotected from this impact; 4) the construction of elevated walkways and bikeways through the marshes could provide irritants for the wildlife and possibly ruin the habitats of endangered water fowl; 5) the construction of tourist-oriented facilities such as motels, hotels, and convention centers near marshes that support mosquitoes and emit odors could lead to the filling-in of those marshes. The likelihood of such an occurrence would increase if the current methods of mosquito control were banned for ecological reasons; 6) the proposed marinas could be a source of noise and water pollution for the marshes and mudflats;7) if some areas, such as Subarea "C" or Subarea "G", were developed for the optional industrial uses, the marshes could be harmed by vibration, or air, noise, or water pollution; the extent to which this would occur whould be addressed in development EIR's; 8) automotive parking within fifty feet of the bay and the marshes would provide air and noise pollution in these areas; 9) the optional filling of a part of San Diego Bay in order to expand the south marina; 10) there will be secondary effect of reduction of hunting territory available to predator species; this will increase competition and ultimately reduce the population size; 11) loss of 228 acres of open space; 12) deterioration of air quality due to increased traffic; 13) land uses which are critical from the standpoint of seismicity, such as hotels and residences, will be located near the Rose Canyon fault. There is limited seismic risk in locating public and residential land uses on soils subject to liquification close to the active Rose Canyon fault; and 14) there would be a reduction in non-prime, but never-the-less, productive agricultural land.

THE AVAILABILITY OF COMMUNITY FACILITIES AND SERVICES

The impact of the project upon the residents of the area and surrounding neighborhoods as it relates to the availability of community facilities and services

is addressed below in accordance with the Community Redevelopment Law of the State of California.

One of the most noticeable impacts of the project is seen in the provision for large amounts of park and recreation and open space area. This is especially important in that it provides a method for halting the decline of the quality of the environment due to uncontrolled development. Additionally, community facilities and services, including police, fire, library, and health services, are located within 1½ miles of the project area. Specifically, community facilities and services will be as available to residents of the project area as they are to other residents of the City of Chula Vista.

SCHOOL POPULATION AND QUALITY OF EDUCATION

Student generation factors used by the School District on a District-wide basis, and representing the "worst case" situation relating to the proposed project, indicate that a 790 dwelling unit multi-family project would generate 395 elementary school students, 237 junior high school students, and 158 senior high school students. Within two miles of the project area, there are four elementary schools, a junior high school, and a senior high school, which have capacities in excess of present requirements. They are as follows: 1) Feaster School has a capacity of 526 students and a current enrollment of 404, yielding 122 extra spaces; 2) Mueller School has a capacity of 626 pupils and a current enrollment of 510, yielding 116 extra spaces; 3) Harborside School has a capacity of 598 pupils and a current enrollment of 470, yielding 128 extra spaces; 4) Rice School has a capacity of 704 and a current enrollment of 586 pupils, yielding 118 extra spaces; 5) Chula Vista Junior High School has a capacity of 1,204 students and an enrollment of 1,128, yielding 76 extra spaces; 6) Chula Vista Senior High School has a capacity of 1,506 students and an enrollment of 1,325, yielding 181 extra spaces.

In summary, 484 elementary school spaces; 76 junior high school spaces; and 181 senior high spaces are available at the present time. Therefore, the project will result, assuming that existing facilities are not increased, in capacity enrollments in the elementary and high school levels and an enrollment at Chula Vista Junior High School which will exceed capacity by 161 students.

Under existing City procedures, no development would be approved until such time as letters from the school districts have been obtained stating that they have adequate facilities to accommodate the students from the project. This appears to be an adequate safeguard developed to ensure that adequate school facilities will be available to accommodate any increase in school population which would be generated from the project without decreasing the quality of education.

PROPERTY ASSESSMENTS AND TAXES

All property within the project area will continue to be assessed at the current State-mandated level following the adoption of the Redevelopment Plan. The impact of the project would be most significant in the area of revenue generation and ad valorem tax rate maintenance. This contention is based upon the projection of private development improvement in the area in excess of $58 million. This would result in the provision of an additional $15 million in assessed valuation upon completion of the project. This increased source of revenue would have the effect of depressing the tax rate levied by taxing agencies generating revenue from real property and improvements located within the project area.

RULES GOVERNING PARTICIPATION AND PREFERENCES BY OWNERS AND TENANTS

REDEVELOPMENT AGENCY
OF THE
CITY OF CHULA VISTA

RULES GOVERNING PARTICIPATION AND PREFERENCES BY OWNERS AND TENANTS IN THE BAYFRONT REDEVELOPMENT PROJECT

Section I. GENERAL

These rules are promulgated to implement the provisions of the Redevelopment Plan for the Bayfront Redevelopment Project regarding participation and the exercise of preferences by owners, operators of businesses, and tenants in the Project. These rules set forth the procedures governing such preferences and participation.

The Redevelopment Agency of the City of Chula Vista ("Agency") desires participation in development of the project area by as many owners and tenants as possible. In view of the pattern of land assembly and integrated development envisioned by the Redevelopment Plan, persons and firms doing business in the Project area will be encouraged to take advantage of their participation and preference opportunities. Specific attention will be focused upon the participation of owners of buildings that have historical and architectural merit and which are structurally sound and can be renovated feasibly in accordance with the Plan.

Participation opportunities are necessarily subject to and limited by factors such as the following:

1. The elimination and/or modification of some land uses.

2. The realignment and abandonment of some streets.

3. The ability of participants to finance the proposed development.

4. The reduction of the total number of individual parcels in the Project area.

5. Change in orientation and character of the area.

6. The building has historical and/or architectural qualities that will enhance the Redevelopment Plan.

Section II. PARTICIPATION BY OWNERS OF REAL PROPERTY

A. Participation in the Same Location

In appropriate circumstances where such would foster the unified and integrated development contemplated by the Redevelopment Plan, an owner may participate in substantially the same location by retaining all or portions of his property and purchasing other property if needed and available for development in accordance with the Redevelopment Plan.

Conflicting desires among participants for particular sites or land uses will be resolved by the conformity of a participation proposal with the intent and purpose of the Redevelopment Plan.

The final decisions concerning land acquisition by the Agency will be based upon the conditions existing at the time the Agency purchases property or enters into participation agreements.

B. Participation in a Different Location

In some instances, the Agency will buy the land and improvements at fair market value, and offer parcels of cleared land for purchase

by owner-participants prior to offering for sale to the general public. Property sold to owner-participants will be made available at fair value for the uses designated in the Redevelopment Plan.

Section III. PARTICIPATION BY TENANTS

Pursuant to these rules, nonproperty owners who are tenants engaged in business or residing in the Project area will be given opportunities to remain or to obtain reasonable preferences to reenter within the redevelopment area if they otherwise meet the requirements prescribed by the Plan.

A. Tenant Participation as Owners

Tenants will be given reasonable preference to purchase and develop real property in the Project area prior to offering for sale to the general public. Property sold to such tenants will be made available at fair value for the uses designated in the Plan.

B. Preferences for Business Tenants as Tenants

Business tenants who desire to reenter the Redevelopment Project area as tenants will receive reasonable preferences to locate in the Project area in accordance with the prescribed uses of the Plan.

Section IV. PROCEDURE FOR BECOMING A PARTICIPANT

A. Procedure for Participation as Business Owner, Residential Owner or Business Tenant

Every person interested in becoming a participant as a business owner or tenant must submit to the Agency a statement indicating such interest. A form for this purpose may be obtained from the Agency on request.

The Agency may disregard Statements of Interest submitted after the end of the thirty (30) day period immediately following the date of the publication of the ordinance of the City Council adopting the Redevelopment Plan.

The Agency will notify each person who submits a Statement of Interest of the time within which he must submit his proposal for participation.

Opportunity will be given to discuss proposals with the Agency staff and to make necessary adjustments. The Agency will make every effort to meet the desires of every person desiring to participate in the Project.

B. Participation Agreement

Each owner or tenant who has submitted an acceptable proposal for owner or tenant participation will be required to enter into a participation agreement with the Agency. Each agreement will contain provisions necessary to insure that the participation proposal will be carried out, and that the subject property will be developed or used in accordance with the conditions, restrictions, rules and regulations of the Redevelopment Plan and the agreement.

The agreement will specifically mention the following:

1. Parking facilities per the requirements of the City of Chula Vista and/or provisions for Public Transit (if any) shall be applicable to the owner/participant in the same manner and degree as they affect a new purchaser/developer in the project.

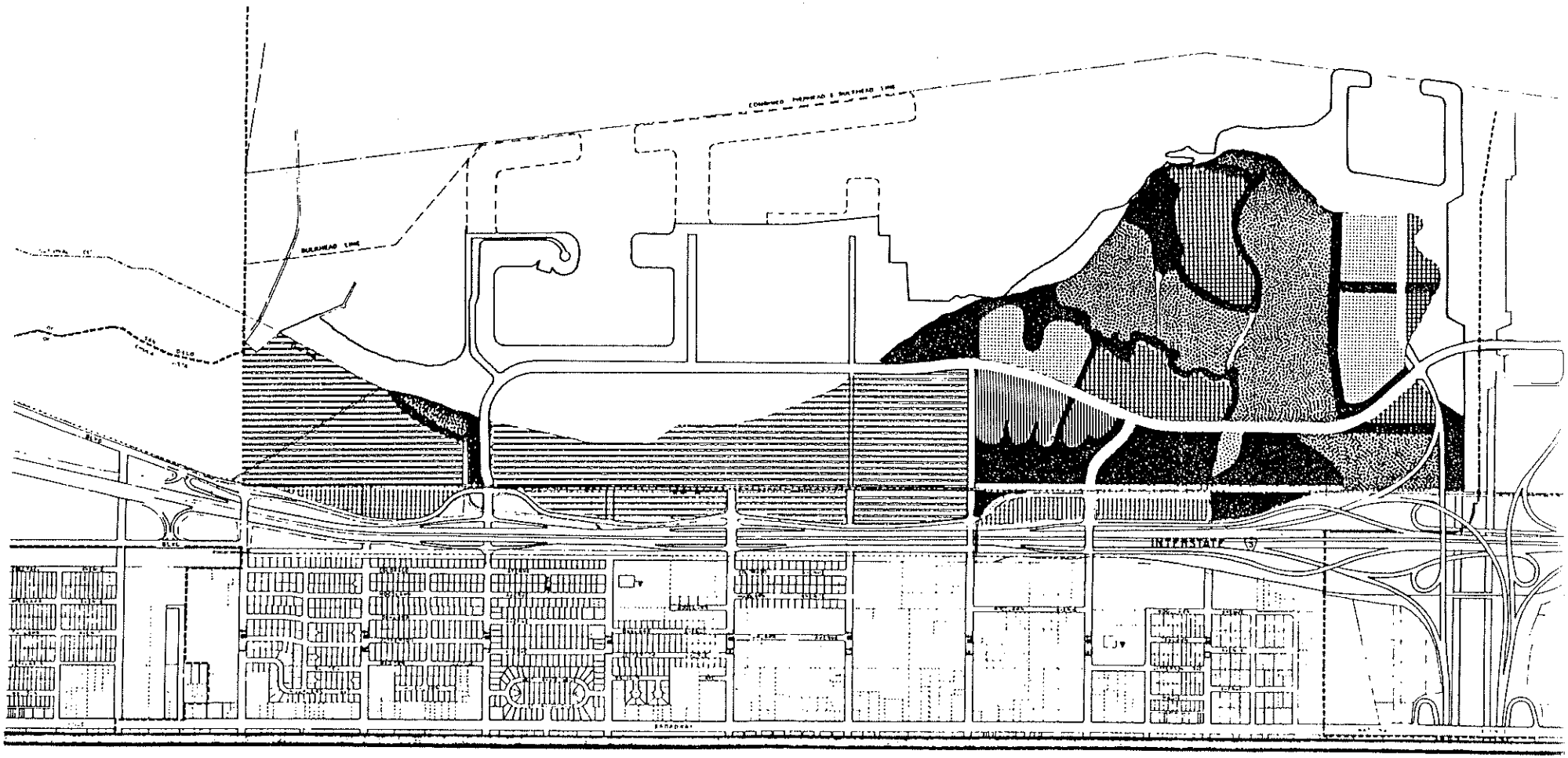
2. The owner/participant will be assessed by a Special Assessment District (if any) in the same proportion or ratio as that of a new developer for the purpose of maintaining common areas, parking areas, and other public project facilities.

Each agreement will furthermore require the participant to join in the recordation of such documents as the Agency will require in order to insure such development. The agreement will also provide that a successor in interest of the original participant may become a participant with the approval of the Agency.

Participation agreements will be effective only if approved by the Members of the Agency.

Section V. AMENDMENT OF OWNER PARTICIPATION RULES

The Agency may amend these Rules at any meeting held after their adoption. Any amendments after the filing of statements of intent shall be made only after notice to the persons who have filed such statements. Such notice shall be by mail posted at least fourteen (14) days before the date of the meeting at which the proposed amendment will be considered.



Salt Marsh Preserve

Park, Recreation and Other Open Space

Marina and Related Public and Private Facilities

Commercial Recreation

Highway Related Commercial

Administration and Business Service

Residential

Marina Related Industrial

Industrial

Expansion Reserve

EXHIBIT A

Bayfront Redevelopment Project
Land Uses

APPROVED BY THE C.P.C. ON MAY 8, 1974
RESOLUTION NO. PCM. 74-9